

RX02

**Idaho State Communications Center  
Hazmat  
H-2015-00193**

Date/Time: 09/27/2015 03:18  
 Caller: Trooper Brennan  
 Agency: ISP Region 4

Callback #:  
 Agency Callback #: (208) 736-3060

Location: Highway I-84 MP: 115 - 115 WB  
 County: Elmore County, ID  
 Release Date/Time: 09/27/2015 03:18  
 Primary Product ID: Paint (No) Additional Chemicals  
 Markings/Numbers:  
 Placard #: 1263  
 UNDOT:  
 Amount Released: 37000 pounds  
 # of Injuries: 0  
 # of Exposures: 0

**Situation Status**

Threat Level: Severe  
 Spiller Name:  
 Spiller Address:  
 Spiller Phone:

En route:  
 On Scene:  
 Returning:  
 In Service:

Attributes: Container/Vehicle Damage, Release In Progress, Transportation Incident

**Site Conditions**

Weather Condition: strong wind to the east  
 Surface Water & Distance:  
 Distance to Dwelling:  
 Other Area:  
 Emergency Personnel at Scene: ISP, Elmore SO, ITD  
 Incident Commander Contact Info: Dep Chuck Pickering; Elmore Dispatch  
 Released Into: Pavement

**Conference Call**

Initial Conference Call: 09/27/2015 03:53  
 Classification: Level II  
 Classified By: White, Autumn  
 Date/Time: 09/27/2015 04:10

Date/Time	Person	Agency	Method	Status
09/27/2015 03:28	Autumn White	Idaho Office of Emergency Management	Cell Phone	Acknowledged
09/27/2015 03:28	Bobby Dye	DEQ Twin Falls	Cell Phone	Acknowledged
09/27/2015 03:37		Health District 4 - Central District Health	Pager Cap Code	Paged
09/27/2015 03:37	Tim Russo-4656	RRT Region 4 Boise	Main Office	Acknowledged
09/27/2015 03:40	Mike Reno	Health District 4 - Central District Health		Returned Call
09/27/2015 03:41	Vicky	Elmore SO	Main Office	Acknowledged
09/27/2015 03:46	Brad Richy	IOEM Director	Cell Phone	Left Message
09/27/2015 03:47	Brad Richy	IOEM Director	Home Phone	Acknowledged

**Idaho State Communications Center  
Hazmat  
H-2015-00193**

09/27/2015 03:49	Darrel Riedinger	RRT Region 4 Boise	Returned Call
09/27/2015 03:51	Dan Bryant	ITD District 3	Returned Call

**Notifications**

<u>Date/Time</u>	<u>Name</u>	<u>Agency</u>	<u>Method</u>	<u>Status</u>	<u>Contacted By</u>
09/27/2015 04:43	Kristen Jacobson- LERA	ISP Region 3	Main Office	Acknowledged	Jones, Kari
09/27/2015 03:53	Dan. Bryant	ITD District 3	Work Phone	Acknowledged	Jones, Kari
09/27/2015 04:45	Matt Carr	EPA Region 10	Main Office	Acknowledged	Jones, Kari
09/27/2015 04:47		Fish and Game Region 3	Email	Emailed	Jones, Kari
09/27/2015 04:48		Department of Agriculture	Email	Emailed	Jones, Kari
09/27/2015 04:48		Water Resources	Email	Emailed	Jones, Kari
09/27/2015 04:48		TSA	Email	Emailed	Jones, Kari
09/27/2015 04:48	Brad Richy	IOEM Director	Home Phone	Acknowledged	Jones, Kari

**Notes**

<u>Date/Time</u>	<u>Note</u>	<u>Created By</u>
09/27/2015 03:29	Trooper Brennan advised limited information of hazmat.	Jones, Kari
09/27/2015 03:30	Initial Conference: Autumn White - BHS Hazmat Bobby Dye - DEQ Twin Falls Kari Jones - State Com	Jones, Kari
09/27/2015 03:30	Kari gave basic information to conference participants, and set up a bridge call for 0353. Autumn requested Richy be notified.	Jones, Kari
09/27/2015 03:40	Full Conference Call: Mike Reno - Health District 4 (HD) Autumn White - BHS Hazmat Bobby Dye - DEQ Darrel Riedinger - Regional Response Team 4 (RRT 4) Derik Janousek - Fire Chief with King Hill Rural Fire- Incident Commander (IC) Dan Bryant - Idaho Transportation Department District 3 Kari Jones - State Com	Jones, Kari
09/27/2015 03:53	Incident Commander advised a semi hauling 72 drums and 2 pails of paint was on fire estimating a total of 40,000 pounds. Several drums, likely plastic, had ruptured releasing paint onto the road. It was contained in the bar ditch on the side of the road and on the road itself. There is a creek nearby, but it's a quarter mile away and uphill from the bar ditch. Both directions of I-84 are currently blocked. He is requesting state assistance.	Jones, Kari
09/27/2015 04:00	RRT 4 advised they are able and willing to help, asked how many of the drums have ruptured. Incident Commander advised probably most of them, several have fallen out the back of the trailer and ruptured, but the rest probably had the tops melted off.	Jones, Kari
09/27/2015 04:03	IC confirmed the tractor was disconnected from the trailer, so there was no other leaks, and no risk of fire spreading at this time. Dan will check into the closest back hoe for RRT 4 to use if needed to get the paint out of the ditch, and he advised once the fumes and smoke went down, the other side of the interstate could be opened back up. RRT also agreed, there shouldn't be any problems with toxicity, so once the visual hazards were gone, it should be safe to open at least half the interstate.	Jones, Kari



**Idaho State Communications Center  
Hazmat  
H-2015-00193**

09/27/2015 04:05	IC gave directions to RRT 4 on the best approach to the scene, and that staging is at the paved crossover at the 112. RRT 4 advised they would need some sort of tanker truck to get the paint picked up, and RRT 4 doesn't have one. Dan with ITD 3 advised he didn't have one either. Dan will work on getting one through the truck company. IC confirmed the truck company hadn't been notified yet, but would have dispatch do that. It was confirmed Autumn, Dan, and IC's dispatch would work on contacting the trucking company and arranging which cleanup crew would be called.	Jones, Kari
09/27/2015 04:08	Autumn re-capped including giving RRT 4 permission to respond, and Kari asked for spiller information. IC advised they have it and would call State Com with it after the conference call.	Jones, Kari
09/27/2015 04:10	Autumn classified it as a Level II, Bobby concurred.	Jones, Kari
09/27/2015 04:24	Derik called spiller information - Shipper's name PPG Industries, care of Bushnell's Warehouse, 2720 NW 35th Ave, Portland OR, 97210. 503-227-3519. Don't have insurance yet.	Jones, Kari
09/27/2015 04:34	Derik called with insurance information, trucking information; Truck company- Prime Inc, 2740 N Mayfair, Springfield Missouri, 65803. Truck #95AN7R, Insurance Company - RLI Insurance, Policy #LET0010124.	Jones, Kari
09/27/2015 05:37	Dan Bryant called to confirm someone had called in with the insurance information, advised him yes.	Jones, Kari
09/27/2015 06:17	Region Response Team 4 requesting a follow up conference call with the Incident Commander, ISP, RRT 4, BHS and DEQ. Call set for 0625.	Armbruster, Shandy
09/27/2015 06:25	Follow Up Conference Call:	Armbruster, Shandy
	Autumn White- BHS Hazmat Duty Officer Bobby Dye- DEQ Twin Falls Darrel Reidigner- Region Response Team 4 Collin Bonner- Idaho State Police Derik Janousek- King Hill Rural Fire Dept/ IC	
	Darrel Reidigner advising RRT 4 is on scene and there is no active leak. What was not burned was contained to the barrow pit and there is no water nearby. ISP is working to get a clean up crew on site.	
	At 0630, Autumn White advising incident will remain at a Level II and Bobby Dye agrees.	
09/27/2015 06:56	Collin Bonner, ISP, called in asking if B&W Towing could clean up since that is who the semi company had contacted. Contacted Bobby Dye, DEQ Twin Falls, he stated that they do not certify tow companies for clean up but they do attend hazmat classes. He stated a lot of times tow companies go out and clean up as best as they can on hazmat calls. Passed the information to Collin Bonner along with if he had any further questions feel free to contact us and we can get him through to Bobby Dye.	Hansen, Kortney
10/07/2015 11:13	Phillip Mitchell with DOT Pipeline and Hazardous Materials called for information on what was being carried and who the trucking company was.	Watson, Mike
10/14/2015 15:22	Maureen Vincenty calling to get a number for ISP to find out if the sight has been cleaned up.	Denney, Kris

**Communications Specialists**

Type	Name
Primary	Jones, Kari
Supporting	Denney, Kris

**Idaho State Communications Center  
ITD Highway Incident  
I-HWY-2015-03698**

Date/Time: 09/27/2015 02:43

Caller: Vickie

Agency: Elmore SO

Callback #:

Agency Callback #: (208) 587-2121

Districts: 3

Unit:

Tone:

Location: Highway I-84 MP: 115 - 115 WB

Description: Traffic Control

Debris Quantity:

Extent In Roadway:

Unit Responding: 3502    Tone: 10

Notification:  
In Service: 09/27/2015 03:10  
En Route: 09/27/2015 03:10

On Scene: 09/27/2015 03:19  
Resolved: 09/27/2015 13:30  
Out Of Service: 09/27/2015 14:04

**Notifications**

Date/Time	Name	Agency	Method	Status	Contacted By
09/27/2015 02:44		Foreman Area 350	Tone	No Answer	Denney, Kris
09/27/2015 02:48	Marty Meyers	Foreman Area 350	Cell Phone	Acknowledged	Denney, Kris

**Notes**

Date/Time	Note	Created By
09/27/2015 02:43	Calling to request traffic control for a semi on fire. She stated that law enforcement is blocking the road. She also stated that the semi may be carrying flammable material.	Denney, Kris
09/27/2015 02:55	ISP calling for DMS signs. We advised that we did not have any in the area, but we can let ITD know that portable signs are needed.	Denney, Kris
09/27/2015 03:04	CARS event created.	Denney, Kris
09/27/2015 03:13	ISP calling to advise that the placard number is 1263.	Denney, Kris
09/27/2015 03:24	3502 advised that traffic is blocked in both directions.	Denney, Kris
09/27/2015 04:18	356 is holding traffic at MP 112.	Denney, Kris
09/27/2015 04:26	ISP requesting to have ITD move up to MP 114.	Denney, Kris
09/27/2015 04:26	No contact for 356.	Denney, Kris
09/27/2015 04:27	3502 advising that EB lanes are now open.	Denney, Kris
09/27/2015 05:06	3501 en route with a backhoe.	Denney, Kris
09/27/2015 05:19	3502 advising that they have one lane open WB.	Denney, Kris
09/27/2015 05:34	3501 on scene.	Denney, Kris
09/27/2015 06:36	351 en route to crash	Hansen, Kortney
09/27/2015 07:20	3502 advised that the left lane is open WB at this time. When the company comes to clean up they will close it again and use the cross over.	Hansen, Kortney
09/27/2015 07:21	CARS removed.	Hansen, Kortney
09/27/2015 08:17	3502 OOS, 3501 is contact on scene.	Hansen, Kortney
09/27/2015 10:10	3501 advising the road is reduced to one lane and the tow is on scene. Road should be clear shortly.	Armbruster, Shandy
09/27/2015 13:29	3501 advising truck is clear and all lanes are open. 3501 is en route to the shed.	Armbruster, Shandy
09/27/2015 14:04	3501 and 355 out of service.	Armbruster, Shandy

**Communications Specialists**

Type	Name
Primary	Denney, Kris



**Dennis Doan**  
Chief

**City Hall West**  
333 N. Mark Stall Place  
Boise, Idaho 83704-0644

**Phone**  
208/570-6500

**Fax**  
208/570-6586

**TDD/TTY**  
800/377-3529

**Web**  
[www.cityofboise.org/fire](http://www.cityofboise.org/fire)

**Mayor**  
David H. Bieler

**City Council**  
**President**  
Maryanne Jordan

**Council Pro Tem**  
Elaine Clegg

Scot Ludwig  
Lauren McLean  
Ben Quintana  
TJ Thomson

# Fire Department

September 13, 2016

Scott McKay  
Nevin, Benjamin, McKay & Bartlett LLP  
303 W. Bannock Street  
Boise, Idaho 83702

RE: REQUEST FOR PUBLIC RECORD / September 27, 2015 on the Interstate 84

Dear Scott:

In response to your request for a copy of a public record, I have enclosed the record in accordance with Idaho law.

Your request for information under the Idaho Public Records Act and this response has been reviewed by our legal counsel. Any statutory exemptions regarding denials or redactions which may apply and are provided herein shall not constitute a waiver of any and all other legal bases or privileges which may also be applicable. All record responses may be appealed by filing a petition in conformance with the provisions of the Idaho Code Title 74, Chapter 1. Your petition must be filed in the Fourth Judicial District Court of Idaho within one hundred and eighty (180) calendar days of the mailing of this notice. Any release of public records (textual, audio, video, graphical, pictorial, digital or otherwise) in response to this request is not permission from the City as the copyright and/or trademark owner to allow you to republish or otherwise make use of the records in violation of state or federal trademark and/or copyright law.

Sincerely,

Rebecca Keralla  
Boise Fire Department  
208-570-6500

312160  
ms

# NEVIN, BENJAMIN, MCKAY & BARTLETT LLP

Scott McKay  
smckay@nbmlaw.com

RECEIVED

SEP 09 2016

September 7, 2016

BOISE CITY FIRE DEPT.  
BOISE CITY FIRE DEPT.

Paul  
Roberts

Custodian of Records  
Paul Roberts, Division Chief, Special Operations  
Region 4 Regional Response Team  
City Hall West  
333 North Mark Stall Place  
Boise, Idaho 83704

Re: *Public Records Request*

Dear Records Custodian:

My law firm represents Prime, Inc. This is a public records request, made pursuant to Idaho Code §§ 74-101, *et seq.*, for all documents in your possession, custody or control related to the following:

a semi truck trailer fire occurring on or about September 27, 2015 at approximately 2:45 a.m. at milepost 115, West Interstate 84, Hammett, Idaho, and related actions following this fire including the transportation, retrieval, storage and/or disposal of material involved in the fire, including paint. By way of further identification of this incident, the semi truck was owned by Prime, Inc. and driven by Steven Drake.

Please inform me within the three days allowed by Idaho Code § 74-103 whether you will copy the records for me or simply allow me access to the files and a copier. Thank you for your assistance.

Sincerely,

Scott McKay

SM/dp

**A** FDID 01100 \* State ID \* Incident Date 09 27 2015 \* Station B17 Incident Number 15-8016530 \* Exposure 000 \*  Delete  Change  No Activity NFIRS -1 Basic

**B Location\***  Check this box to indicate that the address for this incident is provided on the Midland Fire Module in Section B "Alternative Location Specification". Use only for Midland fires. Census Tract      -     

Street address           GLENSFERRY            
 Number/Milepost Prefix Street or Highway Street Type Suffix

Intersection           Glenns Ferry            
 Apt./Suite/Room City State Zip Code

In front of  Rear of  Adjacent to  Directions

Cross street or directions, as applicable

**C Incident Type \***  
413 Oil or other combustible liquid  
 Incident Type

**E1 Date & Times** Midnight is 0000  
 Check boxes if dates are the same as Alarm Date. ALARM always required  
 Alarm \* 09 27 2015 04:26:55  
 ARRIVAL required, unless canceled or did not arrive  
 Arrival \* 09 27 2015 05:45:00  
 CONTROLLED Optional, Except for wildland fires  
 Controlled                      
 LAST UNIT CLEARED, required except for wildland fires  
 Last Unit 09 27 2015 09:08:26  
 Cleared

**E2 Shift & Alarms**  
 Local Option B      BOISE  
 Shift or Alarms District Platoon

**D Aid Given or Received\***

1  Mutual aid received  
 2  Automatic aid recv.  
 3  Mutual aid given  
 4  Automatic aid given  
 5  Other aid given  
 N  None

Their FDID      Their State       
 Their Incident Number     

**E3 Special Studies**  
 Local Option            
 Special Study ID#      Special Study Value     

**F Actions Taken \***

41 Identify, analyze  
 Primary Action Taken (1)

      
 Additional Action Taken (2)

      
 Additional Action Taken (3)

**G1 Resources \***  
 Check this box and skip this section if an Apparatus or Personnel form is used.

Apparatus 0001 Personnel 0006  
 Suppression            
 EMS            
 Other          

Check box if resource counts include aid received resources.

**G2 Estimated Dollar Losses & Values**  
 LOSSES: Required for all fires if known. Optional for non fires. None

Property \$      , 000 , 000   
 Contents \$      , 000 , 000   
 PRE-INCIDENT VALUE: Optional  
 Property \$      , 000 , 000   
 Contents \$      , 000 , 000

**Completed Modules**

Fire-2  
 Structure-3  
 Civil Fire Cas.-4  
 Fire Serv. Cas.-5  
 EMS-6  
 HazMat-7  
 Wildland Fire-8  
 Apparatus-9  
 Personnel-10  
 Arson-11

**H1\* Casualties**  None  
 Deaths Injuries  
 Fire Service            
 Civilian          

**H2 Detector**  
 Required for Confined Fires.  
 1  Detector alerted occupants  
 2  Detector did not alert them  
 U  Unknown

**H3 Hazardous Materials Release**

N  None

1  Natural Gas: slow leak, no evaluation or HazMat actions  
 2  Propane gas: <21 lb. tank (as in home BBQ grill)  
 3  Gasoline: vehicle fuel tank or portable container  
 4  Kerosene: fuel burning equipment or portable storage  
 5  Diesel fuel/fuel oil: vehicle fuel tank or portable  
 6  Household solvents: home/office spill, cleanup only  
 7  Motor oil: from engine or portable container  
 8  Paint: from paint cans totaling < 55 gallons  
 0  Other: Special HazMat actions required or spill > 55gal.. Please complete the HazMat form

**I Mixed Use Property**

NN  Not Mixed  
 10  Assembly use  
 20  Education use  
 33  Medical use  
 40  Residential use  
 51  Row of stores  
 53  Enclosed mall  
 58  Bus. & Residential  
 59  Office use  
 60  Industrial use  
 63  Military use  
 65  Farm use  
 00  Other mixed use

**J Property Use\* Structures**

131  Church, place of worship  
 161  Restaurant or cafeteria  
 162  Bar/Tavern or nightclub  
 213  Elementary school or kindergarten  
 215  High school or junior high  
 241  College, adult education  
 311  Care facility for the aged  
 331  Hospital

341  Clinic, clinic type infirmary  
 342  Doctor/dentist office  
 361  Prison or jail, not juvenile  
 419  1-or 2-family dwelling  
 429  Multi-family dwelling  
 439  Rooming/boarding house  
 449  Commercial hotel or motel  
 459  Residential, board and care  
 464  Dormitory/barracks  
 519  Food and beverage sales

539  Household goods, sales, repairs  
 579  Motor vehicle/boat sales/repair  
 571  Gas or service station  
 599  Business office  
 615  Electric generating plant  
 629  Laboratory/science lab  
 700  Manufacturing plant  
 819  Livestock/poultry storage (barn)  
 882  Non-residential parking garage  
 891  Warehouse

**Outside**

124  Playground or park  
 655  Crops or orchard  
 669  Forest (timberland)  
 807  Outdoor storage area  
 919  Dump or sanitary landfill  
 931  Open land or field

936  Vacant lot  
 938  Graded/care for plot of land  
 946  Lake, river, stream  
 951  Railroad right of way  
 960  Other street  
 961  Highway/divided highway  
 962  Residential street/driveway

981  Construction site  
 984  Industrial plant yard

Lookup and enter a Property Use code only if you have NOT checked a Property Use box.  
 Property Use 961  
Highway or divided highway



**K1 Person/Entity Involved**  Local Option  Business name (if applicable)  Area Code  Phone Number

Check This Box if same address as incident location. Then skip the three duplicate address lines.

Mr., Ms., Mrs. First Name MI Last Name Suffix

Number Prefix Street or Highway Street Type Suffix

Post Office Box Apt./Suite/Room City

State Zip Code

More people involved? Check this box and attach Supplemental Forms (NFIRS-18) as necessary

**K2 Owner**  Same as person involved? Then check this box and skip the rest of this section.  Local Option  Business name (if Applicable)  Area Code  Phone Number

Check this box if same address as incident location. Then skip the three duplicate address lines.

Mr., Ms., Mrs. First Name MI Last Name Suffix

Number Prefix Street or Highway Street Type Suffix

Post Office Box Apt./Suite/Room City

State Zip Code

**L Remarks**  Local Option

10/02/2015 15:12:05 B1824

TRACTOR TRAILER FIRE, ONLY THE TRAILER INVOLVED, 72 55 GALLON DRUMS, 4 PAILS OF UN1263. PAINT. TRAILER WAS INVOLVED IN FIRE, TRACTOR WAS CLEARED FROM FIRE. MOST IF NOT ALL DRUMS HAD VENTED THROUGH THE BUNGS AND CONTRIBUTED TO THE FIRE. BRIDGE CALL CAME PRIOR TO FIRE EXTINGUISHMENT. RRT4 WAS REQUESTED. FIRE WAS OUT ON RRT4 ARRIVAL. SCENE SURVEY CONDUCTED. SHIPPING PAPERS VIEWED. NO ACTIVE LEAKS. CONSULTED WITH IC AND ISP (CONNER BOLLEN). ALL AGREED THAT SCENE WAS NO LONGER MITIGATION BUT CLEAN UP. SECOND BRIDGE CALL, CONFIRMED COURSE OF ACTION WAS CORRECT AND RRT4 WAS RELEASED BY COMMAND.

**L Authorization**

B1824  Riedinger, Daryl  CAPT   10  02  2015  
 Officer in charge ID Signature Position or rank Assignment Month Day Year

B1824  Riedinger, Daryl Andrew  CAPT   10  02  2015  
 AS Officer Member making report ID in charge. Signature Position or rank Assignment Month Day Year

**Narrative:**

10/02/2015 15:12:05 B1824

TRACTOR TRAILER FIRE, ONLY THE TRAILER INVOLVED, 72 55 GALLON DRUMS, 4 PAILS OF UN1263. PAINT. TRAILER WAS INVOLVED IN FIRE, TRACTOR WAS CLEARED FROM FIRE. MOST IF NOT ALL DRUMS HAD VENTED THROUGH THE BUNGS AND CONTRIBUTED TO THE FIRE. BRIDGE CALL CAME PRIOR TO FIRE EXTINGUISHMENT. RRT4 WAS REQUESTED. FIRE WAS OUT ON RRT4 ARRIVAL. SCENE SURVEY CONDUCTED. SHIPPING PAPERS VIEWED. NO ACTIVE LEAKS. CONSULTED WITH IC AND ISP (CONNER BOLLEN). ALL AGREED THAT SCENE WAS NO LONGER MITIGATION BUT CLEAN UP. SECOND BRIDGE CALL, CONFIRMED COURSE OF ACTION WAS CORRECT AND RRT4 WAS RELEASED BY COMMAND.

<b>A</b>	FDID * <b>01100</b>	State * <b>ID</b>	Incident Date * <b>9/27/2015</b>	Station <b>B17</b>	Incident Number * <b>15-8016530</b>	Exposure * <b>000</b>	<input type="checkbox"/> Delete <input type="checkbox"/> Change	<b>NFIRS - 9 Apparatus or Resources</b>
<b>B</b>	<b>Apparatus or * Resource</b>	<b>Date and Times</b> <small>Check if same as alarm date</small> Month Day Year Hour Min			<b>Sent</b> <input checked="" type="checkbox"/>	<b>Number of * People</b>	<b>Use</b> <small>Check ONE box for each apparatus to indicate its main use at the incident.</small>	<b>Actions Taken</b>
<b>1</b>	ID <b>HAZ17</b> Type <b>60</b>	Dispatch <input type="checkbox"/>	<b>9/27/2015</b>	<b>04:26</b>	<input checked="" type="checkbox"/>	<b>6</b>	<input checked="" type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<b>41</b>
<b>2</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>3</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>4</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>5</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>6</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>7</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>8</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>
<b>9</b>	ID <input type="text"/> Type <input type="text"/>	Dispatch <input type="checkbox"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/>	<input type="text"/>	<input type="checkbox"/> Suppression <input type="checkbox"/> EMS <input type="checkbox"/> Other	<input type="text"/>

**Type of Apparatus or Resources**

- |   |   |  |
|---|---|--|
| <p><b>Ground Fire Suppression</b></p> <ul style="list-style-type: none"> <li>11 Engine</li> <li>12 Truck or aerial</li> <li>13 Quint</li> <li>14 Tanker &amp; pumper combination</li> <li>16 Brush truck</li> <li>17 ARF (Aircraft Rescue and Firefighting)</li> <li>10 Ground fire suppression, other</li> </ul> <p><b>Heavy Ground Equipment</b></p> <ul style="list-style-type: none"> <li>21 Dozer or plow</li> <li>22 Tractor</li> <li>24 Tanker or tender</li> <li>20 Heavy equipment, other</li> </ul> <p><b>Aircraft</b></p> <ul style="list-style-type: none"> <li>41 Aircraft: fixed wing tanker</li> <li>42 Helitanker</li> <li>43 Helicopter</li> <li>40 Aircraft, other</li> </ul> | <p><b>Marine Equipment</b></p> <ul style="list-style-type: none"> <li>51 Fire boat with pump</li> <li>52 Boat, no pump</li> <li>50 Marine apparatus, other</li> </ul> <p><b>Support Equipment</b></p> <ul style="list-style-type: none"> <li>61 Breathing apparatus support</li> <li>62 Light and air unit</li> <li>60 Support apparatus, other</li> </ul> <p><b>Medical &amp; Rescue</b></p> <ul style="list-style-type: none"> <li>71 Rescue unit</li> <li>72 Urban Search &amp; rescue unit</li> <li>73 High angle rescue unit</li> <li>75 BLS unit</li> <li>76 ALS unit</li> <li>70 Medical and rescue unit, other</li> </ul> | <div style="border: 1px solid black; padding: 5px; text-align: center; margin-bottom: 10px;"> <p><b>More Apparatus?<br/>Use Additional<br/>Sheets</b></p> </div> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>91 Mobile command post</li> <li>92 Chief officer car</li> <li>93 HazMat unit</li> <li>94 Type 1 hand crew</li> <li>95 Type 2 hand crew</li> <li>99 Privately owned vehicle</li> <li>00 Other apparatus/resource</li> </ul> <p>           NN None<br/>           UU Undetermined         </p> |
|---|---|--|

**A** FDID \* 01100 State \* ID Incident Date \* MM 9 DD 27 YYYY 2015 Station B17 Incident Number \* 15-8016530 Exposure \* 000  Delete  Change **NFIRS - 10 Personnel**

**B Apparatus or Resource** \* Use codes listed below **Date and Times** \* Check if same as alarm date Month Day Year Hours/mins **Sent**  **Number of \* People** **Use** \* Check ONE box for each apparatus to indicate its main use at the incident.  Suppression  EMS  Other **Actions Taken** \* List up to 4 actions for each apparatus and each personnel.

**1** ID HAZ17 Dispatch  9 27 2015 04:26 **Sent**  **Number of \* People** 6  Suppression  EMS  Other **Actions Taken** 41

Arrival  9 27 2015 05:45 **Sent**  **Number of \* People** 6  EMS  Other **Actions Taken**

Clear  9 27 2015 09:08 **Sent**  **Number of \* People** 6  EMS  Other **Actions Taken**

Personnel ID	Name	Rank or Grade	Attend <input checked="" type="checkbox"/>	Action Taken	Action Taken	Action Taken	Action Taken
B11047	Bisagno, Michael	FF3	X				
B11881	Greenwood, James	FF1	X				
B1824	Riedinger, Daryl	CAPT	X				
B3296	Turley, Fred	SFF	X				
B7518	Mitchell, Roy	CAPT	X				
B7627	Walters, Jeff	SFF	X				

**2** ID          Dispatch                      **Sent**  **Number of \* People**       Suppression  EMS  Other **Actions Taken**          

Arrival                      **Sent**  **Number of \* People**       Suppression  EMS  Other **Actions Taken**

Clear                      **Sent**  **Number of \* People**       Suppression  EMS  Other **Actions Taken**

Personnel ID	Name	Rank or Grade	Attend <input checked="" type="checkbox"/>	Action Taken	Action Taken	Action Taken	Action Taken
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				

**3** ID          Dispatch                      **Sent**  **Number of \* People**       Suppression  EMS  Other **Actions Taken**          

Arrival                      **Sent**  **Number of \* People**       Suppression  EMS  Other **Actions Taken**

Clear                      **Sent**  **Number of \* People**       Suppression  EMS  Other **Actions Taken**

Personnel ID	Name	Rank or Grade	Attend <input checked="" type="checkbox"/>	Action Taken	Action Taken	Action Taken	Action Taken
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				
			<input type="checkbox"/>				

Staff ID\Staff Name	Unit	Activity	Position	Rank	PayScl	Hrs	HrsPd	Pts
B11047 Bisagno, Michael J	HAZ17	IR Incident		FF3		4.69	0.00	0.00
B11881 Greenwood, James	HAZ17	IR Incident		FF1		4.69	0.00	0.00
B1824 Riedinger, Daryl	HAZ17	IR Incident		CAPT		4.69	0.00	0.00
B3296 Turley, Fred C	HAZ17	IR Incident		SFF		4.69	0.00	0.00
B7518 Mitchell, Roy	HAZ17	IR Incident		CAPT		4.69	0.00	0.00
B7627 Walters, Jeff	HAZ17	IR Incident		SFF		4.69	0.00	0.00

Total Participants: 6

Total Personnel Hours: 28.14

An 'X' next to the unit denotes driver.



**A**      **NFIRS - 1 Basic**  
 FOID State Incident Date Station Incident Number Exposure

**B Location**  
 - Street address   
 Address Type Number/Milepost Prefix Street or Highway Street Type Suffix  
    
 Apt./Suite/Room City State Zip Code  
 Census Tract Cross street or directions, as applicable

**C Incident Type**  
  
 Incident Type

**E1 Dates & Times** Midnight is 0000  
 Month Day Year Hour Min Seconds  
 Alarm    
 Arrival    
 Controlled   
 Last Unit Cleared

**E2 Shifts & Alarms**  
 Local Option  
    
 Shift or platoon Alarms District

**D Aid Given or Received**  
    
 Their FOID Their State Their Incident Number  
  
 Type Aid Given or Received

**E3 Special Studies**  
 Local Option  
   
 Special Study ID# Special Study Value

**F Actions Taken**  
  
  
  
 Actions Taken

**G1 Resources**  
 Check this box and skip this section if an Apparatus or Personnel form is used.  
 Apparatus Personnel  
 Suppression    
 EMS    
 Other    
 Check box if resource counts include aid received resources.

**G2 Estimated Dollar Losses & Values**  
 LOSSES: Required for all fires if known. Optional for non fires.  
 Property \$   
 Contents \$   
 PRE-INCIDENT VALUE: Optional  
 Property \$   
 Contents \$

**H1 Casualties**  
 Deaths Injuries  
 Fire Service    
 Civilian

**H2 Detector**   
**H3 Hazardous Materials Release**   
**I Mixed Use Property**   
**J Property Use**

**K1 Person/Entity Involved**  
   
 Mr., Ms., Mrs. First Name MI Last Name Suffix  
   
 Number Prefix Street or Highway Street Type Suffix  
   
 Post Office Box Apt./Suite/Room City  
     
 State Zip Code Business name (if applicable) Area Code Phone Number

**K2 Owner**  
  
 Mr., Ms., Mrs. First Name MI Last Name Suffix  
  
 Number Prefix Street or Highway Street Type Suffix  
   
 Post Office Box Apt./Suite/Room City  
    
 State Zip Code Business name (if applicable) Area Code Phone Number

**B Property Details**

**B1**   Not Residential  
Estimated number of residential living units in building of origin

**B2**   
Number of buildings involved

**B3**   
Acres burned (outside fires)

**C On-Site Materials or Products**

On-site materials On-site materials use

**D Ignition**

**D1**   
Area of fire origin

**D2**   
Heat source

**D3**   
Item first ignited

**D4**   
Type of material first ignited

Continued to object of origin

**E1 Cause of Ignition**

Cause of ignition

---

**E2 Factors Contributing To Ignition**

Factors contributing to ignition

**E3 Human Factors Contributing To Ignition**

Estimated age of person involved

Gender of person involved

**F1 Equipment Involved In Ignition**

Equipment involved

Brand

Model

Serial #

Year

**F2 Equipment Power**

Equipment power source

---

**F3 Equipment Portability**

Equipment portability

**G Fire Suppression Factors**

Fire suppression factors

**H1 Mobile Property Involved**

Mobile property involved

Mobile property model

License plate number

**H2 Mobile Property Type & Make**

Mobile property type

Mobile property make

Year

State

VIN number

**Local Use**

A

39336

FID

ID

State

MM DD YYYY

09/27/2015

Incident Date

Station

0000927

Incident Number

0

Exposure

NFIRS  
Remarks

Remarks

When we arrived on scene, the trailer was fully engulfed. The fire started at the rear of the trailer. About a mile away from the scene, there was a strip of tire laying in the slow lane of the interstate. The fire likely started from the blown tire. The driver said that he did not hear the tire blow. The trailer was loaded with 55 gallon drums of Hazard Class 3 paint approximately 40,000 pounds. We called for region IV Haz-Mat to respond because of the spill. After extinguishing the flames, we found several drums had spilled on the freeway and on the side of the road. All of the drums had vented that were still in the trailer. It was our determination that it went from a haz-mat scene to a clean-up scene. We released Region IV Haz-Mat after that discussion. B&W Wrecker was on scene when we left, they were going to be in charge of the clean-up.

M Authorization

	Derik Janousek	Fire Chief		09/27/2015
Officer in charge ID	Signature	Position or rank	Assignment	Month Day Year

Member making report ID	Signature	Position or rank	Assignment	Month Day Year

KING HILL RURAL FIRE DISTRICT

PO BOX 472  
Glenns Ferry, ID 83623

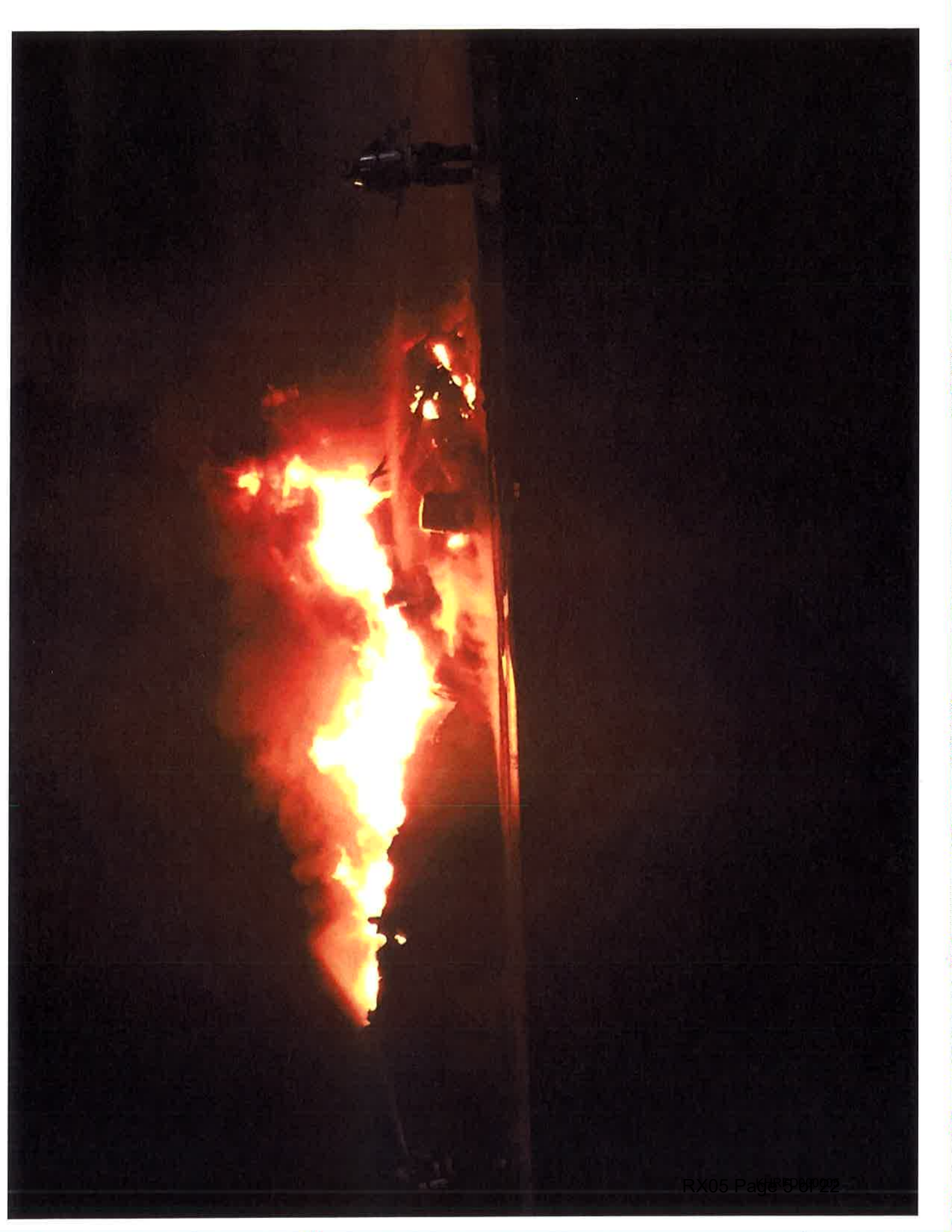
### Invoice

Date	Invoice #
9/28/2015	927

Bill To
RII Insurance c/o Prime Inc. Policy # LE70010124

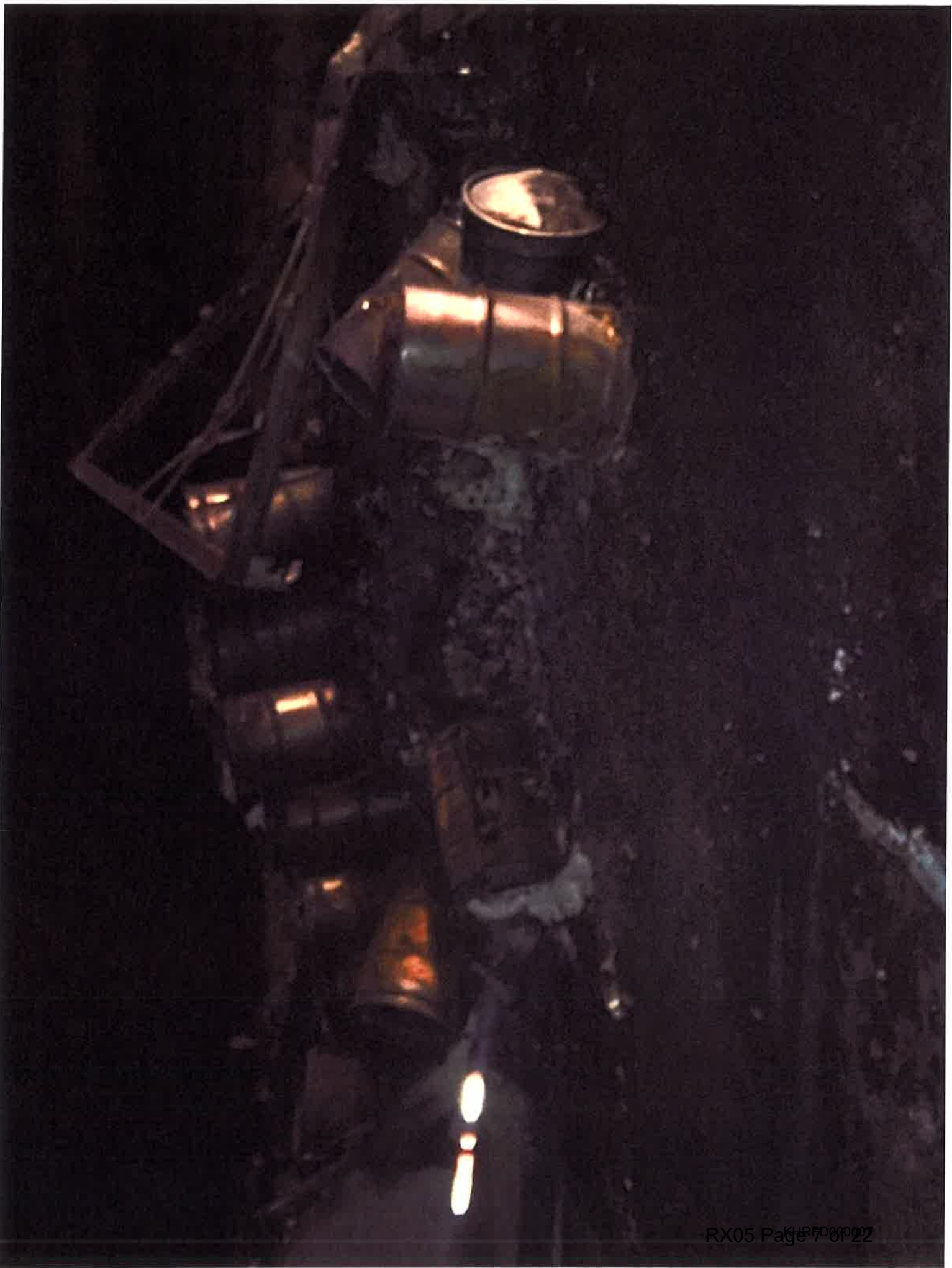
P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
5	Brush Unit 30	125.00	625.00
5	Brush Unit #22	111.00	555.00
5	Tender #25	146.00	730.00
5	Tender #26	146.00	730.00
5	Command #1	90.00	450.00
<b>Total</b>			<b>\$3,090.00</b>

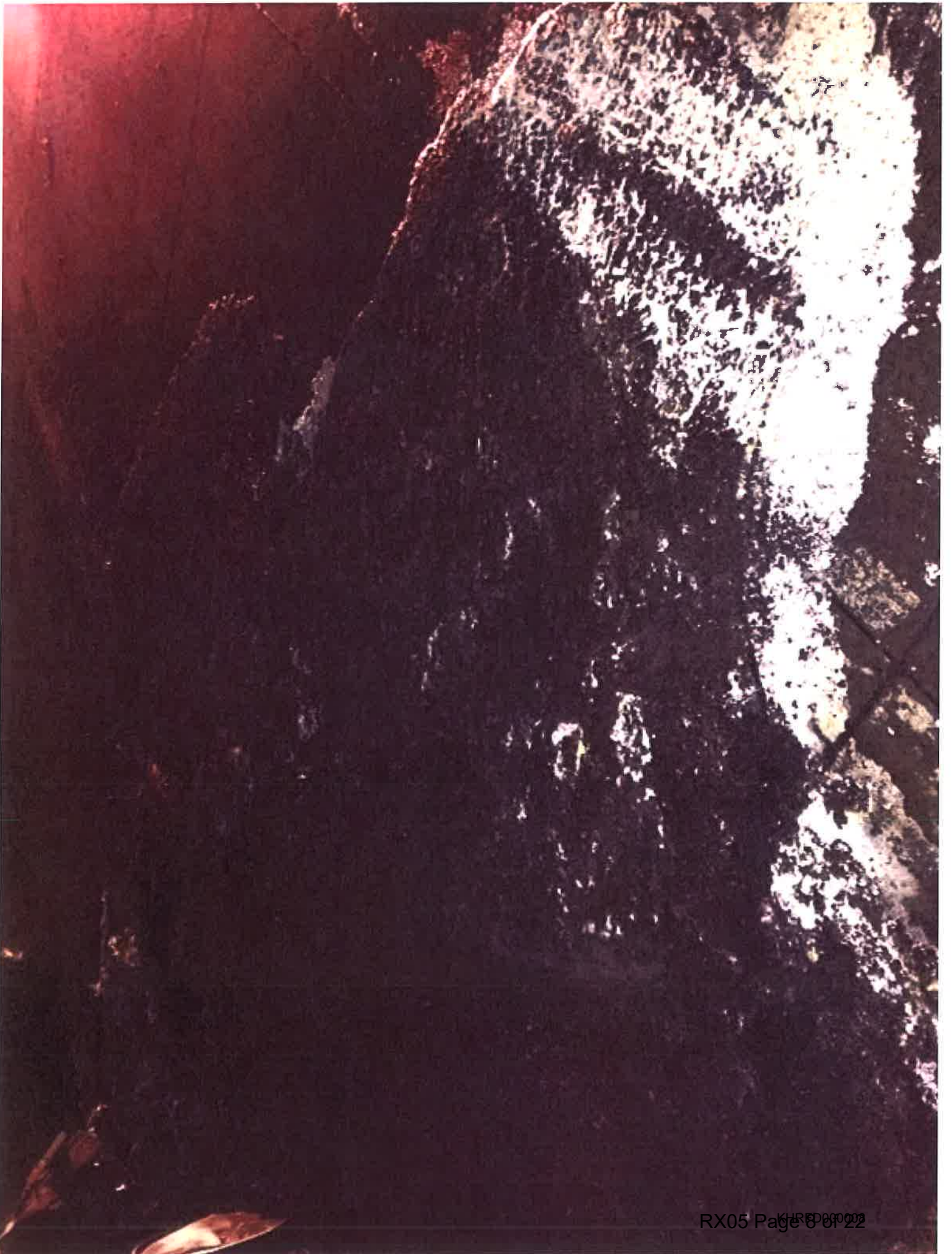


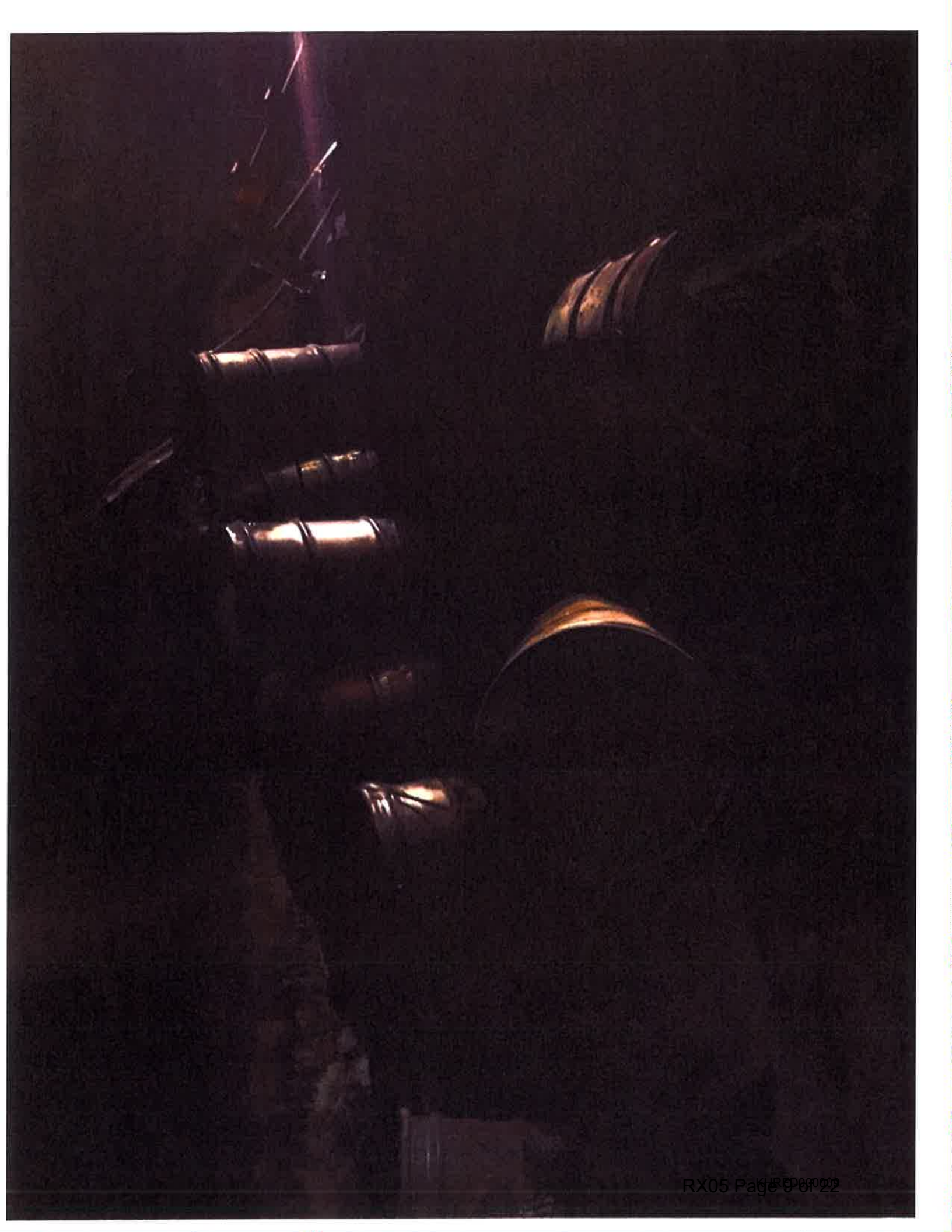








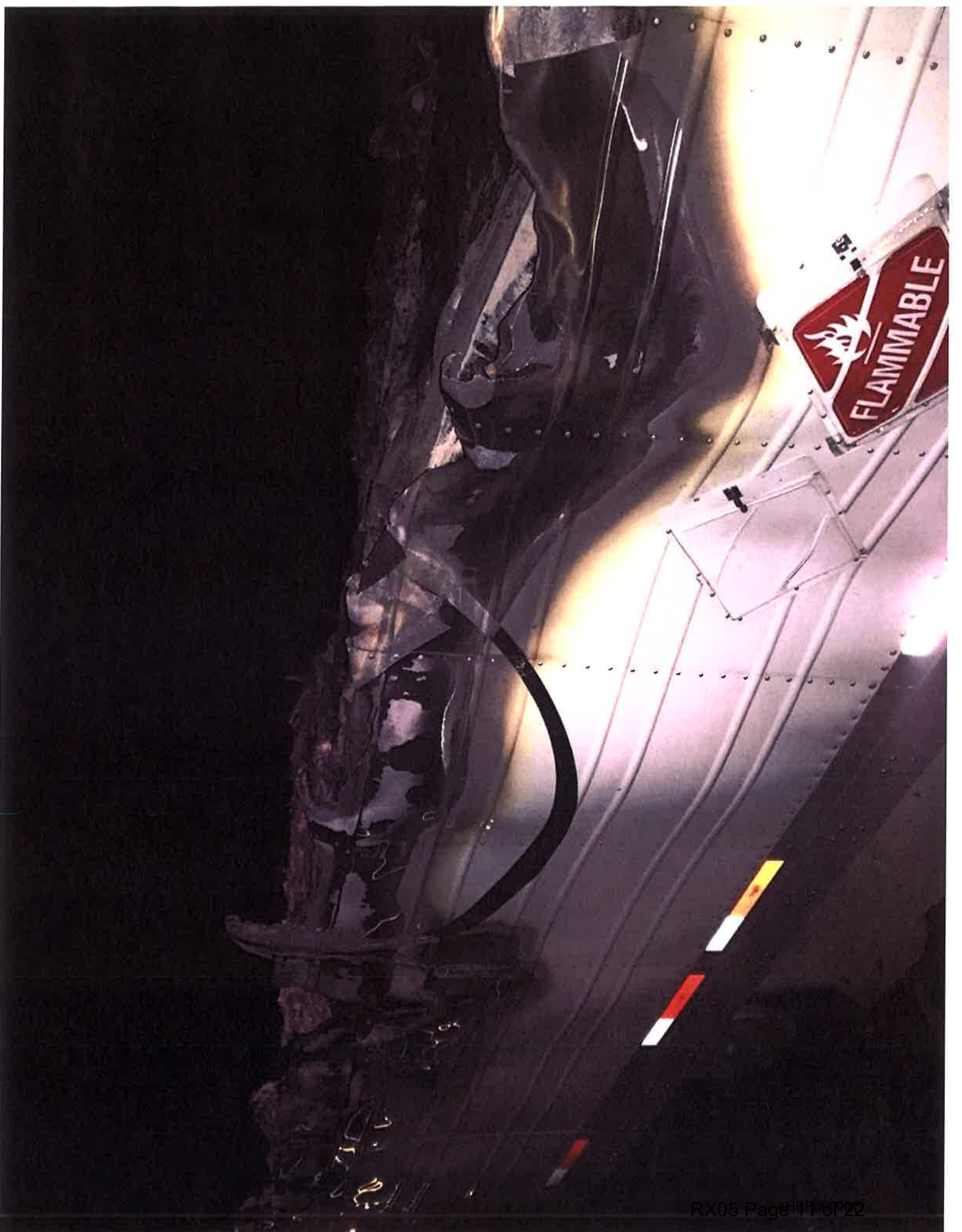


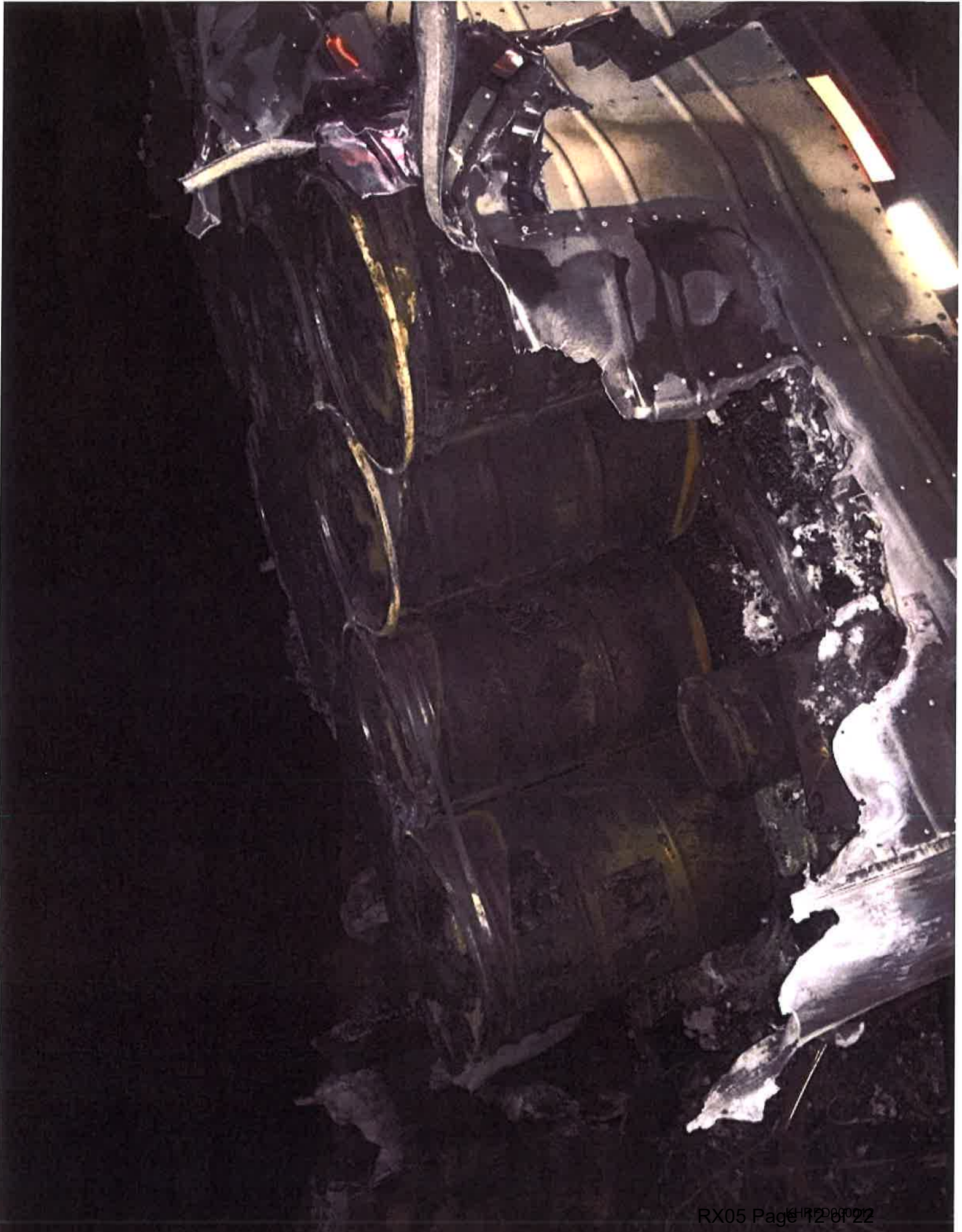




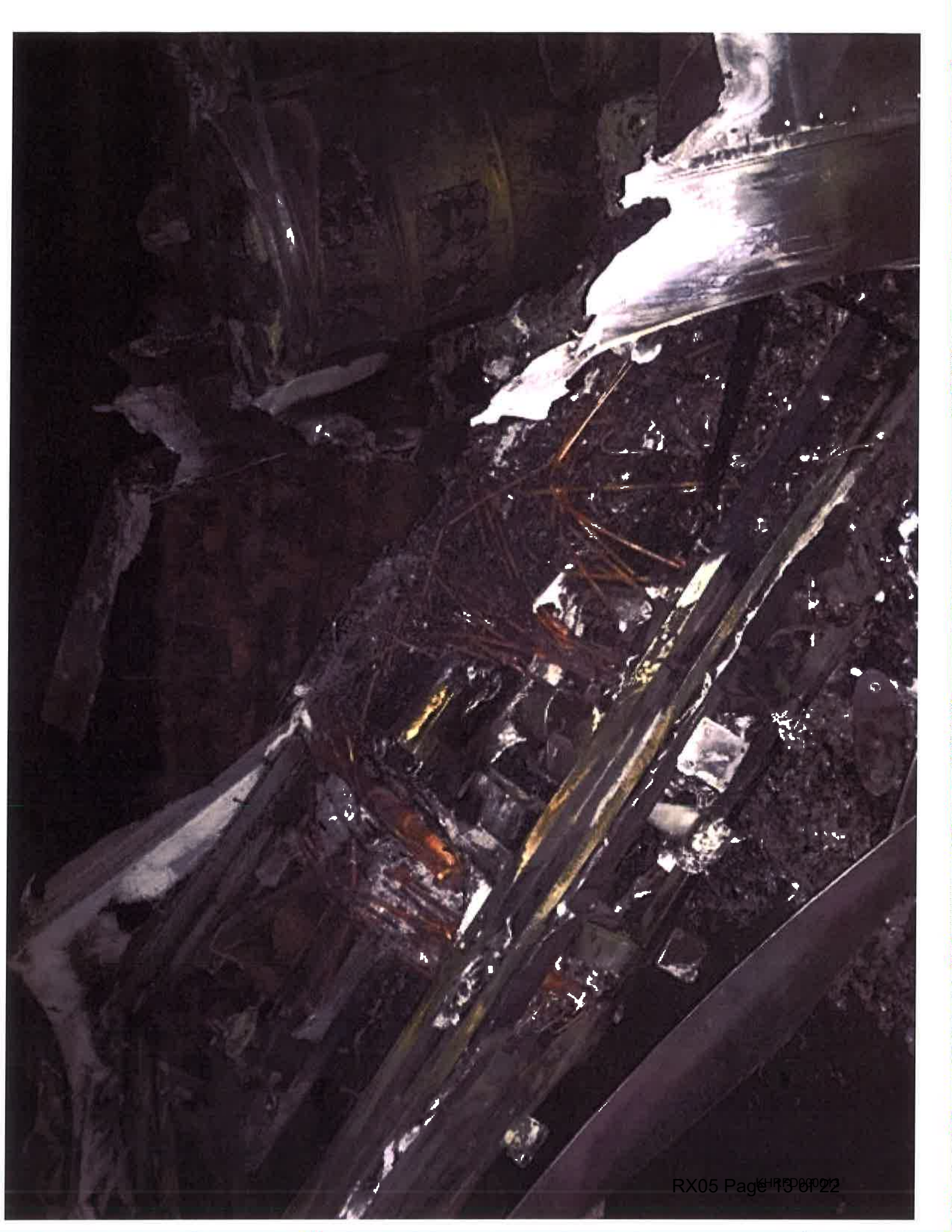












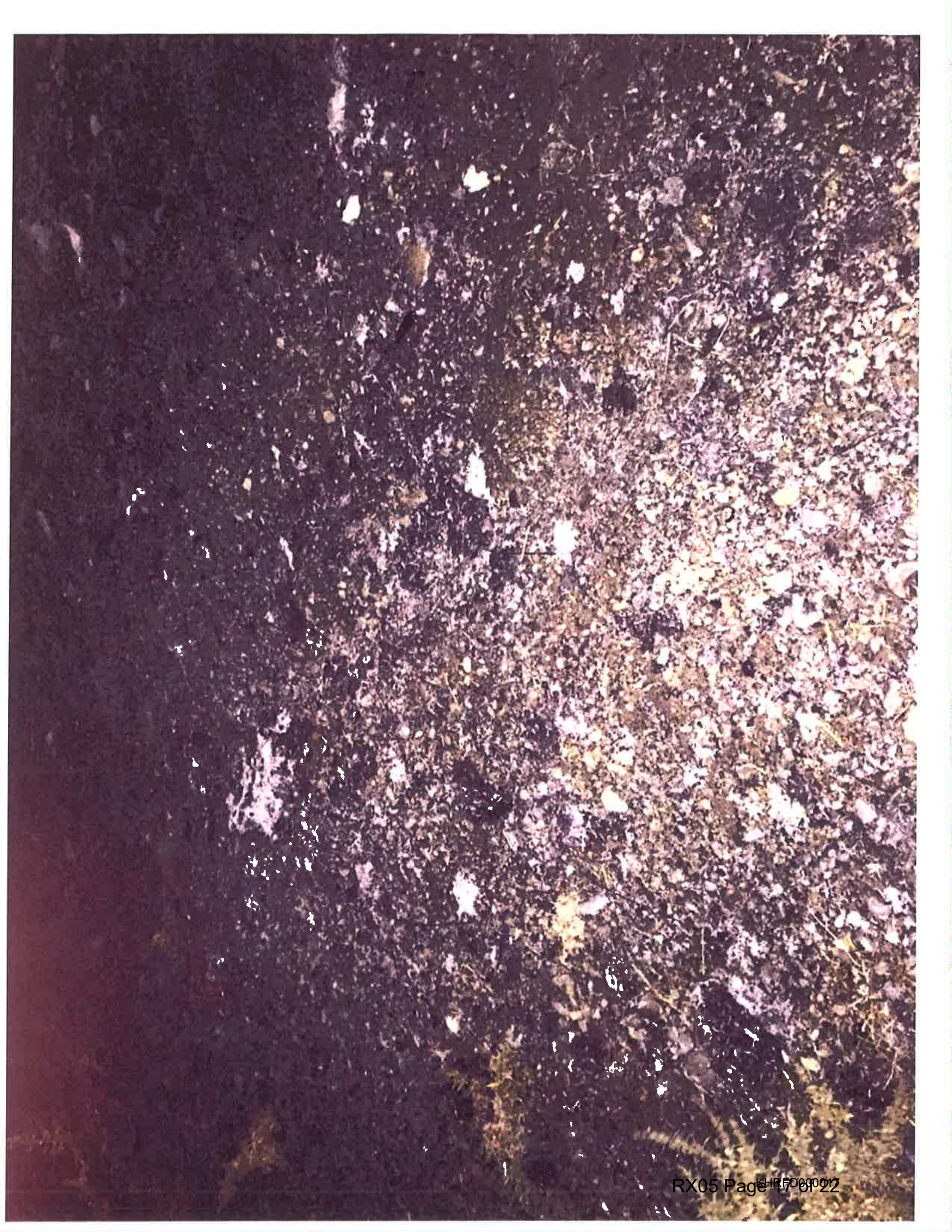










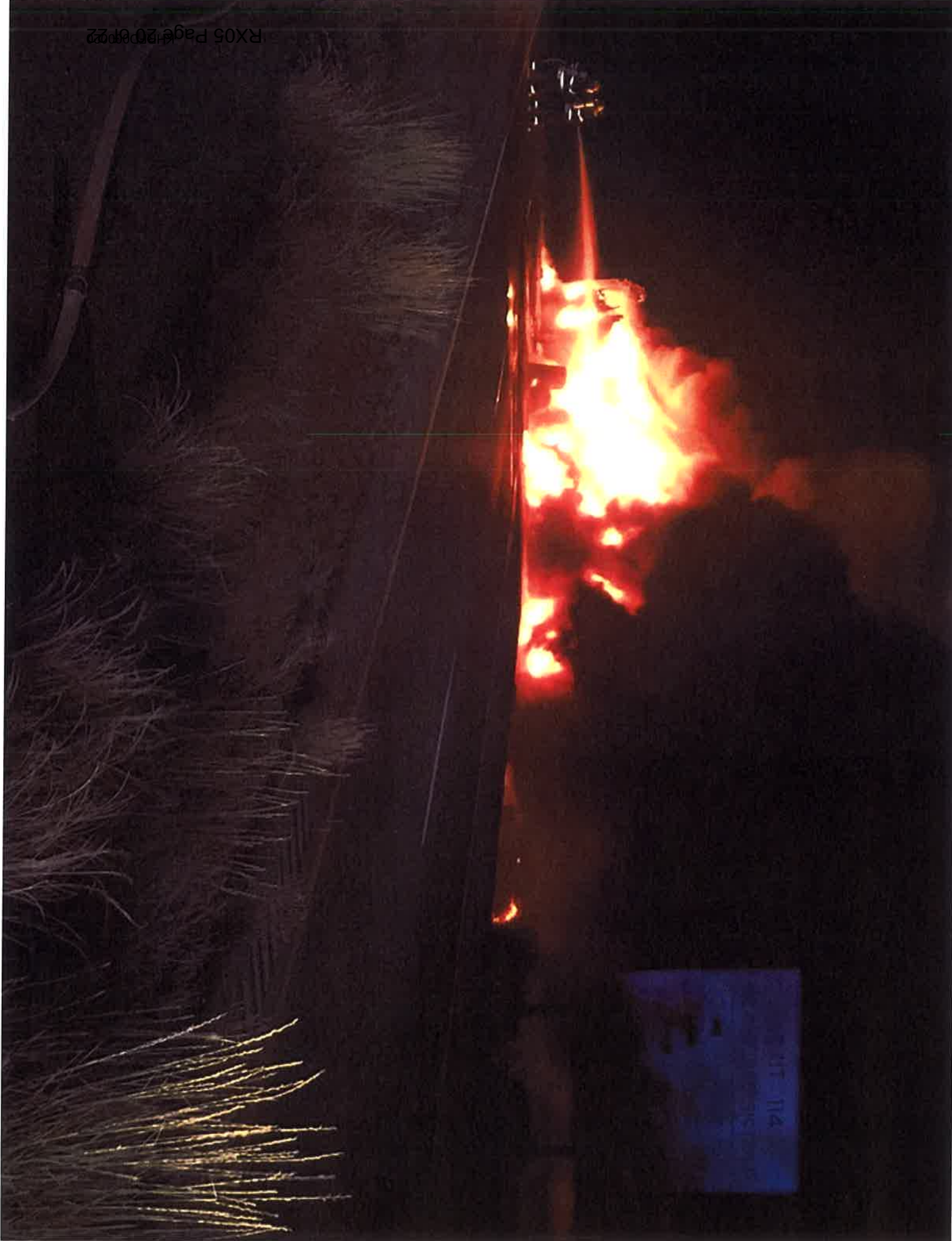












EXIT 114  
WEIGHT RESTRICTIONS  
BY T 42 T 42 T  
USE EXIT







## **Kelly O'Neill**

Post Office Box 562, Boise, Idaho 83701  
(208) 389-8179, kjoneill14@gmail.com

### **Objective**

---

To support progressive and challenging case work with lawyers and law firms as a private contractor.

### **Professional Experience**

---

#### **White Rock Associates, LLC, Boise, ID**

##### **Investigator and Consultant, 12/2014 to present**

In my investigative capacity, I have worked with a number of lawyers and law firms in connection with a broad variety of cases including those with financial, contested estate, environmental, narcotics, firearms and explosives, violent and person crime and suspicious death components. I am currently involved in a high profile murder case that was originally a death penalty matter. In my consulting capacity, I have provided training seminars to multi-billion dollar manufacturing entities and security professionals pertaining to white collar and internal investigations. These consulting aspects include educating clients on the factors the Environmental Protection Agency – Criminal Investigation Division considers when evaluating information for the initiation of criminal investigations and the internal dynamics that occur between the criminal and civil/administrative enforcement mechanisms within the Agency.

#### **U.S. Environmental Protection Agency-Criminal Investigation Division, Seattle, WA, and Denver, CO** **Assistant Special Agent in Charge, 08/1997 thru 08/ 2000 and 12/2010 thru 01/2014**

Supervised, managed and directed the day-to-day operations of a high-profile federal criminal investigative program encompassing six and four-state regions. Managed voluminous white collar criminal case docket involving violations of complex federal and state environmental and Title 18 statutes (primarily fraud). Implemented measures to coincide with strategic goals of the organization through case selection and analysis and coordinated and negotiated with civil counterparts, law enforcement partners and prosecutors' offices pertaining to matters under investigation. Handled sensitive personnel performance and associated matters and participated in hiring efforts. Independently solved unique administrative and investigative problems requiring tact and diplomacy. Developed extensive negotiation and resolution skills dealing with federal, state and local regulatory entities, the regulated community, criminal defense counsel and the public. Managed numerous complex long-term criminal investigations pertaining to the oil and gas industry in locations including the Bakken Formation and the Prudhoe Bay Oil Field. Instructed subordinate agents in investigative techniques, evidence gathering, crime scene management, collection of evidence, and the preservation, evaluation and examination of physical and forensic evidence to determine complex interrelationships. Provided expert advice to agents concerning trial matters and testified in Federal District Court regarding investigative matters in which I participated. Supervised surveillances and arrest warrant and search warrant operations. National leader on digitally recorded target interviews and electronic evidence preservation, which led to the institution of Agency-wide policies and procedures pertaining to this investigative technique. Responsible for final review for all investigative reports and correspondence leaving the Area Office. Prepared and made presentations to law enforcement and regulatory agencies to provide fact pattern recognition education, insight on cases and investigative priorities. Appropriately communicated issues to managers in a timely fashion. Responsible for physical security oversight and evidence audits for Area and Resident Offices. Proven leadership qualities that led to official temporary promotion to Special Agent in Charge. During the year of my leadership, Region 10 had the greatest defendant numbers in its history.

#### **U.S. Environmental Protection Agency-Criminal Investigation Division, Portland, OR, and Boise, ID** **Resident Agent in Charge, 06/1993 thru 08/1997 (Portland) and 08/2000 thru 01/2008 (Boise)**

Established offices in Oregon and Idaho and independently developed statewide criminal environmental investigations programs to identify and address broad environmental issues under the EPA's jurisdiction as well as Title 18 violations. Identified assets derived from financial crimes and presented this information to the DOJ. Through tact and diplomacy, independently solved complex, unique administrative and investigative problems with civil counterparts. Developed extensive negotiation and resolution skills dealing with federal, state and local regulatory entities and law enforcement agencies, the regulated community, criminal defense counsel, prosecutors and the public. Formed and chaired multi-agency, statewide investigative task forces that evaluated potential

criminal cases. Fostered long term, reciprocal relationships with high level officials in federal, state and local governments to negotiate and resolve sensitive, complex and controversial law enforcement, investigative and security issues. Independently solved unusual and challenging problems and complex investigations and prepared detailed written case reports for prosecutors and managers. Investigative techniques included the use of the grand jury, witness and subject interviews, evidence collection and preservation and the analysis of physical and forensic evidence to resolve complex interrelationships between facts and evidence. Conducted and directed surveillance operations. Executed search and arrest warrants and arrested violators based on probable cause determinations. Directed the activities of subordinate agents and provided investigative and trial participation direction to the Resident Offices for which I was responsible. Gained extensive federal criminal trial experience pertaining to complex environmental matters (including cases of first impression).

**U.S. Department of Interior-Bureau of Land Management, Office of Law Enforcement & Security  
Acting Chief – Internal Affairs, 12/2008 thru 07/2009 and Special Agent 01/2008 thru 11/2008**

Supervised, managed and directed the Bureau's national investigative operations dealing with the universe of internal affairs matters. Oversaw and conducted sensitive personnel investigations involving high-level employees and complex schemes pertaining to fraud, waste and abuse. Coordinated investigative efforts with other law enforcement agencies in matters involving diverse investigative work ranging from sex crime cases to assaults. Investigative matters routinely involved misappropriations, theft, contracting and purchasing irregularities, and other fraud schemes. Conducted the Bureau's officer-involved shooting investigations throughout the nation. Worked closely and shared appropriate information with agencies having primary jurisdiction regarding cases in which force was used. Oversaw the collection and processing of physical and forensic evidence and intelligence to ensure that it was properly examined and evaluated to determine complex interrelationships for case analysis purposes. Conducted pre-employment background investigations for all law enforcement officers hired nationwide. Developed and instituted a national background investigation waiver framework for newly hired law enforcement officers pending completion of full OPM background investigations. Made presentations to SACs and Director-level staff at annual national enforcement meetings regarding case trending observations and officer safety contemplations learned from office-involved shooting investigations. Responsible for system security oversight and evidence audits for the Bureau. Prepared cases for criminal prosecution and personnel hearings through the submission of highly professional reports. Testified in contested personnel actions pertaining to employment termination proceedings.

**U.S. Environmental Protection Agency-Criminal Investigation Division, Seattle, WA, and Boise, ID  
Special Agent, 04/1991 thru 6/1993 (Seattle) and 07/2009 thru 11/2010 (Boise)**

Independently planned and conducted complex environmental crimes and Title 18 (primarily fraud) investigations for prosecution. Gained criminal trial experience in highly litigated complex regulatory schemes. Cases involved the use of a broad range of media and investigative techniques (interviewing witnesses and subjects, interrogating suspects, use of informants, execution of search warrants, covert surveillance, data analysis, use of electronic surveillance equipment, use of the grand jury) to develop and investigate matters for prosecution. Applied direct and indirect methods of proof to establish complex and subtle interrelationships between facts and evidence that were often made more convoluted by subjects' application of complex fraud schemes and willful acts of concealment. Prepared detailed written case reports for prosecutors and managers, which served as the basis for legal actions including the filing of Indictments. During my latest assignment as a Special Agent, I served as a specialized full time investigator to the multi-agency, multi-jurisdictional Deepwater Horizon oil spill investigation based in New Orleans, LA.

**U.S. Customs-Office of Investigations**

**Special Agent, 04/1986 thru 04/1991, Seattle, WA and Blaine, WA**

Assigned to the investigation of Central and South American narcotics smuggling and money laundering organizations that were regional, national and international in scope as the local OCDETF representative. Many such matters involved violations of the Bank Secrecy Act and the accumulation of assets from specified unlawful activities. Cases involved assets derived from narcotics and other illegal sources and required detailed analysis of forensic data to establish if they were subject to seizure and forfeiture. A broad range of investigative techniques (interviewing witnesses, interrogating suspects, use of informants and undercover operations, execution of search warrants, covert surveillance, data analysis, use of electronic surveillance equipment, use of the grand jury, use of administrative subpoenas) were utilized to develop and investigate matters for prosecution and to identify currency crimes and assets. Led Special Operations Surveillance Unit for two year period - resulted in the conviction of more than 50 felons. In one Title III case in which a surreptitious entry search warrant with delayed notice was issued, I

directed the execution of approximately 30 search warrants in a three State area. 23 individuals were arrested in this operation and they were all convicted at trial in which I testified as the Government's expert Spanish language expert, voice identification expert and evidentiary witness for intercepted conversations. In another similar drug conspiracy criminal trial involving eleven defendants, I testified again as the Government's expert Spanish language expert, voice identification expert and evidentiary witness for evidence obtained in the use of Title III court-ordered interceptions. Regularly traveled to different parts of the country and the world to further narcotics and money laundering investigations with ties to matters under the jurisdiction of the U.S. Worked in Canada with RCMP counterparts on a regular, long-term basis to investigate large-scale international drug smugglers committing money laundering and Bank Secrecy Act violations. Investigated and participated in cases involving sophisticated "mother-ship" drug smuggling operations, the use of long range aircraft to smuggle drugs, and undercover operations involving international drug smuggling and money laundering operations. Identified and seized assets and conducted forfeiture investigations related to these crimes. Gained extensive criminal trial experience, which resulted in Court recognition of expert witness status in multiple criminal drug and money laundering conspiracy cases.

**U.S. Immigration & Naturalization Service-Office of Investigations  
Special Agent, 11/1983 thru 04/1986, Seattle, WA**

Independently planned and conducted investigations concerning criminal and administrative provisions of the Immigration and Naturalization Act. Investigations were sensitive in nature and frequently involved congressional interest. Cases included criminal aliens, human trafficking, employer schemes, marriage fraud schemes, alien and drug smuggling, fraud applications, and status violations. Assigned to the OCDETF and worked cooperatively with other law enforcement entities in the investigation of immigrants involved in complex drug smuggling and money laundering organizations operating on a regional, national and international scale.

**U.S. Immigration & Naturalization Service-Border Patrol  
Patrol Agent, 08/1982 thru 11/1983, Yuma, AZ**

Primary duties included the detection, apprehension and processing of violators of the Immigration and Naturalization Act and drug interdiction. Assigned to perform line watch and sign-cutting duties, tracking, traffic check, farm and ranch check, rail yard and train operations, traffic observation, station duty officer and processing subjects relating to narcotics and human trafficking endeavors. Often tracked and apprehended large groups of illegal immigrants and drug smugglers single-handedly at night in remote desert locations. Frequently stopped and searched vehicles and participated in preliminary investigations regarding smuggling operations.

**Education**

BA (Summa Cum Laude), Sociology (Criminology) with Spanish minor, Plattsburgh State University College, 1982  
Foreign Language Exchange Program, University of Connecticut at Cuernavaca, Morelos, Mexico, 1981  
AAS, General Agriculture, Canton ATC, 1978  
Regents Diploma, Chateaugay Central School, 1976

**Special Skills**

Highly experienced criminal trial witness. Evolved law enforcement managerial and leadership skills. Exceptional interviewing and report writing skills. Tenacious investigator with excellent communication skills and judgment. Accomplished covert surveillance operator (instructor level). Distinguished Weapons Expert and firearms instructor (27 years) with armorer experience (Glock, Remington and Colt). Spanish language instructor.

**Certifications**

FAA Part 107 certificate holder licensed to operate Unmanned Aircraft (drones) in civil/commercial endeavors.

**Languages, Affiliations and Additional Information**

Spanish - U.S. State Department Language Proficiency Level 3, Member (Retired) Federal Law Enforcement Officers Association, Member Idaho Association of Criminal Defense Lawyers, Top Secret Clearance (reinvestigation by U.S. OPM 10/2013)

**White Rock Associates, LLC  
Investigative Activity Report**

---

**Title and/or Case Number:**  
Prime, Inc.

**Subject of Report:**  
Contact with Fire Chief DERIK JANOUSEK

**Activity Date:**  
09/08/16

**Reporting Party, Title and Date:**

  
\_\_\_\_\_  
Kelly J. O'Neill, Investigator

**SYNOPSIS**

On September 8, 2016, contact was made with Fire Chief DERIK JANOUSEK, King Hill Rural Fire District, Glens Ferry, Idaho, regarding this matter.

**DETAILS**

On September 8, 2016, at approximately 1129 hours, Investigator Kelly O'Neill, White Rock Associates, LLC, Boise, Idaho, contacted Fire Chief DERIK JANOUSEK of the King Hill Rural Fire District, Glens Ferry, Idaho, in connection with this matter. Investigator O'Neill contacted Fire Chief JANOUSEK at JANOUSEK's business, Glens Ferry Tire, 249 West 1<sup>st</sup> Avenue, Glens Ferry, Idaho. Investigator O'Neill fully identified himself to Chief JANOUSEK via a business card. Investigator O'Neill advised Chief JANOUSEK that he is a private investigator who has been employed by Attorney Scott McKay of the law firm Nevin, Benjamin, McKay and Bartlett, LLP, Boise, Idaho. Investigator O'Neill further advised Chief JANOUSEK that Attorney McKay has been retained by Prime, Inc., a trucking firm based in Springfield, Missouri, to represent the company in connection with a truck fire, which occurred on Interstate 84 in the jurisdiction of the King Hill Rural Fire District in September 2015.

Chief JANOUSEK stated that he recalled the truck fire, which involved paint. Chief JANOUSEK stated that he was unable to answer questions at the time he was contacted by Investigator O'Neill as he was required to transport his son to Boise, Idaho, for an orthodontic appointment. When asked if there was a place that would be more convenient to ask him questions about this incident, Chief JANOUSEK advised that he prefers to be contacted at his business. Chief JANOUSEK provided a business card to Investigator O'Neill. This business card, a copy of which is attached to this document as Attachment Number 1, indicates that Chief JANOUSEK remains the fire chief of the King Hill Rural Fire District and the Glens Ferry Fire Department.

Chief JANOUSEK stated that Investigator O'Neill was welcome to have copies of the documents that the King Hill Rural Fire District maintains in connection with the Prime, Inc., truck fire. Chief JANOUSEK stated that he had previously sent copies of all of his documents pertaining to this incident to United States Environmental Protection Agency representative Darin Mugleston. Chief JANOUSEK stated that the details pertaining to this incident had "gone through the chain of command." Chief JANOUSEK stated that the first telephone call he



**White Rock Associates, LLC**  
**Investigative Activity Report**

---

received regarding the incident was from the Idaho Department of Environmental Quality. Chief JANOUSEK stated that the matter was somehow turned over to the EPA. Chief JANOUSEK stated that he has photographs and other documents relating to the incident, which he was willing to provide to Investigator O'Neill.

Chief JANOUSEK stated that he "got caught" on how he worded the report he wrote pertaining to this incident. Chief JANOUSEK stated that he subsequently attended a class in which he was taught to be very careful in the manner in which things are written. Chief JANOUSEK stated that the way he phrased his report "can go either way" but the fact of the matter is that the site needed to be cleaned up properly. Chief JANOUSEK opined that the cleanup was not "handled right." Chief JANOUSEK stated that he was willing to meet for interview purposes regarding this matter at any other time than today.

Contact with Chief JANOUSEK terminated at approximately 1137 hours.

**ATTACHMENTS:**

1. Copy of business card, which Chief JANOUSEK provided to Investigator O'Neill at the time of their meeting on September 8, 2016.

[INVESTIGATOR'S NOTE: The copy of Chief JANOUSEK's business card that is attached to this IAR fails to show his name, DERIK JANOUSEK, and his telephone number, (208) 599-0000, because both of these lines are printed in red on the card's black background.]

# Attachment

# Number

# 1



King Hill Rural Fire  
District

Fire Chief  
khrfd@rtci.net  
PO Box 472  
136 E 2nd Ave  
Glenns Ferry, ID 83623

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

**Title and/or Case Number:**  
Prime, Inc.

**Subject of Report:**  
Contact with Fire Chief DERIK JANOUSEK

**Activity Date:**  
10/07/2016

**Reporting Party, Title and Date:**

  
*Kelly J. O'Neill, Investigator*

**SYNOPSIS**

On October 7, 2016, Chief DERIK JANOUSEK, King Hill Rural Fire District, Glenss Ferry, Idaho, was interviewed regarding this matter.

**DETAILS**

Reference is made to the Investigative Activity Report, this same case number, which details contact with Chief JANOUSEK of the King Hill Rural Fire District, Glenss Ferry, Idaho, on September 8, 2016, in connection with this matter.

By way of background, on October 7, 2016, at approximately 1324 hours, Investigator Kelly O'Neill telephonically contacted Chief JANOUSEK of the King Hill Rural Fire District, Glenss Ferry, Idaho, regarding this matter. At the time of their telephonic contact on October 7, 2016, Investigator O'Neill fully identified himself to Chief JANOUSEK and advised him of the nature of the contact. Chief JANOUSEK advised that he recalled Investigator O'Neill from their contact approximately one month earlier. Chief JANOUSEK advised that he was still willing to answer questions relative to the King Hill Rural Fire District's response to a trailer fire within its jurisdiction on Interstate 84 in Hammett, Idaho, in approximately September 2015, involving a truck owned by Prime, Inc. (hereinafter "the incident"). Chief JANOUSEK invited Investigator O'Neill to interview him at his business, Glenss Ferry Tire, 249 West 1<sup>st</sup> Avenue, Glenss Ferry, Idaho, on that same date. Investigator O'Neill subsequently contacted and interviewed Chief JANOUSEK at Glenss Ferry Tire at approximately 1458 hours.

Chief JANOUSEK stated that he was willing to provide any and all documents in the possession of the King Hill Rural Fire District to Investigator O'Neill to satisfy the public records request that had been sent to him by Nevin, Benjamin, McKay and Bartlett, LLP, Boise, Idaho, regarding its response to the September 27, 2015, trailer fire they had previously discussed. Investigator O'Neill thanked Chief JANOUSEK for his cooperation. Chief JANOUSEK referenced his computer to produce what Chief JANOUSEK described as the universe of documents he maintains in connection with this matter.

Incorporated into this IAR as Attachment Number 1 is a copy of King Hill Rural Fire District report and accompanying invoice pertaining to incident number 0000927, which documents its response to a trailer fire on September 27, 2015, involving a truck operated by Prime, Inc. Chief

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

JANOUSEK provided Attachment Number 1 to Investigator O'Neill in the course of this interview.

Chief JANOUSEK stated that he provided the same document to Special Agent Darin Mugleston, of the U.S. Environmental Protection Agency – Criminal Investigation Division, Boise, Idaho, in February 2016, when Special Agent Mugleston requested same. Chief JANOUSEK stated that he has never met Special Agent Mugleston in person because he dealt with Special Agent Mugleston on the telephone. Chief JANOUSEK stated that he later sent the document and his photographs of the incident to the EPA-CID per its request. Chief JANOUSEK stated that the King Hill Rural Fire District voluntarily complied with the EPA-CID's request for documents pertaining to the September 27, 2015, trailer fire to which King Hill Rural Fire District responded.

Chief JANOUSEK stated that he is the Chief of the King Hill Rural Fire District as well as the Chief of the City of Glens Ferry Fire Department. Chief JANOUSEK stated that he has occupied this position for approximately three years. Chief JANOUSEK stated that the Chief position is paid but all of the other positions in both entities are made up of volunteers. Chief JANOUSEK stated that neither entity has an EMS component, which is controlled by Elmore County Dispatch.

Chief JANOUSEK stated that the photographs he has of the incident are stored on his cellular telephone and he requested that Investigator O'Neill provide him the number for his cellular telephone in order for him to send these photographs to Investigator O'Neill. Chief JANOUSEK subsequently sent 18 photographs of the incident to Investigator O'Neill's cellular telephone.

Incorporated into this IAR as Attachment Number 2 is a compact disk (CD-R), which contains the 18 photographs that Chief JANOUSEK sent to Investigator O'Neill on October 7, 2016, pertaining to the incident.

Chief JANOUSEK stated that there was some confusion with respect to the time that the King Hill Rural Fire District was contacted by Elmore County Dispatch to respond to the incident. Chief JANOUSEK explained that Dispatch initially neglected to alert the King Hill Rural Fire District regarding the incident even though the dispatch log indicates that there was an initial alert. Chief JANOUSEK stated that it was not until the law enforcement officers who were at the scene requesting a second notification of the King Hill Rural Fire District that the entity was first alerted. Chief JANOUSEK stated that this delay was approximately ten minutes in duration.

Chief JANOUSEK stated that when King Hill Rural Fire District arrived at the scene of the fire, the trailer was "fully engulfed" in flames. Chief JANOUSEK stated that it is his recollection that the entity had six personnel and four apparatuses that responded to the incident.

Chief JANOUSEK stated that he only spoke to Steve Drake, the driver of the truck, "a couple" of times the night of the incident.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

Chief JANOUSEK stated that it is also his recollection that nearly every drum on the trailer “BLEVED” before the incident concluded. Chief JANOUSEK stated that this caused the bungs that had been placed in the drums to be blown out. Chief JANOUSEK stated that the drums on the truck were primarily metal 55-gallon drums with ring tops and bungs. Chief JANOUSEK stated that he does not recall any of the drums blowing the ring tops off. Chief JANOUSEK stated that he recalls that there were approximately 72 55-gallon drums of paint on the truck at the time of the fire.

Chief JANOUSEK stated that “there were a lot of little circumstances that didn’t add up” for him in connection with the incident. Chief JANOUSEK went on to say that he did not know why it was that B & W Wrecking was allowed to clean up the site. Chief JANOUSEK stated that Elmore County Dispatch is the entity that called out B & W Wrecking to respond to the site. Chief JANOUSEK stated that B & W Wrecking’s truck in Mountain Home, Idaho, is the closest heavy wrecker to the King Hill Rural Fire District. Chief JANOUSEK stated that a heavy wrecker was required at the site to assist in removing the trailer but he quantified his statement by saying that there was still cleanup required after the trailer was removed.

Chief JANOUSEK stated that Idaho State Police Trooper Bonner was concerned with the situation and this is why he telephoned the Idaho Department of Environmental Quality on the night of the incident. Chief JANOUSEK stated that he was actually standing with Trooper Bonner when he telephoned the Idaho DEQ. Chief JANOUSEK stated that the reason that Trooper Bonner telephoned the Idaho DEQ was because B & W Wrecking told Trooper Bonner they were qualified to conduct the cleanup. Chief JANOUSEK stated that Trooper Bonner told him that B & W Wrecking was not on “a list of cleanup crews,” to perform this sort of cleanup. Chief JANOUSEK stated that Trooper Bonner told him that the Idaho DEQ representative to whom he (Trooper Bonner) spoke indicated to him (Trooper Bonner) that there was no such list of cleanup companies.

Chief JANOUSEK stated that he later learned that there is a list of cleanup contractors that the Idaho DEQ maintains regarding companies that are qualified to handle the sorts of cleanups that occurred as the result of this incident. Chief JANOUSEK stated that he does not recall the name of the Idaho DEQ representative who talked with Trooper Bonner on the night of the incident. Chief JANOUSEK stated that he believes that this Idaho DEQ representative was from Twin Falls, Idaho. Chief JANOUSEK stated that a friend of his who at the time worked for the Idaho DEQ told Chief JANOUSEK that the Department maintains a list of cleanup companies that have the capacity to clean up sites like the one where the incident occurred. Chief JANOUSEK stated that he has no idea why the Idaho DEQ representative who Trooper Bonner contacted did not know this fact.

Chief JANOUSEK stated that he never had contact with anyone from Prime, Inc.’s main office on the night of the incident. Chief JANOUSEK stated that he does recall talking with Drake, the truck driver, on the night of the incident. Chief JANOUSEK stated that there was “a defigulaty” with respect to the paperwork that Drake had in his possession in connection with the load. Chief JANOUSEK stated that the load was placarded for a water reactive load when the load should have been placarded as paint. Chief JANOUSEK stated that he does not personally recall

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

what the load was placarded as containing. Chief JANOUSEK stated that he recalls that the placards on the load and the contents of the shipping documents were different. Chief JANOUSEK stated that they ultimately used the shipping documents to determine the contents of the load instead of relying on the placards that were on the trailer. Chief JANOUSEK stated that Drake provided these shipping documents detailing what the trailer contained to the fire department. Chief JANOUSEK stated that fire department personnel looked at these shipping documents before it decided how to handle the fire.

Chief JANOUSEK stated that he does not recall if Drake was alone or with another driver on the night of the incident. Chief JANOUSEK stated that he does not recall seeing another driver in the truck on the night of the incident.

Chief JANOUSEK stated that one of his photographs, which he provided to Investigator O'Neill, reveals that the trailer had a "flammable tag" on it.

Chief JANOUSEK stated that he recalls that one of the Elmore County Sheriff's Office's deputies who were on scene is the one that mentioned the placarding discrepancy. Chief JANOUSEK stated that for some reason, Trooper Bonner was "sitting at the wrong place" because he "staged" at the state yard at exit 112. Chief JANOUSEK stated that he has no idea who gave the ISP trooper the wrong information on the location of the incident.

Chief JANOUSEK stated that there were two Elmore County Sheriff's Office deputies at the location of the incident while Trooper Bonner was at exit 112. Chief JANOUSEK stated that the two deputies who responded to the incident were Chuck Pickering and Garrett Knan (phonetic). Chief JANOUSEK stated that he understands that Pickering remains in the Mountain Home area but he "got let go" a month or two ago by the Elmore County Sheriff's Office. Chief JANOUSEK stated that Deputy Knan was the officer who called for the second page of the King Hill Rural Fire District. Chief JANOUSEK stated that Deputy Knan was "freaking out" when the fire department arrived because of the delay in notification. Chief JANOUSEK stated that he had Dispatch review the recordings regarding the incident the following day and verified that what Deputy Knan believed was the second alert was actually the first.

Chief JANOUSEK stated that he has seen but does not know the drivers from B & W Wrecking well. Chief JANOUSEK stated that Sandy Derrick is the B & W Wrecking driver that handles the majority of the accidents in his area. Chief JANOUSEK stated that Derrick is stationed in Mountain Home. Chief JANOUSEK stated that he is aware that B & W Wrecking also has an office in Boise.

Chief JANOUSEK stated that Regional Response Team 4 responded to the incident as well. Chief JANOUSEK stated that the decision to have Regional Response Team 4 respond to the incident was the result of bridge calls that State Communications hosted in connection with the incident. Chief JANOUSEK stated that when he initially called for a response from Regional Response Team 4, the trailer was still on fire. Chief JANOUSEK stated that by the time Regional Response Team 4 arrived at the scene, the fire had been put out. Chief JANOUSEK stated that the incident went from "a hazardous scene to not as a hazardous a scene." Chief

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

JANOUSEK clarified that there was still a paint cleanup issue that existed, but the scene was under control.

Chief JANOUSEK stated that the wording he used in his report regarding the incident was not perfect and he admitted, “that was what Darin caught me on.” Chief JANOUSEK stated that regardless of what he wrote in his report, there was still the need for a cleanup at the scene. Chief JANOUSEK stated that this was the first time he had ever been associated with a hazardous materials incident that did not have a cleanup crew assigned to it.

Chief JANOUSEK stated that Trooper Bonner “expressed a lot of concerns that night” in connection with the incident. Chief JANOUSEK stated that he does not know if Trooper Bonner was involved in the placarding issue with the load that night or not. Chief JANOUSEK stated that he knows that the load was placarded (incorrectly) as a water reactive material. Chief JANOUSEK stated that as soon as he saw the Bill of Lading for the load, he knew from referencing his Emergency Response Guide that the load had been placarded incorrectly. Chief JANOUSEK stated that his department has an ERG in every one of its vehicles.

Chief JANOUSEK stated that this is not the first time his department has dealt with a placarding issue on a truck because they had an incident near Milepost 112 that a driver was required to sit in his truck four hours while it was on its side because he had failed to placard his load correctly.

Chief JANOUSEK stated that Regional Response Team 4 did not deploy its apparatus when it arrived at the scene of the incident because the fire was out. Chief JANOUSEK stated that Regional Response Team 4 did deploy equipment in the form of lights when it arrived at the scene. Chief JANOUSEK stated that Regional Response Team 4 took “samples” and used equipment to determine heat temperature at the scene of the incident. Chief JANOUSEK stated that he is “pretty sure” that Regional Response Team 4 took environmental samples to determine for certain that the load contained paint at the scene of the incident. Chief JANOUSEK stated that Boise Fire Department Captain Daryl Riedinger was in charge of the Regional Response Team 4 on the night of the incident.

Chief JANOUSEK stated that he does not recall the names of the two Idaho Transportation Department officials who worked on the incident. Chief JANOUSEK stated that he believes the ITD officials were from Twin Falls. Chief JANOUSEK stated that ITD did not perform any traffic control duties in connection with the incident because the fire department and law enforcement officials shut off the westbound side of Interstate 84 to deal with it.

Chief JANOUSEK stated that he is not aware that any evacuation took place in connection with the incident. Rather, Chief JANOUSEK stated that the westbound lanes of the Interstate had to be shut down to allow emergency response personnel to deal with the situation. Chief JANOUSEK stated that it is his recollection that traffic was held westbound until approximately the time the fire department left the scene.

Chief JANOUSEK stated that he does recall that IDT had a backhoe that “scraped” the material off the road surface of the right lane of the Interstate before traffic was allowed to pass. Chief



**White Rock Associates, LLC**  
**Investigative Activity Report**

---

JANOUSEK stated that he believes that the ITD backhoe that responded to the scene was from Hammett. Chief JANOUSEK stated that he recalls that ITD used dirt as an absorbent to enable it to scrape the paint off the right lane of the road.

When asked if there was a lot of liquid paint after the fire, Chief JANOUSEK stated that there was not. Chief JANOUSEK stated that there was what he described as “thick paint.” Chief JANOUSEK denied that there was any liquid paint. Chief JANOUSEK stated that it was his observation that “most of the chemicals had already burned off” and “it was just sludge.”

Chief JANOUSEK stated that he understands that the Idaho DEQ became involved in the matter because there was chromium in the soil that needed to be cleaned up. Chief JANOUSEK stated that chromium may still remain in the soil because he does not believe that there was a larger cleanup completed of the scene of the incident to date. Investigator O’Neill advised Chief JANOUSEK that he understood that additional cleanup of the site had been completed by another cleanup contractor named Corder. Chief JANOUSEK stated that he is not sure but he understood that even after the cleanup work that was performed by Corder, additional chromium contamination remained at the scene and this is why the Idaho DEQ was involved. Chief JANOUSEK stated that he understands that the Idaho DEQ is the entity that was unsatisfied with the cleanup of the site.

Chief JANOUSEK stated that he knows Corder Trucking of Mountain Home. Chief JANOUSEK stated that he knows the owner of Corder Trucking, Tim Corder, who was an Idaho State Senator. Chief JANOUSEK stated that he understands that Corder has a good reputation.

Chief JANOUSEK stated that his department has not used B & W Wrecking but he has been around company representatives in connection with several truck accidents. Chief JANOUSEK stated that B & W Wrecking appears to be a “get in, get their job done, get it out of there” kind of company. Chief JANOUSEK stated that B & W Wrecking had just arrived at the scene of the incident when the King Hill Rural Fire District departed the area. Chief JANOUSEK stated that he recalls that Trooper Bonner was at the scene when B & W Wrecking arrived. Chief JANOUSEK stated that he did not see any backhoes or skid steers that B & W Wrecking had at the scene of the incident when he departed the area.

Chief JANOUSEK stated that he doubted that either ITD or Elmore County used its backhoe to assist B & W Wrecking in its cleanup at the scene of the incident. Moreover, Chief JANOUSEK stated that the wrecker companies that operate in the area clean up “messes” associated with accidents themselves.

Chief JANOUSEK stated that the King Hill Rural Fire District has been involved in a number of accidents involving loads of hazardous materials over the years and it is his experience that a dedicated environmental cleanup company such as H2O is “always” involved in conducting the cleanup. Chief JANOUSEK stated that he recalled that Trooper Bonner was concerned that a dedicated cleanup company was not called in to clean up the scene of the incident.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

Chief JANOUSEK stated that he was not around to witness any of the exchanges that Trooper Bonner had with B & W Wrecking representatives.

Chief JANOUSEK stated that that Elmore County Dispatch or Trooper Bonner may have had contact with a representative of Prime, Inc., on the night of the incident. Chief JANOUSEK stated that he did not have any contact with any of Prime's representatives other than the driver in connection with the incident.

Chief JANOUSEK stated that two or three days following the incident, he had contact with a representative of Prime, Inc., when he inquired to whom he needed to send the invoice for services rendered in connection with the incident by the King Hill Rural Fire District. Chief JANOUSEK stated that it is his recollection that Prime paid the invoice he sent them promptly.

Chief JANOUSEK stated that Special Agent Mugleston told him that part of the problem came when Idaho DEQ called PPG because Prime had represented to PPG that Prime had taken care of the cleanup. Chief JANOUSEK stated that he understood from Special Agent Mugleston that when PPG started getting calls from the Idaho DEQ and the EPA, it wondered, "what the hell is actually going on?" Chief JANOUSEK stated that evidently, PPG was concerned about the manner in which Prime had disposed of the waste that was generated when Prime had the trailer fire while transporting product it (PPG) manufactured to its facility on the west coast. Chief JANOUSEK stated that he understands cleanup liability when it comes to hazardous substances and opined that this might have been the reason that PPG was concerned.

Chief JANOUSEK stated that he heard a rumor that the waste from the incident ended up at the county landfill on Simco Road instead of being disposed at U.S. Ecology's facility.

Chief JANOUSEK stated that he is "sure" that all of the volatile organic compounds in the paint involved in the fire "burned off" as the fire evolved. Chief JANOUSEK stated that "every ounce" of liquid waste was burned off in the fire because all he saw that was left was "paint sludge." Chief JANOUSEK described the "sludge" that he saw on the road after the incident had the consistency of "thick tar." Chief JANOUSEK stated that he still has remnants of this thick, sticky material on the hood of one of his fire trucks. Chief JANOUSEK stated that there is no solvent or other odor emanating from the stains of material that remain on his fire truck.

Chief JANOUSEK stated that the paint that was burning in the trailer would have probably burned itself out and consumed itself completely had they not extinguished it with water. Chief JANOUSEK stated that "pretty much" everything that was contained in the trailer was destroyed. Chief JANOUSEK stated that all of the bungs that were in the drums that remained in the trailer after the fire had blown out. Chief JANOUSEK estimated that 20 to 30 of the drums on the trailer had tipped over because the front and back sections of the trailer had collapsed causing the drums to tip over. Chief JANOUSEK stated that the only drums that were on the trailer that remained upright following the fire were in the center section of the trailer.

Chief JANOUSEK stated that the heat of the fire caused the trailer to cave in in the middle so it caused all the drums in the middle of the trailer to come together while the drums on either end

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

of the trailer tipped over when the ends of the trailer collapsed and the drums fell out. Chief JANOUSEK stated that he does recall that there were a number of 5-gallon containers on a pallet in the front of the trailer as well.

Chief JANOUSEK stated that there was not “an overwhelming odor of paint” in the air after the fire department put out the fire in the trailer. Chief JANOUSEK stated that he recalls everyone walking around without air packs after the fire was out. Chief JANOUSEK stated that “it had off-gassed” all of the organic compounds in the paint as the result of the fire and that is why he and his crew felt safe walking around without respiratory protection after the fire had been extinguished. Chief JANOUSEK stated that the drums had gotten hot enough that everything should have off-gassed.

Chief JANOUSEK stated that paint, as a rule, is not all that flammable. Chief JANOUSEK stated that he did not know “how flammable” the paint that made up the load was. Chief JANOUSEK stated that with respect to paint, reducers and other constituents is what makes it more volatile.

Chief JANOUSEK stated that with respect to his conversation with Special Agent Mugleston, they have not talked all that much. Chief JANOUSEK stated that Special Agent Mugleston asked about his contacts with Prime and requested documentation and that was about it. Chief JANOUSEK stated that Special Agent Mugleston had not spoken to him in person about the incident. Chief JANOUSEK stated that Special Agent Mugleston’s investigation is eight months ahead of the inquiry by defense counsel.

Chief JANOUSEK stated that he does not know who you want to put the blame on in this situation. Chief JANOUSEK stated that B & W Wrecking had a part in it but the situation was not handled right.

Chief JANOUSEK agreed that the crux of the matter is how the communication between B & W Wrecking and Prime took place. Chief JANOUSEK stated that he is “sure” that B & W Wrecking represented to Prime that it could handle the cleanup of the scene of the incident. Chief JANOUSEK stated that B & W Wrecking might change its tune if the EPA or Prime comes back on them. Chief JANOUSEK stated that B & W Wrecking, as with all towing companies, represents to its customers that it has “broad shoulders” and “can handle anything.” Chief JANOUSEK stated that it is standard operating procedure in the wrecking industry to want to expand the scope of its job for monetary gain.

Chief JANOUSEK stated that it would be important to know if B & W Wrecking offloaded the contents of the trailer before they moved it from the scene of the incident. Chief JANOUSEK stated that B & W Wrecking would have had to have placed the trailer on a lowboy to move it from the scene of the incident. Chief JANOUSEK stated that it is his recollection that all of the tires on the trailer had burned up or were otherwise not inflated as the result of the fire.

Chief JANOUSEK stated that the trailer had settled in the middle and that the trailer’s aluminum supports bowed as the result of the heat of the fire had compromised the trailer’s integrity for

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

towing purposes. Chief JANOUSEK stated that it is his informed opinion that there is “no way” that the trailer that had gone through the fire could have been towed.

Chief JANOUSEK stated that he has seen B & W Wrecking’s driver, Sandy Derrick, on wrecks previously, but he really had not had many dealings with him. Chief JANOUSEK stated that Derrick handles all the truck wrecks from Mountain Home to the Elmore County line.

Chief JANOUSEK stated that he has no intention of withholding any information from anyone in connection with this incident.

Chief JANOUSEK stated that the names of the fireman on the call on the night of the incident were: himself, Levi Titus, Duane Hensley, Frank Case, and Kevin Hensley. Chief JANOUSEK stated that he does not believe that there was anyone else on the call pertaining to the incident.

Chief JANOUSEK stated that the King Hill Rural Fire District deals with a lot of haystack fires over its 400 square mile jurisdiction.

Chief JANOUSEK stated that the King Hill Rural Fire District had four pieces of equipment at the scene of the incident. Chief JANOUSEK stated that they had two tankers and two bush tenders at the scene of the incident. Chief JANOUSEK stated that one of the tankers has a capacity of 3,500 gallons of water and the other has a capacity of 3,000 gallons of water. Chief JANOUSEK stated that each of the brush tenders has a capacity of 1,000 gallons of water along with foam. Chief JANOUSEK estimated that the King Hill Rural Fire District used between 6,000 and 8,000 gallons of water on the trailer to extinguish the fire during the incident. Chief JANOUSEK stated that this is not a tremendous amount of water to put out a fire. Chief JANOUSEK stated that the fire department routinely puts 3,000 to 5,000 gallons of water on a normal truck fire because of the fuel capacity of their saddle tanks.

Chief JANOUSEK stated that 99% the truck fires start in the undercarriage when a truck or trailer blows a tire and the tire or casing wraps around the axel and get hot enough to catch on fire.

Chief JANOUSEK stated that he came to the determination that a blown tire started the trailer fire that led to this incident because he observed tire casing on the road within one-half mile to the east of the location where the incident occurred. Chief JANOUSEK stated that it was clear what happened in this situation. Chief JANOUSEK stated that it is his experience that three issues start trailer fires: a wheel bearing, problems with the brakes, or a problem with the tires.

Chief JANOUSEK stated that he has been a volunteer fireman for approximately 24 years.

Contact with Chief JANOUSEK terminated at approximately 1606 hours.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

**HANDLING OF DIGITAL EVIDENCE**

As noted above, on October 7, 2016, Chief JANOUSEK sent 18 photographs to Investigator O'Neill from his (Chief JANOUSEK's) cellular telephone to Investigator O'Neill's personal Samsung Galaxy S5, model number SM-G900V, IMEI number 90004801250329 as attachments to Multimedia Messaging Service messages. These eighteen digital photographs bearing identifying numbers IMG\_0072 through IMG\_0087 and IMG950068 through IMG950071 will be hereinafter known as "the eighteen digital photographs." The eighteen digital photographs contain the universe of photographs that Investigator O'Neill obtained in the course of his investigation into this matter on October 7, 2016, from Chief JANOUSEK. On October 8, 2016, Investigator O'Neill directly transferred the eighteen digital photographs to a "write-once" piece of optical media (a silver colored Verbatim CD-R) from his cellular telephone camera application directly to the CD-R via computer. The cellular telephone Investigator O'Neill used to receive the photographs from Chief JANOUSEK was maintained in the sole custody and control of Investigator O'Neill from the time he obtained them from Chief JANOUSEK until such time that the eighteen digital photographs were transferred as outlined above. Investigator O'Neill subsequently noted in black permanent marker on the CD-R that it was the "Master Photographs." Investigator O'Neill noted additional pertinent identifying case data on the compact disk containing the Master Photographs, which is Attachment Number 2 to this IAR. At the request of Attorney Scott McKay, no copies of digital media are required by his office in connection with this investigation. As such, the Master Photographs CD-R is to be preserved as original evidence in this case by Nevin, Benjamin, McKay and Bartlett, LLP, Boise, Idaho.

**ATTACHMENTS:**

1. Copy of King Hill Rural Fire District report and accompanying invoice pertaining to incident number 0000927, which documents its response to a trailer fire on September 27, 2015, involving a truck operated by Prime, Inc.
  
2. One (1) plastic computer disk protector containing one (1) silver colored Verbatim CD-R labeled with the following words: "Master Photographs received from Chief Derik Janousek on October 7, 2016. Prime, Inc."

# Attachment

# Number

# 1



**A** FDID: 39336 ID: State: ID: 09/27/2015 MM DD YYYY Incident Date Station: 0000927 Incident Number Exposure: 0 NFIRS - 1 Basic

**B Location**  
 1 - Street address: MP115 West Interstate 84  
 Address Type: Number/Milepost Prefix Street or Highway Street Type Suffix  
 Apt./Suite/Room: Hammett City: ID: 83627 State Zip Code  
 Census Tract: Cross street or directions, as applicable

**C Incident Type**: 132 - Road freight or tr  
**D Aid Given or Received**: N - None  
**E1 Dates & Times**: Alarm: 09/27/2015 02:47; Arrival: 09/27/2015 02:55; Last Unit Cleared: 09/27/2015 07:13  
**E2 Shifts & Alarms**: Shift or platoon, Alarms, District  
**E3 Special Studies**: Special Study ID#, Special Study Value

**F Actions Taken**: 11 - Extinguish; 41 - Identify, analyze hazardous materials; 55 - Establish safe area  
**G1 Resources**: Apparatus: 4; Personnel: 6; EMS: 1; Other: 0  
**G2 Estimated Dollar Losses & Values**: Property: \$50000; Contents: \$200000; PRE-INCIDENT VALUE: Property: \$50000; Contents: \$200000

**H1 Casualties**: Fire Service: 0 Deaths, 0 Injuries; Civilian: 0 Deaths, 0 Injuries  
**H2 Detector**:  
**H3 Hazardous Materials Release**:  
**I Mixed Use Property**:  
**J Property Use**: 961 - Highway or divided highway

**K1 Person/Entity involved**: Steven Drake  
 Mr., Ms., Mrs. First Name MI Last Name Suffix  
 6301 Sarasota Dr #b  
 Number Prefix Street or Highway Street Type Suffix  
 Post Office Box Apt./Suite/Room City  
 AL 36609 Prime Inc. 8006900087  
 State Zip Code Business name (if applicable) Area Code Phone Number

**K2 Owner**:  
 Mr., Ms., Mrs. First Name MI Last Name Suffix  
 Number Prefix Street or Highway Street Type Suffix  
 Post Office Box Apt./Suite/Room City  
 AL 36609 Prime Inc. 8006900087  
 State Zip Code Business name (if applicable) Area Code Phone Number

<b>A</b>	<input type="text" value="39336"/> <small>FDID</small>	<input type="text" value="ID"/> <small>State</small>	<small>MM DD YYYY</small> <input type="text" value="09/27/2015"/> <small>Incident Date</small>	<input type="text"/> <small>Station</small>	<input type="text" value="0000927"/> <small>Incident Number</small>	<input type="text" value="0"/> <small>Exposure</small>	<b>NFIRS - 2 Fire</b>
----------	---	---	--	--	--	---	---------------------------

**B Property Details**

**B1**   **Not Residential**  
Estimated number of residential living units in building of origin

**B2**   
Number of buildings involved

**B3**   
Acres burned (outside fires)

**C On-Site Materials or Products**

On-site materials On-site materials use

**D Ignition**

**D1**   
Area of fire origin

**D2**   
Heat source

**D3**   
Item first ignited

**D4**   
Type of material first ignited

Confined to object of origin

**E1 Cause of Ignition**  
  
Cause of ignition

**E2 Factors Contributing To Ignition**

Factors contributing to ignition

**E3 Human Factors Contributing To Ignition**

Estimated age of person involved

Gender of person involved

**F1 Equipment Involved In Ignition**

Equipment involved

Brand

Model

Serial #

Year

**F2 Equipment Power**  
  
Equipment power source

**F3 Equipment Portability**  
  
Equipment portability

**G Fire Suppression Factors**

Fire suppression factors

**H1 Mobile Property Involved**

Mobile property involved

Mobile property model

License plate number

**H2 Mobile Property Type & Make**

Mobile property type

Mobile property make

Year

State

VIN number

**Local Use**

<b>A</b>	FDID	ID	MM	DD	YYYY	Station	Incident Number	Exposure	NFIRS Remarks
	39336		09	27	2015		0000927	0	

**Remarks**

When we arrived on scene, the trailer was fully engulfed. The fire started at the rear of the trailer. About a mile away from the scene, there was a strip of tire laying in the slow lane of the interstate. The fire likely started from the blown tire. The driver said that he did not hear the tire blow. The trailer was loaded with 55 gallon drums of Hazard Class 3 paint approximately 40,000 pounds. We called for region IV Haz-Mat to respond because of the spill. After extinguishing the flames, we found several drums had spilled on the freeway and on the side of the road. All of the drums had vented that were still in the trailer. It was our determination that it went from a haz-mat scene to a clean-up scene. We released Region IV Haz-Mat after that discussion. B&W Wrecker was on scene when we left, they were going to be in charge of the clean-up.

<b>M</b>	<b>Authorization</b>								
Officer in charge ID	Signature	Position or rank	Assignment	Month	Day	Year			
	Derik Janousek	Fire Chief		09	27	2015			
Member making report ID	Signature	Position or rank	Assignment	Month	Day	Year			

KING HILL RURAL FIRE DISTRICT  
PO BOX 472  
Glenns Ferry, ID 83623

### Invoice

Date	Invoice #
9/28/2015	927

<b>Bill To</b>
RII Insurance c/o Prime Inc. Policy # LET0010124

P.O. No.	Terms	Project

Quantity	Description	Rate	Amount
5	Brush Unit 30	125.00	625.00
5	Brush Unit #22	111.00	555.00
5	Tender #25	146.00	730.00
5	Tender #26	146.00	730.00
5	Command #1	90.00	450.00
<b>Total</b>			\$3,090.00

**White Rock Associates, LLC  
Investigative Activity Report**

---

**Title and/or Case Number:**  
Prime. Inc.

**Subject of Report:**  
Attempts to Interview B & W Wrecker Representatives

**Activity Date:**  
Various

**Reporting Party, Title and Date:**

  
\_\_\_\_\_  
Kelly O'Neill, Investigator

**SYNOPSIS**

During October 2016, and November 2016, three attempts were made to contact representatives of B & W Wrecker for interview purposes.

**DETAILS**

On October 24, 2016, at approximately 1515 hours, Investigator Kelly O'Neill, White Rock Associates, LLC, Boise, Idaho, made an unsuccessful attempt to contact B & W Wrecker employee Sandy Derrick at his office location, 2100 Sunset Drive, Mountain Home, Idaho, regarding this matter. By way of background, Attorney Scott McKay of the law firm Nevin, Benjamin, McKay and Bartlett, LLP, Boise, Idaho, directed Investigator O'Neill to contact and interview Sandy Derrick, the B & W Wrecker driver who responded to the Prime, Inc., trailer fire that occurred on September 27, 2015, near mile marker 115 on Interstate 84 westbound. On October 24, 2016, Investigator O'Neill determined through contact with a representative of neighboring business Bastida Auto Salvage, 2210 Sunset Strip, Mountain Home, Idaho, that the B & W Wrecker location is not a manned business. This individual further advised that Derrick is stationed at B & W Wrecker's facility in Boise, Idaho. This individual provided Investigator O'Neill with Derrick's cellular telephone number [(208) 954-6742] at Investigator O'Neill's request for same.

On October 24, 2016, at approximately 1600 hours, Investigator O'Neill telephonically contacted Derrick at the cellular telephone number that had been provided by the representative of Bastida Auto Salvage earlier that day. Investigator O'Neill fully identified himself to Derrick and asked for a time to meet because Investigator O'Neill wanted to ask Derrick questions to learn the details concerning B & W Wrecker's response to the Prime, Inc., trailer fire on September 27, 2015. Derrick stated that he wanted to obtain approval from his supervisor before he agreed to answer any questions relative to this matter. Derrick advised that he would contact Investigator O'Neill if he received approval from his supervisor to answer questions relative to this matter.

On October 24, 2016, at approximately 1603 hours, Investigator O'Neil telephonically contacted B & W Wrecker, 20 South Garden Street, Boise, Idaho, at telephone number (208) 342-2541. The telephone was answered by a woman, who advised that the manager of B & W Wrecker, Rick Lee, was not available at that time. Investigator O'Neill left a message with this unidentified woman requesting that she ask Lee to telephone Investigator O'Neill

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

to arrange for a time to meet relative to B & W Wrecker's response to the Prime, Inc., trailer fire to which it responded on September 27, 2015. This unidentified woman advised that she would pass the message to Lee.

On October 25, 2016, at approximately 1453 hours, Investigator O'Neill again telephonically contacted B & W Wrecker and requested to speak with Lee. The telephone was answered by the same woman who answered the telephone when Investigator O'Neill telephoned B & W Wrecker the previous day. Investigator O'Neill identified himself and again requested to speak with Lee. This woman advised that Lee was not available at that time. This woman recognized Investigator O'Neill's name and she advised that she had given the message that Investigator O'Neill had left for Lee the previous day to him. Investigator O'Neill requested that this woman again ask Lee to contact Investigator O'Neill. This woman advised that she would do so.

On November 7, 2016, at approximately 1005 hours, Investigator O'Neill traveled to B & W Wrecker, 20 South Garden Street, Boise, Idaho, to contact Lee for interview purposes. The woman who appeared to be the receptionist at the business advised that Lee was not available at that time. She additionally advised that she did not know when Lee would become available. Investigator O'Neill left a business card with this woman and requested that she pass it on to Lee for contact purposes. Investigator O'Neill requested that this woman advise Lee that Investigator O'Neill wished to arrange a time to discuss the Prime, Inc., trailer fire to which B & W Wrecker responded in the Hammett, Idaho, area on September 27, 2015. This woman advised that she would pass Investigator O'Neill's business card and request for contact on to Lee.

**ATTACHMENTS:**

There are no attachments to this document.



**White Rock Associates, LLC  
Investigative Activity Report****Title and/or Case Number:**

Prime, Inc.

**Subject of Report:**

Telephonic Contact with TIM CORDER, JR.

**Activity Date:**

11/11/2016

**Reporting Party, Title and Date:**

 11/13/16.  
\_\_\_\_\_  
Kelly J. O'Neill, Investigator

**SYNOPSIS**

On November 11, 2016, TIM CORDER, JR., a Member and the Registered Agent of CWE, LLC, Mountain Home, Idaho, was telephonically contacted with respect to his knowledge of this matter.

**DETAILS**

On November 11, 2016, at approximately 1527 hours, Investigator Kelly O'Neill, White Rock Associates, LLC, Boise, Idaho, had telephonic contact with TIM CORDER, JR, a Member and the Registered Agent of CWE, LLC, 357 Southeast Corder Drive, Mountain Home, Idaho, regarding this matter. By way of background, on this same date at approximately 1507 hours, Investigator O'Neill had telephonic contact with Tim Corder, Sr., the father of TIM CORDER, JR., at (208) 599-0427. During Investigator O'Neill's telephonic contact with Tim Corder, Sr., Tim Corder, Sr., advised Investigator O'Neill that it was his son, TIM CORDER, JR., who dealt with all aspects of the cleanup of waste resulting from a fire involving a trailer owned by Prime, Inc., in the fall of 2015. Tim Corder, Sr., provided Investigator O'Neill the cellular telephone number for his son [(208) 599-2923]. At approximately 1513 hours, Investigator O'Neill left a voice mail message at the cellular telephone number of TIM CORDER, JR., in which he fully identified himself and the nature of the contact. Specifically, Investigator O'Neill requested that TIM CORDER, JR., provide him with a place and time to have an in-person conversation with respect to his knowledge of the details pertaining to the handling of waste resulting from the Prime, Inc., trailer fire in September 2015. Subsequently, at approximately 1527 hours on November 11, 2016, an individual who identified himself as TIM CORDER, JR. (hereinafter "CORDER"), telephonically contacted Investigator O'Neill from (208) 599-2923. The first thing that CORDER said during this call was, "I'm not interested in meeting with you for an interview." Investigator O'Neill advised CORDER that he was not required to meet with Investigator O'Neill or anyone else relative to this or any other matter. Investigator O'Neill further advised CORDER that he was under no obligation to answer questions posed by Investigator O'Neill's or anyone else relative to this or any other matter. CORDER responded to these statements by asking Investigator O'Neill who he represented and why he had contacted him. Investigator O'Neill again advised CORDER that he is a private investigator who has been hired by Attorney Scott McKay of the law firm Nevin, Benjamin, McKay, and Bartlett, LLP, Boise, Idaho. Investigator O'Neill further advised CORDER that Attorney McKay had been hired by Prime, Inc., to represent the company in connection with any potential criminal

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

investigation into the handling and disposal of waste resulting from a fire involving a trailer owned by Prime, Inc., in the fall of 2015, which occurred near mile marker 114 on Interstate 84 westbound.

CORDER responded to these statements by Investigator O'Neill by saying that after the Prime, Inc., trailer fire in September 2015, he rented a trailer to B & W Wrecking, Boise, Idaho, for them to haul waste associated with the cleanup of the fire to the landfill. CORDER stated that he did not rent a backhoe or any other excavation equipment to B & W Wrecker at the time of the Prime, Inc., trailer fire in September 2015.

CORDER stated that to the best of his knowledge, B & W Wrecker has never been involved with the cleanup of any hazardous waste from any automobile or truck accidents to which it has responded in connection with the company's towing business. CORDER stated that he is under the impression that B & W Wrecker was advised by some public entity that the waste associated with the Prime, Inc., trailer fire was not hazardous waste and this is the reason that B & W Wrecker was willing to participate in the removal and disposal of the waste from the trailer fire.

CORDER stated that he has been contacted on two occasions by EPA Special Agent Darin Mugleston and a U.S. DOT special agent whose name he was unable to recall relative to his knowledge of the details pertaining to the removal and disposal of the waste resulting from the Prime, Inc., trailer fire in September 2015. CORDER stated that he cooperated and answered the questions posed to him by Special Agent Mugleston relative to his company's involvement in the transportation and disposal of the waste resulting from this trailer fire.

CORDER stated that the reality of the situation is that he has never spoken to an employee of Prime, Inc., regarding this or any other matter. CORDER stated that he dealt with B & W Wrecker when he rented the company a trailer to haul waste immediately following the Prime, Inc., trailer fire in September 2015. CORDER again stated that he did not rent any excavation equipment to B & W Wrecker after the Prime, Inc., trailer fire in September 2015.

With respect to the second cleanup effort relating to the Prime, Inc. trailer fire later in the fall of 2015, CORDER stated that only ever spoke with an employee of Premium Environmental Services regarding the scope of the project. In fact, CORDER stated that CWE was hired by Premium Environmental Services to excavate soil in the area of the Prime, Inc., trailer fire some number of weeks after the fire occurred. CORDER stated that he does not know what occurred between the State and Prime, Inc., but it must have been something of significance because it was communicated to him by Premium Environmental Services, which had been hired by Prime, Inc., that the State was unhappy with the extent of the cleanup that had been completed at the location where the trailer fire occurred in September 2015.

CORDER stated that when he dealt with Premium Environmental Services, he gave a bid that reflected the cost to do a simple cleanup of soil and debris and not for a cleanup project involving hazardous waste. CORDER stated that his bid to clean up the area would have been significantly higher had he had any idea that he was dealing with a hazardous waste cleanup and disposal situation.

**White Rock Associates, LLC  
Investigative Activity Report**

---

CORDER stated that he was confident that the waste that B & W Wrecker cleaned up from the site of the Prime, Inc., trailer fire was not hazardous because he knew that B & W Wrecker had hauled the waste to the Idaho Waste Systems' landfill on Simco Road.

CORDER stated that he was aware that the Prime, Inc., trailer fire involved paint, but he knows from his extensive past experience in dealing with Idaho Waste Systems' landfill on Simco Road that the landfill accepts paint waste for disposal regularly.

CORDER stated that he has no idea who it was that contacted B & W Wrecker to respond to the Prime, Inc., trailer fire at the time it occurred in September 2015. CORDER stated that the one thing he knows for sure is that B & W Wrecker has never dealt with hazardous waste cleanups. CORDER stated that hazardous waste cleanups are always handled by companies that specialize in this sort of work.

At this point in the conversation, CORDER asked Investigator O'Neill why he did not just go to B & W Wrecker to ask about the details they were discussing. When Investigator O'Neill advised CORDER that he had made several unsuccessful attempts to contact Rick Lee at B & W Wrecker with respect to this matter, CORDER stated that B & W Wrecker, like him, is likely concerned about their position in this situation because of the EPA's involvement.

CORDER stated that he actually kicked Special Agent Mugleston out of his office the second time he visited CORDER. CORDER stated that he kicked Special Agent Mugleston out of his office after Special Agent Mugleston intimated that CORDER was lying about his involvement in the cleanup of the waste from the Prime, Inc., trailer fire. CORDER stated that he is a reputable businessman who has built a reputation of ethical behavior and truthfulness. CORDER stated that the reality of the situation is that if he was asked in a court of law about his involvement in this matter, he would tell the same story he told Special Agent Mugleston, which is the truth.

CORDER stated that he talked to his lawyer after Special Agent Mugleston and a U.S. DOT agent visited him the second time. CORDER stated that he was trying to be cooperative in the case and his cooperation may not serve him well.

At this point in the contact, CORDER stated that he had an email from what he believed was the Idaho DEQ that indicated that the waste from the Prime, Inc., trailer fire was not hazardous. Investigator O'Neill advised CORDER that if this was the case, he would appreciate seeing a copy of this communication. CORDER stated that he was willing to read the document to Investigator O'Neill and he began reading a narrative aloud.

[INVESTIGATOR'S NOTE: Investigator O'Neill immediately recognized the language in this narrative to be the narrative contained in the "Remarks" section of the King Hill Rural Fire District Incident Report that had been authored by Chief Derik Janousek documenting the Prime, Inc., trailer fire on September 27, 2015.]

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

CORDER stated that the narrative, which he believed had been authored by an Idaho DEQ representative, clearly indicated to him that the site was no longer considered a hazmat site by a person with training and specific knowledge of the situation. CORDER stated that it appeared to him that B & W Wrecker and his company are not responsible for having done anything wrong based on this language.

Further, CORDER stated that the ISP, the Idaho DEQ, the ITD and all other entities that deal with hazardous materials incidents on Interstate 84 know to contact and deal with dedicated hazardous materials and hazardous waste cleanup companies, such as H2O Environmental, when accidents and other incidents involving hazardous materials are involved. CORDER stated that he was confident that the waste from the Prime, Inc., trailer fire did not involve hazardous material or hazardous waste because H2O was not involved in the cleanup. Rather, CORDER stated that he was confident that the cleanup did not involve hazardous material or hazardous waste because B & W Wrecker was involved in the cleanup.

CORDER stated that if it was such a big deal, why did state authorities with knowledge of and jurisdiction over the situation not step in and ensure that the waste was properly cleaned up and disposed by a qualified hazardous waste cleanup and disposal company such as H2O. CORDER stated that he does not appreciate the EPA playing "got ya" with CWE after the fact when state regulatory entities could have prevented this situation.

CORDER stated that there were "four or five people in front of us" who indicated to CWE that the waste associated with the cleanup of the Prime, Inc., trailer fire was not hazardous waste.

CORDER stated that he was not in agreement with Special Agent Mugleston when he indicated to CORDER that CWE was under an obligation to see a waste profile for the waste it hauled away from the site of the Prime, Inc., trailer fire. CORDER stated that he knows that Special Agent Mugleston's assertion is technically correct: he should have asked for a waste profile. CORDER stated, however, that he does not typically ask for waste profiles in many of the other waste removal and disposal projects in which CWE is regularly involved, such as disposing of a burned building for a property owner.

CORDER stated that Special Agent Mugleston additionally wanted to see the manifest that documented the transportation and disposal of the waste from the site of the Prime, Inc., trailer fire. CORDER stated that he responded to this issue posed by Special Agent Mugleston by telling him that CWE did not create manifests for most projects in which it transports waste for disposal, such as the burned building example he previously provided.

CORDER stated that the first time he met with Special Agent Mugleston and the U.S. DOT agent, they had general questions for him pertaining to the logistics relating to the waste from the site of the Prime, Inc., trailer fire. CORDER stated that it may have been a mistake, but he agreed to answer questions relating to the situation at that time.

CORDER stated that the second time he met with Special Agent Mugleston, the tone of the questions directed toward him became more accusatory. CORDER stated that he told Special

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

Agent Mugleston that he had an issue with the sample protocol that the environmental contractor who sampled the dirt in his truck employed because there was no effort to take a representative sample of the universe of dirt that was contained in the truck. Rather, CORDER stated that the environmental sampling company could have hit the only “hot spot” in the whole truck when it took a surface sample.

CORDER stated that Special Agent Mugleston had a problem with the fact that CORDER lacks a hazardous materials certification on his driver’s license because he (CORDER) drove the load of hazardous waste (that was cleaned up from the second cleanup effort at the site of the Prime, Inc., trailer fire) to the hazardous waste landfill after H2O informed him that the waste was hazardous. CORDER stated that his response to this contention is that he asked Craig Wyatt of H2O Environmental on three occasions if the waste that was contained in the truck was hazardous waste. CORDER stated that Wyatt never actually gave him a straight answer to this question. Rather, CORDER stated that he told Wyatt that if the waste was determined to be hazardous, Wyatt would have to supply a certified hazardous materials hauler to drive the truck to the hazardous waste landfill for CWE because he (CORDER) lacked a hazardous material certification. CORDER contended that Wyatt told him repeatedly that they would “work something out” if it was determined that the waste in the truck was hazardous waste. CORDER stated that Wyatt did give him what he now knows in retrospect was a hazardous waste manifest when he came to CWE’s shop to meet with CORDER before the waste was transported to a hazardous waste disposal facility. CORDER stated that he asked Wyatt if it was legal for him to drive the load of hazardous waste to the hazardous waste landfill for disposal and it was Wyatt who told him that it was “alright” for CORDER to haul the waste.

CORDER stated that when he told Special Agent Mugleston the details of his exchanges with Wyatt, Special Agent Mugleston essentially said, “Bullshit!” CORDER stated that he was “pissed” when Special Agent Mugleston intimated that he was lying regarding his conversations with Wyatt.

CORDER stated that he openly admitted to Special Agent Mugleston that he drove the load of hazardous waste to the hazardous waste landfill without the proper certification to do so. CORDER stated that he also told Special Agent Mugleston to give him a citation for this activity because what he did was “technically” not allowed to transport the load of hazardous waste.

CORDER stated that he told Special Agent Mugleston that he has his 40-hour HAZWOPER certification and he regularly attends the 8-hour refresher courses required to maintain his certification. CORDER stated that he is certified to participate in the excavation of hazardous waste but he is not certified to haul it on public roads. CORDER stated that although this is a “technical violation” of the law, he certainly had sufficient training and knowledge to safely transport the hazardous waste in his truck to a hazardous waste landfill without endangering himself, the public or posing a threat to the environment.

CORDER stated that he told Special Agent Mugleston that he would admit to this technical violation of the law in court, pay a fine and move on.

**White Rock Associates, LLC**  
**Investigative Activity Report**

CORDER stated that throughout his second conversation with Special Agent Mugleston, Special Agent Mugleston pressed him several times on if there was “a wink and a handshake deal” between CWE, B & W Wrecker and Premium Environmental Services with respect the cleanup and disposal of the hazardous waste from the Prime, Inc., trailer fire. CORDER stated that he consistently told Special Agent Mugleston that there was no such arrangement between him and anyone else with respect to this situation. CORDER stated that this is the truth.

CORDER stated that when B & W Wrecker conducted the initial cleanup of the waste immediately following the Prime, Inc., trailer fire in September 2015, B & W Wrecker returned CWE’s trailer it rented to CWE’s yard with dirt and waste in it. CORDER stated that when he spoke to B & W Wrecker and told them that they needed to take the trailer and dump the waste, B & W Wrecker requested that CORDER haul the waste to the Idaho Waste Systems’ landfill on Simco Road and dispose of it there. CORDER stated that Sandy Derrick of B & W Wrecker is the one who told him that Idaho Waste Systems is where B & W Wrecker had transported and disposed the waste it removed from the site of the Prime, Inc., trailer fire. CORDER stated that he subsequently transported the waste that B & W Wrecker left in his trailer to the Idaho Waste Systems’ landfill on Simco Road and disposed of it. CORDER stated that he did not know the nature of the waste when he transported it to the landfill on Simco Road. CORDER further stated that he did not know this waste contained paint.

CORDER stated that what he does know is that Idaho Waste Systems regularly accepted and disposed of “all kinds of paint” in its landfill on Simco Road over the course of many years. CORDER stated that he knows that this is the case because he dealt with Idaho Waste Systems and observed their waste acceptance practices at their Simco Road landfill over the course of many years.

Contact with CORDER terminated at approximately 1600 hours.

At the conclusion of their contact, CORDER requested that Investigator O’Neill send him an email communication with Investigator O’Neill’s contact information. Incorporated into this Investigative Activity Report as Attachment Number 1 is a copy of the email communication Investigator O’Neill sent to CORDER on November 11, 2016.

**ATTACHMENTS:**

1. Copy of email communication, dated November 11, 2016, from Investigator O’Neill to CORDER.

# Attachment

# Number

# 1





Kelly O'Neill <kjoneill14@gmail.com>

---

## Contact Information

---

**Kelly O'Neill** <kjoneill14@gmail.com>

Fri, Nov 11, 2016 at 4:09 PM

To: tcorderjr@yahoo.com

Bcc: Kelly O'Neill <kjoneill14@gmail.com>

Tim:

Per your request of this date, please find my contact information below. In addition, I am including the contact information for Attorney Scott McKay, the defense attorney who has been retained by Prime, Inc., and who has hired me to work for him regarding this matter.

Kelly O'Neill, Consultant  
White Rock Associates, LLC  
Post Office Box 562  
Boise, Idaho 83701  
(208) 389-8179

Scott McKay, Attorney  
Nevin, Benjamin, McKay and Bartlett, LLP  
303 West Bannock Street  
Boise, Idaho 83702  
(208) 343-1000

If you have any questions, please feel free to contact me.

Regards,

Kelly O'Neill

**White Rock Associates, LLC  
Investigative Activity Report**

---

**Title and/or Case Number:**  
Prime, Inc.

**Subject of Report:**  
Interview of Carl Vaughn

**Activity Date:**  
12/02/2016

**Reporting Party, Title and Date:**

  
\_\_\_\_\_  
Kelly J. O'Neill, Investigator

**SYNOPSIS**

On December 2, 2016, Idaho Transportation Department employee CARL VAUGHN was interviewed regarding this matter.

**DETAILS**

On December 2, 2016, at approximately 1507 hours, Idaho Transportation Department employee CARL VAUGHN was interviewed at his office in Mountain Home, Idaho, regarding this matter. By way of background, on December 2, 2016, at approximately 1231 hours, Investigator Kelly O'Neill, White Rock Associates, LLC, Boise, Idaho, telephonically contacted ITD employee VAUGHN at (208) 587-7966. Investigator O'Neill fully identified himself to VAUGHN and advised him of the nature of the contact. Investigator O'Neill advised VAUGHN that he is a private investigator who has been hired by Attorney Scott McKay of the law firm Nevin, Benjamin, McKay and Bartlett, Boise, Idaho, to assist him in this matter. Investigator O'Neill advised VAUGHN that Attorney McKay had been retained by Prime, Inc., Springfield, Missouri, to represent the company in connection with a trailer fire that occurred on Interstate 84 near Hammett, Idaho, on September 27, 2015. VAUGHN stated that he recalled the trailer fire but claimed that he was out of town in California at the time it occurred. VAUGHN stated that ITD Supervisor Dan Bryant [(208) 334-8300] is the individual who maintains the files pertaining to this incident. At Investigator O'Neill's suggestion, VAUGHN stated that he was willing to meet with Investigator O'Neill later in the day to discuss his knowledge of the facts and circumstances surrounding this incident. Subsequently, Investigator O'Neill met with and interviewed VAUGHN at VAUGHN's office, which is located in the ITD building on the north side of Frontage Road approximately one-quarter mile to the east of the intersection of Frontage Road and Old U.S. 30 at Exit 90 on Interstate 84, Mountain Home, Idaho.

VAUGHN stated that he was willing to review documents in the possession of Investigator O'Neill to attempt to assist him with respect to whatever questions Investigator O'Neill had regarding this incident.

Incorporated into this Investigative Activity Report as Attachment Number 1 is a copy of an email communication, dated October 20, 2015, from Scott Strader, Premium Environmental Services to Prime, Inc., employee David White and nine other Prime employees (including Steve Field). This email communication, Bates Number PRIME000698, was produced by Prime, Inc.,

**White Rock Associates, LLC**  
**Investigative Activity Report**

[REDACTED]

Incorporated into this IAR as Attachment Number 2 is a copy of two pages from a Premium Environmental Services report pertaining to spill number 15-016-10045, dated January 28, (presumably) 2016. These two pages, Bates Numbers PRIME000240 and PRIME000241, were produced by Prime, Inc., [REDACTED]

[REDACTED]

VAUGHN stated that the Prime trailer fire incident that occurred in September 2015 near Hammett was considered a hazardous materials incident. VAUGHN stated that his supervisor, Bryant, is assigned to dealing with all aspects of hazardous materials incidents on Interstate 84 in the area that the incident occurred.

VAUGHN stated that at some point in time after the Prime trailer fire, Idaho Department of Environmental Quality employee Maureen Vincenty made a determination that additional cleanup was required at the location where the trailer fire occurred. VAUGHN walked into his office and retrieved three business cards, which he showed to Investigator O'Neill. VAUGHN stated that he understood that Idaho DEQ employee Vincenty no longer works at the Idaho DEQ's State Office.

[INVESTIGATOR'S NOTE: Investigator O'Neill noted that VAUGHN was in possession of business cards with the names of the following Idaho DEQ employees on them: Matt Alvarado, Michael McCurdy, and Natalie Clough.]

VAUGHN stated that he does not know which of the Idaho DEQ employees visited the location of the Prime trailer fire. VAUGHN stated that he understood that Idaho DEQ representatives were at this location on three different occasions. VAUGHN stated that he does not know which Idaho DEQ employee was at this location or when they were there. VAUGHN stated that it is his recollection that the Idaho DEQ first visited the site of the Prime trailer fire approximately three weeks after it occurred. VAUGHN stated that an Idaho DEQ representative telephoned him after their visit to the site of the Prime trailer fire and they advised him that the site required additional cleanup. VAUGHN stated that as the result of this notification from the Idaho DEQ, he traveled to the location of the Prime trailer fire to assess the area.

VAUGHN stated that when he arrived at the location of the Prime trailer fire, he noted that there was some aluminum debris and what appeared to be a chemical on the ground. VAUGHN stated that his evaluation of the site was consistent with the determination that Idaho DEQ made, which was that additional cleanup was required at the location of the Prime trailer fire.

VAUGHN stated that he understood that Idaho DEQ representatives contacted B & W Wrecker, which was the company that initially handled the cleanup of the location where the Prime trailer fire occurred. VAUGHN further stated that he understood that Idaho DEQ additionally contacted Corder Trucking, which was the cleanup contractor that cleaned up the waste at the time that the Prime trailer fire occurred. VAUGHN stated that B & W Wrecker is not a cleanup

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

company. VAUGHN stated that B & W Wrecker is simply a tow company. VAUGHN stated that he understood that B & W Wrecker hired Corder Trucking to assist with the cleanup of the waste at the time that the Prime trailer fire occurred. VAUGHN stated that he does not know where Corder Trucking is located. VAUGHN stated that Corder Trucking is located in either Boise or Mountain Home. VAUGHN stated that he understood that Corder Trucking has both a hazardous waste hauling division and a trucking division. VAUGHN stated that the hazardous waste hauling division of Corder Trucking is the company that cleaned up and hauled away the waste immediately after the Prime trailer fire in September 2015.

VAUGHN stated that he is nearly certain that Corder Trucking conducted the second cleanup effort at the location of the Prime trailer fire. VAUGHN stated that Idaho DEQ personnel have more details with respect to this second cleanup effort at the location of the Prime trailer fire because Corder Trucking was required to obtain permits from the Idaho DEQ to conduct this second cleanup.

VAUGHN stated that the ITD is not in the business of directing cleanup efforts. VAUGHN stated that Idaho DEQ personnel have expertise and jurisdiction in this area and they would have been the entity that selected the disposal site for the waste that was hauled away from the location of the Prime trailer fire.

When Investigator O'Neill reviewed Attachments Number 1 and 2 with VAUGHN, VAUGHN stated that he recalls the dimensions of the second cleanup to be approximately the measurements outlined in Attachment Number 1. VAUGHN stated, however, that the sentence indicating that he confirmed that CWE, LLC is an authorized environmental cleanup company for the State is inaccurate. Rather, VAUGHN stated that CWE, LLC, is not an authorized environmental cleanup company for the State. VAUGHN stated that the ITD hires H2O Environmental of Boise to conduct any cleanups that involve hazardous waste.

VAUGHN stated that he does not know how this whole mess got started. VAUGHN stated that he understood that the waste that was hauled away from the location of the Prime trailer fire initially in September 2015, was disposed at a solid waste disposal facility, which was not authorized to accept and dispose of hazardous waste. VAUGHN stated that the waste from the first cleanup of the location where the Prime trailer fire occurred was disposed of at the Idaho Waste Systems landfill on Simco Road in Boise. VAUGHN stated that there was a fire at the Idaho Waste Systems landfill at some point in time after the waste from the first cleanup where the location of the Prime trailer fire occurred. VAUGHN stated that he has no idea if the waste that originated from the cleanup of the Prime trailer fire caused or contributed to the fire that occurred at Idaho Waste Systems. VAUGHN stated that it is his recollection that the fire at the landfill burned for approximately two weeks. VAUGHN stated that he understood that it was the trash that had been disposed of at the landfill that was on fire.

VAUGHN stated that he has no idea of any of the details pertaining to the second and final cleanup of the location of the Prime trailer fire. VAUGHN stated that the Idaho DEQ worked with the cleanup contractor to obtain proper permits to dispose of the load of waste that was generated from the second cleanup of the location of the Prime trailer fire. VAUGHN stated that

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

the Idaho DEQ ensured that the cleanup contractor that participated in the second cleanup of the location of the Prime trailer fire was required to provide proper documentation of the permitted waste disposal location and the number of pounds of waste that it removed from this location for disposal. VAUGHN stated that he does not know where the second load of waste from the location of the Prime trailer fire was disposed. VAUGHN stated that it is possible that it was disposed at the US Ecology site in Grand View, Idaho.

VAUGHN stated that he knows that the waste from the second cleanup effort at the location of the Prime trailer fire sat in the yard of CWE, LLC, for approximately one month. When asked why it was that the waste sat in the yard at CWE, LLC, for a month, VAUGHN responded that he understood that CWE, LLC, was researching an appropriate location to dispose of the waste.

VAUGHN stated that he understood that the US Ecology site does not accept liquid waste for disposal. VAUGHN stated that he understood that this was the reason that CWE, LLC, was having such a problem finding a disposal facility that would accept the waste from the second cleanup of the location of the Prime trailer fire. VAUGHN stated that he does not recall seeing liquid waste at the location of the Prime trailer fire when he visited that area. VAUGHN stated that he understood that the material that was involved in the fire was a liquid material and this was the reason for the problem with finding a disposal facility that was willing to accept the waste.

VAUGHN stated that Idaho DEQ knows all of the details to the questions that Investigator O'Neill had posed to him because the Idaho DEQ monitored the disposal of the second load of waste from the location of the Prime trailer fire closely.

VAUGHN stated that ITD Supervisor Bryant should have a file pertaining to this situation. VAUGHN stated that he knows that Bryant attended a meeting in which this matter was discussed between the ITD and the Idaho DEQ. VAUGHN stated that an "After Action Report" encompassing all details with respect to ITD's involvement in the Prime trailer fire incident was completed. VAUGHN stated that he also attended this meeting with Bryant and the Idaho DEQ. In fact, VAUGHN stated that he was directed to attend the meeting. VAUGHN stated that the ITD had to turn over all copies of its documents pertaining to the Prime trailer fire to the Idaho DEQ because the Idaho DEQ wanted to conduct an analysis to determine where the breakdown occurred, which resulted in the waste from the first cleanup being disposed at the landfill instead of a hazardous waste disposal facility.

VAUGHN stated that the Idaho DEQ went out to the Idaho Waste Systems landfill after the fire occurred at the facility. VAUGHN stated that the Idaho DEQ worked with the landfill to review the documents that accompanied loads of waste to the facility before the fire.

VAUGHN stated that he heard that the fire at the landfill occurred because the landfill was taking chemicals that reacted with each other causing the fire. Again, VAUGHN stated that he has no information that any of the waste from the cleanup of the Prime trailer fire had anything to do with the fire that occurred at the landfill.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

VAUGHN stated that he was on vacation in California when the Prime trailer fire incident occurred. VAUGHN stated that two days after the incident, he drove by the location of the Prime trailer fire. VAUGHN stated that he did not stop at the location of the Prime trailer fire because he did not see anything that that caused him concern. VAUGHN stated that it appeared to him that there was new gravel at the location of the Prime trailer fire and it appeared that the site had been completely cleaned up.

VAUGHN stated that he was subsequently contacted by the Idaho DEQ, which advised him that it had observed what appeared to be melted debris “over the edge” of the road at the location of the Prime trailer fire. VAUGHN stated that he subsequently traveled to the location of the Prime trailer fire and he observed what appeared to be melted aluminum that had run over the edge of the road. VAUGHN stated that when he returned to the office, he contacted the Idaho DEQ and advised them of his observations. VAUGHN stated that Vincenty told him that what he saw was not melted aluminum. Rather, VAUGHN stated that Vincenty told him that what he had observed was the waste left from the material that was on the Prime trailer at the time of the fire.

VAUGHN stated that he told Vincenty that he does not have training in hazardous material incidents or cleanups and it was for this reason that he did not see any problem with the location where the Prime fire occurred. VAUGHN stated that Vincenty told him that the Idaho DEQ obtained environmental samples of the material that remained from the Prime trailer fire. VAUGHN stated that Vincenty additionally told him that the Idaho DEQ had come to the conclusion that a second cleanup of the location of the trailer fire needed to be conducted because “it was so close to a waterway.”

VAUGHN stated that he told Vincenty that the Idaho DEQ should work with a cleanup contractor to conduct a second cleanup at the location of the Prime trailer fire if it wanted a second cleanup performed. VAUGHN stated that he understood that the Idaho DEQ contacted the original company that cleaned up the waste from the location where the Prime trailer fire occurred. VAUGHN stated that he further understood that the Idaho DEQ determined through its contact with this company that the company was not certified to perform hazardous waste cleanups.

VAUGHN stated that he understood that the fire marshal who was in charge of the Prime trailer fire incident somehow made a determination that the waste was not hazardous in nature. VAUGHN stated that he is not a chemist, but he understood that the material that was being transported on the trailer by Prime was not a hazardous material until it was mixed with other materials that were being transported on the same trailer. VAUGHN stated that he understood that when the materials on the trailer combined, they became hazardous in nature. VAUGHN stated that he did not know how all of this panned out with CWE, LLC, and B & W Wrecker and the cleanup of the location where the Prime trailer fire occurred.

VAUGHN stated that he understood that Fire Marshall Janousek made the determination that the incident was not hazardous at the time the Prime trailer fire was extinguished. VAUGHN stated, however, that after the waste from the fire was mixed, it became hazardous in nature.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

VAUGHN stated that he, as a representative of the ITD, had to complete permits authorizing the cleanup company to remove waste from the locations where the Idaho DEQ identified and marked the material that needed to be removed from the location where the Prime trailer fire occurred. VAUGHN stated that the ITD was required to control traffic on the Interstate to allow the cleanup company to perform the removal of the material from the location of the Prime trailer fire.

VAUGHN stated that he does not know if H2O Environmental participated in the second cleanup at the location where the Prime trailer fire occurred. VAUGHN stated that the Idaho DEQ worked with the participants in the second cleanup effort to ensure that things were performed properly.

VAUGHN stated that since the Prime trailer fire, the ITD has almost dealt exclusively with H2O Environmental in its accidents and vehicle incidents on Interstate 84. VAUGHN stated that H2O Environmental works closely with the Idaho DEQ, which removes the ITD completely from “the cleanup business.” VAUGHN stated that this is a better situation for the ITD because it can rely on the expertise of the Idaho DEQ and H2O Environmental to ensure that cleanup and disposal requirements are followed because they communicate back and forth to coordinate cleanups and disposals.

VAUGHN stated that the reality of the situation is that the ITD has a different agenda than the Idaho DEQ. VAUGHN stated that the focus of the ITD is to simply ensure that the Interstate is open and traffic is flowing. VAUGHN stated that the ITD does not have the expertise to focus on how cleanups are completed or where wastes are disposed.

VAUGHN stated that he does not recall the name Scott Strader. VAUGHN stated that he does not recall ever having had a conversation with Strader or anyone employed by Premium Environmental Services.

VAUGHN stated that he does recall having a conversation with someone employed by an insurance company that represented Prime, Inc. VAUGHN stated that he recalls this insurance representative telling him that the insurance company had its own cleanup contractor. VAUGHN stated that he recalls giving this insurance representative Vincenty’s name and contact information at the Idaho DEQ. VAUGHN stated that he told this insurance representative that the insurance company would have to coordinate with the Idaho DEQ regarding the second cleanup at the location of the Prime trailer fire.

VAUGHN stated that it appeared to him that Prime’s insurance representative worked with the trucking company and an environmental cleanup company to perform the second cleanup at the location of the Prime trailer fire.

VAUGHN stated that he does not recall the names Dave White or Steve Field. VAUGHN stated that he does not recall the name of the woman who was employed by the insurance company that represented Prime. VAUGHN stated that he recalls speaking with Derik Janousek and with



**White Rock Associates, LLC**  
**Investigative Activity Report**

---

Sandy Derrick of B & W Wrecker regarding this incident. VAUGHN stated that he also spoke with a woman who is a dispatcher for Corder Trucking regarding this incident.

VAUGHN stated that he also spoke with Tim Corder regarding what types of traffic control systems he used when he participated in the initial cleanup effort at the time of the Prime trailer fire. VAUGHN stated that Corder told him that he was not required to use any traffic controls at the time of the Prime trailer fire because fire and law enforcement officials had Interstate 84 closed. VAUGHN stated that the ITD did not need to issue a permit to Corder because ITD permits are not required when law enforcement officials are providing traffic control in order to protect the public.

VAUGHN stated that when Corder Trucking completed the second cleanup of the location where the Prime trailer fire occurred, it obtained a permit to establish traffic controls through the Idaho DEQ.

VAUGHN stated that he understood that Corder Trucking used either a big end-dump trailer or a belly-dump trailer to remove the material from the initial cleanup of the Prime trailer fire. VAUGHN stated that there is not sufficient room to have a truck and a piece of equipment working to clean up the location of the Prime trailer fire without closing a lane of traffic and this is a concern for the ITD.

VAUGHN stated that every time he was contacted by anyone associated with the Prime trailer fire, he referred them to Vincenty at the Idaho DEQ for direction.

VAUGHN stated that an Idaho State Police trooper contacted him regarding the Prime trailer fire. VAUGHN stated that he does not recall the name of the ISP trooper who contacted him. VAUGHN stated that he recalls that the ISP trooper wanted some documents regarding the incident and he referred the ISP trooper to his supervisor, Bryant. VAUGHN stated that the ISP trooper was wanting the written diaries of the ITD employees who were involved in the incident at the Prime trailer fire in September 2015. VAUGHN stated that as a matter of course, all ITD employees maintain diaries relating to the work they perform. VAUGHN stated that the ISP trooper told him that the ISP was concerned with potential exposure issues that might have affected the ITD employees who were at the location of the Prime trailer fire at the time it occurred. VAUGHN stated that the ISP trooper told him that persons in the area were required to have respiratory protection because of the nature of the materials involved in the Prime trailer fire. VAUGHN stated that he knows that Rich Ivy, call sign 455, is the local ISP officer. VAUGHN stated that he recalls that the ISP trooper asking for this documentation was not Ivy. VAUGHN stated that he does not know ISP trooper Colin Bonner.

VAUGHN stated that the Prime trailer fire was a confusing situation. When asked to what he attributed this confusion, VAUGHN stated that the whole problem started when Fire Chief Janousek announced his determination that the scene was no longer a hazardous materials scene and that it had transitioned into a cleanup situation. VAUGHN stated that the ITD works in a whole different world than the fire department and the police department when it comes to hazardous materials incidents and the factors that indicate they are hazardous or not hazardous.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

VAUGHN stated that when Chief Janousek announced that the scene was no longer hazardous, the ITD and everyone else associated with the incident simply assumed that the waste associated with the location of the Prime trailer fire was nothing other than solid waste.

At this point in the interview, another ITD employee who overheard Investigator O'Neill's conversation with VAUGHN interrupted. This unidentified individual, a white male, approximately 65 years of age with gray hair and a large gray beard, stated that an ITD representative had contacted Regional Response Team 4 to respond to the incident on the date of the Prime trailer fire. This unidentified individual stated that when ITD personnel was advised by the fire department that the scene was no longer a hazardous materials situation, ITD personnel telephoned Regional Response Team 4 and told them that the local fire department had determined that it was not a hazardous materials incident and they could return to their base. Upon further questioning, this unidentified individual stated that he does not now know if it was Regional Response Team 4 or H2O Environmental that ITD personnel contacted regarding this incident at the time it occurred.

VAUGHN stated that this was a very confusing situation because of the breakdown in communication with respect to who could handle the cleanup and who could not.

The unidentified individual mentioned above stated that it is both confusing and frustrating when the ITD is simply trying to fulfill its obligation to ensure traffic flow on the Interstate and it "comes back to bite you" when the breakdown in communication starts with the fire department and other State agencies.

VAUGHN stated that Bryant is on the ITD hazardous materials team for the state. VAUGHN stated that he understood that Bryant did not personally respond to the Prime trailer fire incident in September 2015. VAUGHN stated that Bryant is the individual in charge of handling all of the files maintained by the ITD for the district in which VAUGHN is assigned.

VAUGHN stated that he knows that ITD personnel from Hammett responded to the Prime trailer fire incident on the night it occurred because someone at the ITD had to make a determination that the Interstate could be reopened without posing a threat to the public.

VAUGHN stated that the ITD sometimes uses its equipment at the request of law enforcement or fire department personnel to clear debris from the Interstate to make the highway safe. VAUGHN stated that he does not know if the ITD used any of its equipment to clear the Interstate at the time the Prime trailer fire occurred. VAUGHN stated that this information would be contained in the documents in Bryant's possession pertaining to this incident.

VAUGHN stated that there is an ITD shed in Hammett, which is manned during business hours on weekdays. VAUGHN stated that this facility would not have been manned at the time of the Prime trailer fire because it occurred after business hours.

VAUGHN stated that the ITD has personnel stationed in Mountain Home, Hammett and Bliss, Idaho, for his Region.

**White Rock Associates, LLC  
Investigative Activity Report**

---

VAUGHN stated that the ITD and the Idaho DEQ both photographed the location where the Prime trailer fire occurred in September 2015. VAUGHN stated that Bryant would be in possession of these photographs.

Contact with VAUGHN and ITD personnel present at the ITD office in Mountain Home terminated at approximately 1532 hours.

**ATTACHMENTS:**

1. Attachment Number 1 is a copy of an email communication, dated October 20, 2015, from Scott Strader, Premium Environmental Services to Prime, Inc., employee David White and nine other Prime employees (including Steve Field). This email communication, Bates Number PRIME000698, was produced by Prime, Inc., [REDACTED]

2. Attachment Number 2 is a copy of two pages from a Premium Environmental Services report pertaining to spill number 15-016-10045, dated January 28, (presumably) 2016. These two pages, Bates Numbers PRIME000240 and PRIME000241, were produced by Prime, Inc., to [REDACTED]

# Attachment

# Number

# 1

**Christopher Sherman**

---

**From:** Scott Strader [scott@premiumenvironmentalservices.com]  
**Sent:** Tuesday, October 20, 2015 3:35 PM  
**To:** David White; Margaret Banning; Jack Ewing; Rick Iffert; Shelly Scarantino; Steve Field; Chris Sawyer; Pam Linhart; Kelsi Hampton; Bill Sprague Sprague  
**Cc:** Scott Strader  
**Subject:** INCIDENT #15-016-10045/116457 Journal

## **Incident #15-016-10045 (claim #/116457)**

This is a journal note regarding spill incident #15-016-10045 managed by Premium Environmental Services.

### **Dispatch Contractor for corrective actions based on site assessment**

Dave White called about a truck fire that occurred on 9-27-2015 ARO of a tire blowout catching the trailer on fire. The truck as disconnected from the trailer ,truck and drivers unharmed.

Truck # 651146 Trailer #1143320

PES called Carl Vaughn got further information that the site needed to be excavated is about 300' x 60 ft with a burro pit 100' long x 3-4' wide and the paint was still soft. DEQ had the accident declared disaster and hazarous and will remain hazadous until cleanup is completed. The site still contains paint and melted aluminum. Theer is also damage to the road that needs to accessed for repairs. Carl Vaughn confirmed that CWE,LLC is an authorized hazmat hauler and environmental cleanup company for the state.

### **Background information on this spill:**

- Display this spill: <https://spill.premiumenvironmentalservices.com/spill/2928>
- Location: **I-84 WB MM114, Hammett, Idaho, United States of America**
- Site conditions:  
trailer fire on 9-27-15



**Premium Environmental Services**

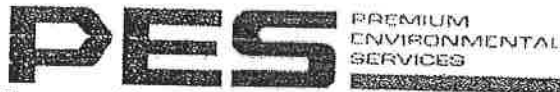
866-74-SPILL 24-Hour Emergency Line  
812-853-2400 Office Phone



# Attachment

# Number

# 2



866-74-SPILL 24-Hour Emergency Line • 812-853-2400 Office Phone • 812-853-9400 Office Fax

Spill #: 15-016-10045 as of Thu Jan 28 12:55pm

Reserves: 22350.25

Client: Prime, Inc.

Reference #:

PES Project Manager: "Scott Strader" <scott@premiumenvironmentalservices.com>

Initial Site Conditions: trailer fire on 9-27-15

Point Of Contact: Dave White

Contractor:

MISCELLANEOUS

Incident Date: Tue Oct 20 4:04pm

Material Released:

Haz Mat: no

MSDS no

Sheet:

REGULATORY

State Agency: Idaho Emergency Response Commission

National Response Center: N/A

Incident #:

Incident #: N/A

PES JOURNAL

Tue Oct 20 0.50h Receipt of assignment from client

Initial information-gathering conversation with client

Tue Oct 20 0.00h Locate Contractor services for recovery operations to be determined

Tue Oct 20 0.80h Dispatch Contractor for corrective actions based on site assessment

Dave White called about a truck fire that occurred on 9-27-2015 ARO of a tire blowout catching the trailer on fire. The truck as disconnected from the trailer ,truck and drivers unharmed.

Truck # 651146 Trailer #1143320

PES called Carl Vaughn got further information that the site needed to be excavated is about 300' x 60 ft with a burro pit 100' long x 3-4' wide and the paint was still soft. DEQ had the accident declared disaster and hazarous and will remain hazadous until cleanup is completed. The site in the center of paint

PRIME000240

Vaughn confirmed that CWE, LLC is an authorized hazmat hauler and environmental cleanup company for the state.

- Wed Oct 21 Regulatory notification completed to STATE agency  
0.50h  
PES spoke with Maureen Vicente 208-373-0469 regarding her concerns on this project. PES assured her that the waste would be handled appropriately, and disposed of in an approved landfill, by a competent contractor.
- Wed Oct 28 Project Review with contractor services  
0.50h  
PES contacted Contractor to go ahead get a firm date for this excavation. Contractor would like to do it on 10-30-15, but may not get the required permit by then. Contractor will try to set up for the first of next week about 11-2-15 and will advise with a firm date, once set.  
  
PES contacted Carl Vaughn with IddOT and informed him of that CE, llc will be doing the remediation.
- Wed Nov 4 Project Review with contractor services  
0.30h  
Contractor has the excavation scheduled for Monday, 11-9-2015. PES advised contractor to contact PES when onsite and send, before, during excavation and finished pictures.
- Tue Nov 10 Project Review with contractor services  
0.50h  
Contractor was unable to mobilize to the site yesterday to perform the excavation because of heavy rains. It is continuing to rain at this time. As soon as it is viable to perform the excavation, contractor will mobilize to the site to complete the project.
- Tue Nov 10 Regulatory notification completed to STATE agency  
0.50h  
PES called Maureen Vicente to discuss the delay in the project starting. She was unavailable, but a voicemail was left for her. When she returns the call, PES will discuss the project status with her.
- Sat Nov 14 Project Review with contractor services  
0.80h  
Weather cleared up enough for the contractor to mobilize to the site and excavate. They are onsite now, and establishing traffic protection.
- Sat Nov 14 Project Review with contractor services  
0.80h  
Contractor is excavating the impacted area at this time. They are loading the impacted soil into a truck onsite.
- Sat Nov 14 Project Review with contractor services  
0.80h  
Contractor has completed the excavation, and is wrapping up operations onsite. They excavated approximately 25 tons of materials.  
  
They will be demobilizing from the site soon.

**White Rock Associates, LLC  
Investigative Activity Report**

---

**Title and/or Case Number:**

Prime, Inc.

**Subject of Report:**

Interview of Dr. Virginia S. Gillerman

**Activity Date:**

06/16/2017

**Reporting Party, Title and Date:**

  
Kelly J. O'Neill, Investigator

**SYNOPSIS**

On June 16, 2017, Research Geologist Dr. VIRGINIA GILLERMAN was interviewed regarding this matter.

**DETAILS**

On June 16, 2017, at approximately 1300 hours, Research Geologist Dr. VIRGINIA GILLERMAN, Idaho Geological Survey, Boise, Idaho, was interviewed by Investigator Kelly O'Neill, White Rock Associates, LLC, Boise, Idaho, in her office, which is located in Room 5158 in the Environmental Research Building at Boise State University, 1925 West University Drive, Boise, Idaho, regarding this matter.

By way of background, on June 8, 2017, Investigator O'Neill contacted Dr. GILLERMAN via an email communication. In this email communication, Investigator O'Neill fully identified himself and advised Dr. GILLERMAN that he wished to interview her regarding her expertise in surficial mineral concentrations in Idaho, the United States and throughout the world. In a series of email exchanges between June 9, 2017, and June 12, 2017, Investigator O'Neill advised Dr. GILLERMAN, in a general sense, of the nature of the area of interest he wished to discuss with her. In the course of their emails, Dr. GILLERMAN disclosed that she is an employee of the State of Idaho and suggested that there could be a conflict situation if the matter upon which Investigator O'Neill was working involved the State. Investigator O'Neill advised Dr. GILLERMAN that it was possible that the State could be involved in some aspect of the matter upon which he was working. Further, Investigator O'Neill advised Dr. GILLERMAN that he did not wish to discuss the details or the particulars of the matter upon which he was working. In response, Dr. GILLERMAN encouraged Investigator O'Neill to meet with her as a member of the public to discuss mineral deposits. Dr. GILLERMAN additionally volunteered to answer technical questions and provide assistance in locating available literature relative to the subject of interest to Investigator O'Neill. As such, they agreed to meet on June 16, 2017, at her office at Boise State University to discuss this matter in general terms.

Dr. GILLERMAN stated that the geology of the United States is extremely spatially heterogeneous. Dr. GILLERMAN stated that she specializes in economic geology and mining. Dr. GILLERMAN stated that mines are located in specific locations because man has figured out where nature has placed and made accessible mineral deposits and ore bodies from which man

## White Rock Associates, LLC Investigative Activity Report

---

can extract their bounty. Dr. GILLERMAN stated that mines represent locations where enrichment factors for mineral deposits and ore bodies can range from 2,000 to 10,000 times the average crustal abundance of the item of interest.

Dr. GILLERMAN stated that, for example, within one specific square mile, a chemical element such as arsenic can have concentrations that are naturally occurring that is greatly enriched over the normal crustal abundance before it is ever mined. Dr. GILLERMAN went on to say that even within that square mile there can be deposits of arsenic with concentrations of up to 1,000 parts per million that are naturally occurring on the surface of the earth before any mining efforts are undertaken or there is any disturbance by mankind. Dr. GILLERMAN stated that these sorts of arsenic deposits normally occur in close proximity to gold deposits. Dr. GILLERMAN stated that soil samples are a common expiration technique for finding arsenic and heavy metal deposits. Dr. GILLERMAN stated that the concentrations of arsenic that are naturally occurring in certain locations in the United States can be hundreds of time higher than the threshold limit that the U.S. EPA places on wastes for hazardous waste determinations.

Dr. GILLERMAN stated that she is not as familiar with chromium as she is with arsenic. Notwithstanding, Dr. GILLERMAN stated that she is aware that there are chromium concentrations in ultramafic rock formations, such as peridotite, that are impressive with respect to the parts per million of chromium that they contain. Dr. GILLERMAN stated that the largest deposits of chromite in the world are in South Africa. Dr. GILLERMAN stated that the kind of deposits in which chromite is found in high concentrations in the United States is in the Stillwater igneous complex in southern Montana in Stillwater, Park and Sweet Grass counties where platinum group elements are mined. Dr. GILLERMAN stated that Red Lodge, Montana, is the largest town that is close to the Stillwater complex, which is located to the north of Yellowstone National Park.

Dr. GILLERMAN stated that the Stillwater complex is essentially a layered mafic intrusion that contains extensive reserves of chromium ore. Dr. GILLERMAN stated that the ultramafic and mafic rock types in the Stillwater complex are grossly layered. Dr. GILLERMAN stated that in the Stillwater complex, these ultramafic and mafic rocks are standing up on end. Dr. GILLERMAN stated that the Stillwater complex is approximately 25 miles long and one could walk across a sizable chunk of the stratigraphy by simply walking across the land surface, although it is mountainous. Dr. GILLERMAN stated that in the lower part of the Stillwater complex, there is a good deal of layered chromites, which are almost 100% chromite mineral, which is a chrome-spinel. Dr. GILLERMAN stated that the Stillwater body is very similar to the chromite deposits found in South Africa. Dr. GILLERMAN stated that the chromite layers are essentially composed of chrome oxide. Dr. GILLERMAN stated that if this material was weathered, she would expect as the result of her knowledge and training that the surrounding soils would exceed the EPA's toxic hazardous waste threshold of five parts per million of chromium. Dr. GILLERMAN made it clear that she had never been involved in having soil samples from the Stillwater complex analyzed for chromium concentrations.

In addition, Dr. GILLERMAN stated that near Riddle, Oregon, which is located close to the Oregon coast, there are small ultramafic bodies that have been accreted or mashed up and thrust



**White Rock Associates, LLC**  
**Investigative Activity Report**

---

onto the continent that have small nickel deposits. Dr. GILLERMAN stated that these small ultramafic bodies near Riddle may also have concentrations of chromium in them, but she is not certain of this. Dr. GILLERMAN stated that these small ultramafic bodies have been highly weathered so they have turned into lateritic soil. Dr. GILLERMAN advised that as a result of this weathering action, the nickel is now contained in complex silicates. Dr. GILLERMAN stated that she does not know that there is “economic chrome” in these ultramafic bodies near Riddle, but she understands that the soils surrounding them are anomalous in chromium. Dr. GILLERMAN stated that literature surrounding the ultramafic bodies near Riddle may contain the values representing the concentration of chromium in these surrounding lateritic soils.

Dr. GILLERMAN stated that the most common expiration technique that is used to find precious metals, such as gold, is to take soil samples from areas of interest. Dr. GILLERMAN stated that through analysis of these soil samples, there are fingerprints of analytical values that are indicative of concentrations of the target constituent and its associated trace elements. Dr. GILLERMAN stated that these trace elements surrounding gold are arsenic, mercury and antimony. Dr. GILLERMAN stated that this is what occurs in Nevada and Idaho.

Dr. GILLERMAN stated that chromium, on the other hand, is nearly always found with ultramafic and mafic rocks. Dr. GILLERMAN stated that the trace elements surrounding chromium are nickel and vanadium, but the rock type would be the main clue for chromium concentrations in nature because it is so distinctive. Dr. GILLERMAN stated that in the coast ranges where these types of rocks have been highly weathered by the high precipitation climate could make the location of these types of rocks more difficult. Dr. GILLERMAN stated that high precipitation climates can either concentrate an element or actually leach it out of the soil and redeposit it.

Dr. GILLERMAN stated that she knows from growing up on Kansas that lead, zinc, and barium deposits are not uncommon in Missouri. Dr. GILLERMAN stated that the reality of geology is that high concentrations of materials, such as chromium, is rare. Dr. GILLERMAN stated that the occurrence of concentrations of chromium and such metals in average soils throughout the United States is low.

Dr. GILLERMAN stated that the foothills area of California additionally contains chromite deposits, which contrast to those in Oregon because they have not been weathered as severely. Dr. GILLERMAN stated that she understands that one of these podiform chromites is actually located on private property near McCall, Idaho, which she has never seen.

Dr. GILLERMAN showed Investigator O’Neill photographs contained in a book of ultramafic rock, which she advised were obtained in the Bushveld igneous complex in South Africa. Dr. GILLERMAN stated that these photographs depicted chromite seams that are virtually identical to those she had personally seen in the Stillwater complex in Montana. Dr. GILLERMAN stated that the black layers depicted in the photographs are pure chromite. Dr. GILLERMAN identified the book as “The Geology of Ore Deposits” by John Guilbert and Charles Frederick. Investigator O’Neill noted that the photograph to which Dr. GILLERMAN was referring was on

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

page 323. Dr. GILLERMAN stated that this publication additionally revealed that the chromite formations depicted in the photograph were practically 50% chromium oxide.

Dr. GILLERMAN stated that she is not a chemist, but claimed that she has substantial background in chemistry. Dr. GILLERMAN stated that the principle difference in trivalent chromium, hexavalent chromium and chrome oxide is essentially that they are in different oxidation states. Dr. GILLERMAN stated that with respect to the EPA and its classifications of waste, the Agency really focuses its regulations on water. Dr. GILLERMAN stated that chromite in its mineral form is reduced in concentration as compared to refined materials containing chromium. Dr. GILLERMAN stated that when chromite is at the earth's surface, it can oxidize through ion exchange. Dr. GILLERMAN stated that the toxicity and bioavailability of chromium is based on different oxidation states through which chromium passes. Dr. GILLERMAN stated that solid chromium is not very dangerous unless ingested orally. Dr. GILLERMAN stated that when chromium is found in rock, it can migrate into soil compounds where it has the opportunity to interact with water and dissolve. Dr. GILLERMAN stated that this is true up to a certain point because the volume of any material to dissolve in water depends upon its solubility. Dr. GILLERMAN stated that the solubility of chromium depends both on its oxidation state and the oxidation state of the water into which it is dissolved. Dr. GILLERMAN stated that the oxidation state of the water into which chromium is dissolved determines whether the chromium becomes chromium - 2, chromium - 4, or chromium - 6. Dr. GILLERMAN stated that it is her recollection that hexavalent chromium, chromium - 6, is the most toxic of the chromium compounds. Dr. GILLERMAN stated that this is true for other minerals as well. Dr. GILLERMAN went on to say that hexavalent chromium is most commonly found in industrial wastewaters. Dr. GILLERMAN stated that when chromium is used in industrial applications it needs to be in its most soluble form, which is chromium - 6. Dr. GILLERMAN stated that in nature, chromates are fairly insoluble. Dr. GILLERMAN stated that there is little hexavalent chromium that exists in nature other than that which is contained in the oxidized zone over an ore deposit.

Dr. GILLERMAN stated that when there is a chromium ore deposit that sits at the earth's surface for an extended period of time, such as those near Riddle, the oxidation zone can vary in depth from one millimeter to as much as 1,000 feet. Dr. GILLERMAN stated that the highest concentrations of chromium in these oxidation zone are within the first 100 feet below the earth's surface. Dr. GILLERMAN likened the oxidation of chromium to the rusting of iron, which she indicated lasts over a period of thousands of years. Dr. GILLERMAN stated that a water well installed in such an oxidation zone might or might not affect the health of a human that is consuming water from the well.

Dr. GILLERMAN stated that she is not familiar enough with chromium to recall the typical naturally occurring ion in an aqueous phase. Dr. GILLERMAN stated that she assumes that it is not chromium - 6, but she does not know the answer to this question without conducting research into the issue.

Dr. GILLERMAN stated that groundwater is not as oxidized as industrial process water.

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

Dr. GILLERMAN stated that chromite contains chromium, iron, and oxygen molecules. Dr. GILLERMAN stated that it is her calculation that chromium – 3 is what chromite contains. Dr. GILLERMAN described the chromium in chromite as a fairly stable compound with toxicity levels that are less than chromium – 6. Dr. GILLERMAN opined that one could possibly find chromium – 6 in a stream that is directly on top of a chromite deposit.

When Investigator O’Neill mentioned the fact that the EPA’s regulations pertaining to toxic hazardous waste determinations for chromium does not appear to differentiate between trivalent chromium, chromium – 3, and hexavalent chromium, chromium – 6, Dr. GILLERMAN responded that it is her opinion that the EPA’s regulations in this area are not the most soundly thought out. Dr. GILLERMAN stated that it seems obvious that the EPA ought to differentiate between the different oxidation states of chromium because its toxicity varies considerably in its different ionic states.

Dr. GILLERMAN stated that there are many types of chromium compounds, some of which can be purchased at a health food store. Dr. GILLERMAN stated chromium is contained in vitamins and is an essential mineral in the metabolism of lipids and carbohydrates for humans.

Dr. GILLERMAN stated that chromium – 3 is naturally occurring in the mineral eskolaite that is found in chromium rich tremolite scars, many quartzites and chlorite veins. Dr. GILLERMAN stated that there are chromium minerals, such as chrome garnets, which are green in color and form in alpine environments. Dr. GILLERMAN stated that chrome-spinel is sometimes transported to the earth’s surface via kimberlites from the earth’s mantle.

Dr. GILLERMAN stated that there are locations in the United States where naturally occurring chromium in soils exceeds 1,000 parts per million. Dr. GILLERMAN stated that it is her opinion that these naturally occurring concentrations of chromium would result in a determination that the surrounding soil was a characteristic toxic hazardous waste for chromium per the EPA’s regulatory definition. Dr. GILLERMAN stated that this is one of the problems with the EPA’s definitions of hazardous waste when it comes to chromium, arsenic and other heavy metals.

Dr. GILLERMAN stated that the U.S. Geological Survey issued Professional Paper 1270, which is titled, “Element Concentrations in Soils and Other Surficial Materials of the Conterminous United States,” which might be helpful to Investigator O’Neill.

Dr. GILLERMAN stated that chromium is not typically mined as a metal and it is for this reason that Investigator O’Neill might struggle finding much exploration data pertaining to it.

Dr. GILLERMAN stated that there is abundant literature and scientific data relative to chromium speciation and plant uptake of chromium compounds from soils.

Dr. GILLERMAN stated that from a global perspective, there was a somewhat recent document produced by Archer Exploration, which indicated that analysis of soil samples from a site in south Australia determined that maximum concentrations of 34% chromium were discovered in a

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

one kilometer long nickel-chrome anomaly. Dr. GILLERMAN stated that there is not a doubt that the soils surrounding this naturally occurring formation would be hazardous waste per the EPA's definition of toxicity for chromium. Dr. GILLERMAN stated that these were very high values for chromium.

[INVESTIGATOR'S NOTE: See "New Archer drilling confirms 1km long nickel-chrome anomaly on South Australia's Eyre Peninsula," dated March 12, 2010.]

Dr. GILLERMAN stated that the scale for research geologists searching for nickel-chromium deposits in soils in the United States is 1 to 100 parts per million. Dr. GILLERMAN stated that when exploration scientists find values of chromium over 500 parts per million, they get very excited. Dr. GILLERMAN went on to say that there is literature that will define average crustal concentrations of chromium, which are readily available. Dr. GILLERMAN stated that this literature will additionally define average concentrations of chromium for certain types of soils in un-mineralized areas as well. Dr. GILLERMAN stated that for normal non-mafic rocks or soils in Idaho, one could expect to see chromium concentrations in naturally occurring soils to be in the neighborhood of 30 parts per million or less. Dr. GILLERMAN clarified that since she has never been asked to study this subject matter, the value for concentrations of chromium in Idaho soils she provided was informed, but not particularly refined.

Dr. GILLERMAN suggested that Investigator O'Neill contact an industrial chemist or a chemical engineer to further discuss chromium's potential chemical changes when exposed to environmental factors such as high temperatures. Dr. GILLERMAN stated that it is possible that a true metallurgist who is involved in the mining industry could also be helpful regarding the question of potential chemical changes in chromium when exposed to heat. Dr. GILLERMAN stated that she is certain that Micron has an industrial chemist who could answer this question. Dr. GILLERMAN stated that Boise State University has a good Engineering Department with good depth in materials science and electronics, which could be helpful in answering this question as well. Dr. GILLERMAN suggested that Investigator O'Neill spend some time reviewing the online writeups pertaining to professors in BSU's Chemistry and Engineering Departments as an attempt to determine if a chrome expert exists in academia locally. Dr. GILLERMAN additionally suggested research into the research programs being conducted at BSU. Dr. GILLERMAN made it clear, however, that many of BSU's research programs focus on the nanochemistry associated with work at Micron. Dr. GILLERMAN stated that she is not familiar enough with the faculty at the University of Idaho to know if it has the resources that Investigator O'Neill is seeking. Dr. GILLERMAN stated that defining an expert in the Chemistry Department at BSU will take some review and time. Dr. GILLERMAN additionally suggested talking with an expert in the City of Boise Wastewater Treatment Program or a City Engineer because the City deals with chromium and other heavy metals in its normal course of business. Dr. GILLERMAN asserted that it is likely that the City of Boise relies on a consultant that is an expert in chromium to advise it. Last, Dr. GILLERMAN stated that there is a local engineers' society in Boise that could potentially provide assistance with respect to this matter.

Dr. GILLERMAN stated that the recycling of elements such as chromium is highly important because the natural deposits of these metals are being depleted by mining. Dr. GILLERMAN

**White Rock Associates, LLC**  
**Investigative Activity Report**

---

stated that the majority of the chromium that is used in the United States is from overseas because that is where it continues to be mined.

Dr. GILLERMAN stated that the U.S. Geological Survey, which used to be the U.S. Bureau of Mines, publishes a minerals yearbook containing the statistics generated by the National Minerals Information Center. Dr. GILLERMAN stated that the USGS is the only federal entity that makes any attempt to track mineral use and production. Dr. GILLERMAN stated that the minerals yearbook contains global commodity summaries.

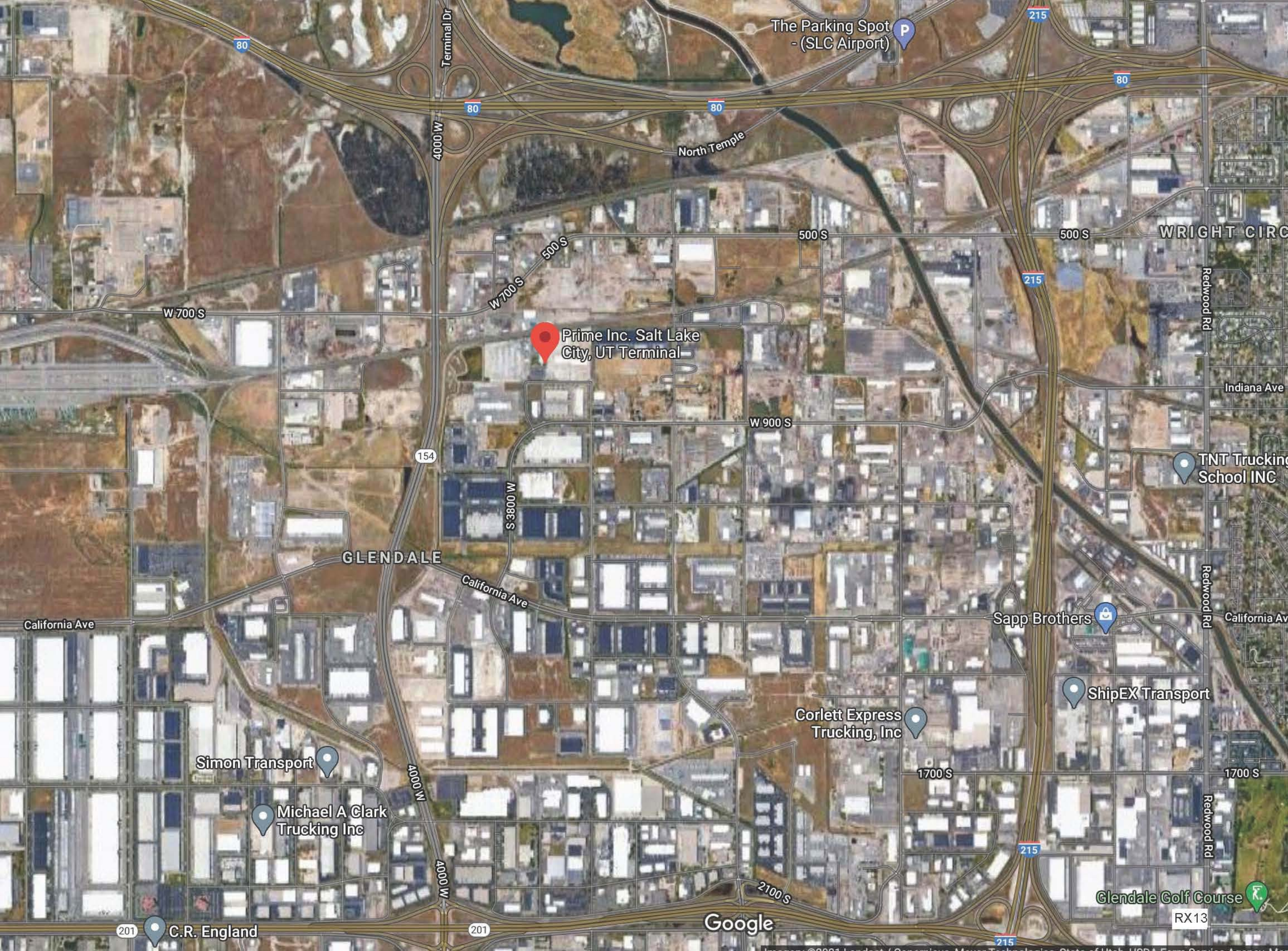
The interview of Dr. GILLERMAN concluded at approximately 1549 hours.

Dr. VIRGINIA S. GILLERMAN is more fully identified as a Research Geologist in the Economic Geology portion of the Idaho Geological Services, 322 East Front Street, Suite 201, Boise, Idaho 83702. Dr. GILLERMAN's telephone number is (208) 332-4420 and her email address is [vgillerm@uidaho.edu](mailto:vgillerm@uidaho.edu). Dr. GILLERMAN also works as a Research Geologist at Boise State University. Her office is located in the Environmental Research Building, 1925 West University Drive, Room 5158, Boise, Idaho. Dr. GILLERMAN's telephone number at BSU is (208) 426-4002 and her email address is [vgillerm@boisestate.edu](mailto:vgillerm@boisestate.edu).

**ATTACHMENTS:**

There are no attachments to this document.





The Parking Spot - (SLC Airport)

Prime Inc. Salt Lake City, UT Terminal

TNT Trucking School INC

Sapp Brothers

ShipEX Transport

Corlett Express Trucking, Inc

Simon Transport

Michael A Clark Trucking Inc

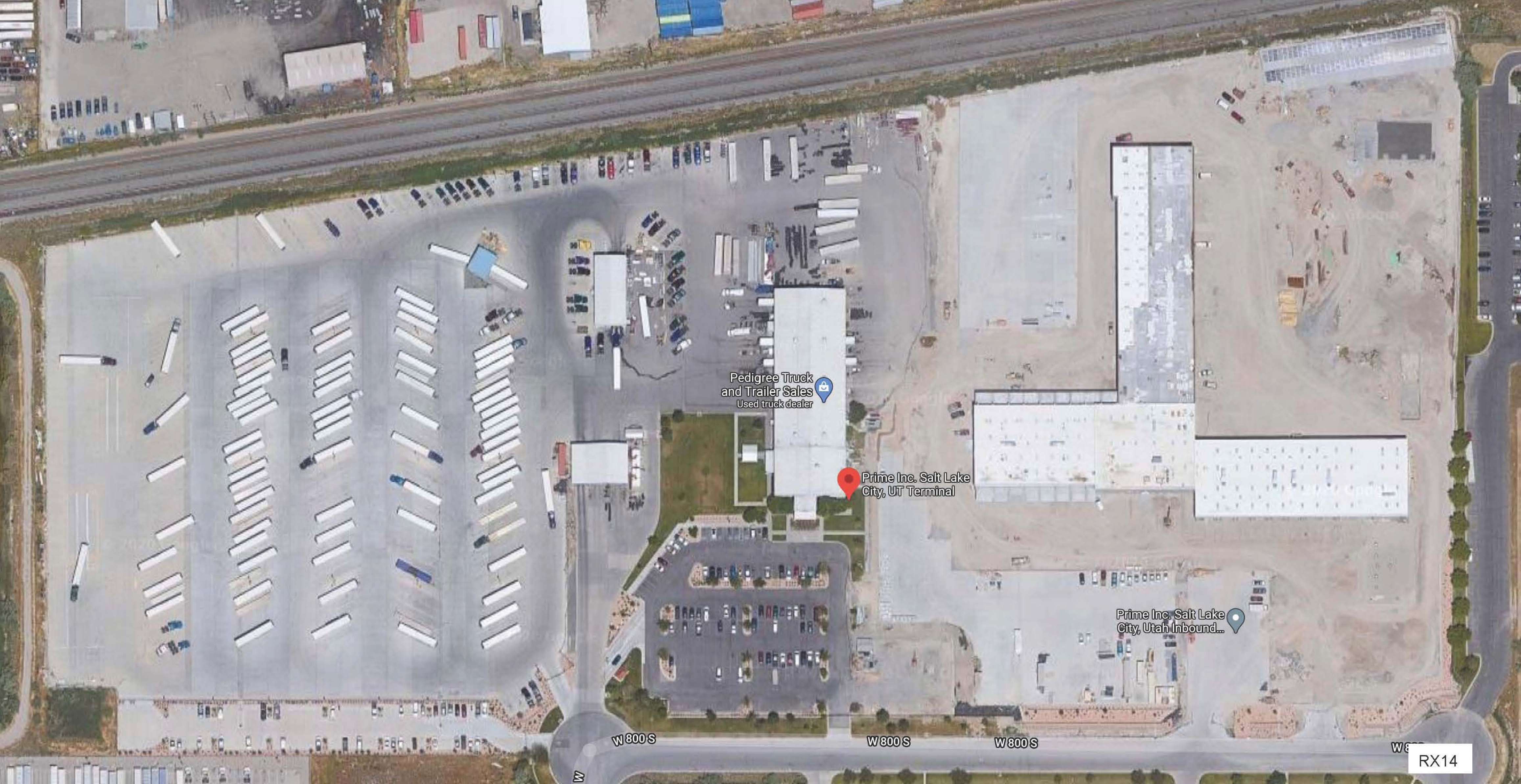
Glendale Golf Course

C.R. England

Google

RX13





Pedigree Truck  
and Trailer Sales  
Used truck dealer

Prime Inc. Salt Lake  
City, UT Terminal

Prime Inc. Salt Lake  
City, Utah Inbound...

W 800 S

W 800 S

W 800 S

W

RX14



Bangerter Hwy  
154

Bangerter Hwy  
4000 W

154  
4000 W

W 700 S  
on Rose Pl

W 700 S

Laron Incorporated

Alumasteel

Landscape Solutions

National Tire Warehouse

Prime Inc. Salt Lake City, UT Terminal

Prime Inc. Salt Lake City, Utah Inbound...

Subzero Engineering

W 800 S

W 800 S

Marconi Medical Systems  
Medical supply store

Advance Manufacturing Tech

XPO Logistics

Salt Lake Auto Connection  
Used car dealer

Cadena

Specialty Apparel  
Uniform store

TMF Trailer R

Cargo-Link International

W 900 S

W 900 S

W 900 S

UPS Mail Innovations  
Warehouse store

3form Fabrication  
Production

RX15



*claim #116457 9/27/15 Santer*



**Industrial & Hazardous Waste; Remediation - Transport - Disposal  
24-Hour Emergency Response**

# INVOICE

Invoice Date	9/23/2016
Invoice #	008403722
Terms	Net 30
Due Date	<b>10/23/2016</b>

**Bill To:**  
 PRIME INC.  
 STEVE FIELDS  
 P.O. BOX 11048  
 SPRINGFIELD, MO 65808

**Service Address:**  
 PRIME INC.  
 3720 WEST 800 SOUTH  
 SALT LAKE CITY, UT 84104

Service Date	Job	Sales Order #:	1011379
9/19/2016		P.O. #:	
Billing Name:	MARSHALL HENDRICKS...	Billing # or Email:	417-521-3223
		Manifest #:	015158774

Description	Unit #	Price	Quantity	Amount
09-19-16 & 09-21-16 LOAD AND DELIVER 32 OVERPACK DRUMS OF HAZ WASTE TO HERITAGE FOR DISPOSAL.				
09-19-16 LOADING DRUMS				
CERTIFIED ENVIRONMENTAL MANAGER (STRAIGHT TIME) GLEN JONES		115.00	4	460.00
ENVIRONMENTAL TECHNICIAN (STRAIGHT TIME) JESUS RAMIREZ		50.00	4	200.00
ENVIRONMENTAL TECHNICIAN (STRAIGHT TIME) BENJAMIN FAIRBANKS		50.00	4	200.00
BOX TRUCK W/ LIFTGATE		75.00	4	300.00
ANALYTICAL SERVICES		431.20	1	431.20
09-21-16 DELIVERY TO HERITAGE				
BOX VAN AND TRANSPORTATION OF 32 DRUMS		3,175.00	1	3,175.00
MANIFEST #015158774				
DISPOSAL OF HAZARDOUS WASTE PAINT		431.00	32	13,792.00
PROFILE & MANIFEST FEE		75.00	1	75.00
8% ENVIRONMENTAL FEE		13,472.00	0.08	1,077.76

*out of pay 9/28/16  
 OK Paid Steve 9/28/16*

<b>REMIT TO: H2O ENVIRONMENTAL, INC., DEPT. #201 P.O. BOX 220, BETTENDORF, IA 52722</b>	<b>Total</b>	<b>\$19,710.96</b>
PLEASE MAKE YOUR PAYMENT WITHIN THE TERMS STATED ABOVE. Past due accounts will be assessed a finance charge of 1.5% of the outstanding balance per month. For billing inquiries, please call (208) 343-7867 We sincerely appreciate your business.	Payments/Credits	\$0.00
<b>H2O TAX ID# 88-0370785</b>	<b>Balance Due</b>	<b>\$19,710.96</b>





Please print or type. (Form designed for use on elite (12-pitch) typewriter.)

<b>UNIFORM HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number M00059100497	2. Page 1 of 1	3. Emergency Response Phone 801-872-0036	4. Manifest Tracking Number 015158774 JJK	
5. Generator's Name and Mailing Address PRIME INC. 3740 NORTH MAYFAIR AVENUE SPRINGFIELD MO 65803			Generator's Site Address (if different than mailing address) PRIME INC. 9720 WEST 800 SOUTH SALT LAKE CITY UT 84104			
Generator's Phone: 816-435-0500						
6. Transporter 1 Company Name H2O ENVIRONMENTAL (NORTH SALT LAKE)			U.S. EPA ID Number NVR000058408			
7. Transporter 2 Company Name			U.S. EPA ID Number			
8. Designated Facility Name and Site Address HERITAGE ENVIRONMENTAL 204 EAST STOREY ROAD COOLIDGE AZ 85728			U.S. EPA ID Number			
Facility's Phone: 602-722-4147			A20001106402			
GENERATOR	9a. HM	9b. U.S. DOT Description (including Proper Shipping Name, Hazard Class, ID Number, and Packing Group (if any))	10. Containers		11. Total Quantity	12. Unit Wt./Vol.
			No.	Type		
	1.	UNIDENTIFIED HAZARDOUS WASTE (Flammable liquid, n.o.s. (Toxicant chromium, Methyl ethyl ketone)) 3. Pail	032	DM	16.000	
	2.					
	3.					
14. Special Handling Instructions and Additional Information 1) PROFILES 151232-1 (FLAMMABLE LIQUID) BRG #120 WEAR APPROPRIATE SAFETY EQUIPMENT IF UNDELIVERABLE, NOTIFY H2O 2) PROFILES 3) PROFILES 4) PROFILES						
15. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. If export shipment and I am the Primary Exporter, I certify that the contents of this consignment conform to the terms of the attached EPA Acknowledgment of Consent. I certify that the waste minimization statement identified in 40 CFR 262.27(a) (if I am a large quantity generator) or (b) (if I am a small quantity generator) is true.						
Generator's/Officer's Printed/Typed Name Brian Sinabek			Signature 		Month 9	Day 19
16. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S.			Port of entry/exit: Date leaving U.S.:			
TRANSPORTER	17. Transporter Acknowledgment of Receipt of Materials					
	Transporter, 1 Printed/Typed Name Blon Jones			Signature 		Month 9
	Transporter 2 Printed/Typed Name			Signature		Day 19
DESIGNATED FACILITY	18. Discrepancy					
	18a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection					
	18b. Alternate Facility (or Generator) U.S. EPA ID Number					
	Facility's Phone:					
	18c. Signature of Alternate Facility (or Generator) Month Day Year					
19. Hazardous Waste Report Management Method Codes (i.e., codes for hazardous waste treatment, disposal, and recycling systems)						
1. A111		2. ---		3. ---		4. ---
20. Designated Facility Owner or Operator: Certification of receipt of hazardous materials covered by the manifest except as noted in Item 18a						
Printed/Typed Name Dodie M. Carter			Signature 		Month 9	Day 21

#116457 Sankr



Industrial & Hazardous Waste: Remediation - Transport - Disposal  
24-Hour Emergency Response

# INVOICE

Invoice Date	11/21/2016
Invoice #	008404458
Terms	Net 30
Due Date	<b>12/21/2016</b>

Bill To:  
PRIME INC.  
STEVE FIELDS  
P.O. BOX 11048  
SPRINGFIELD, MO 65808

Service Address:  
PRIME INC.  
3720 WEST 800 SOUTH  
SALT LAKE CITY, UT 84104

Service Date	Job		Sales Order #:	
11/16/2016	J40270 > ENVIRONMENTAL CONSULTING		P.O. #:	
Billing Name:	MARSHALL HENDRICKS...	Billing # or Email:	417-521-3223	Manifest #:
				MULTIPLE

Description	Unit #	Price	Quantity	Amount
11-16-16 CUT UP AND DISPOSE OF BURNT SEMI TRAILER CONTAMINATED WITH CHROMIUM.				
CONTRACTORS TO CUT INTO CUBIC YARD SECTIONS AND LOAD INTO BOXES		6,556.00	1	6,556.00
ROLL OFF TRUCK	102	100.00	8	800.00
20 YARD BOX DAILY RENTAL (#4366, #4095, #4380) \$30/ DAY FOR 2 DAYS		30.00	6	180.00
BIN LINERS		30.00	3	90.00
TRANSPORTATION		100.00	13	1,300.00
PPE - WHITE TYVEK FOR LANDFILL DISPOSAL		14.00	2	28.00
MANIFEST #71967 DISPOSAL OF NON HAZARDOUS TRAILER FIRE DEBRIS		1,400.00	1	1,400.00
MANIFEST #71942 DISPOSAL OF NON HAZARDOUS TRAILER FIRE DEBRIS		1,400.00	1	1,400.00
MANIFEST #71949 DISPOSAL OF NON HAZARDOUS TRAILER FIRE DEBRIS		1,400.00	1	1,400.00
8% ENVIRONMENTAL FEE		4,200.00	0.08	336.00
PROFILE & MANIFEST FEE		75.00	1	75.00

<b>REMIT TO: H2O ENVIRONMENTAL, INC., DEPT. #201 P.O. BOX 220, BETTENDORF, IA 52722</b>	<b>Total</b>	<b>\$13,565.00</b>
PLEASE MAKE YOUR PAYMENT WITHIN THE TERMS STATED ABOVE. *Past due accounts will be assessed a finance charge of 1.5% of the outstanding balance per month. *Credit card payments are assessed a 3% convenience fee. For billing inquiries, please call (208) 343-7867 We sincerely appreciate your business.	Payments/Credits	\$0.00
<b>H2O TAX ID# 88-0370785</b>	<b>Balance Due</b>	<b>\$13,565.00</b>

*On to Amy 11/21/16*

*OK RX17 Page 1 of 6  
Cbe 11/21/16*



- 4435 E. Colton Ave., Suite #101, Las Vegas, NV 89115, 702.396.4148
- 3510 Barron Way, Suite #200, Reno, NV 89511, 775.351.2237
- 6679 S. Supply Way, Boise, ID 83716, 208.343.7867
- 2364 South Airport Blvd., Suite #2, Chandler, AZ 85249, 480.855.5676
- 903 W. Center St., Suite D, N. Salt Lake, UT 84054, 801.677.0036
- 201-1 Quinella Dr., Sunland Park, NM 88063, 915.218.4634

Industrial & Hazardous Waste Remediation - Transport - Disposal  
24 Hr. Emergency Response

[www.envcleanup.com](http://www.envcleanup.com)

## SERVICES ESTIMATE

<b>To:</b>	Marshall Hendrickson	<b>From:</b>	Fidel Acosta
<b>Company:</b>	Prime Inc. (Strong & Hanni)	<b>Email:</b>	facosta@envcleanup.com
<b>Address:</b>	460 S. Orange Salt Lake City, UT 84104	<b>Date:</b>	09-28-2016
<b>Email:</b>	MHendrickson@Strongandhanni.com	<b>Job Location:</b>	Prime Inc. Facility 3720 West 800 South Salt Lake City, UT 84104
<b>Phone:</b>	801-532-7080 <b>Cell:</b>		

**Scope of work:** Quote to cut up and dispose of burnt semi trailer contaminated with chromium. This project is estimated for 12 hours. Fire watch will be provided. This is the safest way to transport and handle this material.

Description	Rate	Quantity	UOM	Total
Welders to cut into cubic yard sections to be loaded into boxes	6556.00	1	EA	\$ 6,556.00
Roll off truck ( deliver and pick up of 3 roll off boxes )	100.00	8	HR	\$ 800.00
3X20 yard boxes @30\$ per day	60.00	3	DAY	\$ 180.00
Bin liners	30.00	3	EA	\$ 90.00
Manifesting and waste profiling	75.00	1	EA	\$ 75.00
8% Environmental Fee on disposal	4200.00	0.08	1	\$ 336.00
Transportation to Clean Harbors ( port to port )	100.00	13	HR	\$ 1,300.00
Disposal of material per box	1400.00	3	EA	\$ 4,200.00
PPE for landfill disposal.	14.00	2	EA	\$ 28.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
*Quantities to be subject to change				\$ 0.00
<b>Total</b>				<b>\$ 13,565.00</b>

Estimate Approval Signature: \_\_\_\_\_

Approval Date: \_\_\_\_\_

Work is invoiced hourly on a portal-to-portal time and materials basis. Changes in scope of work due to site conditions, waste volumes, waste characteristics, regulatory criteria or Client's request will constitute a change order and work will be invoiced using our current Posted Rates. Terms and conditions as set forth in the H2O Environmental Service Agreement are also applied. H2O Environmental has the necessary Contractors Licenses, transportation permits, bonds and insurance coverage to perform this type of work. Certificates of Liability, Auto, Pollution Control and Workers Compensation Insurance are available upon request.



- 4435 E. Colton Ave., Suite #101, Las Vegas, NV 89115, 702.396.4148
- 3510 Barron Way, Suite #200, Reno, NV 89511, 775.351.2237
- 6679 S. Supply Way, Boise, ID 83716, 208.343.7867
- 2364 South Airport Blvd., Suite #2, Chandler, AZ 85249, 480.855.5676
- 903 W. Center St., Suite D, N. Salt Lake, UT 84054, 801.677.0036
- 201-1 Quinella Dr., Sunland Park, NM 88063, 915.218.4634

Industrial & Hazardous Waste Remediation - Transport - Disposal  
24 Hr. Emergency Response

[www.envcleanup.com](http://www.envcleanup.com)

## SERVICES ESTIMATE

To:	Marshall Hendrickson	From:	Fidel Acosta	
Company:	Prime Inc. (Strong & Hanni)	Email:	facosta@envcleanup.com	
Address:	460 S. Orange Salt Lake City, UT 84104	Date:	09-28-2016	
	Email: MHendrickson@Strongandhanni.com	Job Location:	Prime Inc. Facility 3720 West 800 South Salt Lake City, UT 84104	
Phone: 801-532-7080	Cell:			
<b>Scope of work:</b> Quote to cut up and dispose of burnt semi trailer contaminated with chromium. This project is estimated for 12 hours. Fire watch will be provided. This is the safest way to transport and handle this material.				
Description	Rate	Quantity	UOM	Total
Welders to cut into cubic yard sections to be loaded into boxes	6556.00	1	EA	\$ 6,556.00
Roll off truck ( deliver and pick up of 2 roll off boxes )	100.00	5*	HR	\$ 500.00
2X20 yard boxes @30\$ per day	60.00	3*	DAY	\$ 180.00
Bin liners	30.00	2	EA	\$ 60.00
Manifesting and waste profiling	75.00	1	EA	\$ 75.00
8% Environmental Fee on disposal	2800.00*	0.08	1	\$ 224.00
Transportation to Clean Harbors ( port to port )	100.00	8*	HR	\$ 800.00
Disposal of material per box	1400.00	2*	EA	\$ 2,800.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
				\$ 0.00
*Quantities to be subject to change				\$ 0.00
<b>Total</b>				<b>\$ 11,195.00</b>

Estimate Approval Signature:  Approval Date: 11/10/2016

Work is invoiced hourly on a portal-to-portal time and materials basis. Changes in scope of work due to site conditions, waste volumes, waste characteristics, regulatory criteria or Client's request will constitute a change order and work will be invoiced using our current Posted Rates. Terms and conditions as set forth in the H2O Environmental Service Agreement are also applied. H2O Environmental has the necessary Contractors Licenses, transportation permits, bonds and insurance coverage to perform this type of work. Certificates of Liability, Auto, Pollution Control and Workers Compensation insurance are available upon request.

*Signed with permission of Steve Field*



5116034000968

<b>NON-HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>INDUSTRIAL</b>	2. Page 1 of <b>1</b>	3. Emergency Response Phone <b>801-877-0030</b>	4. Waste Tracking Number <b>71987</b>
5. Generator's Name and Mailing Address <b>PRIME, INC. 2740 NORTH MAYFAIR AVENUE SPRINGFIELD MO 65803</b>			Generator's Site Address (if different than mailing address) <b>PRIME, INC. 9720 WEST 500 SOUTH SALT LAKE CITY UT 84101</b>		
Generator's Phone: <b>817-863-3400</b>					
6. Transporter 1 Company Name <b>H2O ENVIRONMENTAL (NORTH SALT LAKE)</b>			U.S. EPA ID Number <b>NVR0000000000</b>		
7. Transporter 2 Company Name			U.S. EPA ID Number		
8. Designated Facility Name and Site Address <b>CLEAN HARBOR - GRASSY MOUNTAIN 9 MILES EAST 7 MILES NORTH OF KNOLLS CLIVE UT 84029</b>			U.S. EPA ID Number <b>UFD0001361746</b>		
Facility's Phone: <b>801-975-0000</b>					
GENERATOR	9. Waste Shipping Name and Description		10. Containers		11. Total Quantity
			No.	Type	12. Unit Wt./Vol.
	1.	Non-hazardous, Non-regulated, Industrial acid waste (Tracer Fire Debris)	001	CM	23.742
	2.				
	3.				
13. Special Handling Instructions and Additional Information 1) PROFILES CML312671 (NON REGULATED SOLID WASTE) WEAR APPROPRIATE SAFETY EQUIPMENT IF UNDELIVERABLE, NOTIFY H2O 2) PROFILES 3) PROFILES 4) PROFILES <i>PT-43160</i>					
14. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.					
Generator's/Offlor's Printed/Typed Name <i>Ryan Blough</i>		Signature <i>Ryan Blough</i>		Month	Day Year
15. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S.		Port of entry/exit:		Date leaving U.S.:	
16. Transporter Acknowledgment of Receipt of Materials					
Transporter 1 Printed/Typed Name <i>Stacy Holroyd</i>		Signature <i>Stacy Holroyd</i>		Month	Day Year
Transporter 2 Printed/Typed Name		Signature		Month	Day Year
17. Discrepancy					
17a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection Manifest Reference Number:					
17b. Alternate Facility (or Generator)			U.S. EPA ID Number		
Facility's Phone:					
17c. Signature of Alternate Facility (or Generator)			Month Day Year		
18. Designated Facility Owner or Operator. Certification of receipt of materials covered by the manifest except as noted in Item 17a					
Printed/Typed Name <i>Stacy Holroyd</i>		Signature <i>Stacy Holroyd</i>		Month	Day Year

Call 16038000968

<b>NON-HAZARDOUS WASTE MANIFEST</b>		1. Generator ID Number <b>INDUSTRIAL</b>	2. Page 1 of <b>1</b>	3. Emergency Response Phone <b>801-877-0030</b>	4. Waste Tracking Number <b>71942</b>
5. Generator's Name and Mailing Address <b>PRIME INC. 3740 NORTH MAYFAIR AVENUE SPRINGFIELD MO 65803</b>			Generator's Site Address (if different than mailing address) <b>PRIME INC. 3720 WEST 800 SOUTH SALT LAKE CITY UT 84104</b>		
Generator's Phone: <b>812 853-3460</b>					
6. Transporter 1 Company Name <b>H2O ENVIRONMENTAL (NORTH SALT LAKE)</b>				U.S. EPA ID Number <b>NV R 0 0 0 0 2 0 4 2 8</b>	
7. Transporter 2 Company Name				U.S. EPA ID Number	
8. Designated Facility Name and Site Address <b>CLEAN HARBORS - GRASSY MOUNTAIN 7 MILES EAST 7 MILES NORTH OF KNOLLS CLIVE UT 84024</b>				U.S. EPA ID Number <b>UT D 9 8 1 3 0 1 7 4 8</b>	
Facility's Phone: <b>801 328-0300</b>					
9. Waste Shipping Name and Description		10. Containers		11. Total Quantity	12. Unit Wt./Vol.
		No.	Type		
1. Non-hazardous, Non-regulated, industrial solid waste (Trailer Fire Cans)		<b>501</b>	<b>CM</b>	<b>33,742</b>	<b>T</b>
2.					
3.					
4.					
13. Special Handling Instructions and Additional Information 1) PROFILES 2) PROFILES 3) PROFILES 4) PROFILES <b>PT - 4095</b> WEAR APPROPRIATE SAFETY EQUIPMENT IF UNDERSPAWN, NOTIFY HQ					
14. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.					
Generator's/Offoror's Printed/Typed Name <b>Kuan Blösch</b>				Signature <i>[Signature]</i>	Month Day Year <b>11 11 16</b>
15. International Shipments <input type="checkbox"/> Import to U.S. <input type="checkbox"/> Export from U.S. Port of entry/exit: _____ Date leaving U.S.: _____					
16. Transporter Acknowledgment of Receipt of Materials					
Transporter 1 Printed/Typed Name <b>Robert Slade</b>				Signature <i>[Signature]</i>	Month Day Year <b>11 16 16</b>
Transporter 2 Printed/Typed Name				Signature	Month Day Year
17. Discrepancy					
17a. Discrepancy Indication Space <input type="checkbox"/> Quantity <input type="checkbox"/> Type <input type="checkbox"/> Residue <input type="checkbox"/> Partial Rejection <input type="checkbox"/> Full Rejection					
Manifest Reference Number: _____					
17b. Alternate Facility (or Generator)				U.S. EPA ID Number	
Facility's Phone: _____					
17c. Signature of Alternate Facility (or Generator)				Month Day Year	
18. Designated Facility Owner or Operator: Certification of receipt of materials covered by the manifest except as noted in Item 17a					
Printed/Typed Name <b>KATHY MORGAN</b>				Signature <i>[Signature]</i>	Month Day Year <b>11 16 16</b>

30# 16038000968

**NON-HAZARDOUS WASTE MANIFEST**

1. Generator ID Number: INDUSTRIAL  
 2. Page 1 of 1  
 3. Emergency Response Phone: 801.677.8074  
 4. Waste Tracking Number: 71918

5. Generator's Name and Mailing Address:  
 PRIME, INC.  
 2740 NORTH MAYFAIR AVENUE  
 SPRINGFIELD MO 65703  
 Generator's Phone: 812.463.2400

Generator's Site Address (if different than mailing address):  
 PRIME, INC.  
 3720 WEST 500 SOUTH  
 SALT LAKE CITY UT 84104

6. Transporter 1 Company Name:  
 N70 ENVIRONMENTAL (NORTH SALT LAKE)  
 7. Transporter 2 Company Name:

U.S. EPA ID Number:  
 WVR8000008400  
 U.S. EPA ID Number:  
 U.S. EPA ID Number:

8. Designated Facility Name and Site Address:  
 CLEAN HARBORS - GRASSY MOUNTAIN  
 3 MILES EAST 7 MILES NORTH OF KNOLLS  
 CLIVE UT 84034  
 Facility's Phone: 801.323.5900

U.S. EPA ID Number: UT0891301740

9. Waste Shipping Name and Description

	10. Containers		11. Total Quantity	12. Unit Wt./Vol.
	No.	Type		
1. Non-hazardous, Non-regulated, Industrial solid waste (Trailer Fire Damage)	001	CM	33.742	T
2.				
3.				
4.				

13. Special Handling Instructions and Additional Information:  
 1) PROFILES - 68112971 (NON REGULATED SOLID WASTE)  
 2) PROFILES  
 3) PROFILES  
 4) PROFILES  
 PT. 4380

WEAR APPROPRIATE SAFETY EQUIPMENT IF UNDELEVERABLE, NOTIFY HQ

14. GENERATOR'S/OFFEROR'S CERTIFICATION: I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations.

Generator's/Offor's Printed/Typed Name: Ryan Bloch  
 Signature: [Signature]  
 Month Day Year: 11 16 16

15. International Shipments:  Import to U.S.  Export from U.S.  
 Port of entry/exit:  
 Date leaving U.S.:

16. Transporter Acknowledgment of Receipt of Materials  
 Transporter Signature (for exports only):  
 Transporter 1 Printed/Typed Name: Robert Stank  
 Signature: [Signature]  
 Month Day Year: 11 16 16

Transporter 2 Printed/Typed Name:  
 Signature:

17. Discrepancy  
 17a. Discrepancy Indication Space:  Quantity  Type  Residue  Partial Rejection  Full Rejection

Manifest Reference Number:  
 U.S. EPA ID Number:

17b. Alternate Facility (or Generator)  
 Facility's Phone:  
 17c. Signature of Alternate Facility (or Generator):  
 Month Day Year:

18. Designated Facility Owner or Operator: Certification of receipt of materials covered by the manifest except as noted in Item 17a  
 Printed/Typed Name: Ryan Bloch  
 Signature: [Signature]  
 Month Day Year:

GENERATOR

TRANSPORTER INTL

DESIGNATED FACILITY

# ELIZABETH GRIBBLE WALKER

PO Box 1073 Winthrop, WA 98862 520.907.7868

Elizabeth.j.g.w@gmail.com

## SUMMARY OF QUALIFICATIONS

- Experienced leader and change catalyst, focused on empowering diverse, multi-stakeholder teams and collaborations.
- Fifteen years of experience in designing and executing effective regulatory strategies to support innovation in public health policies, with emphasis on safety assessment and risk communication.
- Highly skilled communicator: facilitating and presenting in small and large group settings including interfacing with FDA, EMA, and PMDA; leading virtual teams through milestones; writing for lay, regulatory, and scientific audiences.

## PROFESSIONAL EXPERIENCE

*Director, Clean Air Methow* 6/2015 – present  
Methow Valley Citizens Council

- Lead a non-profit, community-based effort seeking solutions to improve air quality and protect human health, as well as identify community climate vulnerabilities and develop resiliency strategies. Work in partnership with community organizations, municipalities, health practitioners, schools, individuals, and state and federal agencies to identify air and climate issues of greatest concern and implement practical and appropriate solutions. Air quality topics addressed include risk assessment, perception and communication of air quality information, wildfire smoke health risk, prescribed burning, outdoor burning, and woodsmoke from home heating.

*Principal* 11/2017 – present  
Elizabeth Walker Consulting

- Specialize in planning, leading, and executing public health needs assessments, solution testing, and evaluations. Specialty areas of expertise include implementation of novel methodologies and technologies in clinical trials; risk communication; rural air quality issues; community-level engagement and activation; and facilitating collaboration between regulators and industry.

*Affiliate Assistant Professor* 1/1/2019-present  
Department of Environmental and Occupational Health Sciences  
University of Washington

- Mentorship and advising of graduate and undergraduate student thesis projects and guest lectures.

*Director, Regulatory Strategy and Submissions* 6/2011-11/2017  
Critical Path Institute

- Provide leadership for regulatory strategy in support of C-Path's vision to be the global leader in creating multi-stakeholder collaborations that advance scientific innovations to improve human health.



- Develop and institute organizational best practices, quality management systems, and writing support and review for all regulatory interactions and submissions describing the utility of novel drug development tools from C-Path's fourteen scientific consortia.
- Lead C-Path consortia teams to identify and execute effective regulatory strategies for advancing novel tools and methodologies in highly diverse areas of drug development, including facilitating face-to-face interactions with FDA, EMA, and PMDA. Examples include drug safety (translational biomarkers); type 1 diabetes (model-based prognostic biomarkers for prevention trials); Crohn's disease (imaging biomarker for diagnosis and clinical trial endpoint); polycystic kidney disease (imaging biomarker for enrichment); and therapies for neonates (white papers to inform regulatory guidance; standardized disease definitions and treatment protocols).

*Executive Director, Predictive Safety Testing Consortium* 5/2009 – 6/2011

*Assistant Director, Predictive Safety Testing Consortium* 1/2008 – 5/2009

Critical Path Institute

- Provided scientific leadership and management of a global, virtual consortium of over 300 industry, regulatory, and academic safety scientists and clinicians from 18 pharmaceutical companies, the FDA, EMA, PMDA and multiple research institutions. Advanced the mission of the consortium in developing novel translational biomarkers to improve patient safety and advance regulatory science through incorporation of cutting-edge research.
- Results achieved include the first-ever biomarker qualification submission and favorable regulatory response through a pilot process at FDA, EMA, and PMDA; aided in the development of a new pathway and written guidance at FDA and EMA for the incorporation of new science into regulated drug studies; widespread adoption of novel kidney toxicity biomarkers into nonclinical and clinical studies that enable better patient protection and decision-making in drug development.
- Management and mentorship of an internal team of 7 (2 Ph.D./Pharm.D., 1 M.D., 2 M.S., 2 B.S.) that supported the PSTC: priority needs identification; clinical and nonclinical study design; project planning, budgeting, resourcing, tracking and execution; compilation and analysis of evidentiary databases; and writing and publication of regulatory qualification submissions and manuscripts.
- Strategic alliance identification and relationship building, scientific publications and presentations, and public education and interface.

*Scientist, Toxicology* 1/2007 – 1/2008

*Associate Scientist, Toxicology* 1/2006 – 1/2007

Safety Assessment, Preclinical Development

ZymoGenetics, Seattle, WA

- Performed as preclinical lead and project manager for novel antibody drug candidate for Hepatitis C virus. Designed and launched implementation of preclinical development plan, including species justification, PK/PD, mechanistic pharmacology, and toxicology studies.
- Acted as Study Director for in-house combination therapy and mechanistic safety studies to enable expanded indication for Phase II trials of recombinant fusion protein for multiple sclerosis.
- Designed, performed, and reported in vitro and in vivo mechanistic toxicology studies to support successful IND submissions.

- Led the creation of a rigorous GLP-like process for in-house studies including defining roles, expectations, and responsibilities for protocol development and review, management of in-life activities, data acquisition and storage, and reporting.
- Wrote and formalized cross-departmental collaboration to generate risk assessments for impurities in BDS and drug product from manufacturing process that supported successful IND and BLA submissions.

*Medical and Scientific Writer*

7/2003 – 1/2005

Safety Assessment, Preclinical Development

ZymoGenetics, Seattle, WA

- Regulatory writing and editing of INDs; scientific writing and editing of peer-reviewed manuscripts; and scientific and medical writing of in-house white papers and SOPs.

## EDUCATION

Ph.D., Toxicology, 2005

Certificate of specialized training in Risk Assessment, 2003

Department of Environmental and Occupational Health Sciences, University of Washington

B.S. *cum laude*, Cellular and Molecular Biology, Humboldt State University, 1998

## PEER-REVIEWED PUBLICATIONS

Durkin A, Gonzalez R, Busch Isaksen T, **Walker E**, Errett N. Establishing a Community Air Monitoring Network in a Wildfire Smoke-Prone Rural Community: The Motivations, Experiences, Challenges, and Ideas of Clean Air Methow's Clean Air Ambassadors. *Int. J. Environ. Res. Public Health*. 2020, 17(22): 8393-97.

Harpur E and **Walker EG**. Qualification of Safety Biomarkers for Use in Drug Development: what has been achieved and what is the path forward? *Current Opinion in Toxicology*. 2017. 4:66-73.

Burch PM, Glaab WE, Holder DJ, Philips JA, Sauer J-M, **Walker EG**. Net Reclassification Index (NRI) and Integrated Discrimination Index (IDI) are not appropriate for testing whether a biomarker improves predictive performance. *Toxicological Sciences*. 2017. 156(1):11-13.

**Walker EG**, Baker AF, Sauer J-M. Promoting Adoption of the 3Rs through Regulatory Qualification. *ILAR Journal* 2016. 57 (2): 221-225.

Phillips JA, Holder DJ, Ennulat D, Gautier J-C, Sauer J-M, Yang Y, McDuffie JE, Sonee M, Gu YZ, Troth SP, Lynch K, Hamlin D, Peters DG, Brees D, **Walker EG**. Rat urinary osteopontin and neutrophil gelatinase-associated lipocalin improve certainty of detecting drug-induced kidney injury. *Toxicological Sciences*. 151(2): 214-223. 2016.

Burch PM, Hall DG, **Walker EG**, Bracken W, Giovanelli R, Goldstein R, Higgs RE, King NM, Lane P, Sauer JM, Michna L, Muniappa N, Pritt ML, Vlasakova K, Watson DE, Wescott D, Zabka TS, Glaab WE. Evaluation of the relative performance of drug-induced skeletal muscle injury biomarkers in rats. *Toxicological Science*. 150(1):247-56. 2016.

Sauer JM, **Walker EG**, Porter AC. The Predictive Safety Testing Consortium: safety biomarkers, collaboration, and qualification. *Journal of Medicines Development Sciences*. 1(1):34-45. 2015.

**Walker EG**, Brumfield M, Compton CC, Woosley R. Evolving global regulatory science through the voluntary submission of data: a 2013 assessment. *Therapeutic Innovation and Regulatory Science*. 48(2):236-45. 2014.

Dennis EH, **Walker EG**, Baker AF, Miller RT. Opportunities and challenges of safety biomarker qualification – perspectives from the Predictive Safety Testing Consortium. *Drug Development Research*. 74(2):121-26. 2013.

Mattes WB, **Walker EG**, Abadie E, Sistare FD, Vonderscher J, Woodcock J, Woosley R. Research at the interface of industry, academia, and regulatory science. *Nature Biotech*. 28(5):432-3. 2010.

Sistare F et al. (multiple authors of the PSTC Nephrotoxicity Working Group). Towards consensus practices to qualify safety biomarkers for use in early drug development. *Nature Biotech*. 28(5):446-54. 2010.

Dieterle et al. (multiple authors of the PSTC Nephrotoxicity Working Group). Renal biomarker qualification submission: a dialogue between the FDA/EMA and PSTC. *Nature Biotech*. 28(5):455-62. 2010.

Mattes WB, **Walker EG**. Translational toxicology and the work of the Predictive Safety Testing Consortium. *Clin Pharmacol Therap*. Mar 85(3):327-30. 2009.

Yu X, Robinson JF, **Gribble E**, Hong SW, Sidhu JS, Faustman EM. Gene expression profiling analysis reveals arsenic-induced cell cycle arrest and apoptosis in p53-proficient and p53-deficient cells through differential gene pathways. *Toxicol Appl Pharmacol*. 233(3):389-403. 2008.

**Gribble EJ**, Sivakumar PV, Ponce RA, Hughes S. Toxicity as a result of immunostimulation by biologics. *Expert Opinion on Drug Metabolism and Toxicology*. 3(2): 209-234. 2007.

Sidhu JS, Ponce RA, Vredevoord MA, Yu X, **Gribble E**, Hong SW, Schneider E, Faustman, EM. Cell cycle inhibition by sodium arsenite in primary embryonic rat midbrain neuroepithelial cells. *Toxicological Science* 89(2): 475-84. 2006.

**Gribble EJ**, Hong S, and Faustman EM. The magnitude of methylmercury-induced cytotoxicity and cell cycle arrest is p53 dependent. *Birth Defects Research (Part A)* 73: 29-38. 2005.

## **SELECTED ABSTRACTS, BOOK CHAPTERS, AND PRESENTATIONS**

**Walker EG**. “Community Response to Smoke.” 2019 Smoke Management in the Northwest: Smoke Ready Communities. EPA Region 10, Seattle, WA. 2019.

**Walker EG**. “Preserving the Methow Valley Airshed and Protecting Our Health.” Washington State Department of Ecology Air Quality Leadership Meeting. 2019.

**Walker EG**. Okanogan River Airshed Partnership Annual Meeting. 2017, 2018, 2019, 2020.

**Walker EG.** “Wildfire Smoke Impact on Health and Wellbeing.” Smoke Risk Communication Stakeholders Synthesis Workshop. Seattle, WA, 2018.

**Walker EG.** “The Value of Safety Biomarker Qualification from the Submitter’s Perspective.” Japan Safety Biomarker Conference. Riken Institute, Yokohama, Japan. 2017.

JM Sauer, **Walker EG**, and Porter AC (2016) Translatable biomarkers in drug development: regulatory acceptance and qualification. In Yvonne Will, J. Eric McDuffie, Andrew J. Olaharski and Brandon D. Jeffy (Eds.), *Drug Discovery Toxicology: From Target Assessment to Translational Biomarkers*. NY, NY: John Wiley & Sons, Inc.

**Walker EG.** “Advancing adoption of novel safety biomarkers into drug development through voluntary submission of data at FDA, EMA, and PMDA.” Society of Toxicology Annual Meeting. San Antonio, TX. 2013

**Walker EG.** “Biomarker qualification: what it is and what it isn’t.” World Theranostics Congress USA. San Diego, CA. 2011.

**Walker EG.** “Qualification of safety biomarkers for use in drug development: developing consensus science with the Predictive Safety Testing Consortium.” Pacific Northwest Association of Toxicologists annual meeting. Corvallis, OR. 2010.

**Walker EG** (2010) Public-Private Partnerships for Translational Research and Drug Development. In Rajesh Krishna and Bruce Littman (Eds.), *Translational Medicine and Drug Discovery*. NY, NY: Cambridge University Press.

**Walker EG.** “Collaborative innovation in drug development: the CPI, C-Path, and PSTC.” Collaborative Innovation in Biomedicine: drivers, best practices, and strategies for pre-competitive consortia. Washington DC. 2009.

**Walker EG.** “Bridging the gap between discovery and patient benefit: collaborative innovation and the Critical Path Institute.” Charting the Course to Commercialism. Center for Drug Research and Discovery. Vancouver, BC, Canada. 2009.

**Walker EG.** “Overview of the Pathophysiology of Cytokine Storm, SIRS, and MOD.” Society of Toxicology Annual Meeting. Baltimore, MD. 2009.

Rossi P, Hoover A, **Walker E**, Cooper M, and Mattes W. Novel toxicology database allowing for cross-company, multi-study data mining and analysis for the qualification of safety biomarkers. Society of Toxicology Annual Meeting. Baltimore, MD. 2009.

**Walker EG.** “Qualification of New Safety Biomarkers for Use in Drug Development: Experience of the Predictive Safety Testing Consortium.” Molecular Medicines Tri-Conference. San Francisco, CA. 2009.

**Walker EG.** “Moving Biomarkers into Application: Case Study in Nephrotoxicity Biomarkers” Molecular Medicines Tri-Conference. San Francisco, CA. 2009.

**Walker EG.** “The Predictive Safety Testing Consortium: Opportunities and Challenges in Safety Biomarker Qualification.” Reducing Toxicity. London, UK, 2009



**Walker EG.** "Bridging the Gap from Discovery to Routine Application: The Predictive Safety Testing Consortium's Approach to Biomarker Qualification." Biomarker World Congress, Philadelphia, PA. 2008.

**Gribble EJ.** "Toxicities resulting from immunostimulation by biologics." Immunotoxicology V. Alexandria, VA. 2007.

Robinson JF, Yu X, **Gribble EJ**, Hong S, Kim E, Sidhu JS, and Faustman EM. Examination of Arsenic-induced Alterations in Cell Cycle Progression and Global Gene Expression in p53 Transgenic Mouse Embryonic Fibroblasts. *The Toxicologist*. An official Journal of the Society of Toxicology, Volume 90, Number S-1, March 2006.

**Gribble EJ**, Hong S, Yu XZ, and Faustman EM. A role for p53 in mouse midbrain neuronal precursor cell (NPC) cell cycle arrest and premature neuronal differentiation following methylmercury exposure. Society of Toxicology Annual Meeting. San Diego, CA. 2006.

Griffith WC, DeFrank NM, Gohlke JM, **Gribble EJ**, and Faustman EM. Systems biology models for integration of diverse studies of the developing neocortex after exposure to low dose radiation from external and internal sources. Society of Toxicology Annual Meeting. San Diego, CA. 2006.

**Gribble EJ**, Hong SW, and Faustman EM. Association of cell cycle regulatory proteins with cell cycle exit and differentiation in mouse embryonic midbrain neuronal precursor cells. Society of Neurotoxicology Annual Meeting, Research Triangle Park, NC, 2005.

**Gribble EJ.** "Dynamic characterization of a mouse embryonic mesencephalon neuronal precursor cell culture system." Platform presentation, Society of Teratology Annual Meeting, St. Pete Beach, FL, 2005.

**Gribble EJ.** "Risk assessment of formaldehyde and its recent reclassification by IARC." International Union of Toxicology Risk Assessment Summer School, Hemenhoffen, Germany. 2004.

**Gribble EJ**, Griffith WC, and Faustman EM. Connecting molecular signaling with cell cycle dynamics in methylmercury treated p53 transgenic mouse embryonal fibroblasts: a mathematical model. Society of Teratology Annual Meeting, Vancouver, B.C., 2004.

**Gribble EJ.** "Role of checkpoint pathways in developmental toxicology." Invited lecture, Mid-Atlantic Reproductive Toxicology Association Annual Meeting. Collegeville, PA, 2003.

**Gribble EJ**, Hong SW, and Faustman EM. Mechanism of cell cycle arrest in methylmercury treated p53 mouse embryonal fibroblasts: role of checkpoint pathways in developmental toxicology. Society of Teratology Annual Meeting, Philadelphia, PA, 2003.

**Gribble EJ**, Hong SW, and Faustman EM. Evaluation of cell cycle kinetics in mouse embryonal fibroblasts: effects of methylmercury. Society of Toxicology Annual Meeting, Salt Lake City, UT, 2002.

## **SCIENTIFIC MEMBERSHIPS**

Society of Toxicology, 2002 - present  
American College of Toxicology, 2008 - 2014  
Arizona Bioindustry, 2007 - 2012  
Society of Teratology, 2003 - 2007  
Pacific Northwest Association of Toxicology, 2000 – 2007  
Association of Women in Science, 2004 – 2016

40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

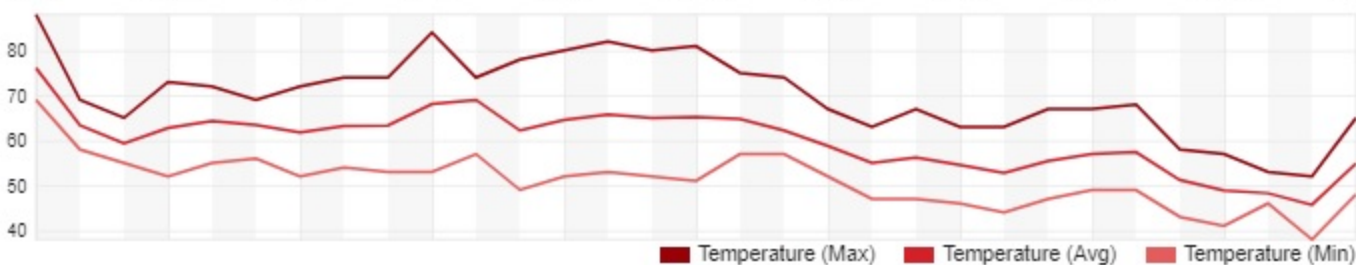
Daily Weekly **Monthly**

October

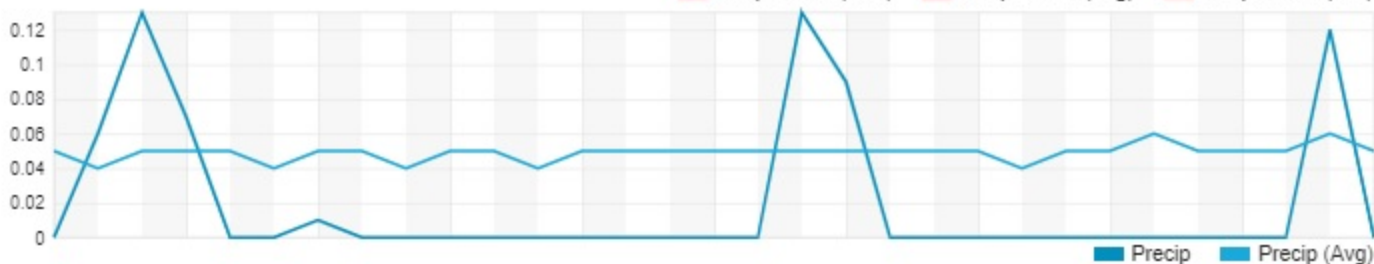
2015

View

Oct 01 Oct 04 Oct 07 Oct 10 Oct 13 Oct 16 Oct 19 Oct 22 Oct 25 Oct 28 Oct 31



Temperature (Max) Temperature (Avg) Temperature (Min)



Precip Precip (Avg)



Wind (Max)

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

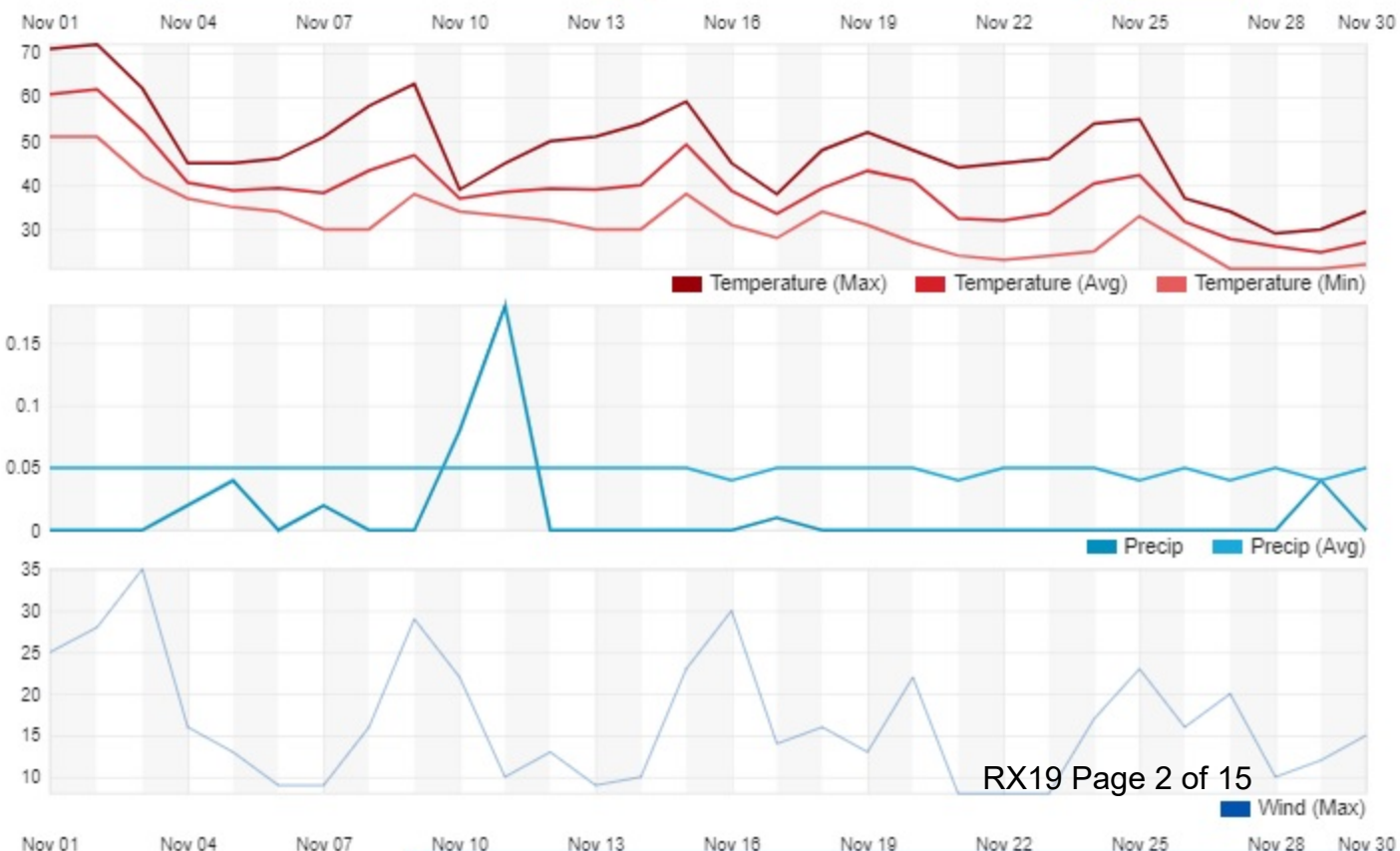
TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP


Daily Weekly **Monthly**

November

2015

View



Salt Lake City, UT Weather History   45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE 

TODAY

HOURLY

10-DAY

CALENDAR

HISTORY

WUNDERMAP

Daily

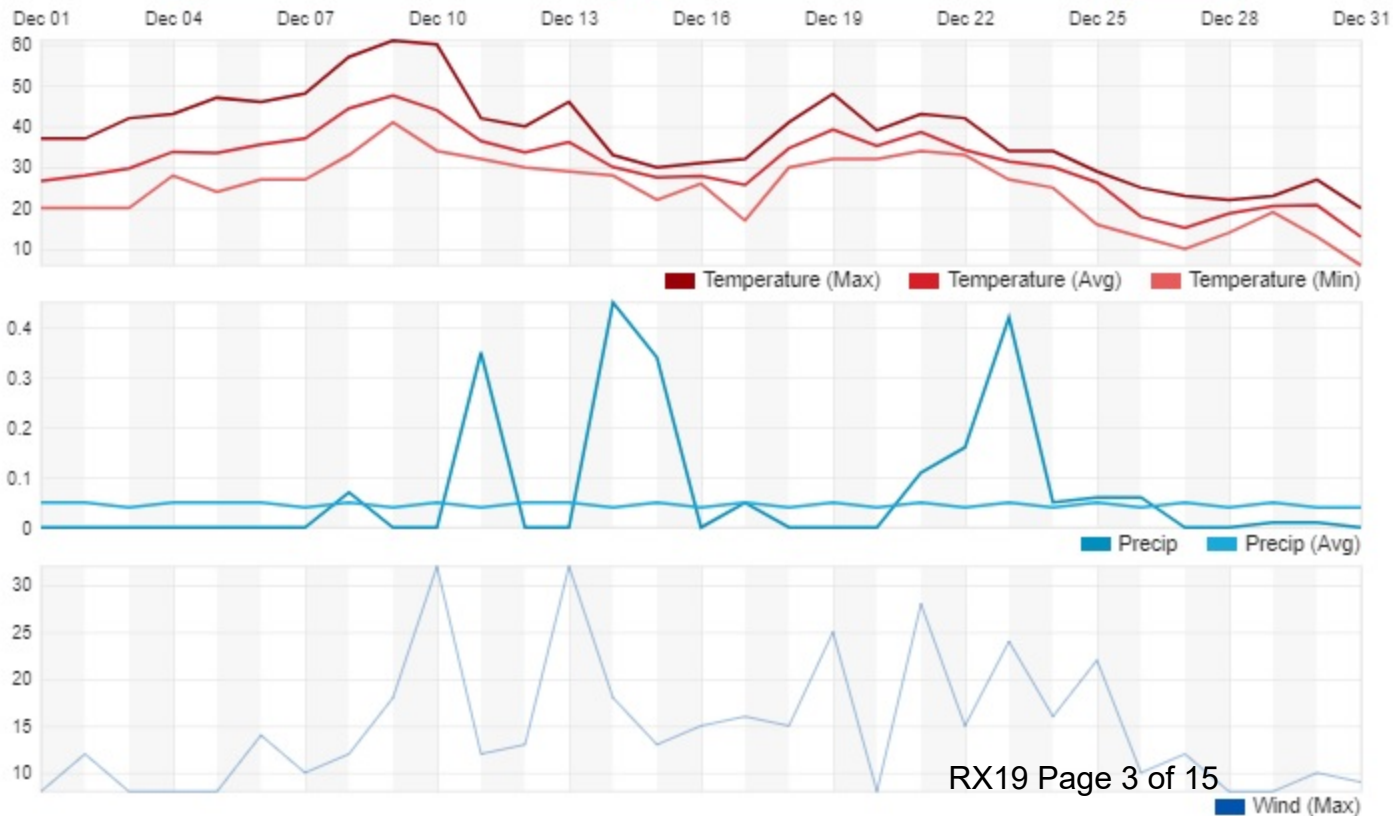
Weekly

Monthly

December

2015

View





40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY

HOURLY

10-DAY

CALENDAR

**HISTORY**

WUNDERMAP

Daily

Weekly

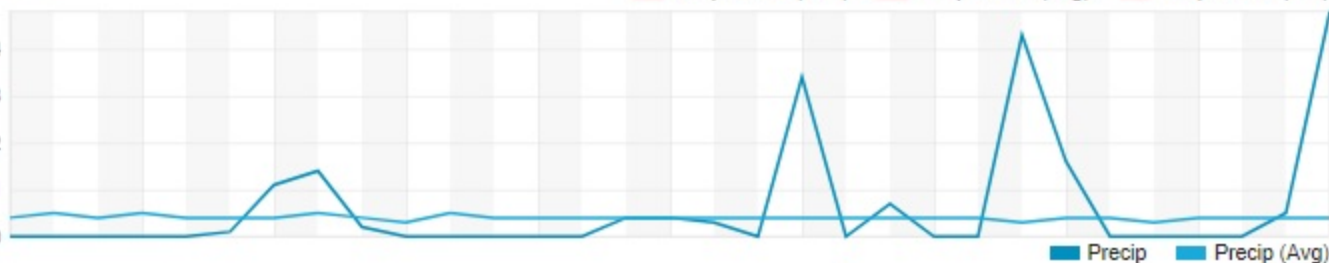
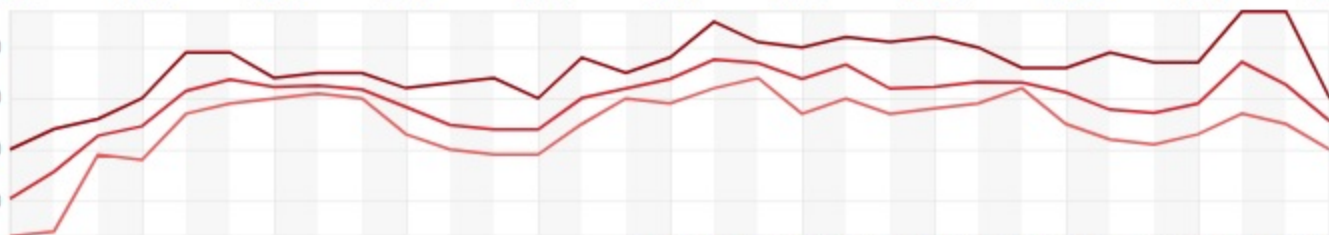
**Monthly**

January

2016

View

Jan 01 Jan 04 Jan 07 Jan 10 Jan 13 Jan 16 Jan 19 Jan 22 Jan 25 Jan 28 Jan 31



40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

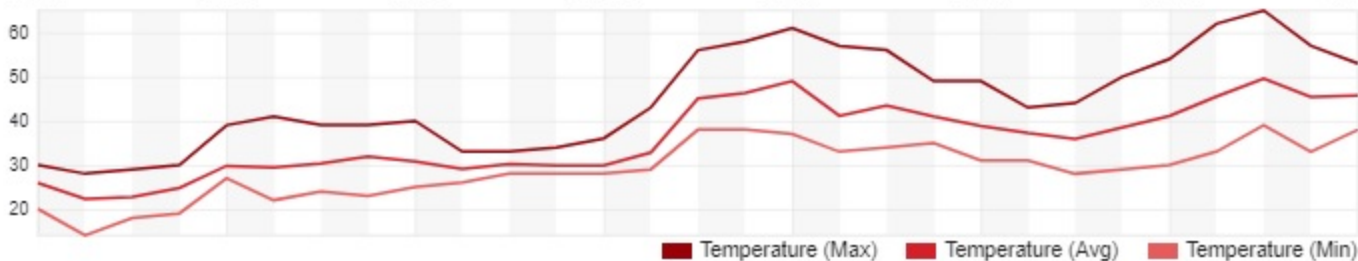
Daily Weekly **Monthly**

February

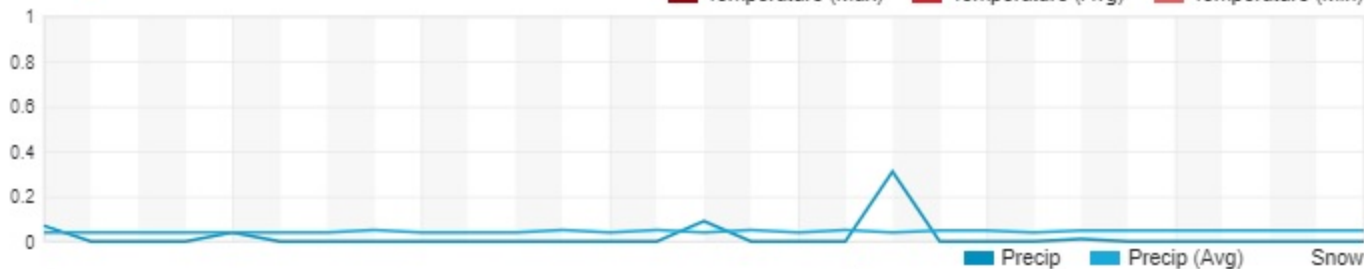
2016

View

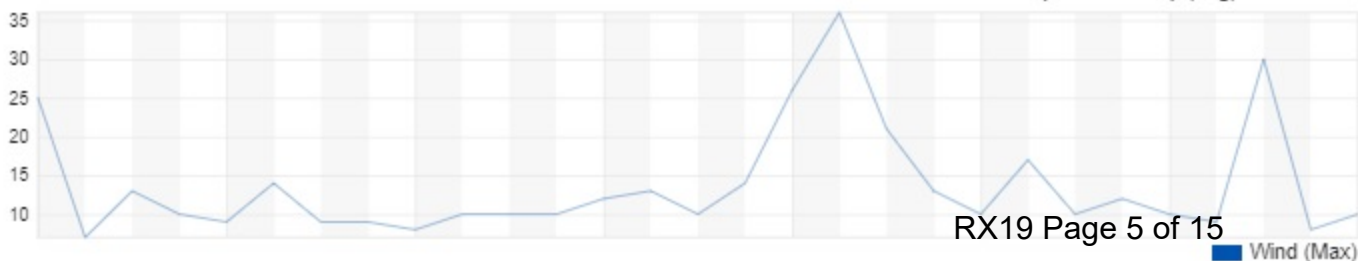
Feb 01 Feb 05 Feb 09 Feb 13 Feb 17 Feb 21 Feb 25 Feb 29



Temperature (Max) Temperature (Avg) Temperature (Min)



Precip Precip (Avg) Snow



Wind (Max)

40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

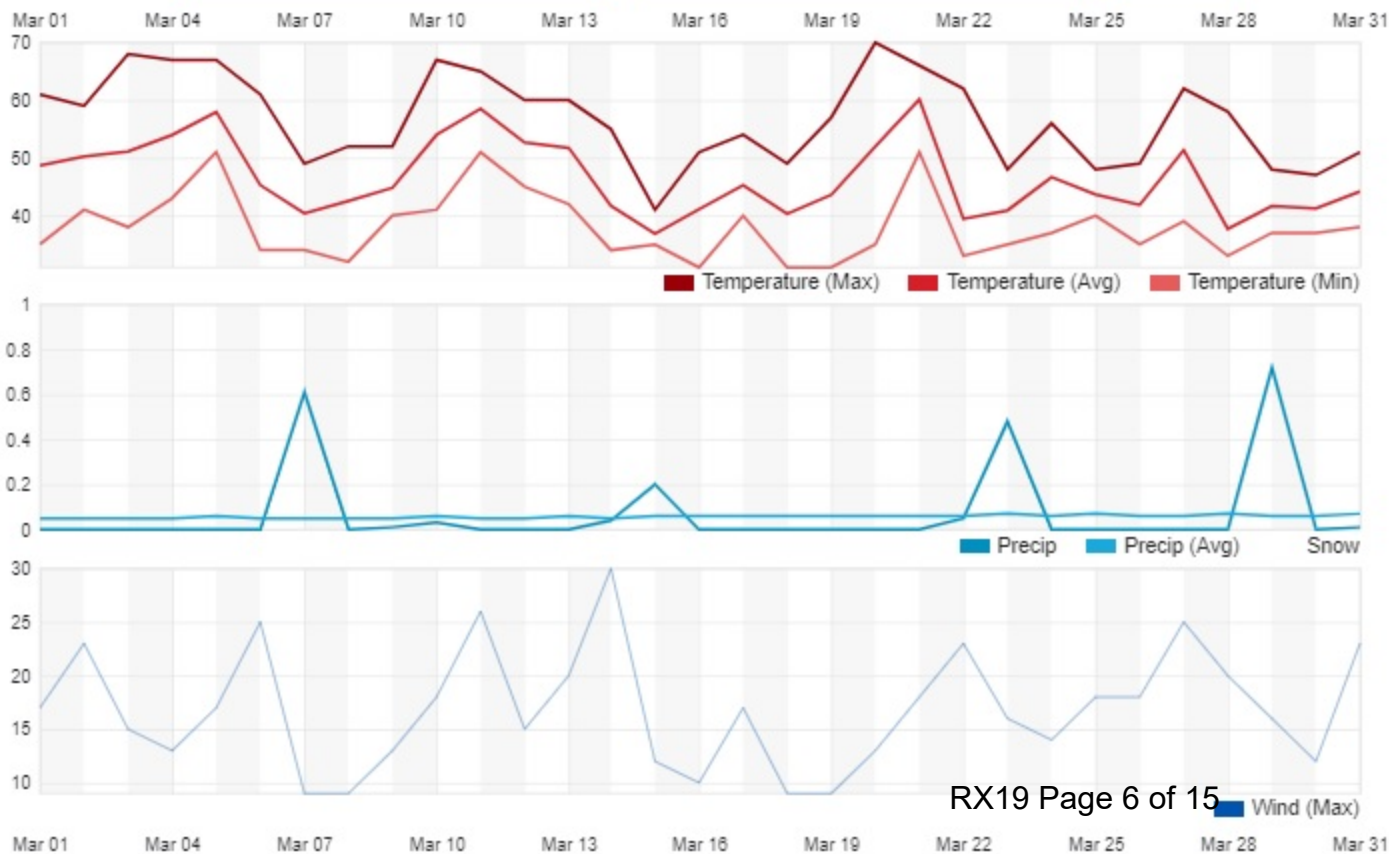
TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

Daily Weekly **Monthly**

March

2016

View



40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY    HOURLY    10-DAY    CALENDAR    **HISTORY**    WUNDERMAP

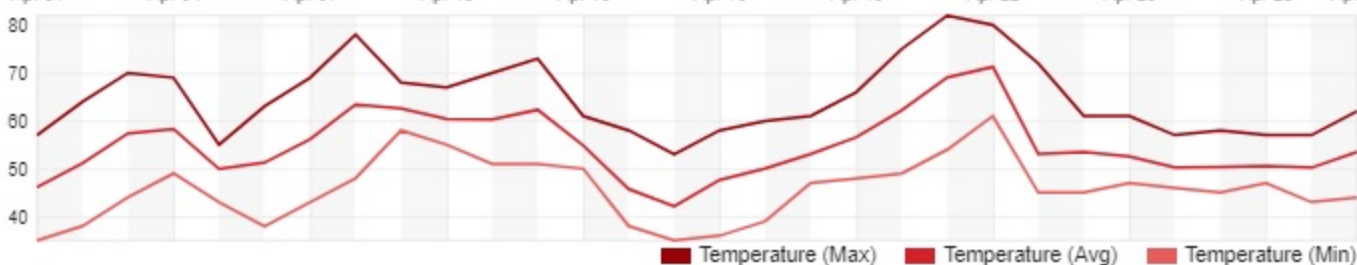
Daily    Weekly    **Monthly**

April

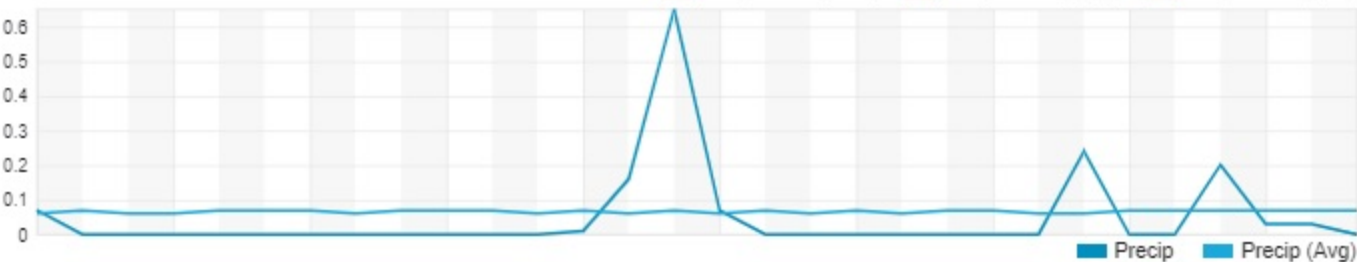
2016

View

Apr 01    Apr 04    Apr 07    Apr 10    Apr 13    Apr 16    Apr 19    Apr 22    Apr 25    Apr 28    Apr 30



Temperature (Max)    Temperature (Avg)    Temperature (Min)



Precip    Precip (Avg)



Wind (Max)

40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

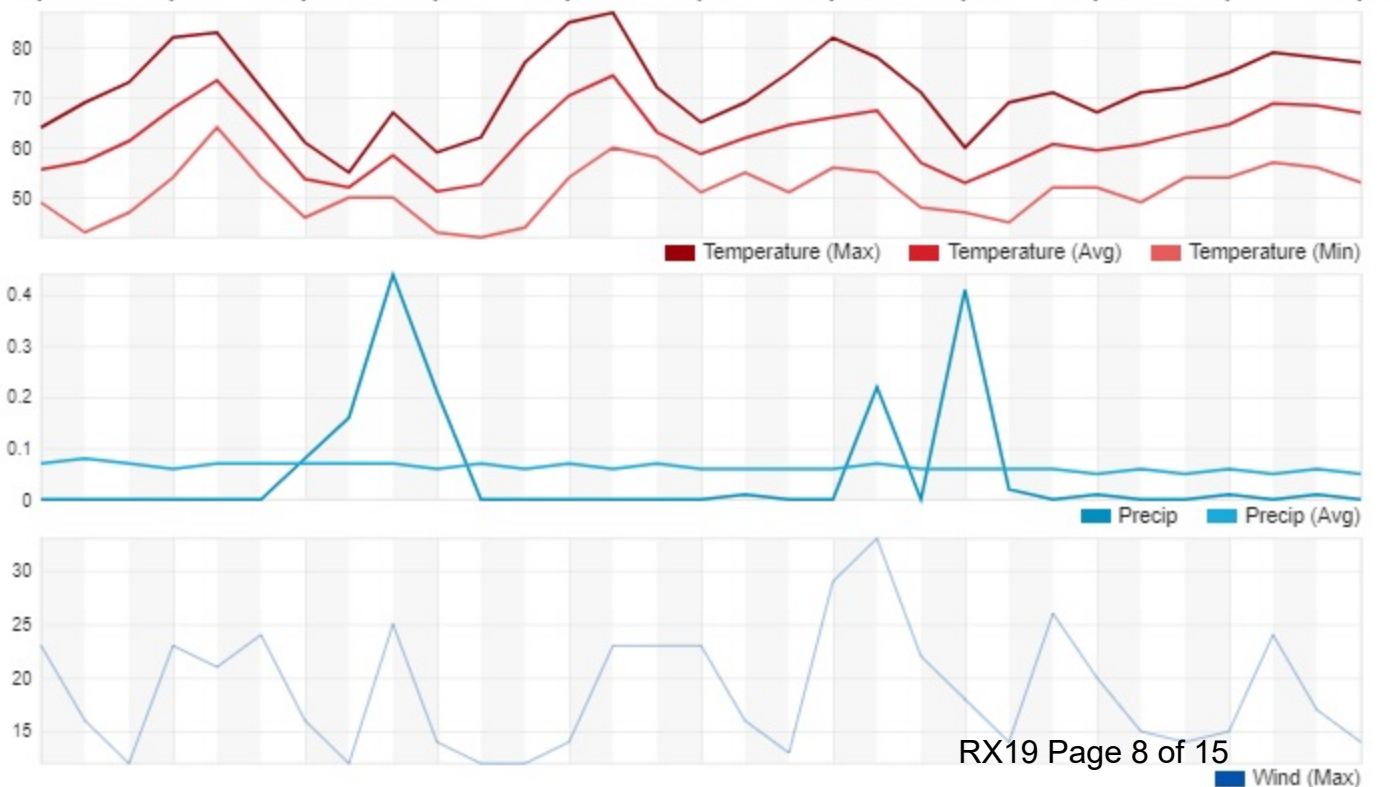
Daily Weekly **Monthly**

May

2016

View

May 01 May 04 May 07 May 10 May 13 May 16 May 19 May 22 May 25 May 28 May 31





40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

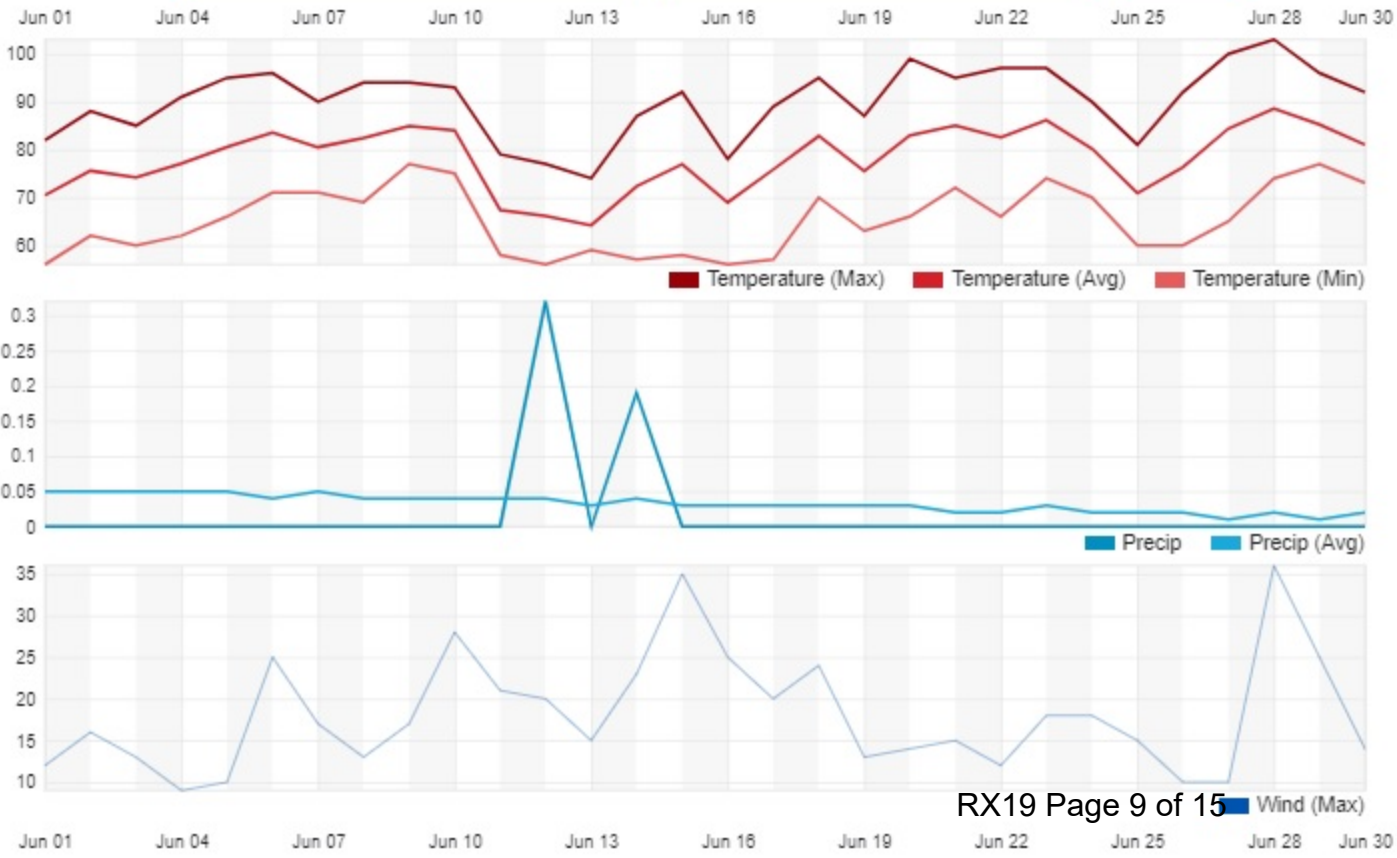
TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

Daily Weekly **Monthly**

June

2016

View



# Salt Lake City, UT Weather History

32° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

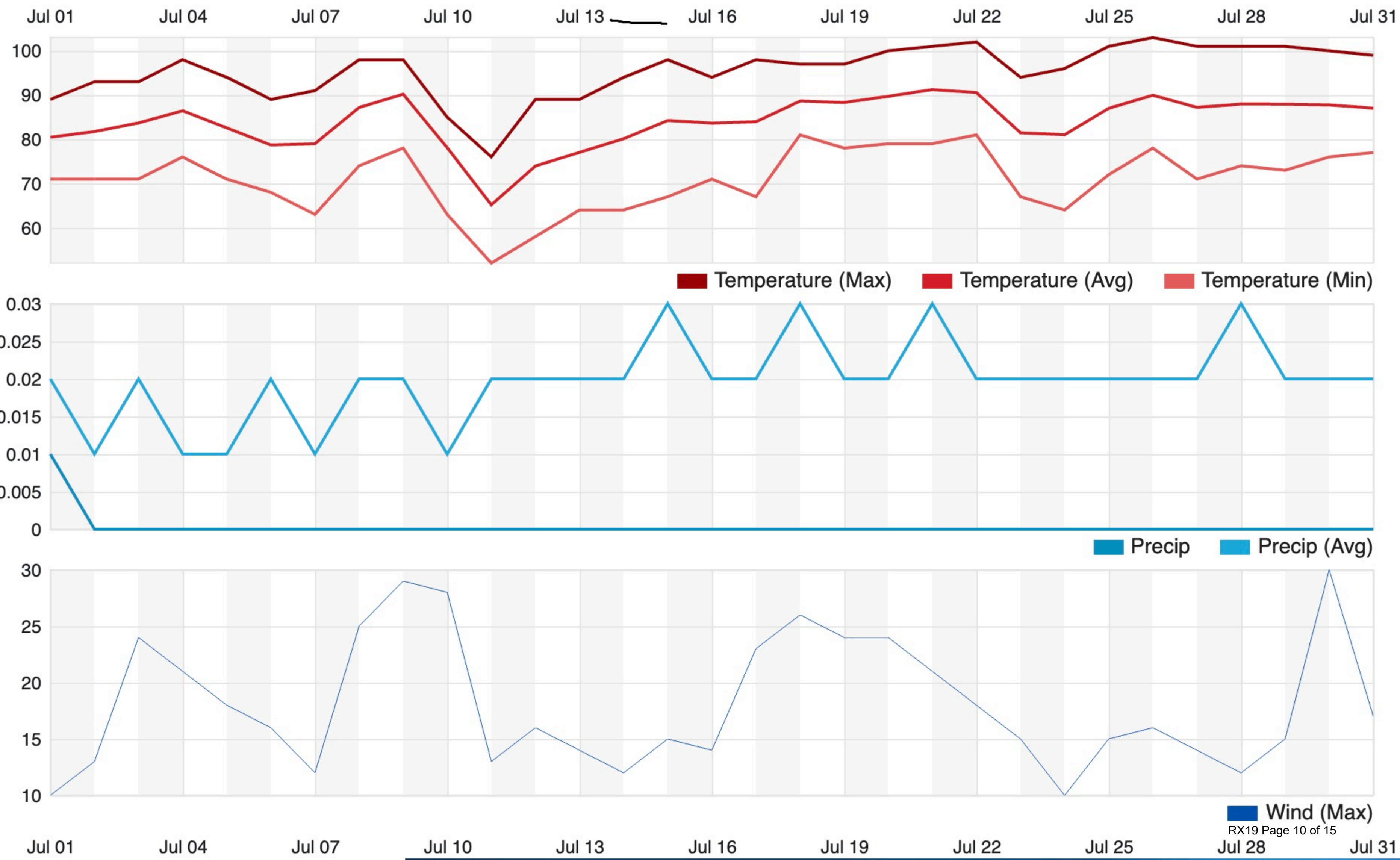
TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

Daily Weekly **Monthly**

July

2016

View



40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

45° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY

HOURLY

10-DAY

CALENDAR

**HISTORY**

WUNDERMAP

Daily

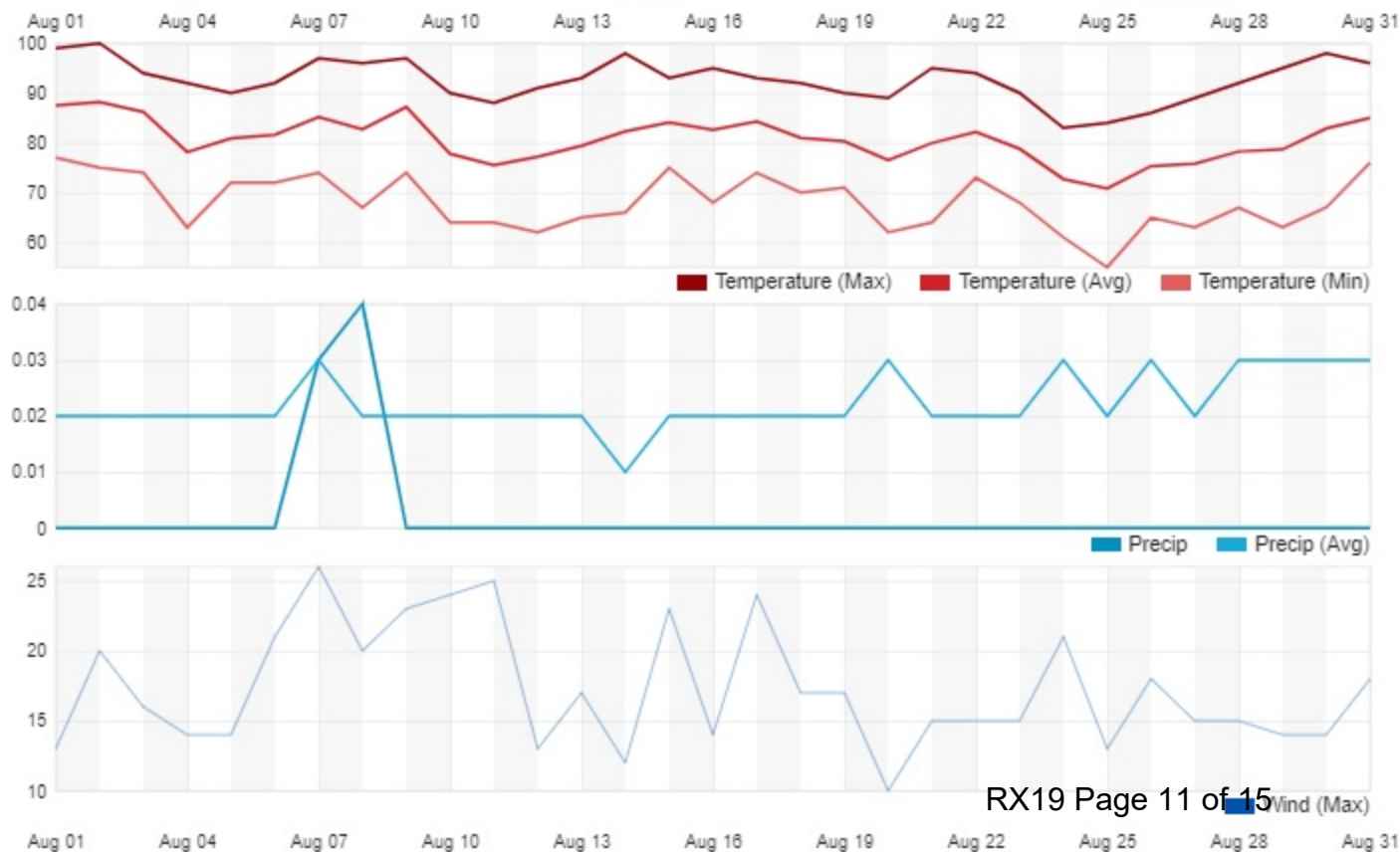
Weekly

**Monthly**

August

2016

View





40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

46° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY

HOURLY

10-DAY

CALENDAR

**HISTORY**

WUNDERMAP

Daily

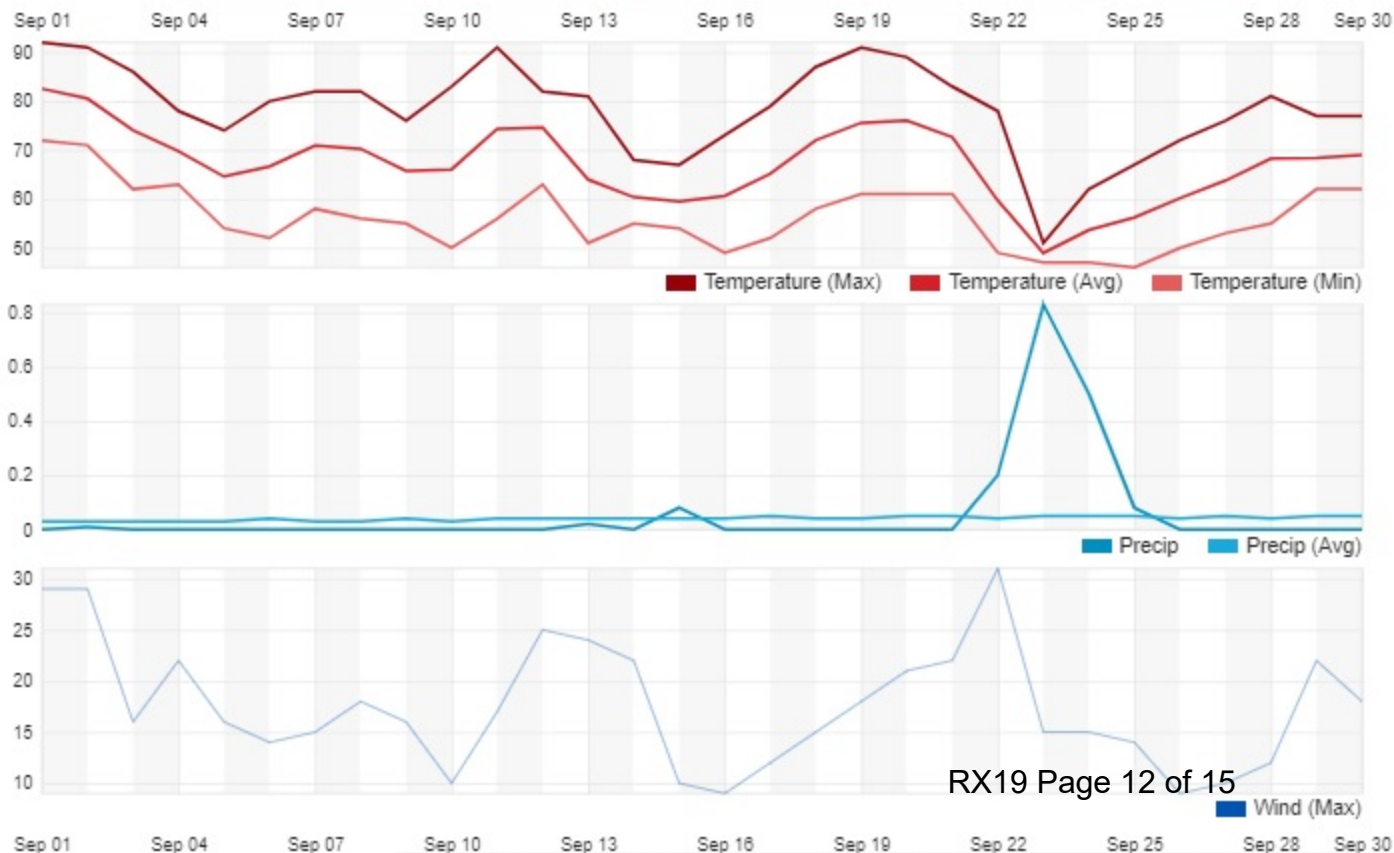
Weekly

**Monthly**

September

2016

View



40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

46° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY

HOURLY

10-DAY

CALENDAR

**HISTORY**

WUNDERMAP

Daily

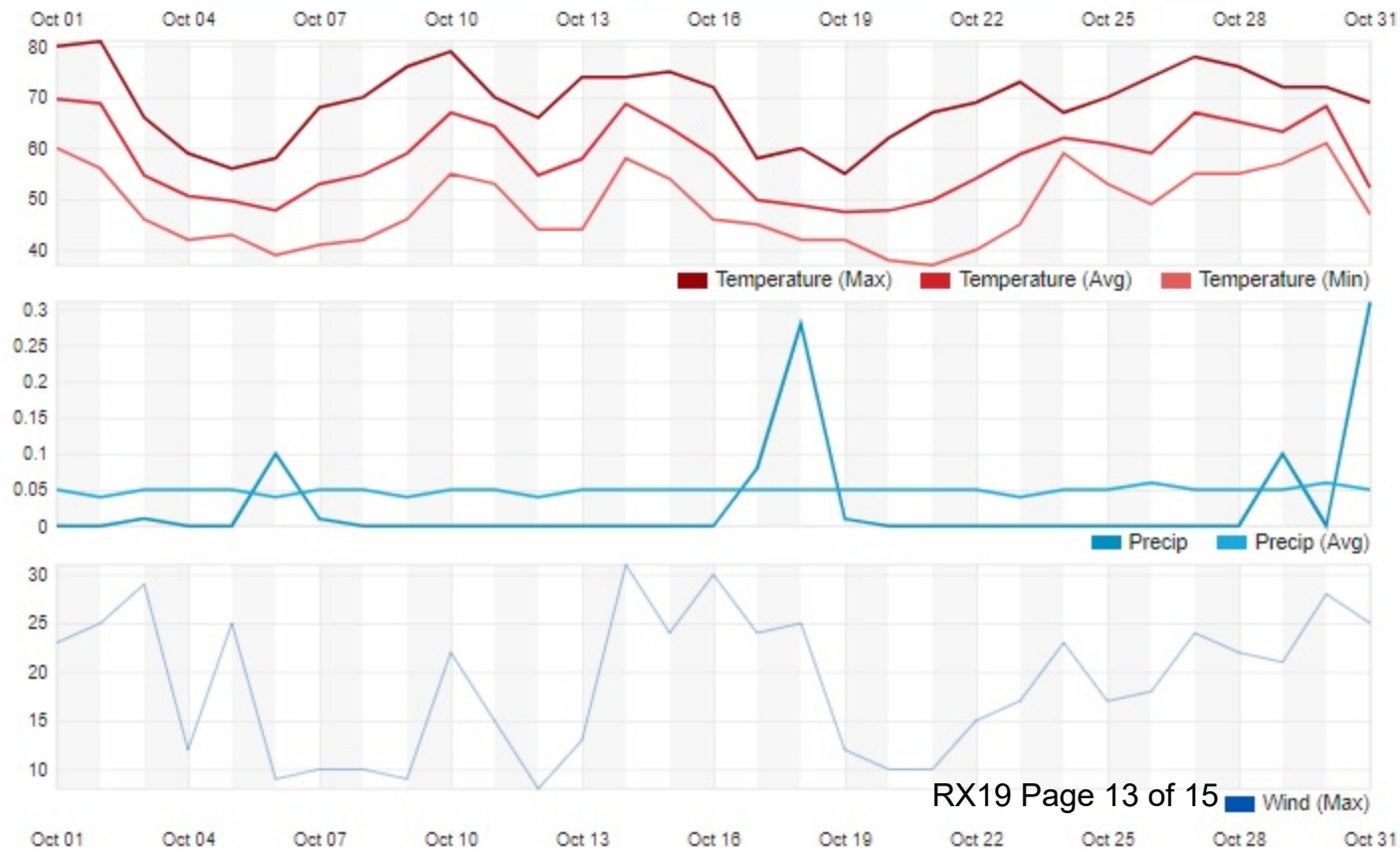
Weekly

**Monthly**

October

2016

View





40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

46° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY

HOURLY

10-DAY

CALENDAR

**HISTORY**

WUNDERMAP

Daily

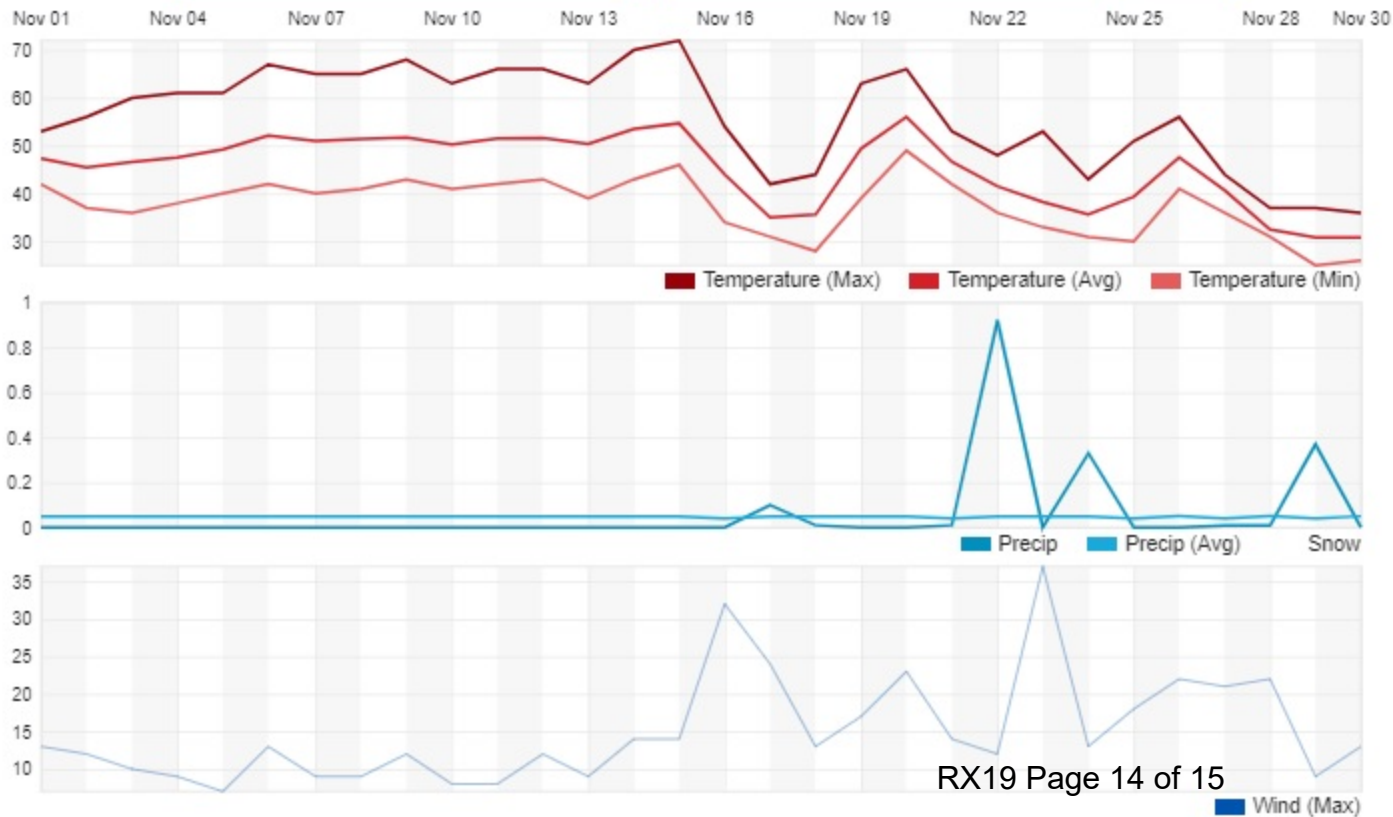
Weekly

**Monthly**

November

2016

View



40.8 °N, 111.95 °W

# Salt Lake City, UT Weather History

46° SALT LAKE CITY INTERNATIONAL AIRPORT STATION | CHANGE

TODAY HOURLY 10-DAY CALENDAR **HISTORY** WUNDERMAP

Daily Weekly **Monthly**

December

2016

View

