

## Northwest Joint Area Committee Meeting

### Northwest Area Committee

### Sector Puget Sound

### Sector Columbia River

0830-1400 hours, Tuesday March 2<sup>nd</sup>, 2021

### Virtual Meeting

**Attendees: Attendance record provided after summary notes**

### Introductions/ Opening Statements from FOSCs / SOSCs (8:30 – 9:00)

Introductions and welcome comments presented by Capt. Hilbert (Sector Puget Sound), Dale Jensen (WA Dept. of Ecology), Linda Pilkey-Jarvis (WA Dept of Ecology), Mike Greenburg (ODEQ), and Dean Ehlert (IDEQ).

### Federal/State/Local/Tribal Briefs, Key Responses, Lessons Learned (9:00 – 9:45)

**USCG Sector Puget Sound (Brett Ettinger)** Sector Puget Sound responded to 11 federal projects since last meeting. Of the 11 projects, 9 utilized the federal fund. The majority of those projects were pleasure craft producing spills of light product or diesel in the amount estimated to be between 3,000 and 3,300 gallons, and were addressed by diving operations with Oil Spill Response agencies (OSROs), defueling, and removal of the vessel. Three federal projects were more non-typical and are discussed in detail.

The pleasure craft *Wanderlust* in Bellingham Bay was identified for removal as an abandoned vessel at a future date. A member of the public reported a heavy odor of diesel and gasoline. Upon inspection, the entire main deck of the vessel was filled with red-dye diesel. In the absence of an owner, the Sector addressed the vessel under a federal project, and removed the product through pumping and sorbents. The source of the diesel fuel on the main deck was unknown, and the vessel is awaiting removal via Washington State Department of Natural Resources (DNR) Derelict Vessel Removal Program.

Tug *Quid* and Barge *Seinna K.* travelling from Tacoma, WA to Canada was reported through the National Response Center (NRC) Spill Line as releasing approximately 27-37 barrels of N06 high sulfur fuel oil. This type of fuel oil has high viscosity and needs to remain warm to float. Sector Puget Sound responded WA Department of Ecology (Ecology), and discovered fuel oil to be coating the vessel. Responding agencies contained the product on deck, removing it manually with shovels and cleaning agent wipes. USCG District 13 (D13) notified Trans Canada. Investigation identified that the release occurred over a 36 hour period of travel between Tacoma, WA and it's intended destination. Trans Canada requested to participate in the spill extent investigation, and overflights identified no sheens along the route. The RRT was notified of the critical incident, due to the high potential for environmental damage.

The Aleutian Falcon Vessel Fire at Hylebos Marina in Tacoma, WA involved 48,600 gallons diesel, 9800 pounds ammonia, and two chlorine cylinders. The four-day response included Unified Command, and WA Ecology and EPA performed community air monitoring.

Other actions by Sector Puget Sound included the Datum Triumph Project, headed by USACE/USCG/NOAA/NDR to remove abandoned vessels. The Datum Triumph Project identifies abandoned vessels before storms arise, so that the vessels can be tracked and removed more easily should they break loose after the storm. Spot trackers are placed on board abandoned and derelict vessels. The spot trackers have a 3-month broadcast shelf life, which tags the vessels for future removal.

**EPA Region 10 Emergency Response Section (Stephanie Wenning, EPA ER Section Chief)** - Stephanie Wenning is now the ER Section Chief in EPA Region 10. Ms. Wenning's past emergency response roles have been in EPA Region 3 and at EPA Headquarters. EPA received a total of 794 NRC reports: 630 were oil, 59 hazardous materials, and 105 were classified as "other" (e.g., sewage). Notable responses included Klamath Falls Motel Mercury Response and the SPI Fire Response.

The Klamath Falls Motel Mercury Response in Klamath Falls, OR initially occurred on 21 November 2020, when a guest of the motel spilled elemental mercury in one of the guest rooms. Oregon Poison control notified several agencies, including ODEQ. The motel owner hired a cleanup contractor, but concerns over the spill referred EPA to further investigate the site on 8 December 2020. EPA FOSCs responded with screening at potential locations of impact, and determined the need for further cleanup of the motel room. The cleanup was completed on 12 December 2020 after removal of the carpet and decontamination of furniture in the room.

The SPI Fire Response in Lakewood, WA occurred on 14 January 2021, when a warehouse storing various chemicals caught fire. Local fire and hazmat teams initially responded, and Pierce County Hazmat contacted EPA requesting community air monitoring assistance. Chemicals stored in the warehouse used to produce polyurethane/polyurea hybrid coating/elastomer created a concern for hydrogen cyanide. EPA performed air monitoring for particulates and VOCs, and the fire was extinguished after several hours. No community air impacts were detected.

**Washington Dept. of Ecology (Ecology) (Dave Beyers, SOS)** – Drug lab response increased significantly, as did herbicides and chemicals from illegal marijuana labs. Responses in the State of WA totaled 4,394 over the past 12 months: 2,979 oil, 1,175 hazmat, 101 vessel incident, 34 vessel spill, and 105 drug lab. Notable responses included the Aleutian Falcon Vessel Fire Response and the Casey Pond Overturned Dredge Response.

The Aleutian Falcon Vessel Fire Response occurred from 17- 22 February 2021. Tacoma Fire Department responded to a vessel fire at the Hylebos Marina in Tacoma, WA. The burning vessel contained 48,000 gallons of diesel, 9800lbs of ammonia, and chlorine cylinders. Ecology and EPA performed community air monitoring for particulates, ammonia, chlorine, and VOCs. Drones produced useful aerial infrared photos during the response. Tacoma Fire Department transitioned the response to Unified Command.

The Casey Pond Overturned Dredge Response occurred on along the Columbia River in Burbank, WA on 28 January 2021, when a dredging vessel owned by Clean Harbors became caught in the current and overturned. Clean Harbors responded by de-fueling and up righting the vessel. The strong current and difficult access were challenges to the response, and the area included significant Tribal resources at risk. Tribal engagement with the Yakama and Colville Tribes resulted in quick feedback and deployment of a cultural resource observer on scene. Unified Command consulted with USFWS and NWR trustees. The volume of fuel spilled was initially underestimated at 150 gallons, as a more accurate estimate of 300 gallons was observed as the response continued. Media coverage of the fire was light, likely due to it starting in the middle of the night and the shortening of news cycles in recent years.

**Idaho Dept of Environmental Quality (Dean Ehlert, SOS)** – IDEQ responded to 217 hazmat events over the past 12 months: 148 were petroleum related, and a significant number were explosive devices. IDEQ would like to recognize and thank Steve Gorski.

**Oregon Dept. of Environmental Quality (Mike Greenburg, SOS)** – Oregon highlights two significant response successes over the past 12 months: Highway 22 Tanker Crash, Umatilla Pipeline Response, and the 2020 Oregon Wildfires.

The Highway 22 Tanker Crash occurred on 16 February 2020, spilling a combination of gas and diesel fuel near the North Santiam River. The spill impacted drinking water and salmon resources, causing ESA Section 7 Consultation. Challenges included the closure of a major road travel artery, cold weather, and remote location of the incident. A similar incident near the same location in 2017 provided helpful experience for the response. Hard and sorbent boom, paired with deep excavation of the impacted soil enabled responders to have the highway re-paved in 5-days, with an environmental impact of 1 dead salmon.

The Umatilla Pipeline Response occurred when flooding in Eastern Oregon exposed a buried Marathon pipeline at the Umatilla River Crossing. The pipeline was used for the transportation of diesel, jet fuel, and gasoline. The pipeline did not break, but Marathon, PHMSA, Tribes, and EPA staged equipment and prepared resources to respond to a potential break. The pipeline was re-buried to a depth of 30 feet below ground after the flooding.

Oregon would like to thank EPA and other state agencies for the strong support of Oregon during the 2020 wildfires.

### **Presentation: Custer BNSF Derailment (presented by Dave Beyers and Jase Brooks, WA Dept. of Ecology, 0945-1045 hours)**

Summary Notes: A BNSF train derailed on 22 December 2020 near Custer, WA, causing 10 cars to derail, and two cars containing Bakken crude oil to breach and ignite. The initial response included local fire departments, Whatcom Emergency Management, Ecology, EPA, BNSF, and the FBI. Response actions included firefighting, removal of oil, and worker safety/community air monitoring, and domestic water sampling. The track was re-built and operational by 0400 hours on 24 December 2020, and the emergency phase of the response completed on 26 December 2020. Excavation of impacted soil was completed on 7 January 2021. The project transitioned to Ecology's Toxic Cleanup Program in February 2021, with the installation of groundwater wells and air sparging/bio-vent natural attenuation.

Response actions included significant potential for cultural resources at risk, and communication with Tribes was necessary and urgent. The holiday timeframe, the virtual location of the Tribal Liaison, and a separate derailment outside the Region were challenges. While Tribal representatives arrived on scene during the emergency phase of the response, Ecology identified several lessons learned to improve communication with Tribes: improving contact information for Tribal member contacts, and a need to expedite the Liaison Unit and tribal coordination special role.

#### **A summary of Commentary and Questions Follows**

Comments – Whatcom County has offered to do the After Action Report. Improving Tribal contact information will be discussed at the next Tribal Engagement Subcommittee meeting.

#### **BREAK 1045-1100 hours**

#### **Virtual ICS – Lessons Learned and Best Practices (presented by Josie Clark, EPA PSC, 1100-1145 hours)**

Summary Notes: The Oregon Wildfires began on 7 September 2020, severely impacting eight counties within the state, burning over 1 million acres, impacting over 2,300 properties, and causing 9 fatalities. EPA enacted a hybrid model for response with personnel deployed to the scene and supporting virtually via Microsoft Teams. EPA activated an initial IMT and water quality subject matter experts (SMEs). Operations included assessment/removal/disposal of household hazardous waste (HHW), installation of runoff mitigation measures, deployment of a water quality SME to support the Erosion Threat Assessment Team (ETART), and technical assistance on sustainable disaster recovery. FEMA activated ESF-10 on 13 September 2020, and EPA stood up virtual ICS by 1 October 2020. Benefits of virtual ICS via Microsoft Teams software included: ease in document collaboration, improved visibility across IMT work products and chat conversations, speed and ease of ICP communication huddles, and the ability to leverage help nationally while managing Covid exposure risk. Challenges included: lack of comradery, limited situational awareness, separation of the REOC and the IMT, driving meeting efficiency in the absence of non-verbal queues, and balancing work and family. A general formula for success would be using MS Teams for document management, paired with an in-person IMT.

#### **A summary of Commentary and Questions Follows**

WhiteBoard integrates with teams, and has been used on multiple drills. State agencies and contractors worked in the virtual MS Teams ICS along with EPA, but permissions were challenging.

#### **Virtual ICS – Lessons Learned and Best Practices (presented by Tim Lupher, USCG, 1100-1145 hours)**

Summary Notes: Virtual ICS presents several challenges, including the initial setup of the platform/permissions/channels/chat/document sharing. Exercises take weeks of industry time to prepare, and during real events, users will likely have to set up the platform quickly in the early stages of response. It is highly recommended to practice with the platform and test permissions in the planning phase. Several positions should be staffed to a greater level when operating virtually, including: Documentation Unit, Situation Unit, and deputy positions. It is important to keep up with chat rooms, files, and ICS forms when operating virtually. Benefits of a virtual ICS are that experts can be consulted much more quickly than in real world scenarios.

**A summary of Commentary and Questions Follows**

The Homeland Security Information Network (HSIN) could be used in place of MS Teams. Observations shared were that HSIN is an administratively effective platform, but MS Teams is a more assessable, user friendly platform for communicating.

**Virtual ICS – Lessons Learned and Best Practices (presented by Nic Winslow, BNSF, 1100-1145 hours)**

Summary Notes: BNSF utilized MS Teams and TRG IAP software during the WCD Drill, with a hybrid of on-site and virtual ICS. Software training and setup of Channels before the drill is key to success. A tech support group is key to success. Strong Documentation Unit and Situation Unit positions are required, as well as good GIS and presentation skills. The Sit Unit must be able to set up map displays and plans quickly. The Doc Unit needs to test sharing processes for ease of access to draft and approve documents. During an exercise, staff is needed to monitor injects. Benefits to a hybrid model of drills are: travel costs are reduced significantly, remote evaluators can participate and observe easily, and common operating procedure is improved because GIS maps and event summary details can be shared easily.

**A summary of Commentary and Questions Follows**

Storyboards showing where the group is in Planning P and meeting times are helpful in reminding people about meetings schedules. An increased number of deputies is also helpful, especially in the Command Cadre. Group text messages can remind people of meeting times. Some real-world responses could benefit from a virtual ICS if they are in remote locations. For exercises, the SIMCELL should have their own channel, and send out injects through chats.

**Updates on NW Area Planning Body and Plans (presented by Linday Pilkey-Jarvis, Ecology, and Trish Jantzen, USCG, 1145-1200 hours)**

Summary Notes: The process of planning reorganization within the NWAC began when Coast Guard Sectors determined the need for separate maritime area ACPs, independent of the NWACP. This need arose from the standardization requirement set forth by USCG Headquarters. Plans previously captured in the NWACP are now divided into 1.) NWACP (inland areas of WA and OR) 2.) Idaho and Tribal Lands have separate plans, which work with the NWAC inland areas, 3.) Sector Puget Sound ACP (marine area), and 3.) Sector Columbia River (marine area). A graphic is currently in development to aid in explaining the changes.

**BREAK 1200-1300 hours****Non-floating Oil - Changes in Industry Plans and GRPs (presented by Matt Bissell, Ecology, 1300-1330 hours)**

Summary Notes: WA Dept. of Ecology is planning for non-floating oil responses. The approach is to identify areas and resources which could potentially be affected by non-floating oils. The NWACP, GRPs, API manuals, USCAT manual, and case studies are all tools that can help determine how oil-s may become non floating and which resources it could affect. Multiple factors and circumstances determine how oils can become non-floating. Sinking oils are those which sink to the bottom immediately. Submerged oils are those which may have varying buoyancy. Ecology maintains an Oil Spills 101 website

<https://www.oilspills101.wa.gov/> , which contains a non-floating oils blog, links to the NWACP, and the GRPs. GRPs are updated every 5 years, and are now in a user-friendly interactive format. The GRPs marked with a "NFO Update" tag have been updated to reflect the non-floating oil response measures. The GRPs can be viewed on the internet at <https://www.oilspills101.wa.gov/northwest-area-contingency-plan/geographic-response-plans-grps/list-of-geographic-response-plans/>

### **Improving Oiled Wildlife Response in the Pacific Northwest (presented by Sonja Larson, Ecology, 1300-1330 hours)**

Summary Notes: WA Dept. of Fish and Wildlife and WA Dept. of Ecology have made several measures to improve response to oiled wildlife. Requirements of contingency plan holders include 1.) establishing contract agreements for wildlife response equipment and personnel, and 2.) planning for all phases of wildlife response. Phases of wildlife response are: Assessment/Recon, Search/Recovery, Stabilization, Rehabilitation, Conditioning, and Release. Chapters of the NWACP provide response tools that can assist with wildlife response. Deterrent tools that drive wildlife away from spilled oil are required to arrive on scene within 12 hours of spill notification. Requirements regarding wildlife rehabilitation facilities and equipment are also in place. Plan holders must maintain contractual agreements with Wildlife Response Service Providers, trained professionals that support wildlife response activities in the ICP and in the field.

### **Agency Legislative Updates, Initiatives, and Trainings (Federal and State Agencies, 1330-1400 hours)**

**Washington Dept. of Ecology (Dale Jensen)** - Ecology recently adopted a rule on expanding oil transfer notifications, which applies to facilities receiving crude oil by rail, and to pipelines; and rail transportation is not regulated by this rule. The rule goes into effect 5 March 2021. This rule expands our advanced notice of transfer information to include type and vapor pressure. It will also expand our biennial notice requirements for pipelines that transport crude oil through the state to include, gravity, and the type of crude oil, and will describe how required information will be provided to the Utilities and Transportation Commission. This will give responders a good local picture, and will give a statewide picture of crude oil movements throughout the state. We are also planning two workshops during 2021: (1. A Non-Floating Oil Response workshop to be held virtually, scheduled for June 16-17, and 2.) Oiled Marine Mammal Workshop held virtually in September. Ecology is writing an after-action report for the BNSF worst case drill that happened in 2020, which provided lessons learned on the Middle Columbia River GRPs.

**Oregon Dept of Environmental Quality (Wes Risher)** – The 2020 wildfires in Oregon, COVID-19, and a recent winter storm are all events that have caused substantial interest in Emergency Response and Emergency Preparedness this legislative session. Numerous bills have been introduced and are gaining substantial support. In addition to responding to legislative request, Oregon DEQ will be presenting our High Hazard Rail rule making later this month to our Oregon Environmental Quality Commission for adoption. This rule making is in response to legislation that was passed in 2019. We look forward to transitioning to the work that is before us in High Hazard Rail contingency planning.

**Idaho Dept. of Environmental Quality (Dean Ehlert)** - Earlier this year, the Idaho Office of Emergency Management contacted IDEQ requesting input on potential GRP development priorities in areas along the Kootenai River. IDEQ recommended the development of a GRP for the Kootenai River be a priority for this year. BNSF had a train derailment that went into the Kootenai River in January 2020.

Over the coming year, IDEQ will work on establishing a process for withdraw and decanting of oil impacted surface water. During Idaho's 2020 legislative session, a state statute was amended allowing the withdraw of surface water during emergency response operations without obtaining a permit through ID Dept of Water Resources (IDWR). The statute does require notification to IDWR which is one of the processes DEQ will work through. In addition, discussions with IDEQ's Idaho Pollution Discharge Elimination System Program (IPDES) will occur to establish processes for the discharge of decanted water. Initial discussions with IPDES staff indicated that the emergency phase of a response may not require a permit. On-going clean-up activities after the emergency phase may require a Short-Term Activity Exemption (STAE). The outcome of this process is to have written standard operating procedures staff can reference.

**EPA – No further updates.**

**Sector Puget Sound – No further updates.**

### **Closing Statements and Meeting Adjournment**

**FOSCs and SOSCs** - Thank you for attending. This group will continue to seek strong partnerships. This group looks forward to you remaining engaged and receiving your feedback.

**END MEETING 1400**