# RDA Committee Meeting

Wednesday, May 12, 2021
**WebEx**

Call to Order: 9:03 am

Attendees: Geoff Baran (Ecology), Don Noviello (WDFW), Mark Toy (DOH), Marla Steinhoff (NOAA), Natalie Swan (Yakama Nation), Rob Whitlam (DAHP), Shayne Cothern (DNR), Tami Neilson (Ecology)

Approval of Minutes: Minor edits noted. Motion to approve meeting minutes for the April 14, 2021. Motion passed.

Adjournment: 9:58 am

## Minutes

### New Business

#### Preassessment Screenings

##### ERTS# 694576 R&P Logistics

* Geoff summarized the incident:
The original preassessment screening for this spill was on January 9, 2020. On Monday, November 25, 2019, two semi-trucks were travelling eastbound in snowy conditions on I-90 near Snoqualmie Pass. One of the two semi-trucks lost control while attempting to pass, causing the other truck to jackknife, puncturing a fuel tank and spilling an estimated 118 gallons of diesel fuel into a roadside ditch, eventually migrating into Coal Creek. 87 gallons of diesel fuel was recovered from the water in the first 24 hours.

Ecology has determined that the semi-truck owned by R&P Logistics, LTD, caused the accident, resulting in the spill.

* No additional information provided by R&P Logistics, no new vote taken. Committee vote from January 9, 2020, Preassessment Screening stands. Damages to be calculated with the compensation schedule.

##### ERTS# 703850 P/C *Tonic*

* Geoff summarized the incident:
Around 2:30 am on February 11, 2021, the 42' powerboat P/C TONIC caught fire with an estimated 200 gal of diesel aboard at the Foss Harbor Marina. The nearby 35' sailboat P/C PURSUIT also caught fire and sank with 30 gallons of diesel fuel aboard. Tacoma FD responded by deploying hard boom and fighting the fire with firefighting foam. The TONIC sank and continued to slowly release diesel. Ecology responders placed sweep in the slip. Global Diving and Salvage were hired to defuel and raise the vessels. Both vessels were removed the next day (2/12) with a Quigg Bros crane and barge. The total volume of oil spilled is under investigation.
* No overt fish and wildlife impacts were observed.
* Preassessment Screening:
	+ Are the damages quantifiable at a reasonable cost? 5 no.
	+ Is restoration or enhancement technically feasible? 5 no.
	+ Compensation schedule authorized to calculate damages.

##### ERTS# 703911 F/V Terry F

* Geoff summarized the incident:
On Saturday, February 13, 2021, the while transiting to crabbing grounds, the F/V Terry F reported a loss of power and was taking on water. The captain issued a distress call, and the crew was forced to abandon ship. A USCG helicopter and life boat rescued the crew, while the abandoned vessel drifted toward the surf at Leadbetter Point, where it broke up on shore. An estimated 500 gallons of fuel was aboard the vessel when it was abandoned. Contractors removed 135 gallons of diesel from the vessel on February 15. On February 16 and 17, the vessel was demolished with an excavator and removed from the beach. The unaccounted for 365 gallons of fuel was lost to the shore and Pacific Ocean. None of the oil was recovered in the first 24-hours.
* Efforts were made to avoid disturbing nearby snowy plover habitat.
* Preassessment Screening:
	+ Are the damages quantifiable at a reasonable cost? 5 no.
	+ Is restoration or enhancement technically feasible? 5 no.
	+ Compensation schedule authorized to calculate damages.

##### ERTS# 704339 P/C *Quiet Time*

* Geoff summarized the incident:
On 3/3/2021, the recently purchased P/C QUIET TIME was transiting the Puget Sound from Blake Island when it began taking on water. The USCG assisted by towing the vessel to the nearest safe harbor, the Manchester Public Boat Launch. Between 3/4 and 3/8, nearby neighbors observed someone removing batteries and electronics from the boat at night. By 3/8/2021, the P/C QUIET TIME sank at the Manchester Public Boat Launch. Local Water District personnel attempted to keep the vessel afloat with a small mechanical pump, but were unsuccessful. Ecology hired US Ecology with support of CRUX Diving to plug the vessel and remove the fuel. Contractors removed 150 gallons of oily water mixture from the vessel. Based on the size and color of the oil slick, Ecology estimates about 32 gallons of gasoline spilled. None of the spilled fuel was recovered within the first 24-hours.
* Preassessment Screening:
	+ Are the damages quantifiable at a reasonable cost? 5 no.
	+ Is restoration or enhancement technically feasible? 5 no.
	+ Compensation schedule authorized to calculate damages.

### Old Business

##### ERTS# 658894 Winlock Warehouse Fire

Geoff discussed the two available damage assessments with the committee. Geoff noted that the NOAA NMFS assessment is more specific to the spill and assesses impacts from heavy metals. Mark agreed, and noted that although the assessed NMFS assessment results in a smaller monetary value, they are more specific to the injuries. Don noted that although neither assessment is perfect, these are the best assessments available for this incident.

Shayne asked what resource damages are not considered by the NOAA NMFS assessment. Geoff noted that the NOAA NMFS assessment does not address harm to the habitat. While the freshwater compensation schedule does, the compensation schedule does not specifically address present species, and bases damages on overall reductions in habitat function. For this case, the observed injuries were to salmonids, which are not specifically addressed in the freshwater compensation schedule.

Geoff moved to assess the damages using the NOAA NMFS damage assessment. Motion passed.

### Announcements

* Geoff updated the committee on the 2021 Coastal Protection Fund Grant. Available funds exceeded the total requested funding—all eligible project proposals were selected for funding. Award negotiations are in process.
* Ecology’s Spills Program is expecting to post the NRDA Specialist Position.
* Next meeting: Wednesday, June 9, 2021 at 9:00am via WebEx.