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DEPARTMENT OF ECOLOGY

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June 5, 2015

To: RDA Committee members and alternates; interested parties

From: Dale Davis, RDA Committee Executive Director

Re: June 10, 2015 RDA Committee Regular Meeting

The RDA Committee will hold its next meeting on Wednesday, June 10, 2015 at 9:00 a.m. in room **ROA-09** at the Department of Ecology's headquarters building in Lacey, Washington. A meeting agenda and minutes from the May 13, 2015 regular meeting are enclosed for your review.

There are two oil spill pre-assessment screenings scheduled for this meeting; the 4/14/15 Heriford Trucking spill into a Potlatch road-side wetland, and the 2/14/15 Grays Harbor PUD spill into Grays Harbor that was postponed from the May 13, 2015 meeting. The committee will be updated on the status of the RDAs for the Foss Maritime Port Madison and Conoco-Phillips Dalco Passage spills. The committee will also be updated on the status of the Sulphur Creek spill RDA; the preassessment screening for the Sulphur Creek spill was scheduled for the June 10, 2015 meeting, but the attorney for Deaton Land LLC requested that the screening be postponed until the August 12, 2015 meeting. Please call me at 407-6972 or e-mail at dale.davis@ecy.wa.gov if you have any questions or agenda items to add.

Enclosures: Agenda
Spill Report Sheets (2)

RESOURCE DAMAGE ASSESSMENT COMMITTEE - REGULAR MEETING

Department of Ecology
300 Desmond Drive, Lacey, WA
[Room ROA-09](#)

Wednesday, June 10, 2015
9:00 a.m.

Agenda

- I. New Business**
 - A. Preassessment Screenings**
 - 1. Heriford Trucking, April 14, 2015 spill into a road-side wetland**
 - 2. Grays Harbor PUD, February 14, 2015 spill into Grays Harbor**

- II. Old Business**
 - A. Committee update on the status of the RDAs for the 10/14/04 Dalco Passage spill and the 12/30/03 Foss Maritime spill.**

 - B. Committee update on the status of the Sulphur Creek spill RDA.**

DRAFT MINUTES

May 13, 2015, REGULAR MEETING OF THE RDA COMMITTEE Held at the Department of Ecology Headquarters: Lacey, WA

ATTENDANCE:

Dale Davis, WA Department of Ecology 360-407-6972
Don Noviello, WA Department of Fish and Wildlife 360-902-8124
Mark Toy, WA Department of Health 360-236-3321
Deborah Petersen, WA State Parks and Recreation Commission 360-902-8634
Rob Whitlam, WA Department of Archaeology and Historic Preservation 360-586-3080
Shayne Cothorn, WA Department of Natural Resources 360-902-1064
John Pellegrini, GHPUD 360-591-6953
Richard Pitt, GHPUD 360-538-6379
McClure Tosh, Yakama Nation 509-388-3477 (by phone)

The Resource Damage Assessment (RDA) Committee held a regular meeting on Wednesday, May 13, 2015 at the Department of Ecology headquarters building in Lacey, Washington. Dale Davis called the meeting to order at 9:01 a.m. The minutes were approved as written for the April 8, 2015 RDA Committee meeting, with the exception that Diane Cooper with Taylor Shellfish should be added to the list of attendees.

I. New Business

- 1. Grays Harbor PUD, February 14, 2015 spill into Grays Harbor**
- 2. F/V Nellie M, March 26, 2015 spill into the Quillayute River estuary**
- 3. KD Trucking, March 31, 2015 spill into Longview Ditch #3**

1. Grays Harbor PUD, February 14, 2015 spill into Grays Harbor.

Dale Davis explained the damage assessment process and described the incident. The Grays Harbor PUD was managing the demolition of treatment clarifiers for the old Harbor Paper facility. Rain water had collected in the bottom of one of the clarifiers and they decided to pump the water into an adjacent ditch that discharges to Grays Harbor, apparently unaware that there was also oil in the clarifier. The spill could have been avoided since they were supposed to pump any water from the site to the sewage treatment facility. The spill was reported by a fisherman at the boat ramp dock in Grays Harbor, where the fisherman said that there was oil “as far as he could see”. Cowlitz Clean Sweep was called in to contain and recover the oil, which was mainly in the ditch by the time they got to the site.

Mr. Richard Pitt explained that he did not think that Grays Harbor PUD was the responsible party since the oil was in a ditch off of the Harbor Paper property that was likely on property owned by Puget Sound Pacific Railroad (directly adjacent to their tracks). He also noted that there was no evidence that there was ever any oil in the clarifier before or after pumping out the rainwater. Mr. Pitt also made the point that there was no indication that the volume of oil in the

water was 25 gallons, pointing out that, as described by the cleanup contractor, the oily water collected from the ditch contained just a sheen with no real recoverable amounts present.

Dale Davis described how he had estimated the amount of oil reported by the fisherman using an area of approximately ¼ mile in all directions from the boat ramp and the volume was likely over 25 gallons. Mr. Pitt stated that the report from the fisherman was not specific and there was no way to know the actual distance when the fisherman said “as far as he could see”.

Dale Davis explained that he needed to talk with Kathy Armstrong, the Spill Responder for this incident, to determine if she has additional information that will help to clarify who the RP is and what the spill volume is. The committee voted to postpone this case until the June 10, 2015 meeting.

2. F/V *Nellie M*, March 26, 2015 spill into the Quillayute River estuary.

Dale Davis described the incident. The vessel sank at the dock for unknown reasons. The owner claimed that the vessel was deliberately sunk by previous partners (he claimed that large fishing weights were placed in the engine compartment and the shore electricity was shorted out to prevent the bilge pump from operating). After the vessel sank, the marina placed boom around the vessel, but when Doug Stolz arrived, the boom was twisted with several gaps that allowed the fuel to escape. A large sheen had accumulated in the marina and in the river mouth. Doug put more boom around the vessel and was able to contain the spill until they were able to pump the fuel off. The spill volume is still under investigation, but the USCG issued a penalty using a spill volume of 100 gallons. The fuel tank was reported to be full with 500 to 600 gallons of fuel, and only about 262 gallons were recovered.

The RDA Committee proceeded to vote on the following PAS questions:

1. Are the damages quantifiable at a reasonable cost? Results: Yes=0 No=6
2. Is restoration or enhancement technically feasible? Results: Yes=0 No=6
3. Has the potential liable party (PLP) proposed restoration/enhancement projects/studies that are sufficient to adequately compensate the people of the state for public resource damages? No, no PLP representative attended the meeting and no proposal was submitted.

3. KD Trucking, March 31, 2015 spill into Longview Ditch #3.

Dale Davis described the incident. The truck rear ended another truck, rupturing the right fuel tank. The truck had just filled both fuel tanks, each holding 150 gallons. The entire contents of the right tank spilled and since the cross-over line was open, the left tank also lost about 50 gallons. About 70 gallons were recovered before it impacted water, so the spill to water volume was 130 gallons. Only about 3 gallons were recovered from the water.

The RDA Committee proceeded to vote on the following PAS questions:

1. Are the damages quantifiable at a reasonable cost? Results: Yes=0 No=6
2. Is restoration or enhancement technically feasible? Results: Yes=0 No=6
3. Has the potential liable party (PLP) proposed restoration/enhancement projects/studies that are sufficient to adequately compensate the people of the state for public resource damages? No, no PLP representative attended the meeting and no proposal was submitted.

II. Old Business

1. There was no new information for the 10/14/2004 Dalco Passage RDA. For the 12/30/2003 Foss Maritime spill RDA, there was a trustee site visit to the Doe-Kag-Wats salt marsh on April 29, 2015 to see implementation of the anthropogenic wood removal project. The helicopter work had already been completed that removed over 100 tons of creosote contaminated wood and had also helped move logs into place for the exclusion area. The exclusion area consists of logs chained together into a triangle. Trustees also visited the Indianola Waterfront Preserve site, which is coming along very nicely. Homeowners in the area have apparently adopted the site and are helping to remove invasive vegetation, and most of the native plants planted along the shoreline seem to be doing well. Pickleweed has started to fill in the bottom of the salt marsh.
2. Sulphur Creek spill update – The attorney for Deaton Land submitted a public information request to Ecology for all records associated with the spill. The investigation by Ecology is not complete, but there is no reason why the damage assessment process should not be started. Dale Davis informed the committee that the preassessment screening for the Sulphur Creek spill will be scheduled for the June 10, 2015 meeting. McClure Tosh reported that there has been little discussion by the Yakama Nation regarding a separate claim, but he will check to see what they plan to do.

The meeting was adjourned at 10:29 a.m.

PREASSESSMENT SCREENING OIL SPILL REPORT FORM

Date of Incident: February 14, 2015

Potentially Liable Party: Grays Harbor PUD

Product Spilled: Diesel

Spill Source: Harbor Paper property

Oil Spill Size Estimate: 25 gallons to water

Water Body Affected: Grays Harbor

Ecology Region: SWRO

County: Grays Harbor

Nearest City: Hoquiam

Location of Spill: Near the 28th Street boat ramp

Cause: Human error

Ecology Responder: Doug Stolz and Kathy Armstrong

Field Report: The Grays Harbor PUD was managing the demolition of treatment clarifiers for the old Harbor Paper facility. Rain water had collected in the bottom of one of the clarifiers and they decided to pump the water into an adjacent ditch that discharges to Grays Harbor. Apparently there was oil in the ditch that was mobilized by the water that was pumped out of the clarifier and the oil ended up in Grays Harbor. The spill could have been avoided since they were supposed to pump any water from the site to the Hoquiam sewage treatment facility. The spill was reported by a fisherman at the boat ramp dock in Grays Harbor, where the fisherman said that there was oil "as far as he could see". Cowlitz Clean Sweep was called in to contain and recover the oil, which was mainly in the ditch by the time they got to the site.

Clarification by the fisherman estimated the size of the sheen at over 50 yards from the shoreline at the boat ramp and down to the paper mill that is at least a half mile from the boat ramp. This area, combined with the area of the slough, results in an estimated volume of about 27 gallons. Accounting for evaporation, this spill was likely over 50 gallons.

The water pumping began Friday evening and continued for an undocumented time until all of the water was removed from the clarifier. The tide in Grays Harbor flooded from 2:19 a.m. until 8:30 a.m. on Saturday morning. The fisherman's report came in at about noon on Saturday and the tide continued to ebb until 3:24 p.m., which would have likely flushed most of the oil out into Grays Harbor. Responders arrived after 3:00 p.m. when the flood tide would have kept the remaining oil in the slough.

PREASSESSMENT SCREENING OIL SPILL REPORT FORM

Date of Incident: April 14, 2015

Potentially Liable Party: Heriford Trucking

Product Spilled: Diesel

Spill Source: A truck owned by Heriford Trucking

Oil Spill Size Estimate: 60 gallons, 40 gallons diesel and 20 gallons hydraulic oil

Water Body Affected: A road-side wetland near Potlatch

Ecology Region: SWRO

County: Mason

Nearest City: Potlatch, Shelton

Location of Spill: Mile post 333, Highway 101

Cause: Vehicle accident, human error

Ecology Responder: Doug Stolz

Field Report: The truck (a dump truck with a trailer) was traveling along highway 101 when it went into the ditch for unknown reasons. During recovery of the truck, a saddle tank containing 40 gallons of fuel and a hydraulic tank containing 30 gallons were ruptured. The fuel tank lost its entire contents and the hydraulic tank lost about 20 gallons to the ditch. By the time the truck was removed, it was too late to close one lane of the road to get the oil removed from the ditch so sand bags were placed at a couple of points to contain most of the oil. The oil was removed from the ditch two days later when traffic control could be arranged. A natural spring flows off of the hill above the ditch, which maintains a wetland habitat on the side of the hill and in the ditch. Water flowing through the ditch was sampled where it flows into Hood Canal and no oil was detected so most of the oil was contained in the ditch.