

REGIONAL RESPONSE TEAM / NORTHWEST AREA COMMITTEE (RRT/NWAC)
PUBLIC SESSION MEETING
Day 1, JUNE 1, 2005
MEETING MINUTES

LOCATION: River House Hotel and Convention Center, Bend, Oregon

PARTICIPANTS: [Attendance list.](#)

PUBLIC SESSION AGENDA

- 13:00 – 13:10 Welcome / Introductions (Chuck Donaldson, ODEQ and Sector Portland, USCG)
- 13:10 – 13:30 Overview of the RRT / NWAC and the NW Area Contingency Plan (Beth Sheldrake, EPA)
- 13:30 – 14:00 Lower Deschutes River GRP (Mike Szerlog, EPA)
- 14:00 – 14:30 Yaquina Bay GRP Development (Sector Portland)
- 14:30 – 14:45 BNSF Overview (Pat Brady, BNSF)
- 14:45 – 16:30 Lower Deschutes River Incident Facilitated Discussion (Facilitated by Mark Layman, WA Ecology)

WELCOME / INTRODUCTIONS

Chuck Donaldson (ODEQ) welcomed everyone to the RRT / NWAC meeting in Bend, Oregon. He stated that the focus of the meeting will be on the newly completed Lower Deschutes River GRP. He thanked BNSF railroad for their help in developing the plan. Beth Sheldrake (USEPA) then allowed everyone from the committee and the audience introduce themselves.

OVERVIEW OF THE RRT / NWAC AND THE NW AREA CONTINGENCY PLAN

Beth Sheldrake provided a presentation that detailed how the RRT / NWAC gains authority to respond to Hazardous Substances, Pollutants and Contaminants. She explained the creation of the National Response Plan (NRP) and how it implements the response authorities. She outlined the role of the Federal On Scene Coordinator (FOSC) and what authorities they have. She explained that the National Contingency Plan (NCP) mandates that each region create an Area Contingency Plan. Additionally she described how the NWAC was significantly upgraded after the Exxon Valdez tragedy.

Ms. Sheldrake went on to further explain the elements of the Contingency Plan from the Local to Federal level. She outlined how the system gets activated from the local level on up. She also discussed the use of the RRT / NWAC website (www.rtt10nwac.com) to manage information including the GRPs and the Northwest Area Contingency Plan (NWACP), and to facilitate comments from the response community and the public. She then described how the individual Workgroups function and how the Steering Committee directs specific Workgroups to work on certain issues. She focused on three new Workgroups: Logistics, Communications and Public Outreach and Wildlife. Expectations of RRT membership is to participate in the three meetings per year and to keep contact information up to date so they may be activated during a response. Some recent activations include Bellingham Pipeline Explosion, New Carissa grounding, Thermo Fluids fire, and the Dalco Passage Oil Spill. The NW Area Plan is the only one of its kind where each state is a signatory on the plan.

LOWER DESCHUTES RIVER GRP

Mike Szerlog (USEPA) formally presented the [Lower Deschutes Geographic Response Plan](#) (GRP). He started out by explaining the process of developing a GRP. He explained how it is a multi agency planning effort that gives guidance on how to initially contain a spill in a river or marine environment. His presentation then went step by step through the GRP.

Linda Pilkey-Jarvis (WA Ecology) asked if any identified resources in the GRP are considered economical resources rather than just environmental. Mr. Szerlog responded that the GRP acknowledges economical resources but it focuses on environmental resources. Chuck Donaldson (ODEQ) reiterated the large economic impact a spill on the Lower Deschutes River would have. There are 31 GRPs total, inland river areas are the least covered.

NEWPORT GRP DEVELOPMENT

LCDR Sean Schenk (Sector Portland) quickly explained the progress of the [Yaquina Bay GRP](#). He stressed the development of the computerized version of the GRP and ability to gain access to it via the web. The USCG is about to have a stakeholder meeting with ODEQ regarding the GRP. He stated that the USCG Academy will be providing GIS expertise on the GRP. Sean also invited any local stakeholders to come to the stakeholder meeting. He also mentioned a field test of booming strategies and staging areas in July. He stated a goal of a .PDF version of the GRP by early August, and then on August 30th the web based version of the GRP should be online. By August Sector Portland will determine the next GRP destination.

BURLINGTON NORTHERN SANTA FE (BNSF) OVERVIEW

A representative from BNSF showed some photos of the pre-deployment trailers on the Lower Deschutes River, one in Madras and one at Moody (confluence with the Columbia River).

Pat Brady (BNSF) presented the organization of BNSF in regards to response to Hazardous Materials emergencies. He stated statistics of Accident caused releases and Non-Accident caused releases. Accident caused meaning a derailment or collision, Non-Accident caused meaning car failure or anything not caused by an accident. The emergency response plan is the same regardless of the cause of the accident. Notifications are done through the Service Interruption Desk (State and Federal Notification) and Resource Operations Center (Local Notification). He stated BNSF has 162 responders nationwide. Locally in Klamath Falls, Pasco and Portland. He explained that they also have contracted responders as well. Pat went on to explain that they do follow the Incident Command System (ICS) and normally fit in to the system already in place on the response.

Mr. Brady answered Linda Pilkey-Jarvis' question stating that the statistics from the presentation represented all areas BNSF covers. He also stated that fuel spill from locomotives are not considered Hazardous Materials by the DOT and are therefore not included in the numbers. He also stated that technology is the next step in reducing incidents. He explained a new technology called Positive Train Separation where the computer could geo-locate trains using GPS and prevent collisions by automatically switching tracks, slowing down or shutting down. He explained that an individual shipment includes an individual tank car, one trailer with multiple packages or one container with one or more packages in response to CDR Dix's (USCG) question. Mr. Brady answered Chuck Donaldson's question by stating that BNSF gains ICS training through him during General Manager's meetings. He also explained that at the beginnings of a response agencies are dealing with Trainmasters and Track masters who are local people responsible for that section of track and may not have ICS experience, but as the incident moves along the managers with experience come in and ease tension between the agencies and the railroad.

Rick Sloan from Union Pacific Railroad briefly explained a Hazardous Materials Training Program for their managers to get them up to speed on ICS and HAZMAT Awareness.

LOWER DESCHUTES RIVER FACILITATED DISCUSSION

To start off the exercise the facilitator Mark Lehman (WA Ecology) identified three objectives for the exercise.

1. Develop and Implement Unified Command.
2. Demonstrate that Railroad and Environmental priorities are the same.

3. Can other issues be dealt with as they come up?

Mike Renz (ODEQ) ran through the spill scenario. After the scenario was read the local Fire Chief was first on scene and started the development of Incident Command, as more agencies came on it turned into a Unified Command and the group worked through the scenario.

At the conclusion of the scenario there were some final thoughts from the Incident Command. Mike Renz thanked everyone for participating and for the prior development of the GRP as it was integral in the response. He also reiterated the importance of minimizing economic impacts in addition to environmental impacts. Pat Brady emphasized that if clearing the tracks doesn't interfere with the environmental assessment and cleanup it should continue on.

As a recap Mark Lehman ran through the objectives stated at the beginning and was pleased that all three were completed successfully.

Meeting Adjourned at 1445 hours

REGIONAL RESPONSE TEAM / NORTHWEST AREA COMMITTEE (RRT/NWAC)
PUBLIC SESSION MEETING
Day 2, JUNE 2, 2005
MEETING MINUTES

LOCATION: River House Hotel and Convention Center, Bend, Oregon

PARTICIPANTS: [Attendance list.](#)

PUBLIC SESSION AGENDA

- 8:00 – 8:15 Welcome / Introductions (Chuck Donaldson, ODEQ and Sector Portland, USCG)
- 8:15 – 9:15 Workgroup Updates (All)
- Steering Committee
 - GRP
 - Communications and Public Outreach
 - Response Technologies
 - [Marine Firefighting](#)
 - Hazardous Substances
 - Wildlife
- 9:15 – 9:45 Pacific States / BC Task Force
- Tanker Truck Rollover Roundtable
 - Places of Refuge
- 9:45 – 10:30 Unified Command Lessons Learned
- Overview of Lessons Learned Documentation / Action Process (Steering Committee, 10 min)
 - Dalco Passage Spill (Sector Seattle / WA Ecology, 15 min)
 - FOSS 248-P2 Spill (Sector Seattle, 15 min)
 - Cultural Resource Issues (DOI, 5 min)
- 10:30 – 10:45 Case Studies
- Kamela Oregon Train Derailment (ODEQ / EPA)
 - Millicoma Barge at Cape Disappointment (USCG / WA Ecology)
- 10:45 – 11:15 **Break**
- 11:15 – 11:45 Oregon State Historic Preservation Office (SHPO) Presentation (Susan de Freitas, Oregon SHPO)
- 11:45 – 12:45 Critical Habitat Re-designations (NOAA Fisheries)
- 12:45 – 13:15 **Lunch**
- 13:15 – 13:45 The Deschutes River as an Environmental and Economic Resource Plan (Stakeholder Panel)
- 13:45 – 14:45 Agency Updates (All)
- 14:45 – 15:15 **Wrap Up**

WORKGROUP UPDATES

GRP

Jack Wylie (ODEQ) gave the update for the GRP workgroup to the committee. He stated that they met on April 15th and had 15 members and stakeholders present. He stated that they are continuing to work on new GRPs. He noted that the Clearwater/Lochsa GRP is posted on the RRT / NWAC [website](#) for review. The Pend 'Oreille GRP is not posted yet but should be out soon. Jack talked about the shoreline database development and asked Demian Bailey and Ruth Yender (NOAA) for comments but

neither had any. He discussed the ongoing task of including archeological issues into GRPs. He explained the workgroup's work on including economic resources into the GRPs and stated they drafted a workgroup position and proposed action on the issue. Next meeting is in mid-August. In response to Mark Miller's question of who will make the decisions on balance of economic vs. environmental resources Mr. Wylie stated that Unified Command will always make that decision.

Communications and Public Outreach

Randy Clark (USCG) introduced himself as the new chair person of the workgroup. He then explained how they finished the JIC manual and it now needs to be approved by the workgroup then it goes to the Steering Committee for comments then to the Executive Committee for final blessing. He discussed that the next step for the workgroup is to re-write and streamline the charter. The largest issue is public outreach coordination prior to JIC formation. Another policy the workgroup is working on is development of a web based information conduit for consolidation of data from all agencies for public distribution. He discussed a third policy that the workgroup is concentrating on is community outreach. The group is not real satisfied with current policies and would like to follow the lead of the US Forest Service with such efforts as "Give a Hoot, Don't Pollute".

Hazardous Substance

Matt Bernard (USCG) gave a brief update of the workgroup to the committee. The workgroup completed the addition of WMD information into Chapter 7000 for the 2005 update. The workgroup will review this section this fall and recommend any changes/updates for the 2006 version of the NWACP.

Marine Firefighting

CDR Mark Dix (Sector Seattle) updated the committee on the workgroups recent progress. He introduced the term MTR (Marine Terrorism Response) to the committee. He gave a presentation on the issue. He explained how there will be an exercise in the fall focusing on MTR. The Port of Seattle and Seattle Fire Department were allocated \$2 million dollars for the exercise to be held in Seattle in September. The goals of the exercise are to hone response skills in regard to MTR. Chip Boothe (USCG) stated scenarios that the exercise will focus on, they will include a mass rescue operation during a cruise ship terrorist attack. The Port and Fire Department have been tasked with developing a nationwide model and plan for MTR.

Response Technologies

The update for the Response Technologies workgroup was presented by Ruth Yender (NOAA). She explained how the workgroup organized Ecological Risk Assessment (ERA) workshops for Washington's outer coast. There were two workshops earlier in the year and a third is planned for this fall that will focus on dispersants. Members of the group helped bring in experts in the field of Ecological Risk Assessment. She explained that approximately twice a year an ad hoc meeting is held with members of the workgroup to allow vendors to showcase their products pertaining to Response Technology. She mentioned that a future focus will be on data collection and storage technologies to be used in SCAT activities.

Wildlife Committee

Matt Bernard explained that the Wildlife Committee is still working on developing their Wildlife Section which will be added to the NWACP in Section 9000. He also announced that they have some new committee members including Oregon Department of Fish & Wildlife.

Steering Committee

Matt Bernard updated the committee on the latest happenings in the Steering Committee. He stated that the 2005 NWACP (Northwest Area Contingency Plan) is published and on the [website](#). The 2005 Strategic Plan has been finalized. The committee will meet with the workgroup chairs in July to go

over workgroups contribution to the Strategic Plan. He stressed use of the website to gather information and to give comments to GRPs or the NWACP and most importantly to utilize the Lessons Learned section. Next meeting will be combined with the RISC (Regional Interagency Steering Committee) during the September RRT / NWAC meeting in Boise, ID Sept. 20/21/22.

PACIFIC STATES / BRITISH COLUMBIA TASK FORCE

Jean Cameron gave an [update](#) on the Task Force's Places of Refuge Annex to their Contingency Plan. Her presentation explained the steps of the Annex. She went into details on how the Annex guides you through the response. She also explained templates that are used to gather information on coastlines and to identify "Places of Refuge". She iterated that public comments as well as comments from the NWAC were incorporated into the Annex.

Ms. Cameron then presented progress made at the Truck Rollover Roundtable. She explained that there were response authorities from multiple agencies on hand to present case studies. She said that industry professionals were on hand as well to give their perspectives. She discussed various things professionals in the industry are doing to help prevent and respond to Truck Rollover Spills. The Task Force's [website](#) contains all of the notes from the Roundtable amongst other useful information regarding spills occurring in the Pacific States and British Columbia. Mark Miller (NOAA) asked if independent truck drivers transport HAZMAT and whether or not the same regulations apply to them. Jean could not answer with 100% assurance but was pretty sure they do. Matt Bernard explained that independents do have to adhere to DOT regulations.

UNIFIED COMMAND LESSONS LEARNED

Overview of Lessons Learned Documentation / Action Process

Matt Bernard explained the importance of taking things learned in a response and applying them to future responses. Linda Pilkey-Jarvis (WA Ecology) explained that it is a bit pre-mature to present the process as it is not completely worked out yet. She iterated the importance of documenting the lessons learned and getting them out to the response community for action. She discussed using the RRT / NWAC [website](#) to store these lessons learned and to allow for comments from professionals implementing them.

Foss 248-P2 Spill

Tedd Hutley (USCG Sector Seattle) [presented](#) lessons learned from this spill to the committee. He explained that the OSC report just came out so it is a good time to go over lessons learned. He discussed some tools used to develop the lessons learned. There were several post-spill "Hot Washes" with agencies and contractors to discuss rights and wrongs that happened during the response. They developed a lessons learned form during this process for all responders to fill out and attach to the documentation.

Mr. Hutley then went on to discuss the response details and what resources were impacted. Amongst the members of Unified Command were a Tribal OSC and a Local OSC along with the Federal, State and RP (Responsible Party) to total 5 members. Explanations of lessons learned on the response are detailed in the presentation given by Mr. Hutley, but a short list is below:

- Make sure individuals entering Unified Command have proper authorities.
- Don't demobilize the Liaison Officer too early.
- During a response make sure every branch (e.g. Wildlife) follows the ICS structure.
- Utilize GRPs, they work very well, but all GRPs must be tested during all weather and tide conditions.

- Designate most experienced personnel for over-flights.

Linda Pilkey-Jarvis asked if there is an internal mechanism to pass on lessons learned. Mr. Hutley noted that there is a central database within the Coast Guard but there is no solid way to make Unified Command adhere to the lessons learned, just a way to notify people to the presence of the database. Mark Miller commented on the importance of SCAT consistency and the presence of guidance manuals on NOAA's [website](#).

Dalco Passage Spill

Amy Cocanour (USCG) provided an overview of lessons learned from the spill to the committee. First she presented a quick overview of details of the spill. She then went on to detail the lessons learned from the spill. Listed below are the lessons pointed out in the presentation, details on each are found within the power point.

- Establish a Deputy Operations position during large responses.
- Unified Command and JIC personnel should create a long term Outreach plan to keep the media informed and on a schedule for updates.
- Establish a Liaison Officer early in the response, this helps give credibility by establishing links to outside resources to help guide the response.
- Assure any correspondence to the public requesting feedback be dated and removed after the response.
- GRPs calling for >500 ft of boom need to be modified, make GRPs more operationally achievable.
- Establish shoreline sign-off templates and utilize them for consistent sign-offs.
- When applicable establish a long term monitoring plan with volunteer local residents who see the affected area every day.

Ms. Cocanour iterated that Unified Command did apply lessons learned from the Foss 248-P2 Spill on the Dalco response. She also re-stated the need for a central database for lessons learned during a response.

Cultural Resource Issues

Preston Sleeper (DOI) presented lessons learned regarding Cultural Resources. He discussed The Dalles Train Derailment where Hazardous Materials were removed from areas culturally and religiously significant to the Warm Springs Tribe. The material was then brought back to the site at an additional expense. This prompted a meeting where it was determined that during a response the SHPO (State Historic Preservation Office) databases should be used. These databases store geographic information regarding culturally sensitive areas. He then explained how the database was used on the Bonneville Dam spill. The Unified Command was able to identify sensitive areas that are off limits to river access and then determine how to attack the spill. The database was again used on the Foss Spill and was useful because the Tribal Officer assigned to the spill was not safety trained therefore was not allowed on scene.

CASE STUDIES

Millicoma Barge at Cape Disappointment

Dave Byers (WA Ecology) [presented](#) the details of responding to the grounding of the Millicoma Barge at Cape Disappointment to the NWAC. The Unified Command consisted of WA Ecology, US Coast Guard and FOSS Maritime. He iterated their success in implementing lessons learned from the Foss Spill including the early mobilization of a Liaison Officer. He stated that due to the location of the grounding Safety was of utmost importance and said an OSHA inspector came by and was impressed

with Unified Command's efforts. He then discussed the Salvage Plan to move the barge and praised the design as it worked exactly as planned. A member from the audience also acknowledged the coordination of moving the barge from Washington waters to a Place of Refuge in Oregon waters. More details of the response are explained in the power point presentation.

Kamela Train Derailment

Mike Renz (ODEQ) presented details from the Kamela Train Derailment response to the committee in place of the FOSC Andy Smith (USEPA). He explained that this was a remote location and the report the NRC (National Response Center) got was wrong and lacking important information. The anhydrous ammonia tank car was the primary priority once on scene. He reiterated the urgency of assessing the ammonia tank car and Unified Command learned that it was 39 years old and damaged, but not severely. 10 refrigerator (refer) cars full of fuel were also damaged and it was estimated that 900 gallons of diesel were spilled. He explained that as one source of diesel was contained they would find another. Currently the Site Restoration phase of the response is going on. He stated that in Unified Command's opinion the removal of the rail cars caused the most damage to the environment. It is suspected that when the ground dries out crews may find other "lost" sources of fuel not found initially. Lessons learned include the difficulty to identify and mobilize important players to remote sites and lack of ability to trust initial assessments from train crews. More details on the derailment can be found in the power point presentation.

STATE HISTORICAL PRESERVATION OFFICE

Information on what the Oregon SHPO (State Historic Preservation Office) does and can provide was [presented](#) to the NWAC by archeologist Susan DeFreitas (Oregon SHPO). She explained how each state has a SHPO but each one is organized differently. She summarized the state and federal laws that dictate use of cultural resources. She handed out an information sheet with websites and phone numbers to be used for further research. She explained how each SHPO office administers the cultural resources database and it is restricted to use by certified professionals in order to prevent looting. She discussed coordination with BLM and US Forest Service to combine information and to digitize old paper maps into ArcGIS. When a response official calls the office they access the GIS database, Township and Range is preferred but Latitude and Longitude can be used to pin point a location. She stated that the Oregon SHPO [website](#) has a wealth of information regarding Tribal contact information and other explanations of services they provide. In response to a question from the audience, she explained that their database is not all encompassing, and that contacting SHPO does not replace contacting the tribes. She ended by stating that if excavation is going to happen, contact SHPO. More details are available in the [power point](#).

NOAA CRITICAL HABITAT RE-DESIGNATIONS

Randy Tweten (NOAA National Marine Fisheries Service (NMFS)) with the La Grande field office [presented](#) the recent Critical Habitat Re-designations to the committee. He explained that the re-designations shown today are for inland Steelhead and Salmon areas only. Each designation is separated by ESU (Evolutionary Significant Unit). The critical habitat used to be any where there is water, the re-designations further delineate habitat into smaller units and classify as occupied vs. unoccupied. He explained the NWACP Oil Spill Biological Opinion and how it is used to guide responses and allows for "reasonable and prudent measures" to minimize disturbance of habitat. He further explained that if response officials adhere to the Biological Opinion, they are in turn following the ESA (Endangered Species Act). In some cases where the Biological Opinion doesn't encompass the response a "tiered consultation" is necessary. He explained that it is a verbal activation of the Biological Opinion that will be followed with a paper trail. The Biological Opinion can be found at www.nwr.noaa.gov, maps and Critical Habitat designations can also be found on the website. He went on to explain about Monitoring Reports. These are documents how the Biological Opinion was used in a response and provide feedback on the Biological Opinion. Further details of the presentation are contained in the power point.

THE DESCHUTES RIVER AS AN ENVIRONMENTAL AND ECONOMIC RESOURCE PLAN (STAKEHOLDER PANEL)

Jack Wylie (ODEQ) introduced federal stakeholder Lynnette Ripley (BLM) and state stakeholder Bill Crawford (OR State Parks) to explain environmental and economic resources on the Lower Deschutes River. Mr. Crawford started by explained the economic value the river brings to the state. He discussed numbers from a public survey of State Park users in 2000. 51,000 groups of campers and 451,000 day users spent a total of \$67,000,000 using state land along the Deschutes river. Monies generated flows back into the state and local economies. He described some of the services the state provides at the parks which include interpretive walks about cultural and environmental resources that add to the public education and appreciation of the Deschutes river environment.

Ms. Ripley explained how she oversees the use of BLM land in and around the Lower Deschutes River. She showed everyone the area Management Plan that was written in 1993, and explained that some of the guidelines stipulated in the plan are just now being implemented, such as the limited use policy. She stated that on average the stretch of river sees about 250,000 people / year and at peak time they can check in 2,700 boaters in one day for a 13 mile stretch of river. She iterated that a hazardous material spill is not just about the environment, it's about the people using the environment. She stressed the need for an evacuation plan for masses of people and staff. She went on to identify communication as the biggest hurdle to clear in an emergency situation in that area. She explained that utilization of agency staff would be a great benefit to Unified Command in an incident. Economically BLM generates ~\$500,000 / year on the Lower Deschutes River. River wide there is 8 agencies involved in management, therefore coordination is a priority. She mentioned that in the Management Plan the marketable values of the river include recreation, fisheries, botanical, wildlife, geology and cultural. She stated that with the recreation value of this river, you get commercial opportunities. There are 108 commercial outfitters providing white water and fishing guides on the Deschutes making this a giant economic resource in each community on the river. She proposed the addition of an evacuation plan to the GRP. Ms. Berkley went on to reiterate the need for local agencies to make a connection with the Incident Command during a response so the people who know the river best, along with local law enforcement, can help evacuate those in danger.

There was then a lengthy discussion with members of the panel, audience and committee that essentially reiterated points made earlier regarding coordination efforts between local agencies and the Incident Command.

AGENCY UPDATES

US Forest Service

David Summer announced that the ICS 520 class (80 hr Advanced Incident Command System) was given recently and 15 participants were from the Northwest. He stated that the NRP rollout has been going on for a while now, even though people are just starting to realize its relevance. He mentioned that they sent 16 people from WA & OR to FEMA Region 9 to work on emergency response roles during a large catastrophe. He also applauded the efforts of people getting ICS training and stressed the importance of ICS during a response.

Army Corps of Engineers

Vic Yoshino stated that the Corps is working on solving problems regarding site specific 404 work permits. He also added to David Summers' sentiments on the NRP noting that the Corps has been a bit slow with the rollout. He announced the Corps involvement in the MTR exercise in Seattle.

Food and Drug Administration

Meriam Burbock announced that she had no update at this time

Agency for Toxic Substances and Disease Research

Greg Thomas mentioned that he was filling in until the replacement for the previous RRT representative is hired.

Department of Energy

Kathy Beecher announced that since 9/11 the RAP (Radiological Assistance Program) teams, locally out of Richland, WA) have taken on search responsibilities. She said that over the last few years more assets have been spread out across the nation. She mentioned an ingestion exercise in June at Hanford. There has not been an exercise like this since 1993.

US Navy

Tammy Brown announced the availability of a SCAT course that was developed after the DALCO Passage spill, and if anyone is interested they were willing to bring it to other agencies.

Department of the Interior

Preston Sleeper also announced his agencies preparation for rolling out the NRP and acknowledged the difficulty of doing so especially in a Department with a diverse base of agencies. He mentioned that they are getting people involved in exercises and trainings more and more.

Federal Emergency Management Agency

Mike Hammond announced articles he had brought to the meeting including many on NIMS (National Incident Management System). He also brought a HAZMAT update, a new copy of the FEMA lending library and a number of CD-ROMs with reference information on WMD, Managerial Training as well as Radiological, Chemical and Biological substances.

National Oceanic and Atmospheric Administration

Mark Miller announced a large restructuring of NOAA over the past year and as a result the RRT representatives are changing. He mentioned that Gary Shiganoka, a biologist from the Seattle office, will replace him as the primary RRT representative and Ruth Yender will be the alternate.

State of Idaho Department of Homeland Security

Mary Halverson mentioned that she is updating Idaho's stand alone HAZMAT plan and should be done soon. If anyone is interested in a copy contact her. She also stated that all of Idaho's directors have taken DHS's IS 700 and 800. She mentioned a State Homeland Security Conference in Lewiston, ID the last week of September, interested parties should contact her.

US Coast Guard (Sector Seattle)

Mark Dix announced a name change and reorganization of MSO Puget Sound. MSO Puget Sound, VTS Puget Sound and Group Seattle have all melded together to become Sector Seattle. Chip Boothe explained that geographic responsibilities will remain the same, just name changes to each area. Mark then asked all agencies to change the names in documents where applicable. He showed a [power point](#) of the new organization of the Sector. The Sector is 350 strong consisting of officers, enlisted, civilians and reserves. In addition to the above changes, all email addresses have changed to FirstName.MI.LastName@uscg.gov. The Sector is also moving to a new building in about a year, it will house the entire Sector. Mark added that Captain Ellis sends his regrets for not being here as he is retiring in 15 days; his retirement ceremony is on June 17th.

Mark announced 260 spill reports this calendar year compared to 560 all of last year. Case load has increased but spill volume has decreased by more than half. Mark then went on to explain some recent interesting cases. Chip Boothe then announced that Bill Whitson retired in March, and District Commander Admiral Jeffery Garrett is retiring in July. He also stated that his staff response group developed an ICS Leadership course that focuses on the cross-pollination of the branches within ICS.

Commander Anthony Lloyd with the National Strike Force's Pacific Strike Team explained his team's availability and the resources that they provide. He noted that they are there for support and do not assume authority. They can be contacted at (415) 883-3311.

Oregon Department of Environmental Quality

Chuck Donaldson acknowledged the assets of the EPA and Coast Guard are ones that the State of Oregon uses frequently during responses. He also announced that the Oregon Legislature has its first work session on June 3rd to create the Oregon Homeland Security Department. The office had been created by the governor but will now take on the status of a full agency (NOTE: The Legislature did not follow through with the creation of the Oregon Homeland Security Department). He added sentiments regarding current and ongoing incidents.

Washington Department of Ecology

Dave Byers announced himself as filling in for Dale Jensen. He then talked about the Pre-Booming legislation that was passed during the last session. The Department has been tasked to put together rules for pre-booming when reasonable and is in the process of doing so with a deadline of June 2006. He stated that Ecology is doing an assessment of Washington's Oil Spill Response Capabilities in lieu of a Task Force Recommendation. The study will focus on the Vessel Opportunity System, similar to what is used in Alaska. The state has issued a reduction of about 46 mid level management positions within the Department, and approximately 2-3 within the response program. Ecology has been tasked to implement a statewide regional HAZMAT response team system, funded through Homeland Security. They have issued a RFP for a statewide HAZMAT team survey capability analysis to help with the creation of the teams. He also mentioned that last year Ecology cleaned up 1,341 drug labs in the state and this year is on par with last year, but stated that the budget has steadily decreased.

US Coast Guard (Sector Portland)

Dan Pippenger announced that the current Captain is retiring in July. They are continuing preparations for a large scale exercise in March 2006 where Conoco-Philips will be the RP and are having an incident response planning workshop on July 18th – 22nd in Portland.

WRAP-UP

Jack Wylie announced the availability of the New Carissa Restoration Plan on the BLM [website](#). Chip Boothe wrapped up the meeting by thanking the participants and acknowledging the importance of the Committee.

Meeting Adjourned