**CENWP-OD** **August 11, 2016**

**MEMORANDUM FOR THE RECORD**

**Subject: DRAFT minutes for the 11 August 2016 FPOM Hazmat Response Task Group meeting.**

The meeting was held at the Columbia Room, CRITFC office, Portland, OR. In attendance:

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| --- | --- | --- | --- |
| **Last** | **First** | **Agency** | **Email** |
| Hausmann | Ben | NWP-BON | Ben.J.Hausmann@usace.army.mil |
| Conder | Trevor | NOAA | [trevor.conder@noaa.gov](mailto:trevor.conder@noaa.gov) |
| Cordie | Robert | NWP-TDA | [Robert.P.Cordie@usace.army.mil](mailto:Robert.P.Cordie@usace.army.mil) |
| Bettin | Scott | BPA | [swbettin@bpa.gov](mailto:swbettin@bpa.gov) |
| Kovalchuk | Erin | NWP | Erin.H.Kovalchuk@usace.army.mil |
| Setter | Ann | NWW | [Ann.l.setter@usace.army.mil](mailto:Ann.l.setter@usace.army.mil) |
| VanDyke | Erick | ODFW | erick.s.vandyke@state.or.us |
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Hausmann called in.

1. **Decisions made at this meeting:**
   1. A sentence stating that the Project Biologist has control over the fish ladder situation in a catastrophic scenario needs to be added to the Fish Passage Plan.
   2. Each project needs to create a plan to give to Incident Command that consists of a map of all water routes with elevations, develop flow charts to determine the time travel of oil and list possible responses for each fish passageway including equipment and personnel needed.
2. **Task Group Updates**
   1. Cordie presented TDA’s Hazmat Response Plan via PowerPoint Presentation and explained the potential responses. Most of the oil traveling through the gorge is the Bakken oil that floats on the water surface and the response plan is based on this oil. The plan does not include a complete list of things that could be spilled and all responses are potentials depending on the situation. Emergency operations override the FPP. **There needs to be a sentence in the FPP that project biologist has control over the fish ladder situation in catastrophic scenario.** Decisions about shutting down the ladder, allowing oil to enter the ladder and how many fish will be affected are on a case by case basis. There is research that has been done on salmon and oil that may help make an educated decision about when to close a fish passageway. Cordie referred to one study that says salmon don’t necessarily stop migrating in oil but it may increase their chance of straying from their natal stream.
   2. Each project needs to be prepared to inform the incident command center and how to make a decision. Bettin suggested developing a flow chart to show how long it will take for oil to travel to your project and how long you have to make decisions. Bettin recommended a map of all water routes at each dam with elevations so you know where oil could potentially go. **Each project map should create a map with potential responses for each fish passageway.** It is important to note how long each choice takes, crane/equipment involvement and number of people involved.
   3. TDA purchased a boom that will be permanently installed in front of the east exit. BON already has permanent boom in place in front of all fish exits. JDA has deflection/debris booms in place. TDA plan is to put out absorbent boom behind the permanent boom in an oil spill. Absorbent booms are located in yellow boxes around the dam.
   4. To help with water travel time, Fish Passage Center and Dave Benner were suggested as possible resources.

Next meeting in two months.