

GRAYS HARBOR COUNTY CEMP

Transportation

This document serves as Emergency Support Function #1 (ESF#1) of the Grays Harbor County Comprehensive Emergency Management Plan (CEMP).

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Primary Agencies:

Grays Harbor County Public Works
Grays Harbor County Sheriff's Office
Municipal Police Departments
Municipal Public Works Departments
Port of Grays Harbor
WA State Department of Transportation (WSDOT)
Washington State Patrol (WSP)

Support Agencies:

Bureau of Indian Affairs
Cascade natural Gas
Confederated Tribes of the Chehalis Reservation
Federal Aviation Administration
Grays Harbor County (All Departments)
Grays Harbor County Emergency Management (GHC EM)
Grays Harbor PUD
Grays Harbor Transit
Local Timber Companies
Municipalities (All departments and municipal airports)
Puget Sound and Pacific Railroad
Quinault Indian Nation
School Districts
US Army Corps of Engineers
US Coast Guard
US Forest Service
Washington State Department of Natural Resources (DNR)
Washington State Parks and Recreation

Washington State Utilities and Transportation Commission

Introduction

Purpose

Emergency Support Function 1 Transportation (ESF #1) focuses on disruption of the countywide and regional transportation systems requiring inter-jurisdictional coordination and information sharing. Transportation disruptions can occur because of direct impacts upon the transportation infrastructure or from surges in requirements placed upon the transportation system by emergencies in other functional areas.

Scope

The Countywide and regional transportation system consists of roads, bridges, transit, rail, airports, and seaports. Activities within the scope include:

- Coordinate transportation activities and resources during the response phase immediately following an emergency disaster.
- Facilitate damage assessments to establish priorities and determine needs of available transportation resources.
- Coordinate restoration and temporary repair of critical transportation facilities and systems during the recovery phase from an emergency or disaster, including transit, roads and bridges, rail, and airport and seaport operations.
- Coordinator local, state, and federal agencies; cities, special purpose districts; and private partners.

Situation

The focus of the Grays Harbor County Emergency Operations Center (EOC) will be to support Incident Command and regional transportation response activities for emergencies and disasters that affect Grays Harbor County.

Impacted organizations will utilize, to the greatest extent possible, day-to-day policies to facilitate the integrity of transportations, except when the situation requires exceptional policy changes or modifications.

Each primary and support agency will conduct inspections of its infrastructure after an emergency or disaster. The appropriate agency will prioritize repairs until Incident Command provides direction and control.

Planning Assumptions

It is neither implied nor should it be inferred that this plan guarantees a perfect emergency or disaster response will be practical or possible. No plan can shield individuals from all events. While every reasonable effort will be made to respond to emergencies or disasters, resources and/or systems may be overwhelmed. Some events provide little or no warning to implement operational procedures and all emergency plans are dependent upon tactical execution, which

may be imperfect. This plan can only be fulfilled if the situation, information exchange, extent of actual capabilities and resources are available at the time of the incident.

Concept of Operations

General

In accordance with the Comprehensive Emergency Management Plan (CEPM) and this ESF, the primary and support agencies are responsible for coordinating transportation response and providing recovery support and services to assist in Grays Harbor County's transportation system integrity through the Incident Command System. The Grays Harbor County Emergency Operations Center (GHC EOC) will collect damage assessment reports for transportation systems within the county as soon as possible after an event. Local jurisdictions will forward their requests for assistance to the EOC after exhaustion of jurisdictional and mutual aid. The EOC will prioritize and coordinate requests between and among various jurisdictions and agencies.

The Multi-Agency Coordination (MAC) Group will develop guidance for the coordination of transportation resources and the identification of emergency transportation routes for the movement of people, equipment, and supplies. County departments, the private sector, volunteer organizations, federal agencies, and other local jurisdictions may provide additional transportation.

When transportation requests exceed the capability of jurisdictions, agencies, and the County, the Incident Commander should identify the required typed resources and make their request through the EOC. GHC EOC will coordinate transportation activities with the state.

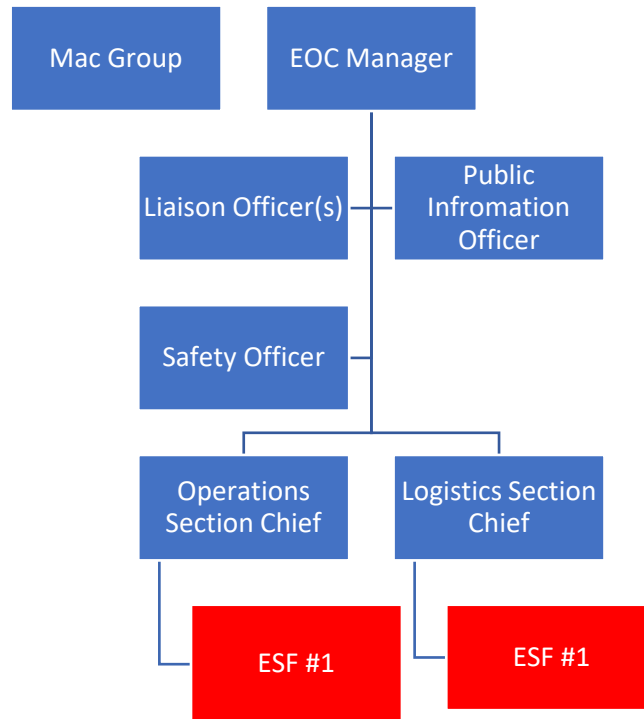
Development of evacuation plans through the Incident Command System will be a coordinated effort among the primary agencies. Mass evacuation operations may include Grays Harbor Transit and school district transportation resources as well as private carriers.

Depending on the nature of emergency, an airfield within Grays Harbor County may be designated as the primary airfield for aircraft transporting resources. Marine assets with transport capacities, such as the US Coast Guard and private charter companies may transport people and materials when necessary. The Port of Grays Harbor infrastructure is available to transfer cargo as needed. Reconnaissance of disaster-impacted areas by aircraft may be essential.

Organization

ESF #1 may activate for small, localized events or a widespread regional or catastrophic event. Because a wide range of emergencies may require the implementation of the CEMP, the lead organization during those activations may shift depending on the incident. ESF #1 within the EOC may be an operational component or a logistical component, depending on the emergency.

Below, ESF #1 is listed in both places. However, in the event of an emergency, the EOC Manager will designate whether ESF #1 is an operational or logistical component of the EOC.



Coordination will require a collaborative approach possibly involving Incident – Complex, Unified Command and/or Area Command. ESF #1 relies heavily on the partnerships and collaborative efforts of all primary and support agencies involved. All emergency operations, whether occurring on-site, at the jurisdiction level, at the EOC or through Incident Command will follow the principles identified in NIMS.

Washington State Department of Transportation (WSDOT) Mutual Aid

Grays Harbor County Public Works maintains a mutual aid agreement with the Washington State Department of Transportation (WSDOT) for assistance. This agreement provides the framework for immediate assistance to protect life and property by facilitating the cooperation between the County and WSDOT.

If the County has not declared an emergency proclamation, mutual aid can be requested by ESF #1 to WSDOT in accordance with RCW 39.34. For Mutual Aid to be requested, ESF #1 will fill out a Public Works Emergency Response Assistance under Chapter 39.34 RCW Form and submit it to WSDOT.

If the County has a declared emergency proclamation, mutual aid can be requested by ESF #1 to WSDOT in accordance with RCW 38.52. For Mutual Aid to be requested, ESF #1 will fill out a Public Works Emergency Response Assistance Chapter 38.52 RCW Form and submit it to WSDOT.

When WSDOT is responding to Grays Harbor County, WSDOT will send a liaison to the GHC EOC, when available.

Phases of Emergency Management

Mitigation Activities

- Regularly inspect public transportation systems for deterioration and make necessary repairs to keep them in response ready condition.
- Ensure to the extent possible that potential slide areas and areas of slippage do not interfere with roadways.
- Maintain all essential equipment in response ready operating condition.
- Maintain at the EOC up-to-date contact lists on essential personal and NIMS compliant resource typing information on their equipment.

Preparedness Activities

- Develop and maintain standard operating procedures and checklists dealing with transportation response.
- Assure that all personnel receive training in their responsibilities according to departmental standard operating procedures and checklists.
- Develop and maintain a chain of command to ensure continuity within department.
- Assign and train personnel to appropriate level NIMS/ICS training in order to function effectively in Incident Command and assist in coordination of transportation issues.
- The list of roads, bridges, and transportation points as well as critical transportation links within Grays Harbor County. All agencies should be aware of these and develop procedures to keep transportation operating in the event of an emergency or disaster.
- Provide the EOC with current emergency contact information (24/7) from each primary and support agency.
- Ensure that a continuity of operations plan is in place to maintain essential service.
- Participate in drills and exercises to test existing plans and procedures.

Response Activities

- Assure representation at the EOC or ICP, as appropriate and as available.
- Report to Incident Command any known or suspected damage to infrastructure of the primary agency or other infrastructure for which the agency is responsible.

Recovery Activities

- Primary agencies will conduct inspections of infrastructure after an emergency or disaster. The appropriate agency will prioritize repairs until Incident Command provides direction.
- All agencies involved in recovery efforts will complete detailed cost accounting. If a Presidential Disaster is declared, and there is a potential for federal and/or state assistance, this accounting will be critical to recovery and reimbursement.
- All agencies will participate in post-disaster briefings and development of an After-Action Report.

Responsibilities

All Primary Agencies

- Dispatch trained emergency responders for the provision of essential services.
- Provide liaison to the EOC as indicated.
- Provide an assessment of damages and operational status of transportation facilities and structures to Incident Command.
- Identify and coordinate the critical lifeline routes and communicate status to their transportation liaison in the EOC.
- Make temporary emergency repairs, bypasses, or alterations for provisional restoration of transportation lifelines, facilities, and structures.
- Coordinate through Incident Command with local transit authorities to identify lifeline routes and to maintain those routes through debris removal.
- Assist first responders with barricades and other traffic related supplies and expertise.
- Return activities to normal levels as soon as possible following the emergency or disaster, unless involved with recovery activities.
- Implement internal emergency operations plans.
- Develop a disaster recovery plan that addresses the long-term restoration and continuity of transportation services and facilities following an emergency or disaster.

State, County, and City Public Works Agencies

- Provide liaison to the EOC, as available, to coordinate emergency response and early recovery.
- Coordinate with neighboring jurisdictions in support of this ESF (i.e., reroutes, lifelines, restoration, etc.).

- Determine usable portions of the county's transportation system to coordinate and control emergency traffic regulations in conjunction with appropriate law enforcement agencies.
- Report operational status and resource requirements to Incident Command.
- Provide vehicles, equipment, materials, supplies, and on-site vehicle repairs necessary to maintain or restore transportation systems as resources and safety allow.

Port of Grays Harbor

- Report damage assessments and operational status to EOC.
- Conduct temporary repairs to restore airport, boat launch, marina operations, and marine terminal operations as possible.
- Provide airport and marine terminal facilities and space for an emergency or disaster staging area as needed.
- Open airfield, marine terminal, and cargo equipment for the transport of needed resources for adequate response and recovery operations.
- Coordinate with US Army Corps of Engineers and the US Coast Guard Captain of the Port to ensure shipping lanes are passable.

Washington State Department of Transportation in conjunction with the Washington State Patrol

- Perform all duties necessary to protect state highways.
- Remove or reduce hazards on the highways that could endanger the traveling public.
- Close or restrict any portion of a state highway whenever its unrestricted use or continued use will result in damage.
- Reconstruct, repair, and maintain state highways, bridges, and alternate routes in accordance with previously executed agreements. WSDOT is authorized to perform maintenance and construction work off the state highway right-of-way to protect the facility and the traveling public (RCW 47.32.130).
- Mobilize personnel and equipment required for emergency engineering services on state highways.
- Assist WSP by providing vehicle traffic control, providing assistance in rerouting vehicle traffic around or away from an affected area, providing equipment and materials, and investigating injury reports and equipment loss.
- Provide assistance for hazardous materials incidents per ESF #10.
- Provide status information and damage assessments to Incident Command through the WSDOT liaison.
- Provide reader-board and signage resources when requested and if available.
- Provide air reconnaissance of disaster-impacted area when requested and if available.

State, County, and Local Law Enforcement

- Assist in emergency traffic control.

- Assist with maintaining traffic flow and enforcing transportation usage priorities.
- Provide damage assessment information to Incident Command.
- Plan and direct evacuation operations through Incident Command.

Support Agencies

Grays Harbor County Emergency Management

- Activate the EOC in support of field operations.
- Assist in developing agreements or contracts with transportation resources.
- Coordinate public information and support public information officer (PIO) and/or Joint Information Center (JIC) per ESF #15.

Puget Sound and Pacific Railroad

- Provide support through available resources for transportation-related emergencies in Grays Harbor County as appropriate.

US Coast Guard

- Provide support coordinated through Incident Command for transportation-related emergencies in Grays Harbor County as appropriate.

Grays Harbor Transit and School Districts

- Participate in evacuation planning and support the EOC and Incident Command, as possible.
- Provide damage assessments to Incident Command.

References

State Statutes and Regulations:

- RCW 38.52, Emergency Management
- RCW 39.34, Interlocal Cooperation Act

Washington State Department of Transportation Agreements:

- GCB 3187
- GCB 3207

Acronyms

| | |
|----------|---|
| AAR | After Action Review/Report |
| ACCESS | A Central Computerized Enforcement Service System |
| AEC | Grays Harbor Auxiliary Emergency Communications |
| ARC | American Red Cross |
| AWC | Alert and Warning Center |
| CAA | Clean Air Act |
| CAMEO | Computer Aided Management for Emergency Operations |
| CEMNET | Comprehensive Emergency Management Network |
| CEMP | Comprehensive Emergency Management Plan |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CHEMTREC | Chemical Transpiration Emergency Center |
| DMAT | Disaster Medical Assistance Team |
| DMCC | Disaster Medical Control Center |
| DMORT | Disaster Mortuary Operational Response Team |
| DNR | Washington State Department of Natural Resources |
| DOH | Washington State Department of Health |
| DSHS | Washington State Department of Social and Health Services |
| E911 | Grays Harbor Emergency Communications |
| EAS | Emergency Alert System |
| ECY | Washington State Department of Ecology |
| EHS | Extremely Hazardous Substances |
| EMD | Emergency Management Division |
| EMPC | Emergency Management Planning Committee |
| EMS | Emergency Medical Services |
| EPCRA | Emergency Planning and Community Right-to-Know Act |
| ERG | Emergency Response Guide Book |

| | |
|---------|---|
| ESF | Emergency Support Function |
| GETS | Government Emergency Telecommunications Service |
| GHC EM | Grays Harbor County Emergency Management |
| GHC EOC | Grays Harbor County Emergency Operations Center |
| IC | Incident Commander |
| ICS | Incident Command System |
| ICP | Incident Command Post |
| JIC | Joint Information Center |
| JIS | Joint Information System |
| LECC | Local Emergency Communications Committee |
| LEPC | Local Emergency Planning Committee |
| NAWAS | National Warning System |
| NIMS | National Incident Management System |
| NOAA | National Oceanic and Atmospheric Administration |
| NRC | National Response Center |
| NRF | National Response Framework |
| OSCCR | On-Scene Control and Coordination Radio |
| OSHA | Occupational Safety and Health Administration |
| PIO | Public Information Officer |
| PSAP | Public Safety Access Point |
| RCW | Revised Code of Washington |
| SDS | Safety Data Sheet |
| SEOC | State Emergency Operations Center |
| SERC | State Emergency Response Commission |
| SOP | Standard Operating Procedures |
| TERC | Tribal Emergency Response Commission |
| UC | Unified Command |

WAC Washington Administrative Code

WEA Wireless Emergency Alerts

WPS Wireless Priority Service