

Emergency Support Function 1

Transportation

ESF Coordinator

Grays Harbor County Division of Emergency Management

Primary Agencies

Grays Harbor County Public Works
Division

WA State Department of
Transportation

Municipal Public Works Departments
Port of Grays Harbor

Washington State Patrol
County and City Law Enforcement

Support Agencies

Grays Harbor County (all
departments)
Municipalities (all departments and
municipal airports)

Federal Aviation Administration
US Army Corps of Engineers
US Forest Service
US Coast Guard

Grays Harbor Transit
School Districts

Bureau of Indian Affairs
Quinault Indian Nation

Grays Harbor PUD
WA State Parks

Confederated Tribes of the Chehalis
Puget Sound and Pacific Railroad

WA State Department of Natural
Resources

Cascade Natural Gas

WA State Utilities & Transportation
Commission

Local Timber Companies

I. INTRODUCTION

A. 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.

B. Scope

1. The countywide and regional transportation system consists of roads, bridges, transit, rail, airports, and seaports. Activities within the scope include:
 - a. Coordinate transportation activities and resources during the response phase immediately following an emergency or disaster.
 - b. Facilitate damage assessments to establish priorities and determine needs of available transportation resources.
 - c. 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.

- d. Coordinate local, state, and federal agencies; cities; special purpose districts; and private partners.
2. ESF#1 includes planning for the evacuation of citizens due to natural or man-made disasters. See Attachment A.

II. POLICIES

- A. 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.
- B. Impacted organizations will utilize, to the greatest extent possible, day-to-day policies to facilitate the integrity of transportation, except when the situation requires exceptional policy change or modification.
- C. 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.
- D. Primary and support agencies will ensure that a continuity of operations plan is in place to maintain essential services.
- E. Primary and support agencies will participate in drills and exercises to test existing plans and procedures.
- F. All Grays Harbor County and municipal agencies will maintain at the EOC up-to-date contact lists on essential personnel and NIMS compliant resource typing information on their equipment.
- G. Primary and support agencies will participate in post-disaster briefings and development of an After Action Report.

- H. 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.

III. CONCEPT OF OPERATIONS

A. General

1. In accordance with the Comprehensive Emergency Management Plan (CEMP) 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.
2. The Grays Harbor County Emergency Operations Center (EOC) will collect damage assessment reports for transportation systems within the county as soon as possible after the event.
3. Local jurisdictions will forward their requests for assistance to Incident Command after exhaustion of jurisdictional and mutual aid. Incident Command will prioritize and coordinate requests between and among various jurisdictions and agencies.
4. Incident Command will develop guidance for the coordination of transportation resources and the identification of emergency transportation routes for the movement of people, equipment, and supplies.
5. County departments, the private sector, volunteer organizations, federal agencies, and other local jurisdictions

may provide additional transportation. The requesting party and provider should develop prior agreements whenever possible for those resources that have associated fees.

6. When transportation requests exceed the capability of jurisdictions, agencies and the County, Incident Command will coordinate transportation activities with the state.
7. Development of evacuation plans through the Incident Command System will be a coordinated effort among the primary agencies.
8. The Port of Grays Harbor Bowerman Airfield will become the primary airfield for large aircraft transporting resources. Attachment B lists public use airports in Grays Harbor County.
9. Mass evacuation operations may include Grays Harbor Transit and school district transportation resources as well as private carriers.
10. 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.
11. Reconnaissance of disaster-impacted areas by aircraft may be essential.

B. Organization

1. 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. Coordination will require a collaborative approach possibly involving Incident – Complex, Unified Command and/or Area Command.
2. This ESF relies heavily on the partnerships and collaborative efforts of all primary and support agencies involved.
3. 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.

C. Procedures

1. If an emergency exists that requires outside transportation resources, Incident Commander shall identify the required typed resources and make their request through the EOC.
2. As appropriate and available, each primary and support agency will assign a liaison to the EOC and/or the Incident Command Post (ICP).

D. Phases of Emergency Management

1. Mitigation Activities

- a. Regularly inspect public transportation systems for deterioration and make necessary repairs to keep them in response ready condition.
 - b. Ensure to the extent possible that potential slide areas and areas of slippage do not interfere with roadways.
 - c. Maintain all essential equipment in response ready operating condition.
2. Preparedness Activities
- a. Develop and maintain standard operating procedures and checklists dealing with transportation response.
 - b. Assure that all personnel receive training in their responsibilities according to departmental standard operating procedures and checklists.
 - c. Develop and maintain a chain of command to ensure continuity within department.
 - d. 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.
 - e. The list of roads, bridges, and transportation points in Attachment C are 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.

- f. Provide the EOC with current emergency contact information (24/7) from each primary and support agency.

3. Response Activities

All Primary and Support Agencies

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

4. Recovery Activities

- a. Primary agencies will conduct inspections of infrastructure after an emergency or disaster. The appropriate agency will prioritize repairs until Incident Command provides direction.
- b. 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.

IV. RESPONSIBILITIES

A. All Primary Agencies

1. Dispatch trained emergency responders for the provision of essential services.
2. Provide liaison to the EOC as indicated.
3. Provide an assessment of damages and operational status of transportation facilities and structures to Incident Command.
4. Identify and coordinate the critical lifeline routes and communicate status to their transportation liaison in the EOC.
5. Make temporary emergency repairs, bypasses, or alterations for provisional restoration of transportation lifelines, facilities, and structures.
6. Coordinate through Incident Command with local transit authorities to identify lifeline routes and to maintain those routes through debris removal.
7. Assist first responders with barricades and other traffic related supplies and expertise.
8. Return activities to normal levels as soon as possible following the emergency or disaster, unless involved with recovery activities.

9. Implement internal emergency operations plans.
 10. Develop a disaster recovery plan that addresses the long-term restoration and continuity of transportation services and facilities following an emergency or disaster.
- B. State, County and City Public Works Agencies
1. Provide liaison to the ICP, as available, to coordinate emergency response and early recovery.
 2. Coordinate with neighboring jurisdictions in support of this ESF (i.e., reroutes, lifelines, restoration, etc.).
 3. Determine usable portions of the county's transportation system to coordinate and control emergency traffic regulations in conjunction with appropriate law enforcement agencies.
 4. Report operational status and resource requirements to Incident Command.
 5. Provide vehicles, equipment, materials, supplies, and on-site vehicle repairs necessary to maintain or restore transportation systems as resources and safety allow.
- C. Port of Grays Harbor
1. Report damage assessments and operational status to Incident Command.

2. Conduct temporary repairs to restore airport , boat launch, marina operations, and marine terminal operations as possible.
 3. Provide airport and marine terminal facilities and space for an emergency or disaster staging area as needed.
 4. Open airfield, marine terminal, and cargo equipment for the transport of needed resources for adequate response and recovery operations.
 5. Coordinate with US Army Corps of Engineers and the US Coast Guard Captain of the Port to ensure shipping lanes are passable.
- D. Washington State Department of Transportation (WSDOT) in conjunction with the Washington State Patrol (WSP)
1. Perform all duties necessary to protect state highways.
 2. Remove or reduce hazards on the highways that could endanger the traveling public.
 3. Close or restrict any portion of a state highway whenever its unrestricted use or continued use will result in damage.
 4. 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).

5. Mobilize personnel and equipment required for emergency engineering services on state highways.
6. 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.
7. Provide assistance for hazardous materials incidents per ESF #10.
8. Provide status information and damage assessments to Incident Command through the WSDOT liaison.
9. Provide reader-board and signage resources when requested and if available.
10. Provide air reconnaissance of disaster-impacted area when requested and if available.

E. State, County and Local Law Enforcement

1. Assist in emergency traffic control.
2. Assist with maintaining traffic flow and enforcing transportation usage priorities.
3. Provide damage assessment information to Incident Command.
4. Plan and direct evacuation operations through Incident

Command.

F. Support Agencies

1. Grays Harbor County Division of Emergency Management
 - a. Activate the EOC in support of field operations.
 - b. Assist in developing agreements or contracts with transportation resources.
 - c. Coordinate public information and support public information officer (PIO) and/or Joint Information Center (JIC) per ESF #15.
2. Puget Sound and Pacific Railroad
 - a. Provide support through available resources for transportation-related emergencies in Grays Harbor County as appropriate.
3. US Coast Guard
 - a. Provide support coordinated through Incident Command for transportation-related emergencies in Grays Harbor County as appropriate.
4. Grays Harbor Transit and School Districts
 - a. Participate in evacuation planning and support the EOC and Incident Command, as possible.

- b. Provide damage assessments to Incident Command.

V. ATTACHMENTS

- A. Grays Harbor County Evacuation Plan
- B. Grays Harbor County Public Use Airports
- C. School District Bus Information
- D. Critical transportation routes and bridges

**ATTACHMENT A
GRAYS HARBOR COUNTY EVACUATION PLAN**

This plan is being developed

**ATTACHMENT B
GRAYS HARBOR COUNTY PUBLIC USE AIRPORTS**

Airport ID	Airport Name	Ownership	Runway	Runway Length	Runway Width	Elevation	Airport Property (acres)	Latitude/ Longitude
HQM	Bowerman Field	Port of Grays Harbor	06/24	5000'	150'	18'	145	N46 58.27 W123 56.19
S16	Copalis State	WSDOT Aviation	14/32	4500'	150'	01'	20	N47 07.49' W124 11.08
4W8	Elma Municipal	Jack Duffy	07/25	2275'	30'	28'	70	N46 59.42 W123 25.84
43D	Ocean Shores Municipal	City of Ocean Shores	15/33	2700'	50'	13'	46	N47 00.22 W124 08.63
14S	Westport	City of Westport	12/30	2250'	50'	08'	22	N46 53.84 W124 06.04

*Bowerman Field and Ocean Shores Municipal are included in the National Plan of Integrated Airport Systems (NPIAS). Both are designated as "General Aviation" airports.

*More information can be found in WSDOT's "Pilot's Guide to Washington Airports" available at: www.wsdot.wa.gov/aviation/Publications

**ATTACHMENT D
CRITICAL TRANSPORTATION ROUTES AND BRIDGES**

STATE SYSTEM

Routes

US 12
US 101
SR 8
SR 109
SR 105
SR 115

Bridges

Chehalis River Bridge	US 101
Wishkah River Bridge	US 12
Hoquiam River Bridge	US 101
Wynoochee River Bridge	US 12
Satsop River Bridge	US 12
Humptulips River Bridge	SR 109
Johns River Bridge	SR 105
Elk River Bridge	SR 105
North River Bridge	US 101
Humptulips River Bridge	US 101
Quinault River Bridge	US 101

COUNTY SYSTEM

Routes

Ocean Beach Road
Montesano Street
Wishkah Road
Middle Satsop Road
East Hoquiam Ext. Youmans Road
Hoquiam-Wishkah Road
Hoquiam Road
South Bank Road
Wynoochee Road
Monte-Elma Road
Elma-McCleary Road

Bridges

Humptulips River-Ocean Beach
Satsop River-Monte Elma
Wishkah River-Wishkah Road
Wynoochee River-Devonshire
Chehalis River-South Bank Road
Wynoochee River-Wynoochee/Wishkah
Road
West Satsop River-Middle Satsop Road
Middle Satsop River-Middle Satsop Road
Wishkah River-Hoquiam/Wishkah Road

