

SECTION VI

Coordinating Entities

Coordinating Entity Participation

Agencies, businesses, academia, and other interested parties were reached both through the public forums, and through the established working relationships with the County and the City. The entities presented below are a few of those that have proactive working relationships with the County and City, and are continuously involved in finding ways to reduce the effects of natural disasters. The Port Townsend Paper Company, for example, works with the City and County to prevent damage to the region’s water supply during periods of drought.

Each of the entities listed contains a background of the entity, and the coordination issues it faces with regard to particular natural hazards in Jefferson County.

Coordinating Entities

- Clallam County PUD (power line across disco bay)
- The Hoh Tribe of Indians
- Port Townsend Paper
- Propane Providers
- Puget Sound Energy
- U.S. Coast Guard
- U.S. Naval Magazine – Indian Island
- Washington Department of Fish and Wildlife
- Washington Department of Natural Resources
- Washington Department of Transportation
- Washington State Patrol
- Washington State University Learning Center – Port Hadlock

Clallam County Public Utility District

Clallam PUD Background

Revenue & Expenditures

Revenues

Electric Fund \$37,982,802 Water Fund 1,999,441 Sewer Fund 17,317

Expenditures

Electric Fund \$32,664,113 Water Fund 1,449,008 Sewer Fund 28,461

Customers: The PUD provided service to 26,505 electric customers, 3,759 water customers, and 28 sewer customers. Electric customers were composed of 23,661 residential, 2,631 commercial, and 213 industrial. Water customers included 3,473 residential and 286 commercial. Sewer customers were all residential. Residential customers consumed 68 percent of the PUD's total load, commercial customers used 13 percent, and industrial customers used 19 percent.

Average Rates: Electric rates averaged 6.7 cents per kWh for residential customers, 6.6 cents per kWh for commercial customers, and 5.3 cents per kWh for industrial customers. Rates are set by the Board of Commissioners. The last change in general electric rates in 2002 was a decrease effective April 1, 2002. Notices of Rate Hearings are published in the legal classified section of local newspapers.

Purchased Power & Water: The cost to purchase electrical energy for customers and the PUD was \$17,784,966, and the cost for purchased and pumped water was \$155,535.

Conservation & Nonhydrorenewable Resources: The total expended for energy conservation programs was \$1,123,115, which was from general rates. The PUD also received a credit from Bonneville Power Administration of \$308,340 under the Conservation and Renewable Discount Program. The total expended for nonhydrorenewable resources was \$314,300, which was used to purchase power from Klickitat PUD's Landfill Biogas Project.

Energy Assistance Programs: The total expended for low-income energy assistance programs was \$213,685. Low-income programs were funded in the amount of \$26,855 from customer contributions and \$186,830 from general rates.

Taxes: The PUD paid a total of \$2,860,079 in taxes in 2002. Of that amount, \$474,575 was paid for federal taxes, \$2,060,586 for state taxes, and \$324,918 for local taxes.

New Service Orders: The PUD completed 682 new electric and 105 new water service orders.

Outages: The PUD keeps statistics on electric outages that are not related to major storms. Of the 153 outages for which statistics were kept, 37 percent were caused by trees or branches falling into the lines, 29 percent were from equipment failure, 17 percent were caused by birds or animals, 8 percent were caused by vehicles, 2 percent were caused by dig-ins, and 7 percent were due to other causes. The average customer outage duration for these outages was 1.41 hours. The PUD's average electric service availability index was 99.98 percent.

Clallam PUD Coordination Issues

Power Feed to PSE and Port Townsend Paper: Since Port Townsend Paper is the major private industry in Port Townsend, it is a critical economic resource for the City and County, both. The Clallam PUD has a contract to provide power to Port Townsend Paper. To do this, they have a power line strung from Clallam County, above ground (water) across the lower portion of Discovery Bay to connect at Puget Sound Energy's 4-Corners Substation. The exposed line strung on power poles across the bay is vulnerable to severe local storms, earthquakes, and tsunamis. Discovery Bay has recorded earthquakes centered in the bay of up to 5.4 on the Richter scale in the last 50 years.

Scenario 1 – Loss of Power Line: A long-term disruption of power to Port Townsend Paper would significantly affect the area's economy. If the Discovery Bay line is lost, PSE needs to be able to replace the power for Port Townsend Paper from elsewhere on the grid.

Scenario 2 – Puget Sound Earthquake: A significant earthquake centered on one of the many Puget Sound faults could take down power lines serving Jefferson County, but leave the Clallam PUD line undamaged. In this scenario, PSE could obtain limited power from Clallam to support portions of the grid until repairs are made and power is restored through normal channels.

The Hoh Tribe of Indians

Hoh River Indian Tribe



The Hoh River Indians Reservation in Washington State consists of 443 acres. The Hoh Reservation has approximately one mile of beachfront running east from the mouth of the Hoh River, and south to Ruby Beach. The Hoh Reservation was logged in 1954 and it will be 40-60 years before the second growth will be of commercial value. None of this land has been allotted. The Hoh Indian Reservation was established by an Executive Order of September 11, 1963. The Hoh Tribe has formed Tribal Government under Public Law 89-655, providing for a basic roll of tribal members. The livelihood of the Hoh Indians is primarily fishing although a few of the residents make traditional baskets, carved canoes for ocean going or river use, and other carvings. The local people dip for smelts on the beaches and use smokehouses for preserving food for future use. The tidelands are abundant with razor clams, butter clams, crab and perch fishing.



Hoh Village, 1905

Hoh Tribal Business Committee
2464 Lower Hoh Rd
Forks, WA 98331
360-374-6582



Hoh Tribal Center, Forks, WA

About the Tribe

History

The Hoh River Indians are considered a band of the Quileutes but are recognized as a separate tribe. The Hoh Reservation consists of 443 acres located 28 miles south of Forks, and 80 miles north of Aberdeen. The Hoh Reservation has approximately one mile of beachfront running east from the mouth of the Hoh River, and south to Ruby Beach. The Hoh Reservation was logged in 1954 and it will be 40-60 years before the second growth will be of commercial value. None of this land has been allotted. The Hoh Indian Reservation was established by an Executive Order of September 11, 1963. The Hoh Tribe has formed a Tribal Government under Public Law 89-655, providing for a basic roll of tribal members. The Governing body is elected by secret ballot biannually in November. The livelihood of the Hoh Indians is primarily fishing although a few of the residents make traditional decorative baskets, carved canoes for ocean going or river use and other decorative carvings. The local people dip for smelts on the beaches and still use smokehouses for preserving food for future use. The tidelands are abundant with razor clams, butter clams, crab and perch fishing.

About the Area

Geography

Reservation is 443 acres about 28 miles south of Forks, Washington. City: Forks, population 2,870, elevation 300, (logging community on Highway 101 between Port Angeles and Pacific Coast). County: Clallum, population 53,400; Native American, 2,275, 58% of nonwhite population, 4% of total. 1,752 square miles. (Strait of Juan de Fuca and Pacific Coast nearby.) County's assessed value averages \$1,554 per acre. County: Jefferson, population 18,100, Native American 349, 45% of nonwhite and 2% of total population. 1,805 square miles (extends from Pacific Coast through Olympic Peninsula to Puget Sound). County's assessed value averages \$805 an acre. Principal industries: Tourism, wood products, agriculture and fishing.

Members

212 enrolled members.

Other Offices and Programs

Law enforcement and community hall, no economic development plan. **The Hoh Indian Tribe has elected to do its own Natural Hazard Mitigation Plan.**

Total Tribal Employees

Approximately 20 FTE.

The Hoh Indian Tribe Coordination Issues

Flood and Tsunami: The Hoh River opens out to the Pacific Ocean where it serves as a funnel for tsunamis. It is also a collector for the Hoh River basin which meanders significantly and which frequently floods. The Hoh Indian Tribe Reservation sits near the mouth of the river, and is perennially dealing with flood issues. In 2009, the Hoh Tribe of Indians was able to swap land with local private owners and with the federal government to provide higher ground to which to move critical facilities.

Coordination with Jefferson County Department of Emergency Management: The Jefferson County Department of Emergency Management has been working with the Tribal Council to find ways to assist the tribe in an emergency. Efforts include the acquisition of a warning siren to call the tribe together in an emergency, and the moving of buildings outside of areas of repeated flooding.

Coordination with Jefferson County Public Works: Part of the issues surrounding the flooding of the Hoh river involve the meanders of the river, and the placing of rip rap to protect vulnerable sections of roads running parallel to the river. Jefferson County Public Works fights an ongoing problem of the river flooding and undercutting roads resulting in landslides where sections of the road break loose. The Hoh Tribe of Indians, Jefferson County Public Works, and the Washington Department of Fish and Wildlife need to coordinate on a river plan that will protect the roads, accommodate wildlife, and mitigate the effects of repetitive flooding.

Port Townsend Paper



Port Townsend Paper Mission

Port Townsend Paper Corporation's mission is to be the answer to our customers' need for fiber-based packaging. To accomplish this goal, we have dramatically increased our productivity, established a long-term, stable fiber supply, and refocused on important markets in North America.

Customer Base

Port Townsend Paper is committed to our customers, to whom we sell unbleached kraft pulp, jumbo roll kraft paper, and kraft linerboard. We have more than 380 customers in over 15 countries worldwide, with the largest concentration of our customers in North America and Asia. Our focus in North America is on selling to converters of kraft jumbo rolls. The mill sells almost 100% of its pulp overseas and thousands of tons of kraft paper grades and linerboard annually.

Customers range from family-owned converters that sell their products within a local region to huge international companies. A small customer may purchase 45,000 pounds (one truckload) of paper per month, while a large customer may require 1 to 2.5 million pounds of paper or pulp per month. Ongoing customer relationships account for much of our business, but continued success is based on providing the products customers need on a timely basis and at a competitive price.

Logistics

To meet the needs of our customers and to keep up with production, we operate and ship 24 hours a day each day of the year. In an average month, more than 800 trucks are loaded at the mill, along with an occasional barge. Since Port Townsend last had rail service in 1988, any shipments requiring boxcars are trucked to Tacoma and transferred to rail cars.

Raw materials include wood chips and old corrugated cardboard (OCC). Almost 2,000 trucks and 10-15 barges a month deliver the chips from the Olympic Peninsula and other locations, and more than 300 trucks bring OCC for our recycling plant. For efficiency and pollution reduction, we reload as many of these trucks as possible with outbound product.

Community Involvement

Port Townsend Paper Corporation contributes more to the community than the \$27 million it puts into the local economy. Many mill employees are personally involved in the community.

Port Townsend Paper makes a 50% match to its employees' considerable contributions to [United Good Neighbors \(UGN\)](#), a local service organization. The mill's contribution to UGN is a long-standing tradition and a point of pride.

Education has always been a mill priority too. The company often participates in internship programs, offers scholarships, and provides tours and educational programs to school children. The mill also works with educational organizations like [Centrum](#).

Our involvement with our local [Port Townsend Marine Science Center](#) has included a longstanding membership on the Board of Directors, yearly sponsorship for a college intern, and a donation toward the capital project for upgrade and expansion of their educational facility. We support other local community projects such as the new [Northwest Maritime Center](#) and the [Larry Scott Memorial Trail](#), through donations and expertise.

Port Townsend Paper maintains active memberships on teams that address local environmental issues such as the [Solid Waste Advisory Council](#) and the Emergency Preparedness Council. We provide specialized safety training to our employees, local emergency response teams and to the general public. In fact, mill employees constitute a large portion of volunteer emergency crews in Jefferson County.

The Company participates in many other groups and on many other projects that support community businesses, economics, education, and youth activities. Among these are the School Board, coaching for local youth athletic teams, the Economic Development Council, [Habitat for Humanity](#), [Chamber of Commerce](#), and the [Peninsula College Foundation](#).

Port Townsend Paper - Coordination Issues

Drought: Port Townsend Paper is one of the few businesses directly impacted by drought conditions in the County. During severe drought they have curtailed operations to assure adequate water supplies for the population.

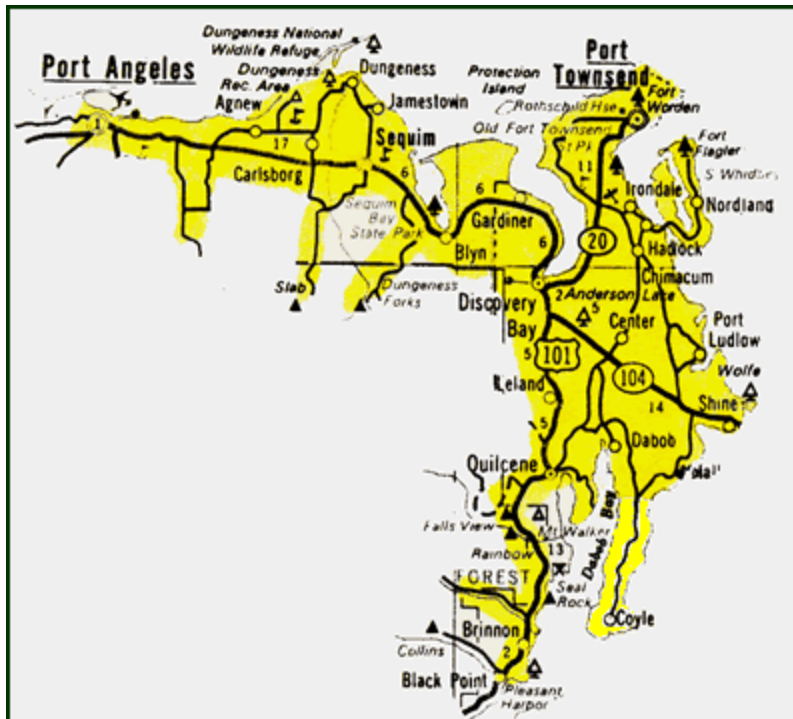
Wildfire: The perimeter of the Port Townsend Paper is either waterfront or rural with a heavy interlacing of urban wilderness. In addition, mountains of wood chips are stored on site in the open as raw material for the paper making process. Port Townsend Paper coordinates with multiple fire districts to respond in the case of either structural or wildfire situations in and about their facilities.

Earthquake, Flood, and Tsunami: Port Townsend Paper is built in a flood, tsunami and seismic hazard area. The characteristics that make this location vulnerable happen to be the characteristics that made it a desirable place for the paper plant in 1927.

Water Shortage: Port Townsend Paper is one of the few businesses directly impacted by low water tables and growth in the Jefferson County area. In 2009, the lake supplying water to the region got down to a 20-day supply. Port Townsend Paper has agreements that it will stop operations when the water level reaches a 15-day supply, thus protecting the area's water supply but hurting its economy.

Propane Providers

Port Townsend and Jefferson County do not have a natural gas provider. Consequently, heating and cooking are done with wood, electricity, or propane. The primary providers are Cenex, Ferrellgas, Suburban Propane, Mountain Propane, and Sunshine Propane, whose service area is shown in the map below.



Propane Providers - Coordination Issues

Earthquake: Our nightmare scenario is a Magnitude 7 or higher earthquake that detaches 1000 propane tanks from their moorings and starts explosions and fires everywhere. Simulations have shown that a magnitude 7 earthquake centered on the Whidbey Island Fault would devastate Quimper Peninsula, where the majority of Jefferson County’s population is. There is no question that we will eventually be hit with a large earthquake; the only question is when.

Partnering with the local propane providers to educate consumers about building codes related to propane tanks, and earthquake resistant set-ups for tanks will help reduce the effects when “the big one” becomes a reality.

Puget Sound Energy

Washington State’s oldest local energy utility, Puget Sound Energy serves more than 1 million electric customers and nearly 750,000 natural gas customers in 11 counties. A subsidiary of Puget Energy, PSE meets the energy needs of its growing customer base through incremental, cost-effective energy conservation, procurement of sustainable energy resources, and far-sighted investment in the energy-delivery infrastructure. PSE employees are dedicated to providing great customer service and delivering energy that is safe, reliable, reasonably priced, and environmentally responsible. For more information, visit www.PSE.com.

Energy - Coordination Issues for storm response

Reliable Power: Puget Sound Energy works with the Jefferson County Authorities and with the *Jefferson-Peninsula Regional Planning Committee* (JPREP) to assure reliable power, particularly during severe local storms. JPREP is the operational level work group made up of local emergency response agencies, support organizations, and disaster relief volunteer groups. The purpose of JPREP is to provide an ongoing forum for the exchange of information and collaborative planning to meet emergency needs.

PSE has 7 substations located throughout Jefferson County (2 are within the city limits of Port Townsend). Recently PSE added a new substation near 4-Corners in the Chimacum area of the county. This is a significant distribution point in the center of the county. PSE has 720 miles of power lines out of these 7 stations (379 miles of overhead and 341 miles of underground conductors) serving over 17,000 customers.

PSE maintains service vehicles and a list of employees that live on the Jefferson County side of the Hood Canal Bridge so that response times are timely during severe weather related conditions. In the event that the bridge is closed, PSE has employees and a resource plan ready and prepared to respond for emergencies that may occur in East Jefferson County.

U.S. Coast Guard Port Townsend

Established: The [13th Coast Guard District](#) commissioned the U.S. Coast Guard Cutter Osprey, the first [87-foot](#) cutter for the District, on June 19, 1999, at Union Warf Pier in Port Townsend, Wash. The 87-foot cutter, built by Bollinger Shipyard, in Lockport, La., is the first to arrive in the Northwest, replacing the [82-foot](#) Point Class Patrol Boats. The cutter brings with it money and timesaving technology such as updated bridge radar and controls, and more safety features including the rear~ deploying small boat. The Osprey also has the capability to support a co-ed crew. The aluminum superstructure and steel hull and main deck are designed for a 25-year service life. The new design has several enhancements over the aging 82-foot patrol boats that it is replacing. Improvements include stability in open ocean (up to 8~ foot seas), significantly upgraded habitability (allowing for a mixed-gender, 10-person crew with 11 berths max), 25~ knot maximum speed, and compliance with all current and projected environmental protection laws. The 87-footer employs an innovative stern launch and recovery system using an aluminum-hulled inboard diesel-powered water jet small boat.

The ship's vastly larger pilothouse is equipped with an integrated bridge system including an electronic chart display information system, which interfaces with the Coast Guard's new surface search radar.

Accomplished Operations: Law enforcement, search and rescue, marine environmental response, recreational boating safety enforcement and military readiness. The Osprey was the lead Coast Guard asset in a recent cocaine seizure from the motor vessel Western Wind in February 2000. This was the largest seizure of cocaine in the Northwest, 2.5 tons with a street value of more than \$200 million.



h resolution copy can be found at

E PHOTO Hig <http://www.uscg.mil/images.html>

The Thirteenth Coast Guard District Public Affairs Office (ipa) created this page on January 25, 1999 and last modified it April 22, 2003. This page may be reproduced locally. If any changes are needed please notify D13 (ipa) at 206.220.7237. More Coast Guard information can be accessed at <http://www.uscg.mil> and a complete list of these fact sheets is at <http://www.uscg.mil/d13>.

USCG - Coordination Issues

Law Enforcement and Fire: Heightened patrol requirements mean that the Coast Guard contingent is not always available for search and recovery within the Port Townsend Bay. The Sheriff's Department Marine Patrol and the Port Townsend Fire Department are working to coordinate efforts. Depending on availability, the Coast Guard may assume incident command, but the fire department in particular is the only unit in the bay with a waterborne fire fighting capability.

Law Enforcement and Fire may have roles to play at sea in conjunction with the Coast Guard during the aftermath of severe local storms or tsunamis. PTFD also provides assistance during oil spills or events that may threaten an ecological disaster.

Terrorist: A seaborne terrorist event would undoubtedly result in a response of the Navy, Coast Guard, and appropriate elements of local law and fire departments. The nature of the incident would determine the roles.

U.S. Naval Magazine - Indian Island

Naval Magazine Indian Island (NAVMAG II) officially joined the four major US Navy installations of Navy Region Northwest during a brief ceremony on April 27th, 2000. The 2,716-acre facility reports directly to the Navy Region Northwest Commander.

Indian Island is approximately five miles long and oriented on a north-south axis between Marrowstone Island and the mainland of the Quimper Peninsula, between the waters of Port Townsend and Kilisut Harbor.

The NAVMAG II mission is to provide ordnance operations support including the receipt, storage, inspection and issue of naval ordnance. Staffing levels of active duty members, civil service and contract employees remains static and Navy Region Northwest tugs provide docking evolution support to vessels berthed at the wharf.

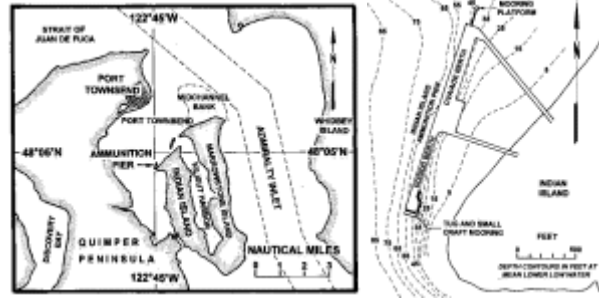
The Ammunition Wharf is located on the extreme northwest part of the island at approximately 48°04'30"N 122°45'00"W. The pier is the primary maritime facility of NAVMAG II and is large enough to accommodate a Nimitz class aircraft carrier (1,040 ft long/91,487 to 96,358 tons). The pier is 1,500 ft (457 m) long, not counting tug berths on mooring floats on the south end of the pier. Alongside depths at the wharf are 50 ft (15.2 m) or more.

Two ordnance anchorages are noted on DMAHTC Chart 18464, Port Townsend. One is a fair weather anchorage located on Port Townsend approximately 4,000 yd (3,658 m) northeast of the NAVMAG II pier and the second is a foul weather anchorage located approximately 600 yd (549 m) south of the south end of the pier.

United States Coast Pilot 7 mentions a "usual" anchorage of unspecified holding quality about 0.5 to 0.7 nmi south of the "railroad ferry terminal" at Port Townsend, on a muddy bottom in depths of 48 to 60 ft (14.6 to 18.3 m). The location would place the anchorage approximately 1.4 nmi north-northwest of the NAVMAG II Pier. The same document states that in southerly gales, better anchorage is afforded close inshore off the north end of Marrowstone Island or near the head of the bay on a muddy bottom in "moderate depths."

Because of its protected location on Port Townsend Bay, wave motion is not an issue at the wharf and currents are not a significant problem. Prevailing currents within Port Townsend bay north of the wharf are circular, and may set clockwise or counter-clockwise, depending on wind flow and the tide. Harbor pilots who service ships at the wharf, state that ebb tides cause strong currents in Admiralty Inlet. Because of the relatively narrow entrance channel, ships destined for the wharf must keep at least 10 kt steerageway until well west of a line between Point Wilson and Marrowstone Point. A strong north-setting current passes west of Indian Island through Port Townsend Canal (between Indian Island and the mainland of the Quimper Peninsula) during an ebb tide, but the waters of Port Townsend bay, largely diffuse it before it reaches the wharf.

Strong southerly winds are the primary hazard for wharf is strong southerly winds that move north around both sides of Indian Island, reaching the pier as south southeasterly. Arriving ships normally approach the pier in a wide, counterclockwise turn, and moor starboard side to the pier



Naval Magazine Indian Island - Coordination Issues

Law Enforcement and Fire: NAVMAG II has internal security and fire department to respond to on-base incidents. Personnel work closely with Jefferson County authorities to facilitate mutual understanding of the hazards on the naval base and conduct joint drills with local agencies at least semi-annually. Depending on its nature, a hazardous material incident could involve local and state agency response and support, affecting communities close to the base. No large quantities of regulated hazardous material are stored or used at NAVMAG II and the base environmental department ensures all regulated hazardous waste is removed from the facility within 90 days as prescribed by the Washington State Department of Ecology permit.

Washington Department of Fish and Wildlife

The Washington Department of Fish and Wildlife's mandate is to protect and enhance fish and wildlife and their habitats and provide sustainable, fish and wildlife related recreational and commercial opportunities. RCW Title 77 defines the Department's regulatory authority over the management of species (e.g., hunting and fishing rules, scientific collection permits, bald eagle management). The Department's Hydraulic Project Approval program regulates construction or performance of work that will use, divert, obstruct, or change the natural flow or bed of any of the salt or freshwaters of the state.

The Department also provides technical assistance, science, and support to local governments and state agencies that share responsibility for fish and wildlife habitat protection and recovery. This includes, but is not limited to, work with city and county governments under the Growth Management Act and Shoreline Management Act related to planning, designation and protection of fish and wildlife habitat; assistance to local groups implementing salmon recovery plans; review of development proposals with potential habitat impacts; and review of timber harvest planning and forest practices.

At the local level, WDFW's advisory role in protecting fish and wildlife habitat owned by private citizens is set forth in GMA, State Environmental Policy Act (SEPA) and the Shoreline Management Act. Through these legislative acts, WDFW may provide comments on the accuracy of environmental documents and offer recommendations to reduce impacts of development on wildlife habitat. It is up to the city or county government to incorporate these comments and recommendations in their permits and planning activities, and WDFW's counsel may be modified or rejected by the local government.

Because over half of the land base in Washington State is privately owned, decisions made by local governments regarding land use planning and development, including the management of potential natural hazards, significantly affect fish and wildlife and their habitats. For that reason, WDFW is a coordinating entity with expertise to lend to local planning.

Fish and Wildlife - Coordination Issues

Flood, Severe Local Weather and Ecologically Sensitive Areas: WDFW coordinates with the Jefferson County Public Works and special districts and jurisdictions which need to take fish and wildlife resources into account when proposing flood control and related mitigation activities. An example is the Duckabush and Dosewallips Comprehensive Flood Hazard Management Plan, involving WDFW, Jefferson County Public Works, and other local, state, federal, and tribal entities.

Washington Department of Natural Resources

The Department of Natural Resources is responsible for wildfire protection on 12 million acres of private and state forestland. While fire can play a beneficial role in the forest ecosystem, it can be a destructive force that endangers our natural resources, our property, and even our lives.

In today's firefighting in rural and forested areas of the state, traditional boundaries between those fighting wildfires and those battling structural fires give way to the common need to help one another. The Department of Natural Resources has established programs to assist Fire Protection Districts.

- [Federal Excess Property Program](#)
- [State Surplus Sales](#)
- [Combined Fire District Assistance Grants](#)

Maintaining the [health and vitality of Washington forest](#) land is a serious issue. Each year, in Eastern Washington, 13 percent of the forest's potential annual growth is lost to diseases. More than 1,000 [earthquakes](#) occur in the state annually. Washington has a record of at least 20 damaging earthquakes during the past 125 years.

[Volcanoes](#)

The Pacific Coast of Washington is at risk from [tsunamis](#). Coastal or submarine landslides or volcanism can cause these destructive waves, but large submarine earthquakes most commonly cause them.

Department of Natural Resources - Coordination Issues

Interoperability: DNR and the Jefferson County and Port Townsend fire districts frequently support each other on wildland fires. A DNR representative attends the East Jefferson County Chiefs Association meetings to facilitate cooperation at policy levels. Interoperability of equipment and procedures has been a key issue that the DNR and fire districts are working on to improve both the capabilities and the safety of the firefighter in the field.

Washington State Department of Transportation (WSDOT)

Mission Statement

The mission of WSDOT is to keep people and business moving by operating and improving the state's transportation systems vital to our taxpayers and communities.

These are our management principles:

Leadership

We are committed that WSDOT provide strategic vision and leadership for our state's transportation needs.

Delivery and Accountability

We shall manage the resources taxpayers and the legislature entrusted to us for the highest possible return on value. We shall be disciplined in our use of both time and money. We shall account for our achievements, our shortcomings and our challenges to citizens, to elected officials, and to other public agencies.

Business Practices

We shall encourage progressive business management practices in delivering cost effective and efficient transportation services. Our quest for short-term cost savings and business process improvement shall be balanced by the long term need to preserve and improve the state's transportation systems through sound fiscal planning and asset management.

Safety

Concern for the health and safety of the people who use and work on our transportation facilities shall be a paramount value in every area of our business.

Environmental Responsibility

Our work shall incorporate the principles of environmental protection and stewardship into the day-to-day operations of the department as well as the on-going development of the state's transportation facilities.

Excellence and Integrity

Our employees shall work in a culture of workplace excellence and diversity that encourages creativity and personal responsibility, values teamwork, and always respects the contributions of one another and of those with whom we do business. We shall adhere to the highest standards of courtesy, integrity and ethical conduct. We shall encourage and recognize our employees' professionalism and their career growth.

Communications

We shall stress the importance of sharing clear, concise and timely information with WSDOT employees, elected officials, community leaders, businesses, citizens and taxpayers, others in the

transportation community, with the press and other media. We shall strive for the effectiveness of all our employees in meeting WSDOT's communications standards.

Department of Transportation - Coordination Issues

Survivability of Transportation to Jefferson County: Jefferson County is on a peninsula, but its primary supply routes make it feel like an island: two of the three major transportation links, the Ferry System and the Hood Canal Bridge, cross water. Both the ferry system and the Hood Canal Bridge are susceptible to severe winter storms, tsunamis, and earthquakes. The photo below shows the 1973 storm that destroyed a section of the Hood Canal Bridge.



An earthquake – tsunami combination could take out all of the major transportation routes into Jefferson County, resulting in the County needing to be self-sufficient for a few days, and then to be supplemented by emergency transportation assistance.

Washington State Patrol

The WSP is a professional law enforcement agency made up of dedicated professionals who work hard to improve the quality of life of our citizens and prevent the unnecessary loss of life on a daily basis. We will continue to work aggressively to enforce laws around the state while protecting the people of Washington from injury and grief.

The 600 or so troopers patrolling the highways every day are the most visible part of this agency, but there are also over 1,000 civilian employees who are less visible and just as important. They include those who work for the State Fire Marshal to help prevent fires in the home or workplace; those who work as technicians and scientists in our crime labs processing DNA samples to help prosecute criminal cases; and they include investigative support staff who maintain our criminal records and databases so that sex offenders don't end up working with children.

Keeping our state safe is a huge job, even with our commissioned and civilian staff. That is why we routinely partner with other law enforcement, traffic safety, and criminal justice agencies to provide the highest quality of service to the citizens of this state.

Locally, approximately 18 troopers and 2 sergeants are assigned across the North Olympic Peninsula to cover all of Jefferson and Clallam Counties with a detachment office along SR 101 just east of Port Angeles.

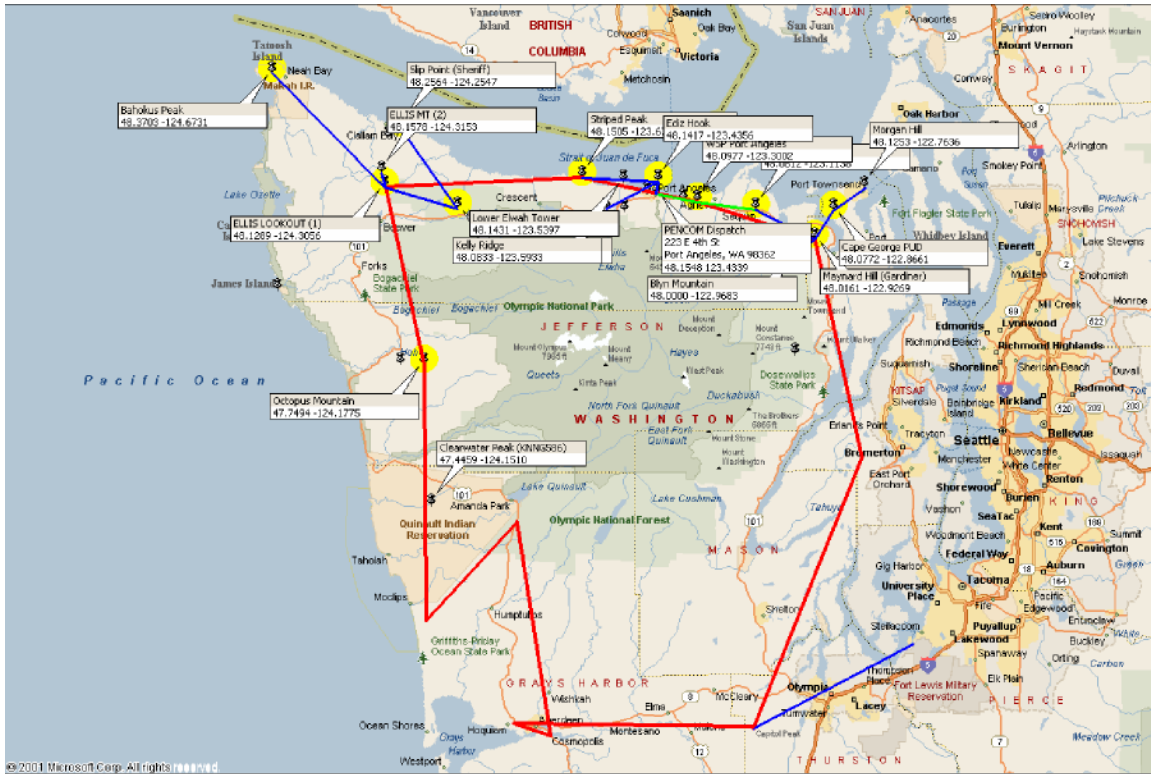
Washington State Patrol - Coordination Issues

Communications Interoperability:

Communications is a significant challenge in the Olympic Peninsula because of geographical considerations with the rugged Olympic Mountains and the Strait of Juan de Fuca. Dealing with a host of agencies all working on different radio platforms continues to hamper effective multi-agency response to incidents. The OPS-CAN project (Olympic Public Safety Communication Alliance Network) has worked to resolve some of these issues, but there remain several challenges.

The Department of Homeland Security and Department of Justice combined to award \$5.8M in funding to Clallam County as part of the FY03 Interoperable Communications Equipment Grant program to develop demonstration projects that will use equipment and technology to increase interoperability among the fire service, law enforcement, and emergency medical services communities. Clallam County will serve as lead agency for the Olympic Public Safety Communications Alliance Network (OPS-CAN) Project to deploy a high-tech communications network across Clallam, [Jefferson](#), Kitsap, Mason, Thurston and Grays Harbor counties.

Technical plans involve using existing and new communications sites on the Olympic Peninsula linked together in loop configuration with self-healing digital microwave. Microwave spurs will link radio sites to the loop network. Over 30 digital routers will link existing radio systems with new cross-band radio repeaters to allow Federal, State, and local government entities to communicate directly with each other for normal day-to-day operations as well as during times of crisis. The entire network is shown below



Washington State University Learning Center North Olympic Peninsula



Welcome....

Washington State University has an 84-year history of providing educational outreach to residents of the State through WSU Cooperative Extension. In keeping with that tradition of outreach to the citizens of Washington State the **WSU Learning Center - North Olympic Peninsula** in [Port Hadlock](#) serves Clallam and Jefferson counties and its environs. Our WSU-Learning Center combines the "high tech" delivery methods of distance education with the "high touch" approach of on-site staff. The goals of the WSU Learning Center include:

- Making higher education degrees accessible locally for time and place-bound adults;
- Increasing the opportunities for lifelong learning through non-credit, certificate and professional development programs;
- Enhancing the possibility of participating in higher education for those with limited income;
- Contributing to WSU becoming a national leader in distance education.

WSU Learning Center - Coordination Issues

Emergency Management: The WSU Learning Center is configured with a computer lab, a meeting room with video conferencing capability, and access to a bus configured as a mobile classroom. Depending on the nature of a local or regional disaster, the WSU Learning Center or its mobile classroom can augment EOC capabilities, or replace them on an emergency basis should circumstances and need necessitate it.

SPRUCE ROOM

Use: The Spruce Room is our main meeting & classroom. It is available for use by municipal & county departments, non-profit organizations & others. Priority usage is given to class delivery.

Maximum Occupancy: 86

Equipment: 60" TV; VCR, CD Player; Speakers; Screens; chairs, tables.

Optional (by reservation): Data / LCD Projector, Overhead Projector, Carousel Projector, Computer/TV Converter, TCP/IP Videoconferencing (via CAHE WECAN ProShare), Multiple IP Internet Access.

Communication Links: Satellite, Cable, Phone, Internet (via CAHE WAN)

Kitchen: Refrigerator, Freezer, Millstone large capacity coffee maker, Microwave, Dishwasher, Sink. Catering is recommended but not required for large events.



Spruce Room shown in theater-style configuration

