

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 Jefferson County and / or the City of Port Townsend, 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 obtained from their website or from appropriate personnel, and the coordination issues it faces with regard to coordination with Jefferson County and the City in preparing for or reacting to disaster situations.

Coordinating Entities

Clallam County Emergency Operations Center
 Clallam Fire Protection District No.1 (Clallam / Jefferson)
 Clallam Fire Protection District No. 3 (Clallam / Jefferson)
 Clallam County PUD (power line across disco bay)
 Fort Worden State Park
 The Hoh Tribe of Indians
 KPTZ 91.9 FM
 Neighborhood Emergency Preparedness Groups (NPREP)
 Port Townsend Paper
 Propane Providers
 Sequim School District No. 323
 U.S. Coast Guard
 U.S. Naval Magazine – Indian Island
 Washington Department of Ecology
 Washington Department of Fish and Wildlife
 Washington Department of Natural Resources
 Washington Department of Transportation
 Washington Military Department – Emergency Management Division
 Washington State Patrol

Clallam County Emergency Operations Center ¹

The Division of Emergency Management plans for and responds to both natural and man-made disasters in Clallam County. These range from weather, floods, tsunamis, and earthquakes to incidents involving hazardous materials, or significant law enforcement events. The division prepares and implements a county-wide Comprehensive Emergency Management Plan, routinely conducts extensive exercises to test county emergency response capabilities and provides educational materials to the public to better prepare them for emergency events.

This section of the Sheriff's Office is Clallam counties liaison with federal and local agencies on emergencies of all kinds. Division staff members provide technical assistance to local governments as they prepare emergency plans and procedures and they also conduct emergency operations training for local governmental agencies.

Mailing Address

223 East 4th Street, Suite 12
Port Angeles, Washington 98362
Fax 360-417-2485

[E-mail Form](mailto:cceem@co.clallam.wa.us) (cceem@co.clallam.wa.us)

Clallam County Emergency Operations Center - Coordination Issues

Jefferson County and Clallam County do not always activate at the same time for regional events, e.g. damaging storms, potential flooding, etc.

Clallam and Jefferson County EOC's do not always coordinate activations, therefore, there are times when Jefferson County is leaning forward to prepare for flood or storm conditions that Clallam is not activated. This reduces the opportunity for Clallam to gain intelligence because of Jefferson County's Pacific Coast contacts, and reduces the situational awareness Jefferson County can gain from events impacting Clallam before it hits Jefferson.

The Cascade Rising Exercise provided an opportunity for coordination of preparation efforts and training that can lead to closer coordination during storm events, etc.

¹ <http://www.clallam.net/EmergencyManagement/>

Clallam County Fire District No.1 (CCFD1) (Clallam / Jefferson)

CCFPD1 covers the area centered around Forks, Wa. Through contractual arrangement this includes the West End of Jefferson County, which is known as Jefferson County Fire District 7 (JCFD7). As of February 2016, the relative assessed value of the areas served are: Clallam County: \$318,237,387, Est. Taxes \$238,678; Jefferson County: Jefferson Value: \$2,656,485 Est. Taxes \$1,992.1²

Clallam County Fire District 1 (CCFD1) - Coordination Issues

An earthquake disaster event in CCFD1 jurisdiction has the potential to create multiple “micro- islands”.³

An event will result in the county being broken up into about 20 micro islands. We’re the only county in the state that has looked at this, and identified the micro island areas.

About six micro-islands: LaPush to bottom of Dickey Lake to Three Rivers. Another is Fairholm to Bear Creek, one from Bear Creek to Forks, one to Forks, then to Jeff Co. line. Clallam County is working on an agreement to assist with the Hoh area. There would be a Hoh North and Hoh South zone.

Note that the micro-island areas are only identified up to the Jefferson County line.

In a major disaster, communications will not be restored for a year.⁴

Discussion about communication and restoration of services. It’s likely to take up to year. Communications will initially have to use ham radio operators.

Clallam County has to do Jefferson County assessments for CCFD1 budget.⁵

Initially, CCFD1 submitted documents separately for Jefferson County annexed properties and the Clallam County properties. We are to submit one document in total and Clallam County Assessor’s office handles the Jefferson County assessments. The Assessor’s Office was very helpful in coming up with a solution for our assessments for 2016.

² CCFD1 Commissioners’ Meeting, Clallam County, Washington, February 14, 2016, p. 1.

³ Ibid., 4.

⁴ Ibid.

⁵ CCFD1 Commissioners’ Meeting, Clallam County, Washington, December 13, 2015, p.1

Clallam County Fire Protection District No.3 (CCFD3) including Jefferson County Fire District 8 (JCFD8)

Clallam County Fire District No.3 (CCFD3) is approximately 140 square miles in size and occupies the Eastern portion of Clallam County. The city of Sequim is served by the district through annexation. The Fire District begins at the Clallam-Jefferson county line on the East and extends to its Western boundary, approximately six miles East of Port Angeles, just East of Deer Park Rd. Highway 101 runs the entire length of the district. The north boundary is the Strait of Juan de Fuca, while the Olympic National Forest forms the southern boundary.⁶ By contract, CCFD3 also covers the Gardiner area of Jefferson County, which is designated as Jefferson County Fire District 8 (JCFD8). The value of property protected in Jefferson County is \$61,143,725.⁷

Phone: (360)683-4242

Fax: (360)683-6834

Email: info@clallamfire3.org

Headquarters Office

323 North Fifth Ave
Sequim, WA 98382

Clallam County Fire District 3 (CFPD3) - Coordination Issues

Same issues as CFPD1, above. In a disaster scenario, Jefferson County neighborhoods are being trained to work with the Jefferson County Department of Emergency Management. Emergency calls will go to CFPD3 via JeffCom 9-1-1. The Director of JeffCom 9-1-1 has been given authority over both Jefferson and Clallam County 9-1-1 Dispatch, so coordination among emergency responders should be improved across county lines.

⁶ <http://www.clallamfire3.org/about-us/district-overview/>

⁷ Jefferson County Abstract of Assessed Values, Levy Rates, and Tax Amounts, Jefferson County, Washington, 2016.

Clallam County Public Utility District⁸

Clallam PUD Background

Revenue & Expenditures⁹

Revenues

Electric Fund \$52,716,536 Water Fund \$3,320,824 Sewer Fund \$47,071

Expenditures

Electric Fund \$51,138,719 Water Fund \$2,699,893 Sewer Fund \$64,789

Customers: The PUD provided service to 30,662 electric customers, 4,384 water customers, and 74 sewer customers. Electric customers were composed of 27,413 residential, 3,245 commercial, and 4 industrial. Water customers included 4,067 residential and 317 commercial. Sewer customers were all residential. Residential customers consumed 68.1 percent of the PUD’s total load, commercial customers used 27.1 percent, and industrial customers used 4.8 percent.¹⁰

Average Rates: Electric rates averaged 8.5 cents per kWh for residential customers, 7.1 cents per kWh for commercial customers, and 6.0 cents per kWh for industrial customers. Rates are set by the Board of Commissioners annually during its Fall budget hearings. 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 \$24,201,098, and the cost for purchased and pumped water was \$280,778.

Conservation & Non-hydrorenewable Resources: The total expended for energy conservation programs was \$1,283,000, which was from general rates and a BPA Rate Credit. The total expended for non-hydrorenewable resources was \$161,268.

Energy Assistance Programs: The total expended for low-income energy assistance programs was \$268,508. Low-income programs were funded from customer contributions and from general rates.

Taxes: The PUD paid a total of \$4,496,627 in taxes in 2014. Of that amount, \$834,757 was paid for federal taxes, \$2,900,434 for state taxes, and \$761,436 for local taxes.

New Service Orders: The PUD completed 281 new electric and 19 new water service orders.

⁸ <https://www.clallampud.net/about/>

⁹ <https://www.clallampud.net/wp-content/uploads/2016/03/2014-Annual-Report.pdf>

¹⁰ Ibid.

Clallam PUD Coordination Issues

Power Feed to Jefferson County Public Utility District No 1 (JCPUD1) 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 JCPUD1'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, JCPUD1 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, JCPUD1 could obtain limited power from Clallam to support portions of the grid until repairs are made and power is restored through normal channels.

Fort Worden State Park

Originally designed as a military base to protect Puget Sound, Fort Worden evolved into an iconic and cherished state park. The fort – featuring 100 historic structures – spans two miles of saltwater shoreline with views of the Olympic and Cascade Mountains, and the San Juan Islands. The fort offers exceptional meeting space, comfortable accommodations and delectable dining options, all within a campus-like setting. Located within a couple of miles from historic downtown Port Townsend, shopping and sightseeing opportunities are just minutes away.¹¹

Fort Worden is designated a National Landmark Historic District beloved by many people.¹² Nestled on 432-acres of public lands, Fort Worden offers 30 forested campsites, 50 beach campsites and four primitive sites.¹³ Ninety acres are leased to the Fort Worden Public Development Authority (PDA), which manages the Lifelong Learning Center that consists of the educational and entertainment facets of the park.

Fort Worden State Park - Coordination Issues

Two and a half miles of sandy beach in a Tsunami zone: Part of the attraction of Fort Worden is the 2.5 miles of sandy beaches and adjacent RV campsites. The problem is that the area surrounding Jefferson County is a veritable spaghetti farm of earthquake faults. The South Whidbey Island Fault, for example, splits the distance between Fort Worden and Whidbey Island. This fault is capable of producing a 7.2 or greater earthquake under the Admiralty Inlet – followed by a tsunami or seiche. Patrons of the park must head for high ground as soon as the shaking has stopped. There will not be time for park officials or emergency management to ascertain if a tsunami has been generated and trigger the AHAB tsunami warning system.

Large Seasonal Crowds & RV's on the Shoreline: In a local earthquake / tsunami event, it is possible to have hundreds of people on the beach and all 50 beach campsites full with RV's so that the immediate response is shock and inaction, trapping many between the beach and the high ground.

In a “Distant Tsunami” event in which there are multiple hours before the wave arrives, warning sirens and notification can energize campers to pull their rigs out of the beach area, resulting in a bottleneck at the parade grounds, park exits and in the city streets adjacent to the park.

¹¹ <http://fortworden.org/about/>

¹² <http://fortworden.org/about/support-the-fort/>

¹³ <http://fortworden.org/stay-here/>

The Hoh Tribe of Indians¹⁴



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

¹⁴ <http://hohtribe-nsn.org/>

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: Clallam, 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.

KPTZ 91.9 FM

KPTZ and Emergency Preparedness¹⁵

KPTZ Goals and Responsibilities

KPTZ's role is to pass on vital information in partnership with the Jefferson County Emergency Operation Center (JCEOC). In an emergency our target is to get the right KPTZ people to the right place at the right time.

Our primary goal is to provide vital and timely information for events which are considered emergencies by the JCEOC. That is, where lives or property are in real danger. We have a secondary goal to educate community members on how to prepare for an emergency. We are not currently a news service.

Although we do try to report on local events from start to finish, currently we do not have the staff to consistently respond to road closures, traffic accidents and other important but not catastrophic events. We are, however, looking at ways to incorporate timely information for most of the events broadcast on the Nixle system.

About KPTZ

The KPTZ Emergency team is made up of 8-10 volunteers in partnership with Bob Hamlin (Emergency Management Program Manager) and Keppie Keplinger (PIO) of the JCEOC. We have been meeting regularly since January 2013 and have run many tests of our systems.

We have documented most of the emergency systems.

We are officially a trusted partner with the JCEOC. A very rare privilege for community radio stations. As a result our staff will be permitted to embed in the JCEOC and broadcast directly from that facility if necessary.

Several team members have passed the 4 basic FEMA classes in order to be credentialed by the JCEOC and therefore allowed to be embedded. We provide all these services at extremely low cost.

¹⁵ <https://kptz.org/emergency-preparedness/>

Backup Systems

KPTZ has built many backup systems. Both the transmitter and studio have generators. There is a microwave link between the centers that will allow communication even if the phone lines are down. There is a backup studio at the transmitter site in case the primary studio is inoperable.

KPTZ is implementing a hand held radio network for communication among team members. There is a KPTZ desk at the JCEOC with the capability of interrupting regular programming with emergency updates. We can remotely record information and place it into the studio system to give regular updates.

We are developing a network of individuals we can call on to provide “on the ground” information in the case of an emergency.

KPTZ Coordination Issues

Staffing During an Emergency

The entire team knows that they will look after the safety and well-being of their own family first before attending to the needs of the station. In the case of a widespread emergency there will be a delay before we can get on the air with information.

What we Still Need to do:

- Train more staff on the emergency procedures.
- Improve our documentation.
- Increase our networking within the county.
- Develop a news team.
- Maintain the stations readiness.

Neighborhood Emergency Preparedness Groups (NPREP)¹⁶

Emergency Preparedness

The Intent

A community's level of self-reliance and resilience is never more apparent—and critical—than when disaster strikes. This is true whether the disaster is an earthquake, a power outage or an economic collapse. While the activities of all Local 20/20 Action Groups enhance our ability to adapt to such an event, the Neighborhood Preparedness (NPREP) Action Group focuses on the particular needs that arise from a sudden plunge into radically different circumstances. We do this by assisting area residents through education and by example to become self-reliant before a disaster strikes, thus enhancing resilience throughout our community as we work to recover.

Projects, Past and Present

The main focus of the NPREP Action Group is to help neighbors organize so that they may work together when a disaster occurs, thereby enhancing the safety and comfort of all in such difficult times. Working with the Jefferson County Department of Emergency Management (DEM), this effort has facilitated the self-organization of well over 100 neighborhoods since 2006. While the number of organized neighborhoods is significant, many more are needed in Jefferson County.

Such neighborhood cooperation is built on a foundation of preparedness by individual households. The NPREP Action Group helped promote a series of emergency preparedness classes presented by Heather Taraka, a course that is now available at **Get Emergency Prepared**. NPREP also worked with the Port Townsend Food Co-op to stage a store-wide special pricing and educational event, now held annually, featuring foods and supplies necessary for disaster preparedness.

Finally, all of NPREP's goals converge at the Annual All-County Picnic. The first Picnic, held in 2013, was a great success with a turnout of more than 1,000 people. The Picnic offers informational talks and booths, great music, free corn on the cob, hands-on survival techniques, and a chance for neighbors to gather as one community. People interested in organizing their own neighborhoods can meet with NPREP team members to learn about the process.

¹⁶ <http://l2020.org/emergency-preparedness/>

Opportunities to Participate

The NPREP Action Group is currently one of the most active of Local 20/20's action groups, and is working in partnership with the Jefferson County Department of Emergency Management (DEM) to strengthen pre and post-disaster collaboration between neighborhoods and the Emergency Operations Center in areas such as communication and damage assessment. We provide regular outreach events to educate the public on emergency preparedness matters and/or to recruit new neighborhood organizers. We also coordinate training opportunities for our organizers and house ad hoc projects, such as the development of a plan for post-disaster sanitation.

Contact:

NPREP@L2020.org

Source: l2020.org/emergency-preparedness

NPREP - Coordination Issues

Uneven Levels of Commitment: With over 100 neighborhood emergency groups, there are a wide variety of knowledge, commitment, and persistence. The success of any given group can be a function of the neighborhood leadership in pulling together a group and developing an “institutional” commitment so that the group doesn't dissipate if a key member leaves.

Communication Protocols: Communication within a neighborhood, among neighborhoods, and with the Emergency Operations Center are still early in their development. Some neighborhoods are large enough to support a communications unit, while others are dependent on individuals that have taken the initiative to get an amateur radio license or familiarity with FRS radios.

EOC Usage Protocols: It is clear that having communications with the NPREP groups can help the EOC develop situational awareness during an emergency. How to do this is at an early stage of development and, as with the levels of commitment, there are significant differences in neighborhoods ability to respond – even under routine circumstances. There is also a need to get the EOC procedures defined for handling the information coming into the EOC from this route in addition to its normal sources such as JeffCom.

Port Townsend Paper¹⁷

CEO: Steve Klinger



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.

¹⁷ <http://www.ptpc.com/>

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.

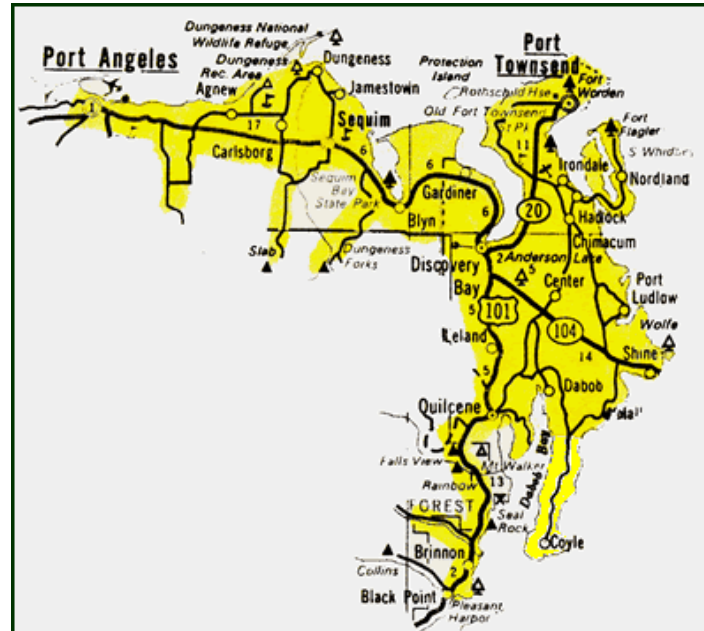
Wildfire: The perimeter of the Port Townsend Paper is either waterfront or rural with a heavy interlacing of urban wilderness. In addition, mountains of wood chips are stored on site in the open as raw material for the paper making process. Port Townsend Paper coordinates with multiple fire districts 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, Sunshine Propane, and Propane Northwest, Inc., whose combined 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.

Two large and damaging explosions recently took place in the central Puget Sound; one a propane tank explosion in a home in Port Orchard on Feb. 23, 2016 resulted in two fatalities. The other was a natural gas explosion in the Greenwood district of Seattle on Mar. 9, 2016. Both explosions were widely heard and also reported by some as feeling like an earthquake.¹⁸

¹⁸ “Explosion “Earthquake”, PNSN Blog, Pacific Northwest Seismic Network, by Steve Malone, March 10, 2016.

Sequim School District No. 323¹⁹ (Clallam / Jefferson)

Our Mission:

On behalf of the Sequim Community **the School District shall inspire and achieve excellence in the academic, creative, and physical potential of each student.**

Contact:

503 N. Sequim Ave.
Sequim, WA 98382
Office hours: 7:30am - 4:30pm

Phone: 360-582-3260
Fax: 360-683-6303

Sequim School District Boundaries

The boundary to the west off of Highway 101 is Blue Mountain Road. Anything west of Blue Mountain Road is the Port Angeles School District.

Off of Old Olympic Highway, Gasman Road is the boundary that begins Port Angeles School District. East of Gasman Road is Sequim School District.

The east end of our boundary goes all the way to Diamond Point, even though it actually sits in Jefferson County. The portion of the Sequim School District that is in Jefferson County is labeled SD323 and is shown in orange on the map below.



¹⁹ <http://www.sequimschools.wednet.edu/>

Sequim School District 323 - Coordination Issues

Localized Emergencies.: It is possible to have an event that is localized to the Jefferson County portion of the District and vice versa. This has the potential to create confusion when trying to resolve an ongoing situation.

U.S. Coast Guard - Port Townsend²⁰

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.



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>.

²⁰ www.uscg.mil/d13/docs/factsheets/uscgqc_osprey.pdf

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 firefighting 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 Island²¹

Commanding Officer: Cmdr. Nicholas Vande Griend

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. Alongside depths at the wharf are 50 ft. (15.2 m) or more.

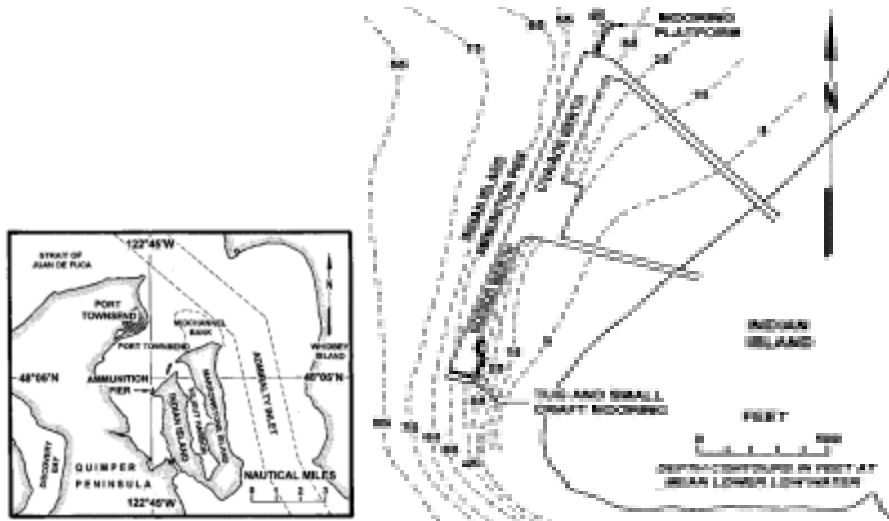
Three mooring buoys are located south of the south end of the ammunition pier and are utilized as moorage for moorage floats, USN Ship Training, and foul weather anchorages. The Explosive Anchorages listed on Chart 18464 are no longer utilized.

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

²¹ http://www.mybaseguide.com/navy/14-550/nb_kitsap_naval_magazine_indian_island



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 Ecology²²

The Washington State Department of Ecology has ten programs to oversee and preserve the quality of Washington life. Each has its own mission statement:

AIR QUALITY

Mission: To protect, preserve, and enhance the air quality of Washington to safeguard public health and the environment and support high quality of life for current and future generations.

ENVIRONMENTAL ASSESSMENT

Mission: To measure, assess, and communicate environmental conditions in Washington State.

HAZARDOUS WASTE AND TOXICS REDUCTION

Mission: To foster sustainability, prevent pollution and promote safe waste management.

NUCLEAR WASTE

Mission: To lead the effective and efficient cleanup of the U.S. Department of Energy's Hanford Site, ensure sound management of mixed hazardous wastes in Washington, and protect the state's air, water, and land at and adjacent to the Hanford Site.

SHORELANDS AND ENVIRONMENTAL ASSISTANCE

Mission: To work in partnership with communities to support healthy watersheds and promote statewide environmental interests. Includes Coastal Zone Management (CZM), Federal Permitting (including 401 Water Quality Certification), Floodplain Management, Ocean Management, Padilla Bay National Estuarine Research Reserve, Shoreline Management, State Environmental Policy Act (SEPA), Washington Conservation Corps (WCC), and Wetlands.

SPILL PREVENTION, PREPAREDNESS, AND RESPONSE

Mission: To protect Washington's environment, public health, and safety through a comprehensive spill prevention, preparedness, and response program.

TOXICS CLEANUP

Mission: To protect human health and the environment for the people of Washington by preventing, reducing, or eliminating exposure to contamination to support the development of environmentally and economically sustainable communities. (Includes Sediment Management and Underground Storage Tanks.)

WASTE 2 RESOURCES

Mission: To reduce the amount and the effects of wastes generated in Washington State. Includes the Industrial Section.

WATER QUALITY

²² <http://www.ecy.wa.gov/>

Mission: To protect and restore Washington's waters.

WATER RESOURCES

Mission: To manage water resources to meet the current and future needs of the natural environment and Washington's communities. Includes Water Well Log Report Search and Viewer.

Also see the Office of the Columbia River.

WA Department of Ecology - Coordination Issues

Overlapping Jurisdictions: In the course of a significant event, multiple jurisdictions may have to be notified. For example, a significant oil spill on a body of water requires notification of the Washington Department of Ecology and possibly the USCG, depending on what body of water it is.

Washington Department of Fish and Wildlife²³

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.

²³ <http://wdfw.wa.gov/>

Washington Department of Natural Resources²⁴

In 1957, the legislature created the Department of Natural Resources (DNR) to manage state trust lands for the people of Washington. Under the elected leadership of the Commissioner of Public Lands, DNR manages seven specific trusts to generate revenue and preserve forests, water, and habitat. DNR now manages 5.6 million acres of forest, range, agricultural, aquatic, and commercial lands for more than \$200 million in annual financial benefit for public schools, state institutions, and county services.

Our mission: In partnership with citizens and governments, the Washington State DNR provides innovative leadership and expertise to ensure environmental protection, public safety, perpetual funding for schools and communities, and a rich quality of life.

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.

²⁴ <http://www.dnr.wa.gov/>

Washington State Department of Transportation²⁵ (WSDOT)

The Washington State Department of Transportation is the steward of a multimodal transportation system and responsible for ensuring that people and goods move safely and efficiently. In addition to building, maintaining, and operating the state highway system, WSDOT is responsible for the state ferry system, and works in partnership with others to maintain and improve local roads, railroads and airports, as well as to support alternatives to driving, such as public transportation, bicycles and pedestrian programs.

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.

WSDOT 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

²⁵ <http://www.wsdot.wa.gov/>

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, tsunami, 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 many days, and then to be supplemented by emergency transportation assistance.

Washington Military Department Emergency Management Division²⁶

The mission of the Washington Military Department’s Emergency Management Division (EMD) is to minimize the impact of emergencies and disasters on the people, property, environment, and economy of Washington State.

The Division notifies and alerts state agencies and local governments of impending emergencies and disasters. During state emergencies, EMD manages the State Emergency Operations Center located on Camp Murray, near Tacoma, and coordinates the response to ensure help is provided to those who need it quickly and effectively. The EOC is designated as the central location for information gathering, disaster analysis, and response coordination. Other state agencies with emergency roles may come to the EOC to help coordinate the state response. Federal government agencies, along with state and local volunteer organizations, also may provide representatives.

At the EOC, information gathered is used by executives to make decisions concerning emergency actions and to identify and prioritize the use of state resources needed to respond to the emergency. The EOC may issue emergency warnings or disseminate critical information and instructions to government personnel and the public who may need to take emergency protective actions.

Emergency Management Division - Coordination Issues

Activation Protocols: The Jefferson County Emergency Operations Center has a policy of “leaning forward” when events are predictable, e.g a severe windstorm predicted a day ahead of time. It will activate before the storm hits with an appropriate level of staffing based on weather predictions.

In the past, at times like this, the State EOC is manned by a Duty Watch Officer (DWO). When a storm or other event hits multiple counties, the response time from the State EOC may be impacted between the time the DWO starts handling multiple requests and the time additional staffing can be mustered to deal with a growing event.

WebEOC Availability: Jefferson County is becoming adept at using WebEOC, particularly to facilitate communications when under Area Command. During the windstorm event named locally by JCDEM as “16 Charlie”, WebEOC was taken off line by the State EOC so that it would not be corrupted while the change-over was made to emergency power. This impacted Jefferson County’s ability to document, disseminate and coordinate operations among fire districts and the PUD under Area Command.

Logistics Coordination: There are Indian tribes within Jefferson County that have the legal right to go straight to the State for logistics. In the past, there have been instances when resources requests were made directly to the State, but the tribe called Jefferson County to find out where their stuff was. The

²⁶ <http://mil.wa.gov/emergency-management-division/emd-about-us>

WebEOC Logistics page is supposed to allow the County to track resource orders, but we have to know about them before we will track them

Logistics Bottleneck: During a major event, it is likely that the State EOC Logistics person will be overwhelmed by requests from multiple jurisdictions. This has the potential to create significant bottlenecks at a critical time.

Washington State Patrol²⁷

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.

WSP Staffing: During a major event, the WSP will have a significant role in maintaining the viability of State Highways. Having sufficient staff to provide liaison with county emergency departments and the State while keeping control of the State highway system will be of paramount importance. Yet, due to a combination of economic and sociologic issues, it is very difficult to recruit officers for the WSP in 2016. This has the potential to severely hamper response and recovery during regional disaster events requiring a police presence.

WSP Response Time: Jefferson County and the City of Port Townsend do not have the resources to maintain a “full function” police department or sheriff's office. Thus, neither has a crime lab or bomb squad or an armored vehicle, etc. As a result, in a major law incident that requires a more esoteric response, they rely on the resources of the WSP.

In 2016, for example, a school worker found an old pipe bomb in his school building and carried it to the police station in Port Townsend. This resulted in the evacuation of the police station and the other agencies resident in the building used by the PTPD, e.g. the food bank, the Red Cross, and KPTZ FM radio. The city police called in the WSP Bomb Squad to take possession of the pipe bomb and detonate

²⁷ <http://www.wsp.wa.gov/>

it – but even with a team ready-to-go, it takes the bomb squad 2 – 3 hours to get to Port Townsend from its home base.

There is no good fix for this. It is not economically feasible to have a bomb squad, etc. stationed in every town and city that could have a problem. In a really extreme situation, a small unit such as the bomb squad could be airlifted to the incident by helicopter – but even this is expensive and would not always be a viable solution.

The best that can be done is to have good communications among agencies and established contingency plans for rapid deployment of needed assets during a major incident. For example, the State Ferry System is considered part of Washington’s highway system. In an incident, such as a bomb found on board while at the Port Townsend dock, both the WSP and the USCG could have overlapping jurisdiction, along with coordination needed with the city police. It is best to have easily recognized scenarios preplanned for, rather than attempting to establish responsibilities at the time of the incident.