

Transportation Related Threats & Hazards – Planning and Response Tactics

Pierce County Threats and Hazards Identification Workshop

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SUPERVISOR
JOHN WYNANDS, OLYMPIC REGION
ADMINISTRATOR

May 2, 2019

Local Major Transportation Related Incidents



May 23rd, 2013
Skagit River Bridge Collapse



August 18, 2016
Port of Tacoma Interchange – Gasoline Tanker Rollover



December 16th, 2013
Crossover Fatality Collision



December 18th, 2017

Inaugural Run
Amtrak Cascades Passenger
Train 501 Derailment



Collaborative Incident Management Planning Strategies

I-5/Joint Base Lewis-McChord Corridor Joint Operations Group



Similar Initiatives Underway:

- Seattle Area Joint Operations Group (SAJOG)
 - Modeled after the JBLM example
- Tacoma Tideflats Joint Operations Group – Coming Soon to include local agencies, tribe, Port Alliance, Rail partners, etc. in the Tacoma area



Joint Operations Policy Statement (JOPS)

- Governor Mandated
- Signed by WSDOT, WSP, and Washington Fire Chief's Association
- Updated Every Two Years
- Spells Out Specifics on Maintaining Relationships for Joint Operations

Collaborative Incident Management Planning Strategies

Purpose

- Collaboratively implement efficient, effective, and scalable multi-agency emergency response operations for all types of freeway incidents along the I-5 corridor through Joint Base Lewis-McChord (JBLM)
- Provide coordinated real-time information on incidents between responding agencies and impacts to surrounding communities and travelers along the corridor



Primary Focus Areas:

- Corridor-wide Pre-planned Detour Plans – Prioritize “Life Lines”
- Regional Interagency Communication Interoperability – “ReadyOp”
- Interagency Resource Listing and Typing
- Exercise Planning that Improves Response and Recovery Times
- Engaged Interagency Coordination, Cooperation and Collaboration

Collaborative Incident Management Planning Strategies

The Team

Working Group Charter

Originally developed and signed in 2015 (updated 2017) at top levels by core group leadership:

- JBLM Installation Commander
- Chief of Washington State Patrol
- WSDOT Secretary of Transportation

Core Working Group

- Joint Base Lewis-McChord (JBLM) –Directorate of Emergency Services (Police, Fire, Provost Marshall, Emergency Planning & Management)
- Washington State Patrol District 1 (WSP) Field Operations and Communications
- Washington State Department of Transportation (WSDOT) Olympic Region

Ancillary Members:

Pierce & Thurston County Emergency Management, Sheriff Offices, and Public Works, Washington State Department of Ecology, City of DuPont, City of Lakewood, City of Lacey, South Sound 911, Camp Murray/Washington National Guard, Sound Transit, BNSF

Requested Participation (as needed):

All stakeholders surrounding the JBLM Installation in Pierce and Thurston County that will be impacted by any breakdown of the I5 corridor and subsequent rerouting of freeway and community traffic.

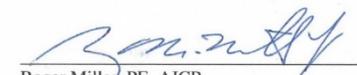
12. Approval



Nicole Lucas - Colonel, LG Commanding JBLM



Chief John Batiste - Washington State Patrol



Roger Millar, PE, AICP
Secretary, Washington State Department of Transportation

Collaborative Incident Management Planning Strategies

I-5/JBLM JOG - Recent Examples of Success



Planned Event:
Summer 2016 - JBLM
Air Show and Warrior
Exposition



Joint Operations &
Common/Shared Technology
Platform - "ReadyOp"



February 2019 – "déjà vu" Joint
Exercise/Workshop – 23 Agencies and
Tribe – Derailment Scenario Planning



Planned Emergency
Response: March, 2017 -
I-5/JBLM "Land Mine
Incident"



Emergency Response:
May, 2017 – I-5/DuPont
Interchange "Sink Hole"

WSDOT Resources



Washington State
Department of Transportation

INCIDENT RESPONSE TEAM

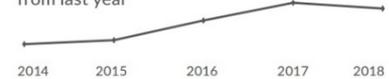
CLEARING ROADS. HELPING DRIVERS.



↓ 2.5% INCIDENT RESPONSES DECREASED

↑ 3.2% CLEARANCE TIME INCREASED

Third quarter incidents trend slightly down from last year



Data source: Washington Incident Tracking System.

Notes: The data above only accounts for incidents to which an IR unit responded. IR data reported for July-September 2018 (Q3 2018) is considered preliminary. In the previous quarter (Q2 2018), WSDOT responded to 15,033 incidents, clearing them in an average of 12.5 minutes. These numbers have been confirmed and are now finalized.

IRT - By the Numbers:

- ✓ Statewide Estimated Program Value: \$17.28 for every \$1 Spent (3rd Quarter, 2018)
- ✓ Third Party Damage/Cost Recovery Processes in Place

Local Resources:

13 Incident Response Vehicles (Two Tow Trucks) and Full-time Dedicated IRT Responders

Olympic Region Traffic Management Center (Traffic Incident Management “Behind the Scenes”):

- Operations – Intelligent Transportation Systems – Ramp Meters, Travel Times, Variable Message Signs, Highway Advisory Radio, Dispatch for Maintenance Resources
- Providing Traveler Information – Roadside Signing, Highway Advisory Radio, Travel Times, 511 System, GovDelivery Email Subscription, WSDOT Webpages, Twitter, Public Information Officer Outreach to Media



Gaps – How Can We Better Address Potential Transportation Related Hazards and Threats?

- ✓ Ongoing Participation in Joint Planning Efforts
- ✓ Communications Between Agencies – Disparate Systems, Radio Operations, Etc.
- ✓ Turnover & Retirement
- ✓ Training – Integrated Response and Recovery
- ✓ Federal Highway Emergency Relief Funds – Difficulty in Reaching the Qualifying Requirements
 - \$700K Minimum
 - Requires Governor's Proclamation of Emergency
- ✓ What Else?



Questions?

For more information,
please contact:

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