Washington State Distribution Management Plan

Washington Military Department
Emergency Management Division

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Contents

Record of Changes

Change #	Section Changed	Date	Author	Description
		12/31/2019		Initial Draft
1	all	02/04/2021		Updated Draft following receipt of FEMA Baseline Assessment – clarified integration of private sector, nonprofit, local, and federal partners. Identified affected populations and provided a list of planning assumptions. Updated Distribution methods.
2	all	12/31/2021		Updated Draft – amended to include RRAP data
3	all	02/28/2022		Updated Draft following receipt of FEMA Baseline Assessment – refined distribution methods to identify C-POD requirements and locations. Updated intermodal transportation criteria. Expanded Demobilization subsections
4	all	12/14/2022		Incorporated Final CR2022 Summary of Conclusions (07 Dec 2022).
5	3.9	6/26/2023		Incorporated CEMP ESF7 Appendix 1 – Reception and Integration
6	3.8	7/12/2023		Incorporated CEMP ESF7 Appendix 2 – State Staging Area (SSA)
7	3.6	7/24/2023		Incorporated CEMP ESF7 Appendix 3 – Movement Coordination
8	all	9/04/2024		Reviewed the whole plan on lay-out, spelling, abbreviations, updated data, citations, captions, table of content.

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1. Introduction

1.1. *Purpose*

This Distribution Management Plan (DMP) is intended to provide initial planning for State, Local, Tribal and Territorial (SLTT) Emergency Managers for pre-identified federal, state, and local staging areas, staffing of staging and distribution points, transportation and resource management. This will enhance, create, foster, and maintain supply chain resilience. Supply Chain Resilience is the ability of a preexisting network of demand and supply to deploy surviving capacity, and/or introduce new capacity, under sever e duress. It is the ability of a network, or portion of a network, to continue moving (directing, redirecting, flowing) goods and services even when important elements of the network are no longer operating. This Distribution Management Plan addresses the seven components of a Distribution Management Plan as described in the DMP Guide 2.0 (FEMA, January 2022):

- Define Requirements
- Order Resources
- Distribution Methods
- Inventory Management
- Transportation
- Staging
- Demobilization

1.2. *Background*

Washington State Geographic uniqueness creates planning challenges which must incorporate in all resource and transportation planning efforts. The Cascade Mountain Range divides the state into two parts – Western Washington and Eastern Washington. Western Washington is the most densely populated; approximately 60% of the state's population lives west of the mountains. Seattle, Tacoma, Olympia, Vancouver, and Bellingham are all located on the west side of the state. While the population in Western Washington is based around the Interstate 5 (I-5) transportation corridor, the mountain passes create limited avenues of travel during winter months and follow major geologic events. Isolated coastal communities along the Olympic Peninsula are further limited by lack of redundant highway systems and bridge structures which create a single point of failure.

<u>Road Networks</u>

- Rural Communities far apart
- One major road connecting east to west side of state.
- Limited access to the coast/mountain areas

1.3. *Intent*

The Emergency Management Division leads and coordinates Prevention, Protection, Mitigation, Response and Recovery in Washington State to minimize the impact of disasters and emergencies on the people, property, environment, and economy.

2. Situation Overview

2.1. *Scope*

Disasters disrupt preexisting networks of demand and supply. Quickly reestablishing flows of water, food, pharmaceuticals, medical goods, fuel, and other crucial commodities is almost always in the immediate interest of survivors and longer-term recovery.

Large-scale disasters often disrupt normal supply chains, triggering the need for temporary relief supply chains that address critical emergency supplies such as food, water, and fuel. This temporary distribution management system is managed by state, local, tribal, and territorial (SLTT) agencies or voluntary, faith-based, or community-based organizations.

When there has been catastrophic damage to critical infrastructure, such as the electrical grid and telecommunications systems, there will be an urgent need to resume—and possibly redirect—preexisting flows of life-preserving resources. In the case of densely populated places, when survivors number in the hundreds of thousands, sources of supply may not have enough volume and potential flow to fulfill demand.

2.2. Geography and Demographics

Understanding the demographics and geographic dispersion of the affected population is necessary for state, local, territorial, and tribal plans to identify affected populations. It is necessary that SLTT partners identify potentially impacted populations in their respective plans to illustrate demographics and geographic vulnerabilities. Using federal census data, and local/tribal housing assessments will enable logistical planners to determine commodity requirements. Washington has a population of 7.7 million (currently the 13th most populated state) with 63% of that population located in the Puget Sound Region; the remainder of that state is smaller cities, rural, and farming/forestry land. The state has 29 federally recognized Indian Tribes, and 39 Counties.

Washington's land area totals 66,455.5 square miles and is geographically separated by the Cascade Mountain Range with 1 major Interstate (I-90) as a major freight corridor and 4 highways that can handle minimal freight traffic; US-12 through White Pass, US-2 through Stevens Pass, SR-20 through Loup Pass, and SR-14 following the Columbia River. Access to the coast is limited by smaller highways and during disasters would most likely be cut-off from other communities and become a micro-island requiring support by air or water delivery modes.

2.3. Assumptions

- Distribution will be primarily focused on SLTT, and the Federal Government will be a supporting role.

- A detailed and credible common operating picture might not be achievable for 72 hours or longer after the incident. As a result, response activities will begin without the benefit of a detailed or complete situation and critical needs assessment.

- For this plan to be activated local and regional supply chains and infrastructure will have been significantly disrupted, destroyed, or over-extended.

- Demand may exceed supply, evidenced through shortages of response teams, first responders, equipment, and supplies. A viable resource allocation and adjudication system must be immediately in place to get the maximum benefit of critical resources.

- Multiple jurisdictions will have to work together to share emergency commodities.

- Multiple incidents may occur simultaneously or sequentially in contiguous and/or noncontiguous areas. This will require prioritization of limited resources.

- The incident may result in significant disruptions (for an extremely long duration of time) of critical infrastructure including transportation, commodities, energy, telecommunications, public health, and medical systems.

- Wireless Voice and Data networks may be severely interrupted, if not destroyed, during the early phases of a disaster.

- Ground transportation to impacted areas may be disrupted due to damaged roads, bridges, and rail. The limited capability to refuel delivery vehicles within an affected jurisdiction may become a critical factor in planning.

- Unaffected jurisdictions may be requested through mutual aid, Washington Mutual Aid System (WAMAS), to provide personnel and equipment to the affected jurisdiction/region for distribution support.

- An area's response capabilities and resources, including resources normally available through WAMAS, MOUs and/or MOAs, may be insufficient and quickly overwhelmed. It is highly likely that local public safety personnel who normally respond to such events may be among those affected and unable to perform their duties.

- An incident might result in such severe damage to a jurisdiction's infrastructure that habitation is not feasible during response operations. Consequently, appropriate local authority may order mandatory evacuation. Distribution of commodities will decrease as the population shifts due to evacuations.

- Planning assumptions are that coastal areas of the pacific northwest, particularly the Olympic Peninsula, will result in isolated pockets of affected residents who will have no ability to evacuate inland. Those residents in the inland northwest (Snohomish, King, Pierce, and Thurston counties) will have the ability to self-evacuate to the Eastern portion of the state which will have only suffered limited effects. Evaluation and assessment of commodity distribution will need to account for temporarily shifted populations in the immediate aftermath of the incident.

- The status of supply chains, infrastructure, fuel availability, transportation providers, material handling equipment, staffing, and other major systems will have to be reframed under Community Lifelines on an on-going basis to understand and communicate incident impacts using plain language and promote unity of effort across the whole community to prioritize efforts to stabilize the lifelines during incident response.

3. Distribution Management Plan Components

3.1. A Distribution Management Plan

This plan establishes strategies, functional plans, and tactical guidance for SLTT logistical response operations to ensure the providing of life-sustaining resources in a timely manner following a catastrophic incident. These plans cover staging sites and operations, logistical support including services and personnel, information management, transportation of resources to point of need, Commodity Points of Distribution (C-PODs), inventory management, resource sourcing, and demobilization (As mentioned in Section 1.1, this DMP includes seven components).

3.2. Requirements Defining

Research Pre-existing Data - Conducting research prior to the development of a DMP is vital to determining a jurisdiction's potential resource requirements. A critical first step in developing a robust distribution plan is to conduct an unbiased assessment of the state, local, territorial, or tribal logistics capabilities. Although none of these are explicitly required, the following sources and tools provide mechanisms to research and collect pre-existing data:

- Deliberate Plans and Historical Data

3.3. Summary of Historical Disaster Operations:

From a logistical perspective the Local, State and Federal COVID-19 response conducted from January 21, 2020, to October 31, 2022, stressed every level of the supply chain. Within Washington State the resource request process has been fully tested with 2,034 individual resource requests being processed within the WebEOC system. Emergency Support Function seven was stressed distributing commodities and successfully distributed over 244 million pieces of Personal Protective Equipment. The State Emergency Operation Center (EOC) demonstrated the ability to request, receive, document, and distribute resources from the Federal level (Strategic National Stockpile) Department of Health and Human Services (HHS), and Federal Emergency Management Agency (FEMA), while at the same time integrating donations management and commercial procurement on a massive scale. The COVID incident has provided an opportunity to refine resource forecasting using both burn rate estimates and real time reporting. Lessons learned from both procurement, warehousing and pod distribution have been integrated into all-hazards planning. This incident has provided State and Local Emergency managers with the requirement to scale up and scale down operations over the course of the pandemic causing all levels to re-evaluate what right-sizing truly looks like. In addition to the COVID incident, SLTT organizations can review smaller scale incidents and extrapolate data to estimate affected population and anticipated commodity needs. SLTT can make use of the

extensive library of incident and exercise After Action Reports (AARs) which can be found on WebEOC.

3.4. Summary of Exercises incorporating DMP:

The Cascadia Rising 2022 (CR22) exercise series was developed collaboratively with representation from the public, private sector, not-for-profit, non-governmental organizations, and all levels of government. The collaborative process focused on two essential core capabilities needed to provide lifesaving and life-sustaining activities during a catastrophic earthquake response: Critical Transportation and Mass Care Services. The exploration of these two primary core capabilities provided critical insight that will aid in the response to a Cascadia event as well as local or regional disasters. Although the CR22 exercise primarily focused on the FEMA Core Capabilities of Critical Transportation and Mass Care Services; however, Operational Communications, Operational Coordination, Situational Assessment, and Logistics and Supply Chain Management were also assessed as supporting capabilities. The Critical Transportation table-top exercise (TTX) identified several issues with the movement of supplies from eastern to western WA over highways, roads, and bridges. Surface transportation infrastructure may be heavily damaged or destroyed following a Cascadia Subduction Zone (CSZ) event, necessitating the need for emergency repair and reopening. The exercise discovered a critical issue with a lack of a current planning timeline for the reopening of critical surface transportation routes, specifically the key east-to-west corridors.

Throughout the discussion-based exercise, it became clear the damage and degradation of surface and airport infrastructure will significantly impact how efficiently and effectively Washington State responds to and recovers from a CSZ earthquake. The impacts to state and local prioritized routes and the repair and restoration times needed to re-open surface infrastructure and airports will significantly delay lifesaving and life-sustainment efforts. Additional capabilities, such as maritime and rail re-opening for the delivery of bulk goods and resource support will be needed to begin the response and support short-term recovery operations. A 2019 Regional Resiliency Assessment Program (RRAP) was dedicated to and supportive of surface transportation routes (bridges and highways) to establish the flow or commodities into western Washington and pre-identified Airports for use as Federal and State Staging Areas, however maritime and rail transportation sector planning is still in the future.

3.5. Deliberative Plans:

An analytical baseline study for the Cascadia earthquake and tsunami was conducted at the National Infrastructure Simulation and Analysis Center, Homeland Infrastructure Threat and Risk Analysis Center (HITRAC) by the Office of Infrastructure Protection, National Protection and Programs Directorate to project the degree of damage and disruption that would result from a major earthquake and tsunami if it happened today. The infrastructure impacts electric power, natural gas, telecommunications, transportation fuels, road transportation, water transportation, rail transportation, emergency services, banking and finance, health care, and water and wastewater facilities. This study first examined the impacts of the earthquake and tsunami on the human population within the affected area. The expected damage and loss of life would occur along the coastal regions of northern California, Oregon, and Washington. The National Infrastructure Simulation and Analysis Center (NISAC) estimates that the tsunami and ground shaking effects are likely to result in 3,000 or more fatalities. This scenario will also likely result in an estimated 25,000 people or more injured. Counties that would be particularly hard hit by

the ground shaking in terms of fatalities are Coos County, Oregon, and King and Grays Harbor counties in Washington due to their proximity to the epicenter, structure types, and population density. It is assumed that many of the deaths would be attributed to building collapse. Damage to the telecommunications, waterborne transportation, and transportation fuels sectors will result in the greatest cascading economic impacts. Electrical power is a driver of economic impact, however the restoration times for electric power infrastructure are not expected to be as long as those for telecommunications.

3.6. Threat and Hazard Identification and Risk Assessment (THIRA) and Stakeholder Preparedness Review:

For evaluation of logistics and supply chain management assessments it is often useful to plan for the worst-case scenario and then distill the identified lines of effort down to suit smaller or geographically contained events. For Washington State the worst-case scenario has been assessed as a Catastrophic Earthquake emanating from the CSZ. The CSZ is a 700-mile-long megathrust fault that stretches offshore from Northern Vancouver Island, British Columbia (BC), to Cape Mendocino, California. It is formed by the intersection of the Juan de Fuca and North American plates. The Juan de Fuca plate is moving eastward toward and driving (subducting) beneath the North American plate.

The CR22 scenario is based on a magnitude 9.0 CSZ earthquake along the length of the fault. An event of this type occurs on average once every 200 to 500 years. The last CSZ earthquake and tsunami occurred on January 26, 1700, placing Washington State within the recurrence interval for another event. It is estimated shaking resulting from a rupture of the fault could last four to six minutes, with subsequent tsunamis and aftershocks that will continue for hours to months. Additional impacts and cascading events include damage resulting from liquefaction-prone soils and landslides or rock falls.

A CSZ earthquake is anticipated to be potentially the largest natural disaster the United States could face and be one of the most complex disaster scenarios for emergency managers, public safety officials, government agencies, and policymakers. The description of the core capability target is to synchronize logistics capabilities and enable the restoration of impacted supply chains to deliver essential commodities, equipment, and services in support of impacted communities and survivors, to include emergency power and fuel support, as well as the coordination of access to community staples. The State's current capability target for Logistics and Supply Chain Management reads: within (30) (days) of an incident, identify and mobilize life-sustaining commodities, resources, and services to (102,352) people requiring shelter and (500,000) people requiring food and water and maintain distribution system for oneyear.

3.7. The Washington State Enhanced Hazard Mitigation Plan (SEHMP):

The sub-sections below provide summaries of each identified natural hazard in Washington that includes the locations they tend to occur based on previous occurrences, who/what is exposed to the hazard, the hazard's extent (i.e., potential magnitude or severity), and the probability of future occurrences. Bottom line up front: The most common natural hazard events in Washington are extreme weather, flooding, landslides, and wildfires. They are also the most widespread, with each capable of having direct statewide impacts. In many previous disasters, these natural hazards triggered each other. For example, extreme rainfall triggered flash flooding and landslides in 2021 (DR-4635), and extreme heat and wind increased the potential for severe

wildfires in 2020 (DR-4584). The combination of climate change and continued population growth, and subsequent urban development in hazard-prone places, has contributed to the increased frequency and severity of these natural hazard events, and therefore, the state's vulnerability to these hazards

The SEHMP profiles hazards, identifies risks and vulnerabilities, and proposes strategies and actions to reduce risks to our communities and critical assets. The Hazard Inventory and Vulnerability Assessment (HIVA) identifies the following 14 hazards with incident specific analysis and summary of results link to each identified natural and human caused hazard(s).

3.8. Natural Hazards

Avalanche hazard and vulnerability analysis:

Avalanches around the world are tied to severe winter storms because precipitation and air temperatures during storms, as well as prior snow conditions, influence the frequency and types of avalanches. Because of this, climate change is expected to have an impact on avalanche activity though this has not been fully evaluated, especially in high alpine areas above the tree line.

Since 1985, avalanches in Washington State have killed nearly 70 people, including six in one incident on Mount Rainier in 2014. The worst avalanche on record is the Wellington disaster of 1910, which took 96 lives. Washington States experience annually hundreds of avalanche events resulting in injured/deceased human and property damage/loss. The counties of King, Pierce, Lewis, and Whatcom experience the most avalanches, largely due to the terrain in these counties, including multiple skiing destinations.
In North America, avalanche accidents primarily involve winter sports enthusiasts, with at least 90% of avalanches that involve injury or death being triggered by recreational activity (Stapazzon et al., 2021). Even if climate change decreases avalanche hazards over time, the frequency of human-triggered avalanches might not decrease if winter sports remain popular in Washington.

Population estimates in the avalanche hazard zones are difficult to determine given that Census tract shapes do not always align with the actual distribution of people, especially in rural areas such as the avalanche hazard zones. The Census tracts that do overlap with the avalanche hazard zones have an approximate population of 250,000, but most of their total area is outside the avalanche hazard zones. As such, the actual number of residents in the avalanche hazard zones on a consistent basis is likely much lower. Using population projection data (Gao, 2017), we estimate the population of the avalanche hazard zones to currently be between 70,000-75,000, with expected increases to 77,000- 79,000 by 2050.

The median social vulnerability ranking for these residents is 0.48, which is slightly below the state average (0.50). Of those 70,000-75,000 people, we estimate about 21,000 (or 28%) are considered socially vulnerable, with an SVI rank of 0.75 and above. Most of those socially vulnerable people reside in Central Washington, namely Chelan and Okanogan Counties. The primary drivers of their social vulnerabilities are socioeconomic, including higher rates of poverty and unemployment and lower rates of education. Many of these same residents are also exposed to various environmental health disparities, including diminished air quality and lower-

than-average birth weights. However, avalanches are likely to exacerbate these social and environmental vulnerabilities only minimally.

The region most at-risk for avalanche hazards is Puget Sound & Northwestern Washington. The counties of King, Pierce, Lewis, and Whatcom experience the most avalanches, largely due to the terrain in these counties, including multiple skiing destinations that place more people at risk than in other parts of the state. Although Central Washington has more critical assets within the NWAC avalanche hazard zones, it is difficult to determine exactly to what extent those assets are exposed to avalanche hazards. An analysis of previous avalanches suggests Puget Sound & Northwestern Washington is most likely to be impacted directly by avalanches.

Drought

Drought, defined by state statue as below 75% of normal water supply for a given area, is a widespread natural hazard in Washington. Among the most significant impacts of drought in Washington are the effects it can have on agricultural activity, fisheries health, and drinking water supply. The most significant drought exposures and extents are found east of the Cascade Range, which includes many counties that are predominantly agricultural.

Between 1980 and 2022 there were 10 official drought declarations in the state. This was used to establish the annual probability of a drought declaration in the table below, but it should be noted that such declarations are not entirely based on objective biophysical metrics. Declarations are the result of a hydrometeorological component as well as a consideration of potential hardship, the latter of which may be subjective in nature.

The most recent State-level drought emergency declaration was issued on July 24, 2021, and covered virtually the entire state (aside from parts of King, Pierce, and Snohomish Counties). Stream flows, groundwater levels, and recent precipitation (e.g., previous 90 days) were far enough below normal, with forecasts indicating little likelihood of improved conditions, to warrant a drought declaration.

Drought hazard and vulnerability analysis:

According to a 2015 report from the Department of Homeland Security (DHS, 2015), the most vulnerable sectors to drought include water/wastewater and energy. As such, our assessment will focus primarily on those sectors and less so on transportation, health, and safety. Additional discussion will focus on potential impacts on agricultural production.

Drought conditions harmed agricultural production significantly in eastern Washington. In August, 93% of wheat and 66% of barley crops were reported by producers in Washington as being in very poor or poor condition (Tinker & Gutzmer, 2021). Drought also contributed to excessively dry vegetation and soil, which allowed for the potential for wildfires all over the western US (Tinker & Gutzmer, 2021). Exceptional drought impacted 36% of the state in 2021, including every county in the Eastern region. Extreme drought impacted 45% of the state (again including every Eastern region county), while severe drought impacted 53% of the state and included numerous central and western Washington counties.

Estimated total population within the severe (or worse) drought zones in 2021 is 2 million. By 2050, this number could increase to 2.4 – 2.5 million. These residents have an above average

social vulnerability ranking of 0.56 (state average is 0.50). The most influential factor driving the above average social vulnerability is lower per capita income levels. Also contributing are higher rates of poverty and lower average education levels. There are a few clusters of socially vulnerable populations that are also exposed to several environmental and health disparities in addition to drought impacts. Clusters are in Vancouver (Clark County), Yakima (Yakima County), Kennewick (Benton County), Pasco (Franklin County), and Spokane (Spokane County).

The region most vulnerable to the impacts of drought is the Central Washington region. This determination is based on the number of critical assets (e.g., drinking water supplies and power plants) exposed to severe, extreme, and exceptional drought in recent years. Additionally, there is a significant population of socially vulnerable residents in the Central Washington region whose vulnerabilities could be easily exacerbated by drought impacts, particularly regarding drought-driven declines in drinking water availability or quality. For example, water shortages are expected to occur more frequently in the Yakima Basin soon, so much so that demand may eventually become greater than available supply (Washington Department of Ecology, 2022).

Total estimated value of all properties, including privately-owned real estate, located in the 2021 severe drought impacted areas is $262 billion. It should be noted, however, that drought is less likely to directly impact State facilities. This figure does not account for the estimated value of agricultural products.

Earthquake

Washington remains as the number two state in the country for assets exposed to earthquake impacts (with California number one). Given the geological nature and location of Washington, earthquakes are recorded here daily, but almost all earthquakes are too small to be felt without instrumentation. Since 1870, there have been 27 earthquakes of moderate size or larger (M5 or greater) in Washington, with the most recent events in 2001 (M6.8 in Feb. 2001 and a M5 in June 2001).

Although strong earthquakes capable of causing significant damage in Washington can occur from multiple faults located throughout the state, the fault with the potential for generating the most catastrophic earthquake possible in Washington is the CSZ. Over the last 10,000 years, there have been 41 large-scale events along the CSZ, with 19 of those thought to be full-scale ruptures of the CSZ generating a M9.0 earthquake (Goldfinger, et al., 2012).

According to a dataset provided by Washington Geological Survey (WGS, 2019A) of earthquake damage from the three most recent damage-causing earthquakes in Washington (April 1949, April 1965, and February 2001), such damage was largely restricted to west of the Cascade Range except for one known incident of damage in Roslyn (Kittitas County) in the 1965 quake. We analyzed the locations of previous earthquake damage to determine where significant clusters of damage have occurred and found three such clusters – one each in Seattle (King County), Tacoma (Pierce County), and Olympia (Thurston County).

Based on previous damage and density of development (and expected continued development), these areas remain among those across Washington with a high likelihood of experiencing damage from an earthquake in the future. Based on seismic hazard maps from the U.S. Geological Survey (current as of 2022), the areas of Washington most susceptible to the impacts

of seismic activity are still west of the Cascade Range. Although seismic risks do exist east of the Cascades, our analysis focused on western Washington given the level of exposure there and potential for catastrophic earthquakes. However, it should be noted that damaging earthquakes have occurred in eastern Washington (as recently as 1936) and that earthquake risk can be high for some eastern Washington localities.

Approximately 65% (n= 7,300) of all State-owned and -leased facilities are in areas exposed to high seismic hazards. The total estimated value of these facilities is $108 billion. A sub-set of about 1,500 of these facilities are also located in liquefaction zones and may be at the highest risk of damage. Use types for these facilities vary widely and include educational, residential, office, healthcare, recreational, and laboratory uses.

Western Washington is the state's most populated region, with an estimated 5.7 million residents in the area most prone to damaging earthquakes, including an estimated 1.7 million in western Washington liquefaction zones. Most of these residents are in the Seattle-Tacoma metropolitan area, which is more than 4 million people. We estimate that this area will continue its current trend of population growth, with approximately 6.4 million – 6.6 million residents by 2050.

The region most at-risk to destructive earthquakes in the future is the Puget Sound & Northwestern region due to the number of critical assets and socially vulnerable population concentrated in that area. Virtually all earthquake-related damage since 1949 has occurred somewhere in western Washington, with the most significant clusters around the cities of Seattle (King County), Tacoma (Pierce County), and Olympia (Thurston County). Such an event would effectively shut down much western Washington's community lifelines, in addition to causing widespread damage to private property and deaths into the thousands (EMD, 2022).

Extreme Weather

Washington is exposed to many weather extremes. These include high winds, heat, cold, thunderstorms, rainfall, and snowfall. Some specific examples of extreme weather types in Washington are atmospheric rivers, tornadoes, heatwaves, and hailstorms, among others. Taken together, these weather extremes account for some of the most common natural hazard events we face in this state. They are often what trigger presidentially declared disasters, with more than 30 weather-related disaster declarations in Washington since 1980.

With continued climate change, we expect some extreme weather to become even more extreme. For example, we know that the Pacific Northwest can expect to see heatwaves, like the June 2021 "heat dome" event, to last longer and have higher temperatures (Philip et al., 2021) as well as atmospheric rivers that dump more rain over shorter periods of time (Gao et al., 2015).

Counties are referred together throughout this analysis as "extreme weather hazard areas." We felt this was an appropriate framework for this analysis given the challenges driven by the variability of extreme weather incidents and the fact that disaster declarations, by definition, include damage to valuable assets. Most of these declarations were associated with severe storms, such as atmospheric rivers, and their secondary effects – such as flooding and landslides. There is no evidence to suggest that areas of Washington that already commonly experience extreme weather will see declines in extreme weather in the future, so locations where weather impacts have been high in the past will likely remain high in the future.

Our vulnerability analysis for state-owned buildings and critical infrastructure is focused primarily on places with previous weather-related damages. In those counties, there are more than 4,800 state-owned or -leased Chapter 3: Hazard Inventory & Vulnerability Assessment 2023 Washington State Enhanced Hazard Mitigation Plan 45 facilities with an estimated value of $78 billion. Just more than half of these facilities (53%, n=2,555) are in the Puget Sound & Northwestern region – namely in King, Snohomish, and Skagit counties. Their uses range widely, including residential, office, education, and health care. King County alone has more than 1,300 facilities worth an estimated $24 billion.

To assess the level of population exposure to extreme heat, we used the average maximum temperature for June 2021 (PRISM, 2022) – which is among the state's hottest months on record. Some parts of the state reached an average maximum temperature above 91°F that month (Figure 15). The estimated number of people living in the hottest 25% of the state that month is 4 million, or approximately 51% of Washington's population. About 52% of those 4 million people are considered socially vulnerable, which is just slightly above the state average. The primary driver of this slightly higher social vulnerability ranking is the lower per capita income (on average) for the residents who live in the state's hottest areas.

The region most at-risk to extreme weather is the Puget Sound and Northwestern region. Although previous weather disasters have covered a larger area of the Olympic Peninsula and Southwestern region, that area of the state is less populated and less developed – meaning fewer people and critical assets are in harm's way when compared to the Puget Sound and Northwestern part of the state.

Flood

Flooding is among the world's most common and damaging natural hazards, causing trillions in property losses and thousands of deaths in recent decades (Winsemius et al., 2016). In the United States, the risks associated with floods are expected to increase due to changes in exposure and vulnerabilities (Wing et al., 2018). In the Pacific Northwest, flood disasters are often tied to extreme rainfall events, such as atmospheric rivers. Some research shows an estimated 5% increase in extreme rain events for parts of Washington, compared to the average from 1980-2010 (NASA, 2022).

Combined with continued population growth and development in flood-prone areas means floods are likely to become "high frequency, high severity" events, where destructive floods are happening more often in Washington and risk is increasing. This differs slightly from the 2018 SEHMP, which characterized flooding as a "medium" risk natural hazard.

Based on population projection data (Gao, 2017), we estimate there to be about 2 million people residing in Washington's currently identified special flood hazard areas (1% and 0.2% annual chance flood zones). By 2050, this number could increase to between 2.5 million and 2.6 million based on expected population growth in the identified flood zones, however this is likely to be an underestimation given the areas of the state that currently do not have mapped flood zones available in the NFHL. Additionally, the geographical area of the flood zones may also change by 2050, with the potential to increase to an extent and put more people and property at risk.

Based on the Centers for Disease Control and Prevention (CDC's) Social Vulnerability Index (CDC, 2018), we estimate about half (48%) of the population in the known flood hazard areas to be considered socially vulnerable. The primary drivers of social vulnerabilities in the flood hazard areas are related to household composition and disability, including an above average number of elderly residents (>65 years old), children under 17 years old, and disabled residents compared to the rest of the state. The average Environmental Health Disparities (EHD) ranking for these residents is slightly below state average (5.47 vs. 5.52).

The regions determined most at-risk to flooding are the Puget Sound and Northwestern region, due to its frequency of flood disasters (both coastal and riverine) and the vulnerability of the communities and critical assets there. This includes a consideration of known repetitive loss or severe repetitive loss. Most of the state's unmitigated Repetitive Loss (RL) and Severe Repetitive Loss (SRL) properties are in the Puget Sound and Northwestern region, namely King, Pierce, Snohomish, and Skagit Counties.
Lewis County also holds a significant number of unmitigated RL/SRL properties, particularly in Centralia and Chehalis. Other towns with significant outliers of RL/SRL properties are Arlington (Snohomish County), Hamilton (Skagit County), and Issaquah (King County).

Given the lower level of exposure, flooding is less likely to directly impact hospitals and first responder facilities. However, the relatively low exposure belies the disproportionate impacts to communities if those facilities are flooded. It is also possible that temporary inundation or damage to roads during and after floods could diminish access to these facilities or the ability of first responders to provide service to people in need. Floods are also less likely to directly impact energy production and transmission across the state, with 94% of power transmission lines located outside of known flood-prone areas and only three power plant facilities with identifiable vulnerabilities to flooding.

Landslide

Washington remains one of the most landslide-prone states in the country. Landslides are often a component of or associated with flood disasters (Table 17), however they can happen on their own, such as the SR530 slide (also known as the Oso landslide) that occurred in 2014. However, most landslides that occur in Washington are not damaging and sometimes go undetected until much later.

The best available data for landslide hazards in Washington comes from the Washington Geological Survey within the Department of Natural Resources. In 2018, WGS published a compilation of previous landslides within Washington. This landslide compilation includes minor and major landslides. It should be noted that the landslides are from different data sources, each one focused on a specific area or areas within the state. As a result, this compilation covers the cumulative areas of these studies, not the entire state. As such, landslides may have occurred in areas that are unmapped.

To supplement the monthly soil moisture averages, we used daily measurements of surface soil moisture content as measured by the Soil Moisture Active Passive (SMAP) satellite. We found that soil moisture rates increased significantly during the December 2019 AR event across virtually all western Washington (though more pronounced in southwestern Washington). SMAP data are only available from 2015 to present day, so no SMAP data exist for the 2014 SR530

landslide, but SMAP, and the Modern-Era Retrospective analysis for Research and Applications Version 2 (MERRA-2) measurements are available in the name units (m3 /m3), which allows for comparison.

The significant and rapid increase in soil moisture content during the December 2019 AR suggests that severe ARs could possibly trigger landslide activity, and that these weather systems should be considered when determining acute landslide hazard potential.

The estimated total population in all Census tracts within our identified landslide hot spots is 1.5 million – 800,000 of which reside in Census tracts with previous landslide activity. This is likely an underestimation given the potential for additional landslides that are not captured in the 2018 WGS compilation as well as continued population growth since the latest Census. Future SEHMP updates will incorporate the best available landslide datasets from the WGS, including data that captures more of the state's population centers. Approximately 390,000 people live in Census tracts designated as socially vulnerable (i.e., a score of 0.75 or greater in CDC's 2018 Social Vulnerability Index). The counties with the largest number of socially vulnerable residents located near previous landslides are Yakima (approx. 48,000), Cowlitz (approx. 41,000), and Mason (approx. 41,000). This means approximately 31% of the socially vulnerable people who reside near previous known landslide activity live in Yakima, Cowlitz, or Mason Counties. The most common reasons they are considered socially vulnerable are because of socioeconomic factors, such as increased poverty and unemployment. In Yakima County, the higher rate of limited English proficiency among residents is also a contributing factor to social vulnerability there.

The region most at-risk to future landslides is the Olympic Peninsula and Southwestern region, due primarily to the probability of future landslides in that area along with the above average number of socially vulnerable residents exposed to landslide hazards there. This largely follows the results of the 2018 SEHMP risk assessment, which identified Clallam, Jefferson, Lewis, and Skamania Counties as having high landslide risk. This is not to say that considerable landslide risks don't exist elsewhere. They most definitely do, including portions of Central Washington (e.g., Yakima County) and the Puget Sound and Northwestern region (e.g., Snohomish and Skagit Counties).

Tsunami

Although tsunamis in Washington are often discussed as the after-effects of a local earthquake, our geological history indicates that most tsunamis that have impacted our coastline were generated elsewhere along the Pacific Rim. However, it is estimated that an earthquake (M8 or M9) in the CSZwill likely produce a significant tsunami with significant damaging and life-threatening impacts along our coastal shoreline communities. Because of the catastrophic nature of a CSZ-generated tsunami, our hazard and vulnerability analysis does primarily focus on that kind of event even though a lower-impact tsunami generated elsewhere is more probable. We should also note that an earthquake generated on a Puget Sound crustal fault (e.g., the Seattle Fault) could create a tsunami that would undoubtedly impact portions of the highly developed Puget Sound region. Inland tsunamis generated by landslides have also occurred in Washington, but these tsunamis are not considered in this update.

It is clear the most significant inundation areas are along the Pacific Coast, particularly Pacific and Grays Harbor Counties, followed by Clallam County as well as the Puget Sound counties of

Skagit and Whatcom. Although these mapped areas suggest some level of risk to tsunami impacts, it is important to note that tsunamis won't impact every part of the coastline in the same way. The shape of the seafloor and the shapes of bays and coastlines can cause tsunami waves to grow before they reach land. Similarly, the topography of the land onshore and the amount of vegetation on land can also affect the wave height and inland distance that the tsunami travels.

Estimated population in the tsunami hazard areas is 260,000 (not including visitors to beach areas). This number is expected to increase modestly by 2050 to 268,000. The average social vulnerability rank of the residents there is just under state average (0.47 vs. 0.50). There are areas with high social vulnerability ranks (≥0.75), particularly in cities such as Aberdeen and Westport (Grays Harbor County), Raymond (Pacific County), Tokeland (Pacific County), and Neah Bay (Makah Tribe). The primary drivers of social vulnerabilities in these and other high-ranking areas are socioeconomic, particularly lower per capita incomes. High concentrations of elderly residents also contribute. The areas with the highest social vulnerability ranks show average Environmental and Health Disparities (EHD) relative to the state. Locations where EHD ranks are highest are often adjacent port facilities, where exposure to poor air quality and proximity to Superfund sites drive up the EHD ranking.

The region most at-risk to tsunami impacts is the Olympic Peninsula and Southwestern region. Although all the state's major ports are within tsunami inundation zones, there is a relatively low number of critical infrastructure facilities found within the tsunami hazard areas when compared to other more geographically extensive natural hazards (e.g., extreme weather, earthquake). This is likely due to the more rural nature of Washington's Pacific Ocean coastal area, which includes large sections of undeveloped land broken up by small coastal communities. However, the tsunami exposure for those small communities is significant.

Volcano

The Cascade Mountains include multiple "high threat" volcanoes, stretching from northern California to British Columbia. Washington has five active volcanoes, four of which are considered high threat by the U.S. Geological Survey due to their proximity to developed areas (e.g., Seattle-Tacoma metropolitan area): Mount Baker, Glacier Peak, Mount Rainier, and Mount St. Helens. The fifth volcano, Mount Adams, is not considered a high threat but is active. The most recent volcanic event in Washington is the 1980 eruption of Mount St. Helens (Skamania County), which killed 57 people. That eruption led to large-scale and devasting lahars that destroyed more than 200 homes and caused long-term environmental degradation. Eruptions of similar scales are possible on all five of Washington's volcanoes, though such events are considered rare.

Because of the mostly remote nature of near-volcano hazards, the biggest risks associated with volcanoes in Washington come from the lahars that can travel along the more-developed river valleys in the Puget Sound lowlands (e.g., Puyallup River, Skagit River). It should be noted that although the most direct impacts of a volcanic eruption are expected only in western and central Washington, the impacts of volcanic ash can be far-reaching. The entire state is exposed to ash-related impacts. For this reason, our analysis here has focused only on near-volcano and lahar hazards with the assumption that the whole state has the same exposure to volcanic ash. However, the probability of severe ash-related impacts decreases with distance from the volcano itself.

Total estimated population residing in the volcano hazard areas is 300,000, with about 23% considered socially vulnerable. The primary drivers of social vulnerability in those areas are socioeconomic, namely lower per capita incomes and higher rates of poverty than state average. The most significant cluster of socially vulnerable people is in the Mount Vernon and Sedro-Wooley area of Skagit County, which has an estimated socially vulnerable population of 32,000. The number of people living in volcanic hazard areas is expected to remain about the same by 2050.

The region most at-risk of future volcanic eruptions is the Puget Sound and Northwestern region, particularly Pierce and Skagit Counties – which have the highest level of exposed critical assets and population. These exposures include numerous drinking water supplies as well as power generation facilities located along waterways that are also the potential path of a lahar. Although the most direct impacts of a future volcanic eruption will be localized, thereby directly impacting a relatively small portion of the state, those local impacts could be severe and devastating – as shown in the 1980 eruption of Mount St. Helens. Lahars of similar scales in Pierce or Skagit Counties, where more people live and where more critical infrastructure is located, would likely have impacts beyond those during the 1980 St. Helens eruption. Finally, although we did not quantify the potential impacts of volcanic ash on the state, ash related impacts could be significant in a full-scale eruption and have possible statewide consequences.

Wildfire

The increase in larger, more severe wildfires in the state of Washington over the past few decades follows what is generally happening in wildfire-prone regions around the world. More frequent large fires are resulting in increases of annual average acres burned and more extensive property damage in such regions. Wildfire smoke is diminishing air quality in the western US with observable increases in mortality among some Washington residents. It is important to remember, too, that wildfire smoke from fires in other states can impact Washingtonians, making wildfire smoke a region al hazard. Wildfires can also trigger cascading impacts or multi-hazard events that can include flooding, erosion, and sedimentation.

When looking at the 50-year timespan between 1970 – 2020, Washington is shown to have multiple wildfire “hot spots” across large swaths of the state. These hot spots indicate areas where, when compared to the entire state, wildfires happened significantly more in the years between 1970 and 2020. Based on these previous occurrences, these hot spots are areas most likely to see large fires (more than 100 acres) in the future, although additional modeling that incorporates climate change considerations should be done to pinpoint where future occurrences are expected with more accuracy. The number of large wildfires in Washington has significantly increased over time, with no indication of slowing down considering climate change and projected population growth.

Although the areas are large, and potentially destructive, large and destructive wildfires can occur elsewhere in the state. The wildland urban interface (WUI) is rapidly developing in Washington, which is likely putting more property and people in wildfire-prone places around the state than ever before. This includes many western Washington counties, such as King and Pierce, where a combination of WUI development and climate change (i.e., hotter, dryer summers) can result in a greater chance for a wildfire that puts people and property at risk. For now, however, the most at-risk counties for wildfires are still east of the Cascade Range.

Total population within the most wildfire prone areas in Figure 31 is estimated at 900,000. We calculated this based on Census tract data used in the CDC's Social Vulnerability Index, which may not provide a fully accurate picture of where people live given the sometimes-odd shape of Census tracts and may not reflect the actual distribution of people, particularly in rural areas. Of the estimated 900,000 residents, approximately 300,000 are considered socially vulnerable. Of the counties with socially vulnerable residents residing in wildfire prone areas, Yakima has the largest portion at 28%, followed by Spokane (27%) and Chelan (15%). This means that an estimated 70% of the state's socially vulnerable people who also live in wildfire prone regions reside in Yakima, Spokane, and Chelan Counties.

Using global population projections (Gao 2017), we estimate the number of people residing in Washington's most wildfire-prone areas to increase between now and 2050, from 900,000 to between 1 – 1.03 million. This projection does not consider the potential for areas that are not currently wildfire hot spots to become wildfire hot spots by 2050. As such, the projection could be an underestimation.

The region determined most at-risk to destructive wildfires in the future is Central Washington, due to the combination of State facilities, critical infrastructure, and socially vulnerable populations co-located in the most wildfire-prone areas. This area includes the counties of Chelan, Douglas, Kittitas, Klickitat, Okanogan, and Yakima. Although not located in central Washington, it should be noted that Spokane County is also at significant risk of wildfires given the population and critical assets located in wildfire-prone areas there. This determination of the most at-risk counties in Washington differs slightly, which included Island and San Juan Counties as "high risk" but failed to identify Chelan, Douglas, and Yakima as high risk.

The potential direct impacts of wildfire on Washington's critical assets would include loss of residences, access to healthcare or other medical facilities, the closing of schools and other educational facilities, loss of recreational facilities such as campgrounds, and much more. Based on county assessors' data, the estimated value of all parcels in our wildfire hot spots is approximately $99 billion. There are also numerous potential impacts to public health.

3.9. Human-Caused Hazards

Dam Failure

A dam is defined as an artificial barrier that can impound 10 acre-feet or more of water or water-like substances such as mine tailings, sewage, and manure. A dam failure can result in the uncontrolled release of impounded water resulting in downstream flooding, which can affect life, property, and the environment. The dam failure could also result in loss of essential services provided by the impounded water such as drinking water supply, irrigation water, and water for hydropower generation. Failures can involve the dam itself, or its appurtenant structures such as spillways and piped outlets.

Dam failures can be caused by heavy periods of rain, flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor design and construction, vandalism, or terrorism. Overall dam safety in Washington is managed by the Department of Ecology's Dam Safety Office (DSO). The DSO's September 2017 Inventory of Dams identifies 1,197 dams of 10 acre-feet or more.

The average life expectancy of a dam is about 50 years, and more than half of Washington's dams are at or beyond that age. The age of a dam may be a factor in its stability because some materials may deteriorate under continued load and environmental conditions. In addition, as with any technology, there have been enhancements in dam materials, design, and construction techniques over the years which earlier projects could not take advantage of. Seismic design for the earthquake potential in the Pacific Northwest has advanced greatly and some older dams may not fare well under the dynamic conditions posed by an earthquake. Therefore, age can be a consideration in determining dam failure vulnerability.

All dams are assigned a high, significant, or low hazard classification as part of the permitting process for new dams or modifications to existing dams, following the procedure defined by WAC 173-175-130. This classification is initially determined using the purely quantitative "Population at Risk." In some cases, based upon qualitative evaluations of other factors, including the severity of each deficiency at an individual dam, potential economic and environmental losses, age of the dam, the adequacy of warning systems, and the best professional judgement of the DSO engineer assigned to the dam, the DSO may increase the hazard class for dams.

Hazard classifications are reassessed during DSO periodic inspections. Application of this basic methodology to each dam ensures the calculated population at risk (PAR) and other elements of assessment are applied in a similar and equitable manner. Development and assessment of PAR, risk factors, modeling assumptions and inundation areas are typically done under consultation between multiple dam safety engineers to achieve consistent application to each dam.

King and Pierce Counties have the most dams with the 1A classification (highest risk) at eight each. They are followed by Grant and Whatcom Counties, Kittitas, and Yakima Counties. Local mitigation of dam failure risk can be a challenge in Washington when High Hazard Potential Dams (HHPD) may be in one jurisdiction but downstream impacts cross jurisdictional boundaries. This situation requires levels of regional partnership that do not always exist and may also place an additional burden on the State to facilitate such partnerships. The development of such multi-jurisdictional partnerships is a primary way Washington intends to address this deficiency at the State and through local capabilities. Additionally, continued partnership between the State and multi-jurisdictional partnerships with HHPD owners and communities at-risk should increase the opportunities for local governments to mitigate the risk of dam failure.

Disease Outbreak, Epidemic, and Pandemic

Communicable disease outbreaks can be caused by many agents and transmitted in several ways. While public health measures have controlled many diseases in this country, there remains a risk from new agents such as new Corona Virus Disease (COVID)-19 variants, novel strains of influenza, or severe acute respiratory syndrome (SARS) that emerge with the potential to cause outbreaks. Emerging conditions or novel diseases that have limited or no medical countermeasure (therapeutic or vaccine) pose as a high risk/low frequency event that have the potential to broadly impact health and medical capacity as well as disrupt critical resources and support infrastructure.

Periodic outbreaks, including COVID-19 and novel strains of influenza, are a likely hazard in Washington. The state's connection to the global economy and the ease of national and international travel increases the potential for a new disease being introduced here. Additionally,

natural disasters could result in displaced populations and mass sheltering, which increase the potential for communicable disease outbreaks. This occurred in 2020 during the height of the COVID-19 pandemic protections, when wildfire responses required wildland firefighters to adjust their typical basecamp procedures to account for physical distancing mandates. Operations at the State Emergency Operations Center also had to be amended while other emergencies overlapped with COVID-19, including moving to remote operations for some personnel.

All jurisdictions are at risk for outbreaks, though that risk may be influenced by other factors such as population density, contact with animals, international travel and commerce, and access to health care. Additionally, the COVID-19 pandemic has shown that disease risk can be amplified by other external factors, such as supply chain shortages that impact the availability of medical devices and equipment as well as a decrease in available outside help. Hospital capacity also became an issue, especially in smaller, more rural Washington towns, however this was also experienced in larger population centers. The COVID-19 response demonstrated that while masking and physical distancing were effective in slowing the spread of a novel respiratory pathogen, some groups did not tolerate extended public health orders, which likely contributed to continued increases in case rates.

Hazardous Materials

Hazardous materials are defined as such because of their chemical, physical or biological nature, which can pose a potential risk to human health, property, or the environment when released. A release may occur by spilling, leaking, emitting toxic vapors or any other process that enables the material to escape its container, enter the environment and create a potential hazard. Potential sources of hazardous material releases include superfund sites, storage facilities, residences, manufacturers, transportation carriers, hospitals/medical facilities, veterinary hospitals/clinics, and brownfield sites. The hazard can be explosive, flammable, combustible, corrosive, reactive, poisonous, toxic, or radioactive, and can exhibit qualities of a biological agent. There are also naturally occurring hazardous materials releases that may produce the same potential risk to human health as the manufactured chemicals or agents.

The exact location and severity of future hazardous materials incidents are difficult to predict because so many factors can contribute and there are so many different types of incidents. Nonetheless, hazardous materials incidents have impacted every county in the state and every jurisdiction is at some level of risk from future incidents. Western Washington counties are more at risk due to dense industrial and populated areas and major transportation routes surrounding Puget Sound and coastal waterways.

Radiological Incident

The Washington Fixed Nuclear Facility Protection Plan maintained by the state's Emergency Management Division provides guidance to State agencies in the event of a radiological material incident. This plan covers incidents that may occur at the U.S. Department of Energy's Hanford Site, Energy Northwest's Columbia Generating Station nuclear power plant, the U.S. Navy bases located in the Puget Sound region, and operations at Framatome's Richland Site, North Americas nuclear fuel manufacturing facility.
Of these four risk sources, the Hanford Site and Columbia Generating Station present the greatest risk to Washington.

Though radiological releases can adversely affect people, the likelihood that a release would cause significant injury or death for large numbers of people is low. The primary impact of a radiological incident is more likely to be a permanent relocation of people in the communities directly impacted, which would greatly disrupt their local economies and potentially the state's. Other economic disruptions would include the impacts on agriculture resulting from potential embargoes. Public perceptions could lead to consumers no longer buying agricultural products from Washington, leading to long-term declines in the agricultural economy.

Terrorist Attack

With terrorist and violent extremist attacks and plots becoming more prevalent, Washington has encountered more than 40 attempted or successful attacks in the decade between 2008 and 2018 – an average of four per year. Although a large-scale attack in a densely populated place could have significant, statewide impacts on public safety and the economy, a more likely scenario would be an active shooter or vehicle attack, where few people would be impacted directly, and economic disruptions would be less severe. The total impact of a terrorist or violent extremist event is dependent upon the actor's motivation or desired outcome, tactic used, specific location, weapon type, and success of the attack. However, the psychosocial impacts, also known as the "fear factor" of an attack, would likely be a major economic factor. This can include the declined perception of local stability, hesitation of going to public places, mistrust in law enforcement and government to deter such events, and a general uneasiness in certain areas where an attack has occurred.

The prediction of future terrorist or violent extremist events is beyond the scope of this plan. on recent, successful terrorist and violent extremist events, the most likely tactics include active shooter(s), vehicle attacks, stabbing/cutting, bombings and cyberattacks. The least likely tactics include chemical, biological, radiological, and nuclear (CBRN) bombing, hijacking/skyjacking, and maritime attacks. The most likely targets include human targets (particularly military, government and law enforcement personnel), government facilities, commercial facilities (including public assembly, retail, and entertainment and sports venues) and transportation. The least likely targets include amusement parks, bridges, museums, national monuments or icons, and vessels.

Generally, terrorists target densely populated or high-profile areas. Therefore, any of Washington's major urban areas could be considered at risk, as well as any of the state's higher profile critical infrastructure. King, Pierce, Snohomish, Clark, and Spokane counties have the highest populations and critical infrastructure densities in the state. However, the specific motivations of terrorist and violent extremists dictate target selection, thus any location in Washington has the potential to become a target.

Logistics planners can utilize the specific hazard threats in the development of redundant planning efforts. All the hazards may result in a transportation disruption which will require alternate methods and routes for bringing support into the impacted area.

3.10. Regional Resiliency Assessment Program (RRAP):

The RRAP assessed both Transportation and Airports to identify the vulnerabilities and resilience of statewide surface transportation infrastructure systems to the anticipated impacts of

a CSZ earthquake. These include both direct earthquake impacts (e.g., seismic forces) and secondary impacts (e.g., ground failure, tsunamis). RRAP analysis areas include:

- An evaluation of state highway seismic vulnerabilities and identification of priority highway Routes.
- A hazard exposure analysis and summary of stakeholder engagement findings for maritime Transportation infrastructure.
- A hazard exposure analysis and summary of findings for rail infrastructure.

3.11. Generic Planning Factors:

Based on an estimation of the % of the population being affected by the incident and requiring assistance for 72- to 96-hours.

- FEMA has the planning assumption for CSZ established at approximately 21% of the population will require commodity support. (1.6 million personnel, or 672k housing units, based upon 2020 Census Data)
- Affected population for all other hazards within the state will be addressed on a situational basis (low frequency, high impact) based off the impact and county/jurisdictional population.
- Extensive geographic separation: Coastal communities, Islands, the Cascade Range, and I-5 Corridor possess limiting factors that could isolate the large urban centers in those regions.
- Weather extremes: There are limiting factors during winter months which severely limit ground mobility of the East/West divide.
- Population densities: City and large urban interfaces populate the I-5 Corridor, the outside is sparse with small pockets of communities prone to isolation in disaster situations.
- Awareness of Individual and Family preparedness: Metropolitan areas are not prepared to sustain themselves for greater than 72 hours. The THIRA capability targets indicate the need for at least 2 weeks of self-sustainment.

3.12. Determining Commodity Requirements / Considerations for Refining the Requirement:

Based upon an analysis of affected population (location, and density) the following planning factors will be used to determine commodity requirements unless otherwise noted.

- Food – Usage Planning: Two (2) meals of 1,250 calories each per person per day (standard shelf stable meal ready to eat contains 1,250 calories). 1 standard pallet contains 144 cases of prepackaged meals (12 meals per case / 6-day supply per person), and an average of 20 pallets can be stored and/or delivered per truck load. Planners will use census and demographic data to incorporate specific dietary restrictions within

reason and practicality, based upon cultural needs and religious beliefs are also accommodated. Plans will include sufficient halal, kosher, vegan and vegetarian options. Planning considerations for colder/winter months may require an increase of up to 4,500 calories per person per day. Planning considerations for warmer/summer months may require supplemental salt/minerals.

- Water – Usage Planning: 3 liters of potable water per person per day (standard 16.9 oz bottled water is equivalent to 0.5 liters). Preference not to transport potable water (bottled) if possible. Transport of Reverse Osmosis Purification Unit (ROPU), water purification capacity, etc. will be necessary. The inability to transport large quantities of water due to impassable roads necessitates the use of purification devices. Some cities alongside/near ports have established de-salination hook-ups for naval vessels.

- Mass Care Supplies: Department of Social and Health Services (DSHS), and Department of Health (DOH) own limited resources however maintain a network of public health districts that have the capability to respond. Common mass care supply requirements for feeding and sheltering include kitchen support packages, portable restrooms, water tankers for field kitchens, water bladders for downed infrastructure systems, laundry facilities, shower facilities, lights and generators, reefer trailers, dry trailers, and shelter supplies. To meet the Mass Care Supply requirement, SEOC utilizes standby emergency services contracts. Local level governments have limited quantities for mass care and sheltering, Voluntary Organizations Active in a Disaster (VOADS), and the state has an Memorandum of Understanding (MOU) with the American Red Cross Northwest Region for support of this nature.

Support/Transportation: The geography of the jurisdiction will dictate transportation strategies.

- Key Consideration is the need for fuel/oil/other power source for electrical generation.

- Vendor Contracted Base Camps: There are 2 providers (Disaster Recovery Centers (DRC) and Deployed Resources) based outside the area of impact.

- Hub & Spoke Delivery process.

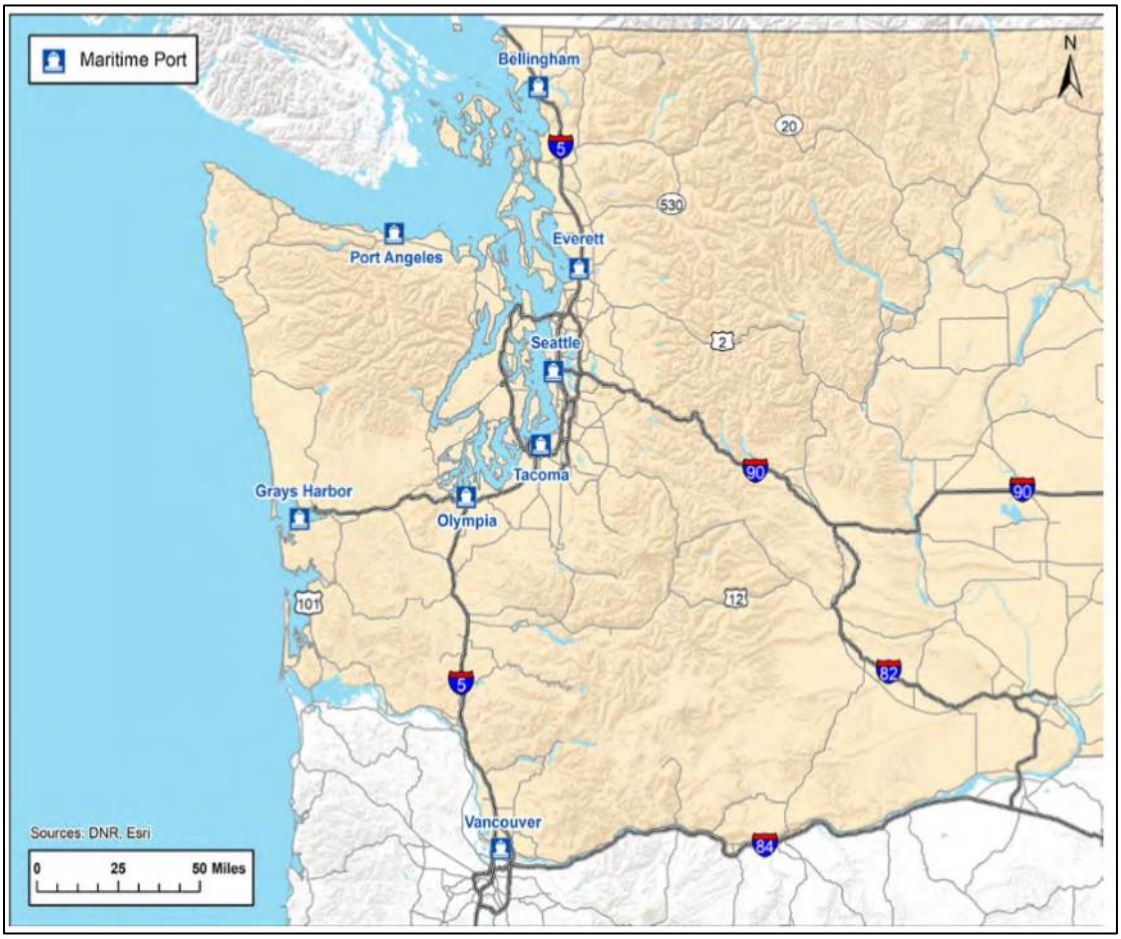

Figure 1 Maritime Port Locations

3.13. Capability and Capacity of Distribution Network:

The Washington State Department of Transportation (WSDOT) conducts periodic transportation reports using a new format called the Interactive Multimodal Mobility Dashboard (previously known as the Corridor Capacity Reports). This dashboard is used to assess the capacity and capability of the distribution networks within Washington State. WSDOT approach to multimodal system performance evaluation, including maximum throughput, multimodal performance measures, and associated thresholds can provide a predictive model for constraints on the distribution network. Understanding the corridor capacity prior to an incident will allow planners to have a baseline for performance and will aid in evaluating distribution network disruptions. (Washington State Department of Transportation, 2024)

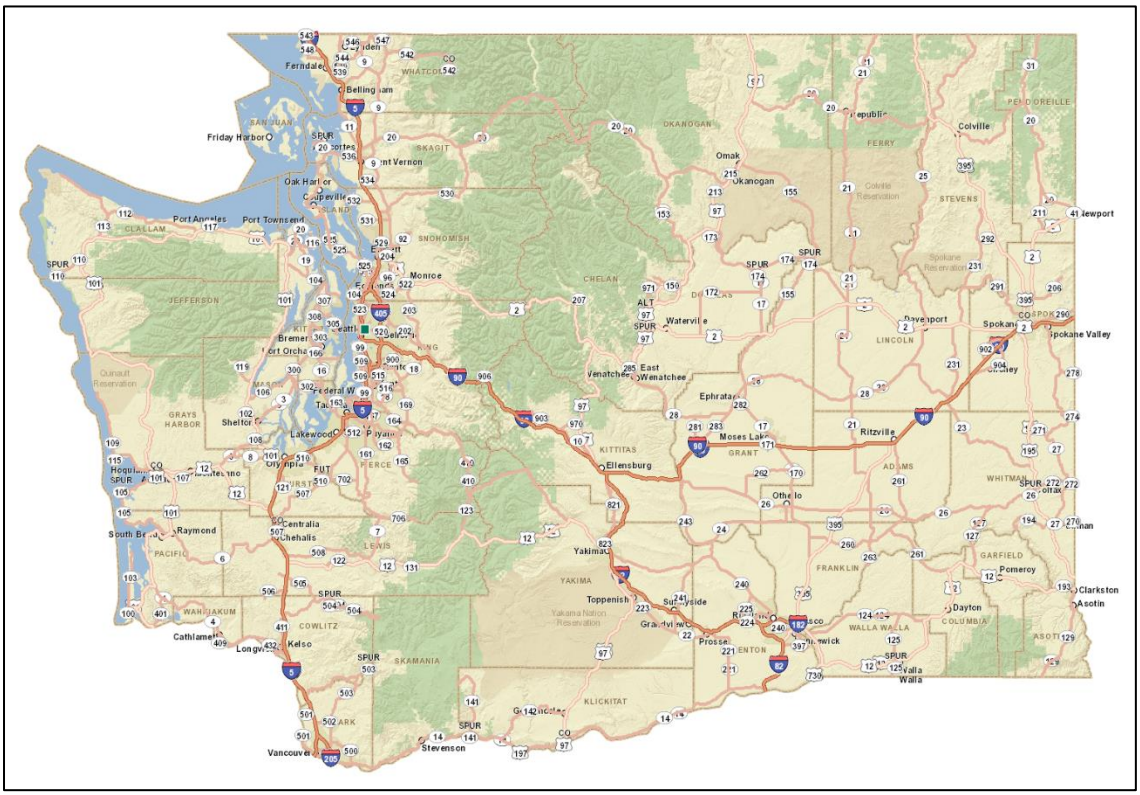

Figure 2 Key highway routes

Maximum Throughput:

To operate the highway system as efficiently as possible, the speed at which the highest number of vehicles can move through a highway segment is called maximum throughput. Maximum throughput is generally achieved when vehicles travel at speeds between 70% and 85% of the posted speed limit (for a 60-mph speed limit, between 42 and 51 mph). At maximum throughput speeds, highways operate at peak efficiency.

Congestion Thresholds:

Congestion thresholds refer to a highway's operating speed at which analysts identify the system as being congested or delayed. They are typically expressed as a percentage of the highway's posted speed, to allow for the thresholds to be applied to highways of multiple classifications.

Throughput productivity:

Measures the efficient use of the existing highway capacity. It can be reported for vehicles or for persons, making it a very adaptive metric. WSDOT uses the maximum throughput standard as a basis for measurement to assess travel delay relative to a highway's most efficient speed of about 85% of posted speed.

Transportation Corridors:

The Multimodal Planning Division of WSDOT has identified six (6) primary travel corridors in Washington State, these are: I-5, I-405, SR 520, I-90, SR 167, and US 395/SR 240. (See figure 2 Key Highway Routes)

Interstate 5 (I-5):

I-5 is one of the key commute and economic corridors in the central Puget Sound region. Nearly 2.5-billion-person miles were traveled between Federal Way and Everett in 2022, a 4% decrease from 2017. Highway capacity constraints vary based on the presence of managed lanes and multimodal travel options; parts of the I-5 corridor in the central Puget Sound region are served by Link light rail, Sounder commuter rail, transit buses and high occupancy vehicle (HOV) lanes.

Interstate 405 (I-405):

I-405 is one of the key commutes and economic corridors in the central Puget Sound region, running parallel to I-5 between Tukwila and Lynnwood. Nearly 1.07-billion-person miles were traveled on I-405 in 2022, a decrease of 3% from 2017. Highway capacity constraints vary based on the presence of managed lanes and multimodal travel options; the I-405 corridor in the central Puget Sound region is served by high occupancy vehicle (HOV) lanes.

State Route 520 (SR 520):

SR 520 is a key commute and economic corridor in the central Puget Sound region, connecting Seattle to Eastside suburbs and I-5 to I-405. Over 196-million-person miles were traveled on the corridor in 2022, a 19% decrease from 2017. SR 520 has two major destination points: I-5 and I-405, both of which are typically congested during the peak commute periods. As a result, traffic is slow to enter I-5 or I-405, which in turn increases congestion on SR 520.

Interstate 90 (I-90):
I-90 runs parallel to SR 520 across Lake Washington and is a key commute and economic corridor connecting I-5 and I-405 in the central Puget Sound region. The I-90 floating bridge is the non-tolled alternative to SR 520 across Lake Washington. Around 437-million-person miles were traveled on the corridor in 2022 a 14% decrease from 2017. Highway capacity constraints vary based on the presence of managed lanes and multimodal travel options.
Interstate 90 (I-90) in the Spokane area is one of the region's key commute and economic corridors. Over 261-million-person miles were traveled on I-90 between Division Street and Argonne Road in 2022, an increase of 4% since 2017.

State Route 167 (SR 167):
SR 167 is a key commute and economic corridor in the central Puget Sound region that functions as an extension of Interstate 405 (I-405) south of the Tukwila/Renton area. Over 306-million-person miles were traveled on SR 167 between Renton and Auburn in 2022 a 3% decrease from 2017, Highway capacity constraints vary based on the presence of managed lanes and multimodal travel options; the SR 167 corridor is served by Sounder commuter rail, transit buses, and high occupancy toll (HOT) lanes.

US 395 and State Route 240 (SR 240):
US 395, and SR 240 are two of the key commute and economic corridors in the Tri-Cities region. The segment of US 395 between Interstate 82 (I-82) and I-182 includes a five-mile section in Kennewick with eight traffic signals, a two-mile freeway segment mostly in Pasco and a small freeway segment in Kennewick. More than 104-million-person miles were traveled on this corridor in 2022, a 42% increase over 2017. The US 395/SR 240 interchange at the south

end of the Columbia River Bridge is a key chokepoint on US 395. There are two bottlenecks created by a complicated series of mergers, weaves, and lane reductions.

Washington State Ferries (WSF):
WSF's nine ferry service routes function as marine highway corridors, with stops at 19 ferry terminals in Washington and one stop in Sidney, British Columbia. Washington State Ferries are integral links across Puget Sound, connecting island and peninsula communities with major employment centers in addition to facilitating leisure trips. Seven of the nine ferry routes are served by multiple vessels operating simultaneously to keep terminal wait times low. Route capacity is defined as the cumulative passenger and vehicle capacities for all sailings of each vessel serving a particular route and may fluctuate depending on vessel size or crew availability for each trip. From 2017 to 2022, total ridership decreased by 29.6%, from 24.4 million to 17.3 million

Rail Capability:
Amtrak Cascades operates 4 (2 roundtrips) passenger trains each day between Seattle and Vancouver, BC, Canada, 12 (6 roundtrips) trains between Portland, OR, and Seattle. This provides the state of Washington with a viable transportation option for travelers on the I-5 corridor and supporting the state's long-term goal of providing a sustainable multimodal transportation system.
Western Washinton

There is little redundancy in the transportation corridors of Western Washington with minimal highway and rail corridors to support North-South travel and port connectivity. The geographic limitations of the state are such that there is limited capability & capacity both on the Olympic Peninsula and over the Cascade Mountain Range. Winter weather events can limit East-West Routes, and flooding events can severely reduce access to coastal regions. Outside of the I-5 corridor and major urban centers there is far less redundant capability. Primary state routes are depicted above (Figure 4.21 Key Highway Routes)

Commodity Staging Areas

Federal/State Staging Areas are co-located and represented on the map in 5.81.

Use state agency partners or state Incident Management Team (IMT) personnel for staffing; support for distribution can be from Department of Enterprises Services (DES) partners, contracted service, or the Washington National Guard WANG.

The state will run the distribution of all commodities coming from the Federal Government.

To facilitate this movement twenty (20) key airfields were assessed by Argonne National Laboratory, and The Cybersecurity and Infrastructure Security Agency
(CISA) in a shortened RRAP. The report is available by state or FEMA Region X and the airfields assessed are shown below. (Figure 3 and Table1)

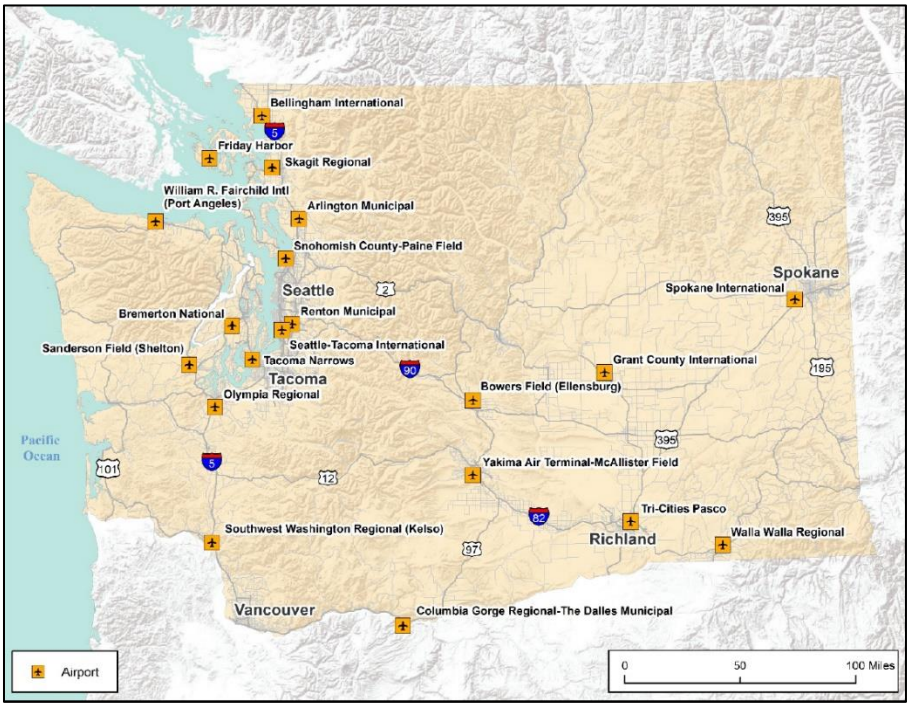

Figure 3 Assessed key airports

AIRPORT CODE	AIRPORT NAME
RNT	Renton Municipal Airport
CLM	Fairchild International Airport
ELN	Bowers Field Airport
OLM	Olympia Regional Airport
YKM	Yakima Air Terminal-McAllister Field
KLS	Southwest Washington Regional Airport
SHN	Sanderson Field Airport
SEA	Seattle-Tacoma International
ALW	Walla Walla Regional Airport
BVS	Skagit Regiona
PWT	Bremerton National Airport
FHR	Friday Harbor
AWO	Arlington Municipal
PAE	Paine Field
PSC	Tri-Cities Airport
DLS	Columbia George Regional
GEG	Spokane International
MWH	Grant Coutny International
BLI	Bellingham International
TIW	Tacoma Narrows

Table 1 Assessed key airports

3.14. Resource Ordering

The state does not have a dedicated cache of supplies. State could send SEOC representatives to impact jurisdictions in the absence of the local or mid-level government to aid resource requests to State EOC. The expectation exists that recognized counties will consolidate or collect resource requirements from subordinate jurisdictions, which may include Federally recognized Tribes. Resource ordering is a tiered process; lower echelons will exhaust all means available prior to submitting requests to higher echelon resource providers.
During national or international supply shortages the state may exercise the right to procure items on behalf of the local jurisdictions. Priorities for scarce commodities will be determined by the SCO or the Unified Coordination Group.

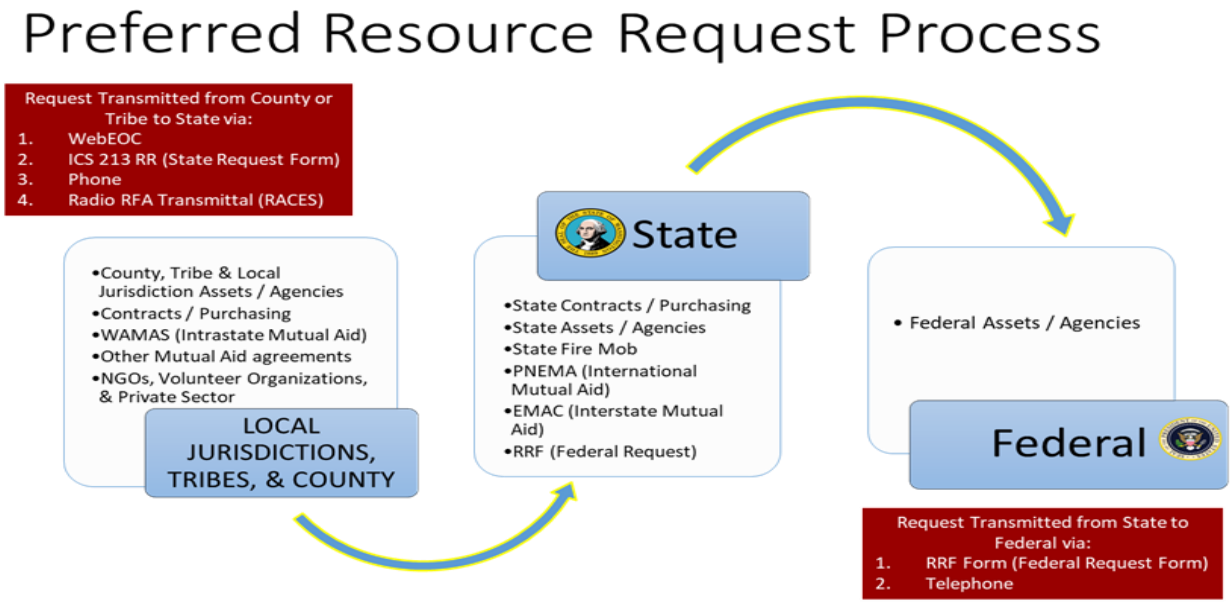

Figure 4 Preffered resource request process

Contracts:

- WA Emergency Management Division (EMD) has pre-existing contracts for Base Camp Operations with vendors outside of the region.

- WA EMD / State EOC initiates most resource contracts in disaster response. Standing contracts exist for all government agency use; contracts cover fuel, water, and basic lifesaving/sustaining commodities as well as a variety of services and commodities.

EMD Logistics and the Washington Military Department finance division will prepare contracts. For vendor deconfliction check with the master contract list managed by the Department of Enterprise Services (DES) to ensure a contract does not already exist.

Procurement:
Purchase cards: Military Department Finance and Admin have access to all purchase cards, State Emergency Operations Center has access to one purchase card, and EMD Logistics has five purchase cards.

DES manages a state surplus program where items can be procured for little to no cost. DES also manages a federal surplus program, and the state can also pursue further procurement options using General Services Administration (GSA), United States Department of Agriculture (USDA), or other federal programs such as, the Strategic National Stockpile, for the National Disaster Medical System, and a Veterinary stockpile.

Voluntary Organizations Active in a Disaster / Faith-Based Organizations:

- State Contracts (volunteer program administered by EMD)
- Military Department Contracts
- Washington Conservation Corps (WCC)
- Red Cross has a current MOU with the State and is supportive during any response and recovery operation.
- Religious/Faith-based groups such as the 7th Day Adventists can operate donation management. NW Baptist volunteers can provide mobile shower and laundry facilities during recovery efforts.
- National Animal Rescue and Sheltering Coalition (NARSC)
- Volunteer management and additional VOADs are ideally managed at the local level.
- Donations Are managed at the local level and if state assistance is requested, the state will utilize VOADs, contracts, or mutual aid to facilitate management, storage, and distribution centers.

Intrastate Mutual Aid Request Process:

The Washington Intrastate Mutual Aid System (WAMAS), established in Revised Code of Washington (RCW) 38.56, provides for mutual assistance among member jurisdictions, to include every county, city, and town of the State (does not include special purpose districts or state agencies). Federally recognized Indian Tribes located within the boundaries of the State, may become a member upon receipt, by the Washington State Military Department, of a tribal government resolution declaring its intention to be a member of WAMAS. This mutual aid can be used during an emergency or for drills and exercises.

Interstate Mutual Aid Request Process:

The Emergency Management Assistance Compact (EMAC), established in RCW 38.10, provides for mutual assistance among member jurisdictions. Members include all 50 states, the District of Columbia, US Virgin Islands, Puerto Rico, Guam, and the Northern Mariana Islands and is implemented on behalf of the Governors by the emergency management agencies of all members. The trigger for using this mutual aid is only after the requesting member has a Governor's Proclamation of Emergency.

International Mutual Aid Request Process:

The Pacific Northwest Emergency Management Arrangement (PNEMA), established in Public Law 105-381, is an International mutual aid construct that members include Alaska, Washington, Oregon, Idaho, the Yukon Territory, and British Columbia. This mutual aid system is very similar to EMAC with the one exception that no Governors Emergency Proclamation is required

to use; it can be used at the discretion of party members and is executed by the emergency management organizations for each member jurisdiction.

A significant restriction when using PNEMA is that National Guard resources cannot be shared with our international partners, the Yukon Territory or British Columbia.

Federal Request Process:

All resource requests from the state or local level for federal assistance will go through the logistics section and be approved by the State Coordinating Officer (SCO) / Governors Authorized Representative (GAR). Requests from Federally recognized Tribes can be submitted to local and state level emergency managers or can be submitted directly to the federal level. Common requests are listed below:

- Water
- Meals
- Cots/Blankets/other
- Point Of Distribution (POD)/Staging Support
- IMTs
- Technical Assistance

3.15. Distribution Methods for Consideration

Methods of distribution describe how commodities are provided directly to the impacted communities. Distribution is scalable and can be adjusted by using Incident Command Structure (ICS) methodology. During large scale operations the State may use organic resources or contracted services to provide for the distribution of commodities to County and Tribal distribution points.

When an incident has stabilized sufficiently for outside aid to move into the impacted area it is important that points of distribution be closed, and resource commodities return to the private sector as soon as possible.

The definition of priority groups should be based on the most thorough analysis of evidence, including differences across diverse geographical and social settings to create an equitable system for resource allocation. These priority groups, at present, as determined by the Unified Coordination Group (UCG), and are likely to include some of the following:

- People with access and functional needs
- Unhoused and migrant populations
- Economically disadvantaged who are less likely to have immediate access to goods stockpiled in the home.
- Remote communities with insufficient infrastructure
- Any identified vulnerable population

County/Local Responsibilities:

It is expected that counties will serve as the interface for distribution management to the public, directly or through local municipalities. It is recommended that counties coordinate with every

municipality in their jurisdiction to determine exactly where Community Points of Distribution (CPOD)s will be, who will staff them, and the resource requirements. It is recommended that counties manage their own County Staging Areas (CSA) to fully support every municipality in their county with resources as required, and process resource requests to the State when shortfalls exist. It is recommended that counties deconflict any issues where a municipality requests the State to direct-ship resources to CPODs in the municipality versus through a CSA.

Identification of "Population Islands": Population islands are areas that will possibly become isolated after a large geologic event. Following an incident such as an earthquake, hazards such as liquefaction, fallen bridges, roadway debris and abandoned vehicles may cause barriers to travel that make it impossible to cross the boundaries of the so-called islands by road. Since 2019 population dense counties such as Snohomish County have worked closely with FEMA to administer a Regional Catastrophic Preparedness Grant (RCPG) with the intent of identifying these population islands for disaster recovery purposes. Currently eight central Puget Sound counties, five cities, and one federally recognized tribe (Tulalip Tribe) have incorporated such planning efforts. These efforts sought to determine how, and more importantly where, the compromised transportation grid would isolate population clusters. Identifying these likely locations can help to prioritize the locations for CPODs.

Preplanned locations for CSAs/CPODS: each disaster incident will present its own challenges both in terms of infrastructure damage as well as affected population centers. To address this, State Emergency Managers have incorporated the capability in WebEOC to identify and record possible locations for all distribution methods at both the city, County and Tribal levels. Local Emergency planners can identify and prioritize sites for ground, air, maritime, and rail distribution sites and have them already mapped and cataloged for situational awareness, following an incident planners could then activate sites within each population cluster and then simply notify state coordinators of which sites will handle what capacity of resources. This is an ongoing effort at both the local and the state level as locations are identified and contracts or memorandums of understanding are drafted. Preliminary locations are identified in Attachment D: Planned CPOD and Staging Area Locations.

State Responsibilities:

In large-scale emergencies or disasters, the State may utilize a variety of emergency facilities and locations to expedite the distribution of resources to the affected area. These facilities will be used to temporarily store needed supplies, donated, or procured, prior to their transfer to organizations or people who need them. When a catastrophic disaster occurs, the State may establish FSA, SSA, CPODs, and/or Donation Centers to support the response.

Facilities to be used for staging areas will, where possible, be identified by the requesting entity. The local knowledge of facilities and infrastructure to support the emergency facilities is essential to ensure efficient and successful operation of the facility. If possible, governmental facilities meeting the necessary criteria will be used. The county or state can also use its own facilities and properties. As part of its disaster assistance services, it can establish Disaster Recovery Centers (DRCs), which may also be positioned near distribution points. The State also plays a major role in point of dispensing for medical purposes. These points of dispensing are implemented through local health jurisdictions or the Washington State Department of Health in response to medical countermeasure planning and distribution requirements administered

through the Centers for Disease Control and Prevention. When established for their intended goal, these points of dispensing can be augmented to distribute urgent medical supplies.

Direct Distribution:

Supplies can be delivered directly to a survivor's residence through direct distribution. Supplies may be initially delivered to a central location for personnel to provide "door-to-door" residential delivery. First, consider the populations that need to be served (e.g., people with disabilities, highly dispersed populations, or populations with no means to travel that may live in nursing homes, hospitals, or remote homes). Then identify ways to reach these populations, including equipment, types of delivery vehicles, and cross-docking needs. Implementing these mechanisms may require identifying and partnering with the existing community organizations.

Health and Welfare Checks/Direct Distribution: Health and welfare checks and direct distribution are generally the responsibility of law enforcement. Supplies can be delivered directly to a survivor's residence through direct distribution. Supplies may be initially delivered to a central location for personnel to provide "door-to-door" residential delivery. This distribution can be combined with wellness checks during relocation of citizens (as requested by local government officials).

Food resource contracting: once sufficient contracting can be confirmed, and 3-5 Days of Supply (DOS) of shelf stable meals are on hand, a transition to providing hot meals at congregant locations can occur.

Utilization of existing programs (Community-based programs, such as Meals on Wheels)

Mobile Delivery: Counties and Tribal Nations are asked to plan for mixed load mobile distribution to isolated farms and small plantations, nursing homes, adult living facilities, the homebound and elderly, trailer and mobile home parks, special facilities such as jails, educational sites, and isolated coastal locations.

3.16. Inventory Management:

Inventory management addresses the quantity of commodities and equipment that an organization physically has. Managing the acquisition, use, distribution, storage, and disposal of commodities and equipment is vital to identifying available resources, controlling costs, and improving the efficiency and readiness of an organization. Inventory management will be tracked through the inventory management software of partner state agencies. Orders will be tracked as they are placed and communicated to the requesting jurisdiction. Orders, when at all possible, should be for direct delivery from supplier to the requesting jurisdiction, or from State Staging area to a County Staging area or Community Point of Distribution.

Assessment of needs:

Close communication is required both laterally and vertically to determine burn rates and on-the ground needs. All inventory, when received either by the local jurisdiction or by the state, will be checked against the placed order and received shipping manifest. Discrepancies in received orders will be documented. Resources that are damaged on receipt will be reported to the SEOC and to the supplier and may be held before acceptance. After 72-hours of operations,

commodities will be resupplied based on actual consumption assessments and mission requests from county EOCs as related to them by POD management teams. When distributing inventory to local and tribal partners and stakeholders, all local and tribal partners will provide trackers of supplies on hand and supplies needed through their burn rate consumption inventory trackers every 72-96 hours.

Regular accounting of resources:

Local and Tribal jurisdictions maintain visibility on locally managed caches of food, water and mass care supplies, the State EOC maintains or is party to contracts for vendor supplied food and water. The SEOC Logistics Section will track all federal assets provided through federal aid and assistance according to the Robert T. Stafford Act.

Policies and procedures:

The State EOC will follow all financial and procurement requirements as outlined by The Washington State Office of Financial Management (OFM) and DES. The SEOC Logistics Section maintains contact with contract representatives to leverage state or federal contracting capability.

Resource Identification and Typing:

This plan follows the FEMA resource typing (Tier 1) definition when applicable and utilizes the Resource Typing Library Tool (RTLT). Additionally, following typing guidance that has been established or endorsed by the Washington Emergency Management Division.

Resource Tracking:

A common operating picture (COP) is shared via the interned-based WebEOC incident management system with access to information based upon position in the ICS structure. WebEOC allows State EOC planners and logistics personnel to have access to current information on the status of regional and local roadways. This information is used for transportation and movement coordination and is shared among federal, SLTT, and private-sector partners as appropriate.

Reporting Methods: Daily reporting of on-hand balance and what was issued during the day is transmitted through status reports and the use of WebEOC based reporting systems.

Warehousing of supplies: If approved by the Office of Financial Management, supplies and commodities deemed necessary for the state to procure will be handled by either the lead state agency during the event or the Department of Enterprise Services (DES). Warehouse operations can be conducted at a State or contracted facility and will be distributed through:

- Contracted shipping vendors
- State owned vehicles
- VOAD organizations
- Other state partners for the given incident

3.17. Movement Coordination

The primary mission of movement coordination is to ensure that resources arrive as needed to supplement shortages throughout the impacted area and movement of resources classified by the Commercial Vehicle Pass System as essential. The activation level for movement coordination will be determined by the State Coordinating Officer upon notification of current or impending major disasters.

Levels of Activation (Movement Coordination)

- **Level III** – Low level activation due to affected infrastructure limiting use of roadways to emergency supply shipments designated by Commercial Vehicle Passes (CVP). This does not require use of a standalone Movement Coordination Center (MCC) but is dependent upon effective coordination between the WSDOT, Washington State Patrol (WSP), Washington National Guard, US Customs and Border Protection (when logistics transportation crosses the U.S.-Canada border), and the SEOC. Use of MCPs as defined in this plan is not necessary for this level of activation.

- **Level II** – Moderate activation making available limited security escort of sensitive supply shipments. This does not require use of a standalone MCC but is dependent upon effective coordination between the WSDOT, WSP, Washington National Guard, US Customs and Border Protection (when logistics transportation crosses the U.S.-Canada border), and the SEOC. MCPs may be used as gathering points for shipments traveling into affected jurisdictions. Normal use of the CVP system applies at this level.

- **Level I** – Full activation including a standalone MCC, multiple MCPs located strategically along major routes leading into the disaster affected area, possible law enforcement established traffic control points/roadblocks, and escorted convoys of emergency supplies. Level III activation is warranted when there is, in the judgment of the State Coordinating Officer, a distinct and credible threat to the safety of resources transiting through and to disaster areas due to civil unrest, substantial damage to infrastructure, or other restrictions or hazards to movement. Effective operation of a MCC and MCPs is dependent upon effective coordination between the WSDOT, WSP, Washington National Guard, US Customs and Border Protection (when logistics transportation crosses the U.S.-Canada border), and the SEOC.

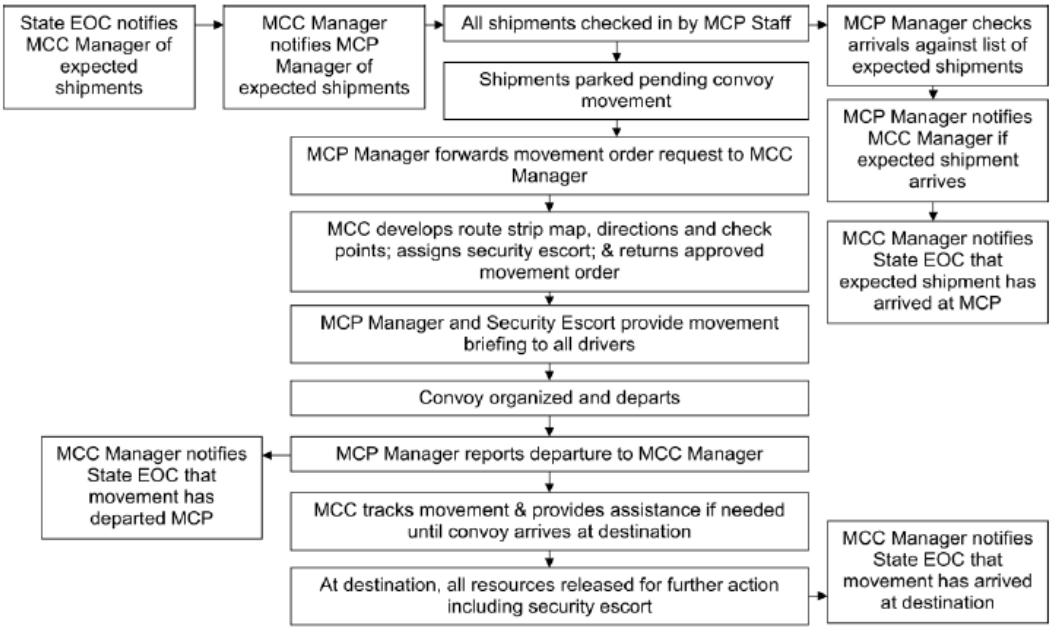

Figure 5 Movement Coordination Center flow chart

Phases of Movement Coordination

Phase I - Initial Response

- Identify threats and needs.
- Identify personnel and resources.
- Disseminate plan to all stakeholders (incl. commercial transport)
- Activate MCC and designate the movement coordination area (if applicable)
- Identify, establish, and set up Movement Coordination Points (MCPs) as needed
- Coordinate logistics and support of MCPs
- Conduct communications checks.
- Begin Movement Coordination Operations.

Phase II - Continued Response

- Continue movement coordination operations.
- Provide onsite resource support to MCPs.

Phase III – Recovery

- Reconcile tracking information MCC and MCPs.
- Account for all personnel.
- Recover, clean, and return all equipment.
- Ensure financial documentation is kept in accordance with state document retention guidelines.
- Conduct After Action Review (AAR)
- Update and modify plans (as necessary)

Movement Coordination Center (MCC):

The MCC will be located on Camp Murray or at the designated alternate SEOC site. When activated, the MCC is operational 24 hours a day and works closely with all stakeholders and partners to maintain working knowledge of civilian and military movements throughout the state. The key capabilities and functions of the MCC as they relate to resource tracking are:

- Coordinate and track all incoming resource transport by using WebEOC, other designated computer systems, or manual systems when those are not available.
- Coordinate and determine the best routes for resource transport to desired drop off point.
- Determine if a security escort is needed.
- Assign tracking missions to MCP and coordinate security missions with Law Enforcement Agencies.
- Close out all completed missions.
- Ensure MCPs have necessary logistical support.
- Ensure communications support to all MCPs.

Responsibilities of the MCC:

- The MCC will create and maintain a record of all significant actions on a real time basis using WebEOC or manual documentation when telecommunications capabilities are compromised.

- The MCC will obtain and verify incoming resource shipment details including kind, type and quantity of resources being transported, planned primary and alternate routes to MCP, estimated departure and arrival times and offloading requirements. Details and resource metrics will be added to applicable WebEOC tracking boards to ensure statewide and regional visibility.

Primary Agency Responsibilities:

WA EMD:

- Activate the SEOC to support emergency operations.
- Activate this appendix to support bulk resource shipments.
- Appoints a State Coordinating Officer with the authority to administer the Washington State response and/or recovery operations including the activation and conduct of the MCC and MCPs.
- Lead administration and coordination of MCC activation and operations.
- Establish and maintain statewide communications capabilities in support of operations.
- Establish and maintain an Emergency Public Information Program to disseminate information to the public and the news media regarding operations; and

Supporting Agency Responsibilities:

Department of Enterprise Services:

- Provide real estate services (as needed)
- Assist in resource procurement and contract support.

Department of Licensing:

- Provide personnel to validate drivers and validate vehicle registrations.

Department of Transportation:

- Provide a Liaison Officer to the MCC operations/coordination cell.
- Provide personnel for the MCP Manager positions.
- Provide best transportation route information for resource transports.
- Provide information and status of seaport and airport conditions and limitations.
- Allow co-usage of WSDOT facilities (Ports of Entry, weigh stations, rest areas) for establishment of MCPs; and
- Allow use of Variable Message Systems as needed to facilitate and communicate movement needs.
- Washington Military Department
- Provide a facility and equipment for the MCC.
- Provide personnel, as capabilities permit, for identified positions at MCC, MCPs and/or Staging Areas.
- Be prepared to provide resources to support/assist law enforcement agencies establish and/or maintain traffic control points/roadblocks as necessary.
- Be prepared to support law enforcement agencies conducting security escort operations for convoys.
- Assure the continuity of resources, technical, administrative, and material to support 24-hour operations for a protracted period.
- Washington State Patrol
- Provide Liaison Officers to the MCC operations/coordination cell and forward deployed teams.
- Be prepared to establish traffic control points/roadblocks to restrict access to the disaster area as necessary.
- Be prepared to self-sustain forward deploying teams for the first 72 hours.
- Mobilize personnel and equipment to provide security for transportation elements moving within the state.

3.18. Transportation

Modes of Transportation:

Ground:

Direct distribution to County Points of Distribution or to large medical facilities. With consideration given to the primary transportation routes delivery would be made from FSA to SSAs and further distribution.

Chartered / Private Aircraft:

Washington State ranks 4th in the nation in the number of private aircraft (6,943) and 9th in the nation in the number of airstrips statewide (137). Multiple Disaster Assistance Response Teams (DART) are active and partnered with local emergency management, within Washington state to provide commodity transport during an incident, under the operational control of local emergency management.

Seaplanes:

General Aviation (GA), community based and in partnership with local emergency management.

Small boats:

Private or government:

Washington State maintains several shallow draft and open water vessels under the Department of Fish and Wildlife, Department of Natural Resources, and the Department of Ecology. Private vessels can be coordinated through local emergency management for use with locally registered volunteers and responders.

Ferry and Port System:

Medium and Large ocean-going government owned ferries are active within Washington State at both the State (Washington State Department of Transportation) and County level (King County, Skagit County, Kitsap County). Commercial Ferry systems are active and operating between Washington State and British Columbia (BC Ferries, Black Ball Line, Victoria Clipper). Western Washington Maritime Port locations provide local regional and international commercial shipment of goods and supplies. Eight (8) port locations were visited and assessed as part of the 2019 RRAP (See figure 4.24).

Maritime transportation:

Offers the ability to move large volumes of goods to support post-disaster response and recovery activities. The focus of the Airport and Transportation RRAP studies was to better understand the extent of seismic impacts to the state's maritime transportation infrastructure, and the potential of that system to support CSZ earthquake response and recovery. To provide a baseline characterization of port seismic vulnerabilities, the RRAP research team first visited eight of the major commercial ports in Washington (Port of Bellingham, Port of Everett, Port of Grays Harbor, Port of Port Angeles, Port of Seattle, Port of Tacoma, Port of Vancouver).

Marine highway system:

Both the state (WSDOT) and Puget Sound Region (King, Skagit, Kitsap Counties) have an extensive Ferry system that can be utilized to reach populations on islands and to move between different landmasses within the Puget Sound Region.

Commercial Shipping and Ports:

Washington has the largest locally controlled public port system in the world with 75 port districts. Ports range in size from accommodating deep-draft trade, rail operators and small community marinas.

Rail Operators:

3,100 miles of active rail lines with coverage in all geographic regions of the state.

Supply chains function across air, land, and sea:

Authorization and availability of pilots, drivers, and captains may require specific considerations for various supply chains. For example, in healthcare supply chains, strict rules relate to who may transport certain products and the tracking and accountability of these products. Requirements for temperature and environmental controls may limit the transporters that can provide the service.

Transportation operators:

Often rely heavily on information technology and communications to direct their movements and deliveries. Consider what, if any, plans exist to address loss of these normal capabilities. Large-scale disasters can significantly diminish available transport staff, drivers, and dispatchers. Union member operators and volunteer operators may have different regulations for operation than other private or public operators. Pre-standing MOUs with unions, volunteer organizations, and private/public sector entities may alleviate a lack of authorized drivers in an emergency. Transportation operators may need clearances to transport materials and/or enter facilities. Personnel entering secure areas of maritime facilities and vessels require the Transportation Worker Identification Credential (TWIC) and fuel truck drivers require site-specific certifications before they can receive fuel at individual distribution terminals. Steps include:

- Review transportation operator's regulations as applicable during incident, these include Union membership and guidelines, use of volunteers, clearances required (time and security restriction based).

Movement of Resources:

Local Movement – DES can assist in the limited movement of commodities: DES organically maintains 2 tractor-trailers and a fleet of cargo vans located in Tumwater. For less-than-load (LTL) commodity delivery the Washington State Department of Corrections has assets that can be utilized for large commodity missions. The move will have to be completed using the existing DES contracting systems.

Statewide/Regional Movement – Emergency Support Function 1 (ESF 1) partner Washington State Department of Transportation (WSDOT) provides coordination of State and civil transportation maintenance, repair, and technical assistance to State agencies, local jurisdictions, tribal governments, volunteer organizations and non-governmental organizations requiring transportation to perform disaster assistance missions. WSDOT will coordinate the use of state transportation infrastructure in support of the flow of land (roadway and rail), air, and marine traffic in and to the disaster area for the effective movement of response or recovery supplies, personnel, and equipment. Depending upon the type and scope of an incident, WSDOT will liaison with commercial transportation providers concerning significant interruptions of service (freight resiliency) as described in the ESF 1 Attachment to the Washington State Comprehensive Emergency Management Plan (CEMP).

Tracking Material and Equipment:

- Methods of control - All resource requests are managed using WebEOC from the initial request through the demobilization of the resource.

- Identification and validation - While resources are in transport, they with have resource request numbers assigned that can be cross referenced with any Bills of Lading that have been entered into WebEOC as part of the request. Goods will be received and validated prior to full acceptance and further distribution.

- Procedures - Procedures for resource tracking can be found inside the SEOC SOP, a digital version accessible to all users within the WebEOC internet-based system.

- Routes - Will be identified using priority routes and road conditions as reported by local emergency management and WSDOT Regional offices. Routes will be depicted in the Washington Information Sharing Environment (WISE) a Geographic Information System (GIS) portal accessible through WebEOC.

- Empty Trailer Management – Empty trailers will be managed at the County level with daily reports of number, type and location of empty trailers being submitted through WebEOC. Organic county equipment will be used for loading, offloading and movement of intermodal containers. When the requisite number of on-site containers exceeds the intermodal movement capacity of the County-level organization, additional equipment, or specialized materials handling equipment (MHE) can be requested from State level assets.

3.19. Staging Areas

The SEOC Operations Section Chief activates State Staging Areas upon notification of an impending or occurring major emergency or disaster. Prior to approval to open a SSA is granted by the UCG or SCO after a decision package has been completed. Activation of any State Staging Areas will initiate readiness in all agencies and organizations to provide support for staging area activities. The goal of each staging area, once stocked, is to provide needed resources within 12 hours of receiving a request. The State Staging Area will maintain a current inventory of all on site resources and ensure the State EOC receives updates at least daily. Actions undertaken by State Staging Areas will be coordinated with Tribal and local jurisdiction emergency managers. Communication is key to ensuring all parties understand resource

availability and delivery timelines. Resources staged at a State Staging Area may be distributed directly to the point of use or to a CPOD. Proximity of locations between levels of government will provide a more efficient transfer of ownership. As the existing structure (civilian, government, municipality etc.) becomes self-sufficient and local resource supply systems resume operations, staging areas will be demobilized.

Connection to State Staging Area:

The state staging area is the focal point in the supply chain for resources to be delivered from multiple sources to survivors in a community:

- Federal resources move from FEMA incident support bases (ISBs) or Federal staging areas.
- States move inventory from state distribution centers or from state partners.
- Private sector resources originate from commercial contracts or donations.
- Resources move from state staging areas to county staging areas or commodity points of distribution.

Establishing a new Staging Area Site:

Selection begins by evaluating potential sites against established criteria. To maintain flexibility in logistics operations in Washington State, there are no minimum and maximum requirements for State Staging Areas. Therefore, this plan will reflect the minimum attributes of an optimum staging area operation. Any site is usable if it can support the response and/or recovery mission. The primary attribute that reflects maximum capacity for a staging area is the road network around the site. If staging area traffic interferes with local or emergency response traffic on a continuing basis, consider opening a second site. Site visits are necessary to assess the actual potential for use of identified sites. The site visit checklist is Attachment C1. Once a site is assessed as being of potential use a site file will be created for assessment (Attachment C1) which will include the Staging Area Site Capacities Assessment (Attachment C2) and a Staging Area Site Hazard Checklist (Attachment C3)

Minimum requirements for an ideal staging area operation include:

Location:

- Near Major Highway
- Fenced or otherwise secure area (desirable)
- Separate ingress/egress routes for disaster shipments
- Entrance/exit(s) for staff and operational equipment (preferably on a different approach to the site than the trucking route)
- On-site Commercial or Military Airport/Field (desirable)
- On-site rail spur/head (desirable)
- Covered Area
- 20,000 square feet (can be open areas with portable cover)
- Administrative area
- Loading Docks located inside permanent structures (desirable)
- Hard Stand (paved, chipped asphalt, or compressed rock) Area

- 250,000 square feet (6 Acres) to accommodate 208 tractors with trailer)
- Helicopter Landing Zone

Site Memorandum of Understanding:

For some sites, it may be necessary to involve Tribal or local officials to ensure compliance with regulations for land and facility use. These officials don't necessarily need to be involved in the site visit, but they should be given an opportunity to review and approve site use plans. A file will be available from the State Logistics Section in the SEOC on each identified staging area to allow for quick access to information. An MOU is necessary to set expectations between the state and the potential staging area facility. Signature of both the authorized site representative and state representative must fully execute the MOU before it is in effect. A draft MOU is provided in Attachment D1. The MOU must contain the following elements:

- Purpose – The MOU should explain the logistics and supply distribution need and the importance of staging areas to this process.
- Authority – RCW 38.52.020 provides the basic authority for the state to enter into the agreement.
- Duration and Modification – the MOU should be no more than five years to provide an opportunity to renew contact with the site within that timeframe. Staging Area MOUs will be reviewed annually to ensure each location remains viable.
- Areas of Agreement – specific details regarding activation, use, repair of the site, and any requirements placed upon the site manager.
- Points of Contact – contact names, titles, addresses, and phone numbers for both the site and the state.
- Other Provisions – states that if any part of the MOU is determined in conflict with current law, the remaining portions remain in effect.
- Effective Date – the date the MOU begins.
- Termination – states the date of termination (five years from effective date) and provides for early termination if the parties decide to do so.

Site Activation/ Activation Process:

The authority for opening a state staging area lies with the State Emergency Operations Center (SEOC), SCO. The SEOC Operations Section coordinates activation and operation of the staging area site. In the best of conditions, the state would require 72 hours to establish and implement initial capability for the disaster resource movement process. The SEOC Logistics Section Chief (LSC) selects the best potential site(s) based on the location, size of the site versus anticipated resource quantities, population of the affected area, the condition of local infrastructure, and transportation corridors for material traveling in and out of the site(s). The Operations Section Chief will then work on the decision package to initiate operations. If a site has not been prescreened and designated, then coordination with the Department of Enterprise Services must be initiated to contract a location. Once selection is finalized, the local government is notified of the pending SSA activation. Based on mission requirements, a disaster may require more than one Staging Area.

The State EOC Operations Section Chief (in coordination with the LSC) will determine the need to establish additional facilities. The activation of additional staging areas follows the same process as listed above. If more than one staging area is opened, the Operations Section Chief

may activate the Staging Area Unit to coordinate activities between the areas. Based on operational requirements, the transportation, handling, and coordination for delivery of disaster resources will be the responsibility of the Operations Section.

Staging Area Staffing:

DES Supply Chain Management provides initial staffing and equipment for staging area activation. If DES Supply Chain Management cannot provide the initial staffing, an IMT will be requested to staff the site, and DES will facilitate equipment acquisition. In the absence of both DES staff and IMT, the augmentation process listed below will be used by the State EOC LSC or the Logistics Section Staging Area Unit Leader to initiate staffing and equipping of staging area sites. The Staging Area Manager develops needs for staff, equipment, and/or supply augmentation for the staging area and submits a request for the needed resources through the designated State EOC Logistics Section staff to fill. The Staging Area Manager should plan effectively so that requests are made at least 24 hours in advance, more, if possible, to ensure arrival at the site by the time of need. Additional staff will be requested using existing established processes by the State EOC Logistics Section from available sources including:

- Washington National Guard
- State Agencies
- Local Government Organizations from unaffected areas
- Volunteer Organizations
- Designated Contractors
- Incident Management Teams (Local, Regional, National)
- Mutual Aid Sources

Staging Area Equipment:

Equipment is identified on the initial site survey and may be different for each location based upon existing infrastructure or limitation.

Staging Area Resources:

Requests for resources from Staging Area Managers may be made via WebEOC, emailed, or faxed using a Washington Resource Request Form ICS 213RR (Attachment G1) In cases where no other form of transmission is available, telephone or radio-based requests will be accepted. Requests must include:

- Staging Area designation and location
- Ordering individual's name and contact information
- Date and time the resource(s) is needed.
- How long it will be needed (staff or equipment only)
- Specific information on the resource needed:
- Quantity
- Size
- Type (capability)
- Qualifications (staff only)
- Any other information deemed appropriate by the State EOC Logistics Section

Staging Area Operations:

Staff Management:

- ICS management concepts will be used to manage staff at the state staging area including span of control, three to seven people under one supervisor. Leaders are authorized to appoint crew chiefs or other subordinates to leadership roles as necessary to limit span of control.
- Unity of command dictates that each individual reports to only one supervisor.
- Effective resource management requires that all equipment and personnel will be tracked and accounted for.
- Staff at the staging area may come from a variety of sources. Staff resources stay under the administrative and policy control of their agencies, but operationally they respond to mission assignments under the coordination and direction of the Staging Area Manager or designated representative.

Emergency Worker Credentialing:

Authority: RCW 38.52.310 provides the authority and Washington Administrative Code (WAC) 118-04 lays out the rules for how the emergency worker program is administered including worker registration, the uses of emergency workers, the personal responsibilities of emergency workers, and the benefits of the program to both the state and the individual workers. Once emergency workers are registered, they are covered by the state for accidents that occur while on the way to or actively involved at the staging area, whether for training or an actual activation. All emergency worker forms including claims are available on the Emergency Management Division website at http://emd.wa.gov/search_rescue/sar_forms.shtml.

Staffing Positions:

The following positions are normally staffed when a State Staging Area is activated, staffing considerations based upon type of incident, location of staging area, commodity types and staffing availability may force adjustments to the positions and roles. A detailed breakdown of positional tasks by incident phase is included in the SEOC SOP as job aids.

Security Lead:

A Security Lead will always be assigned to the State Staging Area. The Security Lead actively monitors operations and advises the Staging Area Manager on all matters relating to operational security, including local law enforcement support, gate access, and storage of sensitive resources. The Security Lead has emergency authority from the manager to detain any violators during operations pending local law enforcement response.

Operations Section Chief:

The Operations Section Chief is responsible for all receiving, storage, inventory management, shipping, and disaster resource tracking activities. The Operations Section consists of three Branches: The Warehouse Branch, Transportation Branch, and Air Branch.

Warehouse Branch Director:

The Warehouse Branch Director is responsible for providing controls and procedures for the management of the staff, facilities, and equipment conducting disaster resource management activities including shift change briefings and security. This includes inventory tracking and management using First In, First Out (FIFO) processes. The Warehouse Branch includes four groups: the Receiving Group, Inventory Group, Shipping Group, and Equipment Group.

Receiving Group Supervisor:

The Receiving Group Supervisor reports to the Warehouse Branch director and coordinates work area site establishment, reviews staffing assignments and staffing levels and ensures that the site is safe and efficient.

- Receiving Group Worker
- Receiving Group Load Checker
-

Inventory Group Supervisor:

The Inventory Group Supervisor reports to the Warehouse Branch director and follows the staging area plan to ensure that all records, bills of lading and outgoing shipments are inventoried for accountability and accuracy.

Shipping Group Supervisor:

Reports to the Warehouse Branch director and follows the staging area plan to ensure that cross-loading operations and outgoing shipments are prepared correctly and transported with appropriate methods.

Equipment Group Supervisor:

Reports to the Warehouse Branch director and follows the staging area plan to ensure all equipment is inventoried, maintained, fueled, and kept serviceable.

Transportation Branch Director Group Supervisor:

The Transportation Branch Director plans for and executes all activities in support of ground transportation including shift change briefings. This includes coordinating placement of directional signage on roadways approaching the staging area, coordinating outgoing shipments with the Shipping Group, and logging incoming and outgoing resources. The Transportation Branch Director must maintain ongoing coordination with the Air Branch Director to facilitate the best mode of transport for resources to the destination. The Transportation Branch included three groups: the Gate Group, Driver Services Group, and Delivery Group.

Gate Group Supervisor:

Coordinates with the Transportation Branch Director and Security leader to ensure work area site security and to establish safe and secure ingress/egress routes.

Driver Services Group Supervisor:

Coordinates with the Transportation Branch Director to maintain the Driver Support Area and to ensure support for commercial and government truck drivers.

Air Branch Director:

The Air Branch Director plans for and executes all activities in support of air transportation of resources including shift change briefings. This includes obtaining aircraft, crews, and ground support personnel as well as interfacing with any required regulatory agencies. The Air Branch Director must maintain ongoing coordination with the Transportation Branch Director to facilitate the best mode of transport for resources to the destination. The Air Branch contains two groups: the Tactical Group and Support Group.

Planning Section Chief:

The Planning Section Manager is responsible for collecting, evaluating, and disseminating information pertaining to the staging area operation including maintaining information and intelligence on the current and forecasted situation, as well as the status of resources assigned to the incident. The Planning Section includes four units: the Resource Unit, Situation Unit, Documentation Unit, and Demobilization Unit.

Logistics Chief:

The Logistics Section Manager is responsible for meeting all support needs for the incident, including ordering resources through appropriate procurement authorities from off-incident locations, and providing facilities, transportation, supplies, equipment maintenance and fueling, food service, communications, and medical services for incident personnel. The Logistics Section may have up to six units: Communications, Ground Support, Facilities, Supply, Food and/or Medical.

Finance/Administrative Section Chief:

The Finance/Administration Section Manager is responsible for all financial, administrative, and cost analysis aspects for the State Staging Area. This includes providing general financial guidance to the Staging Area Manager and staff, planning for, and ensuring the proper acquisition process is in place, monitoring and analyzing financial data for accuracy, and preparing financial tracking reports. There are up to four units in the Finance/Administration Section depending upon need: Procurement, Time, Cost, and Compensation/Claims.

Direction and Control of Staging Area Activates:

State Staging Area Setup – the figure below (figure 5.71 and figure 5.72) is for planning purposes and is not to scale, actual staging area site planning will be dependent upon terrain, infrastructure, access, and facilities. The Staging Area Manager will have to determine site layout either pre-event or onsite during the event.

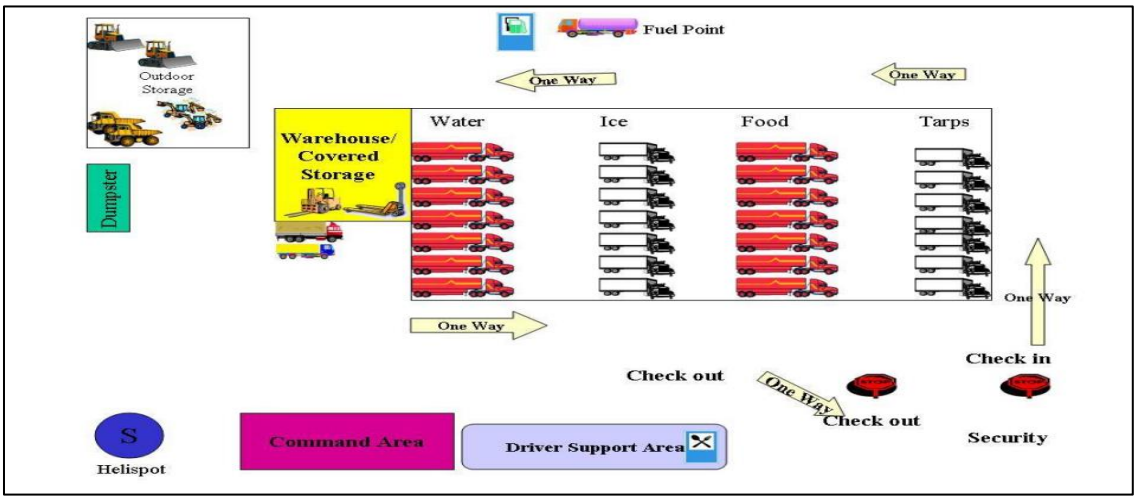

Figure 6 State Staging Area setup

Warehouse Layout:

The figure below (figure 5.72) is used for planning purposes and is not too scale. Warehouse Site planning will be dependent on availability and size of the facility. The Staging Area Manager will have to determine site layout either pre-event or onsite during the event.

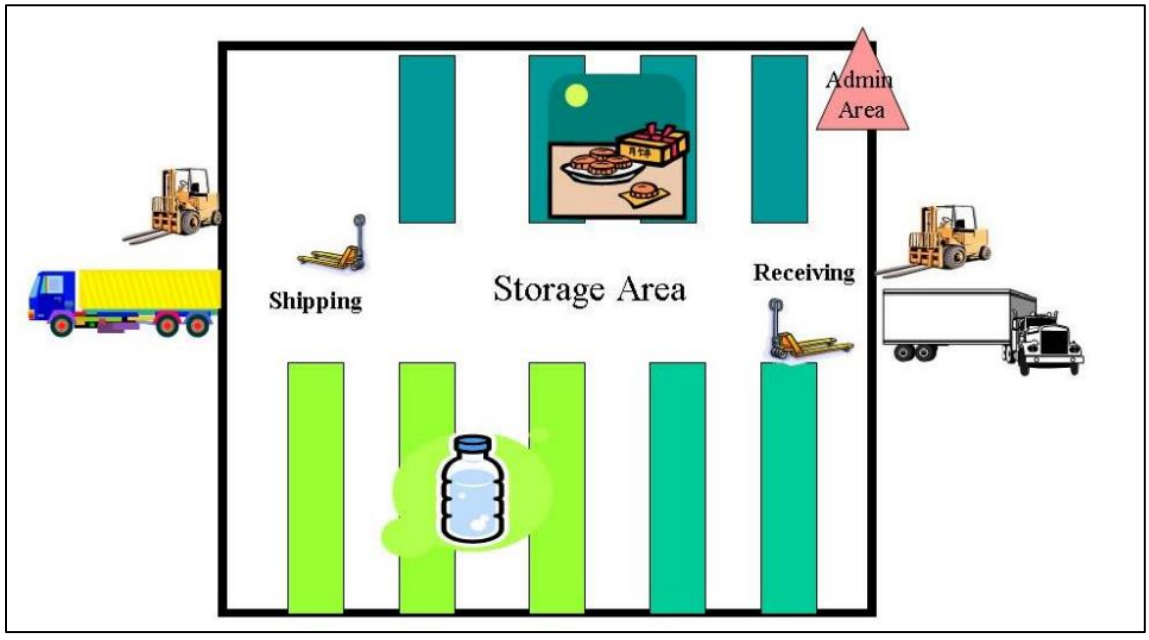

Figure 7 Staging area warehouse layout

Staff Management:

Fundamental ICS management concepts will be used to manage staff at the state staging area (see figure 5.91 Staffing) including:

- Span of control, three to seven people under one supervisor. Leaders are authorized to appoint crew chiefs or other subordinates to leadership roles as necessary to limit span of control.
- Unity of command dictates that each individual reports to only one supervisor.
- Effective resource management requires that all equipment and personnel will be tracked and accounted for.

Staff Management Control:

Staff at the staging area may come from a variety of sources. Staff resources stay under the administrative and policy control of their agencies, but operationally they respond to mission assignments under the coordination and direction of the Staging Area Manager or designated representative. All staff must check in and be added to the Daily Activity Report (Attachment G2 Emergency Worker Daily Activity Report) before beginning their duties, including the unit leader. Each Section Chief is responsible for compiling Daily Activity Reports provided by their subordinate branches/groups/units and submitting them to the Finance/Admin Section Time Unit for each 24-hour period (including the day shift and night shift). Multiple columns for time began and stopped are used when an individual is signs out and signs back in during a single shift. The round-trip mileage column is for those who must commute and/or are sent on a mission during their shift. It is especially important to record volunteers as this form is the primary means used to identify and register spontaneous volunteers as temporary emergency workers and is proof, they worked the disaster. Should personnel scheduled to work a shift fail to appear by conclusion of the shift change briefing, the leader of their unit or group will report the absence to the Branch Director/Section Chief for follow up. Leaders from all sections, branches, groups, and units are responsible for ensuring that shift change briefings are provided to their staff prior to the start of each work shift. These briefings will follow the established checklist included in Attachment B (Briefing Checklist) and include at a minimum a disaster situational update, weather forecast, a safety review, and expected activities for the work period.

Staging Area Staff Credentialling:

Staging Area Safety:

The staging area safety officer is responsible for providing safety briefings to the Staging Area Manager and all Section/Branch/Unit Leaders at the beginning of each shift. The safety officer completes the Daily Hazard Analysis Checklist each day by moving throughout the staging area and observing the area and activities for safety hazards.

Staging Area Security:

Security must be provided for State Staging Area facilities, equipment, personnel, and disaster supplies. Potential resources that could be used for security operations:

- Private Security Contractors

- Washington National Guard
- Washington State Patrol
- County Deputy Sheriffs
- City Police Officers
- Federal Officers (Federal ESF-13 resources)

A Unified Incident Command Post (UICP) for law enforcement will be established, WSP will be tasked with multiple concurrent duties. Initial response by the Troopers in the affected area will be impacted by the incident. There will be traffic chokepoints in the affected area(s).
The statutory authority for activation and use of National Guard is contained in RCW 38.08.040. The statutory authority for the Washington State Patrol and their use of police powers is contained in RCW 43.43.030. Federal ESF-13 resources operate under the statutory authority of their Department (US Department of Justice, USDHS, etc.). These guidelines can be found in various sections of the US Code, Combined Federal Rules, Presidential Directives, and Homeland Security Presidential Directives. A security lead will deploy with the initial Staging Area Task Force to assess the need for security staff, liaise with local law enforcement to coordinate traffic control and response to the staging area site, and initiate personnel requests as appropriate. The security lead will coordinate with the Staging Area Transportation Branch to determine the best staffing and location for security at staging area ingress and egress points. Requests for additional security at a staging area will be forwarded by the security liaison through the State Staging Area Manager and State EOC Logistics Section to the UICP.

Staging Area Accountability and Distribution:

The basic process flow for resource accountability and distribution is reflected in the following flow chart (see figure 5.72) Resource Accountability and Distribution Flow Chart) This flow chart should be printed and posted at the SSA for reference by all staff.

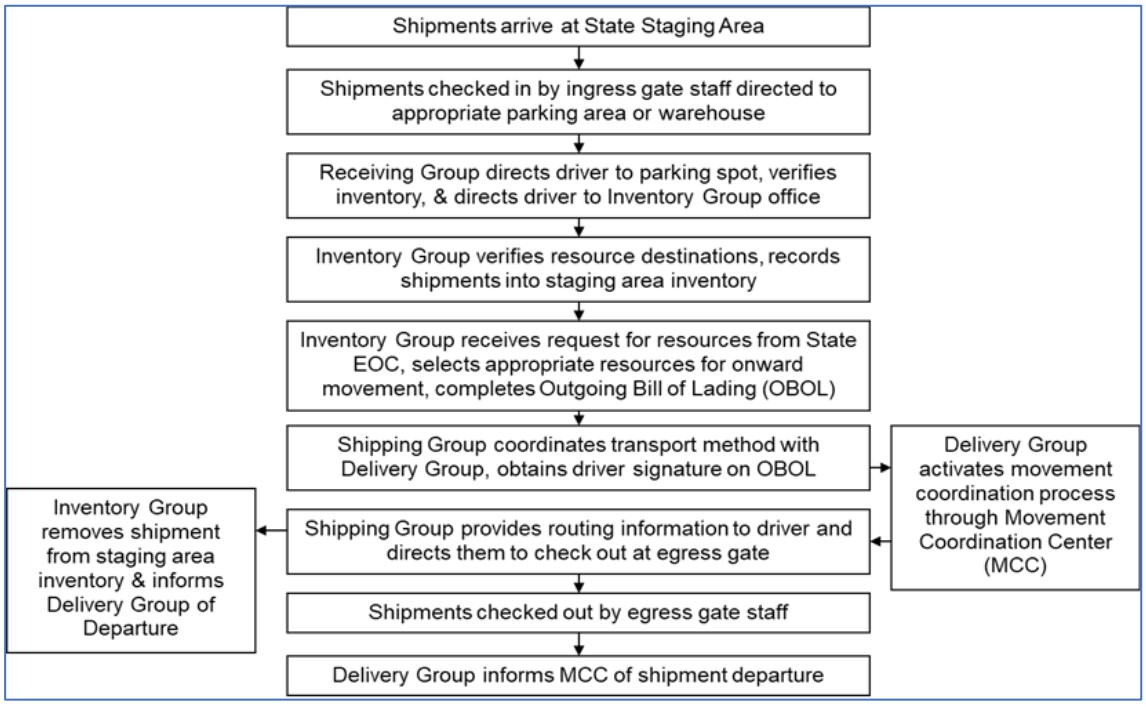

Figure 8 Resource accountability and Distribution flow chart

figure 5.72 Resource Accountability and Distribution Flow Chart

Resources may arrive at a SSA via truck, aircraft, watercraft, or train depending upon available modes of transportation near the site. Regardless of the mode of transportation, the check in process remains the same as noted in Attachment E (Check in Process for Arriving Resources). If water, air, or train facilities exist at the staging area, reception points need to be established at those facilities and the ingress gate. Resource accountability by a State Staging Area begins at the point of check in at the site and continues until resources have been accepted and signed for by a receiving party. Resources are distributed using "First In, First Out" (FIFO) processes. If a MCC has been activated as part of the incident response, the Delivery Group will use the MCC to assist with movement planning as reflected in the following flow chart. If an MCC is not activated, the Delivery Group is responsible for all activities noted in the flow chart. The positions referenced in the flow chart are doctrinal positions within the ICS structure, actual positions being utilized in the operation and management of the State Staging area will be based upon available personnel and scope of the incident. This flow chart should be printed and posted at the SSA for reference by Delivery Group staff. (See figure 5.72 Movement Planning Flow Chart).

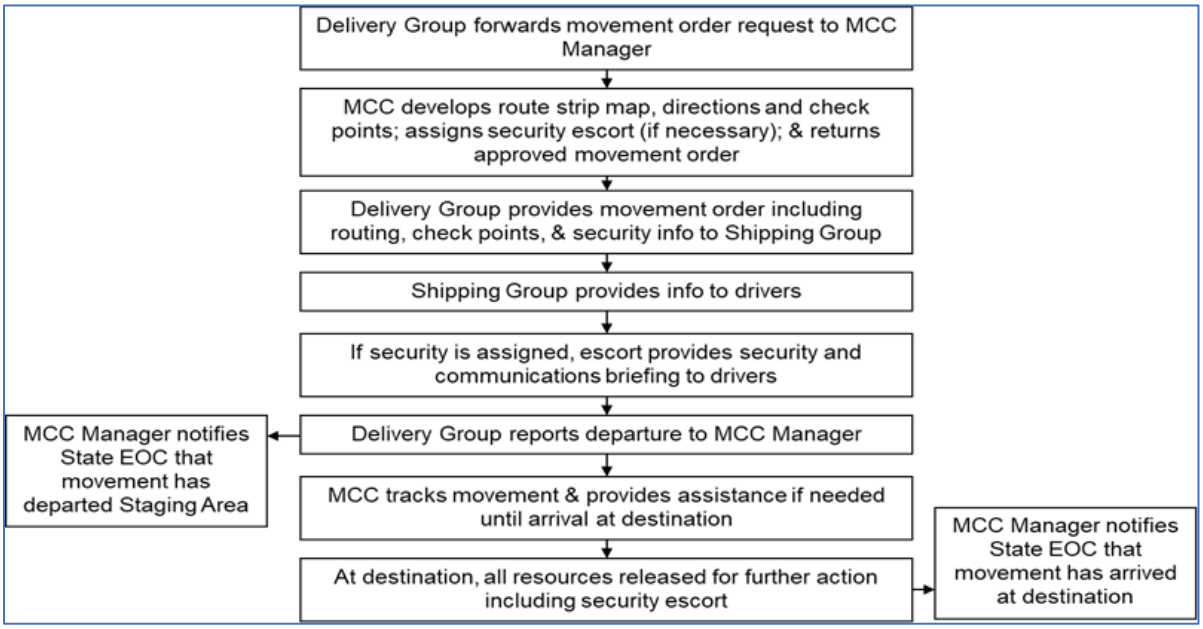

Figure 9 Movement Planning flow chart

Resources used by the State Staging Area as part of their operations are managed and tracked by the Logistics Section separately from staged resources. Orders of office supplies, equipment and other necessary items for day-to-day operations are accomplished through the Logistics Section in coordination with Finance/Administration. The Accountable Property Officer will ensure that all non-expendable property is signed for and tracked while the State Staging Area is activated.

Staging Area Reporting:

Report intervals are established by the State EOC Logistics Section Chief but will occur at the end of each shift at a minimum. Reports will include the following elements:

- Quantity and type of arriving resources
- Quantity and type of departing resources by destination

- Balance of resources on hand by type in the staging area
- Any other details requested by the State EOC Logistics Section Chief.

Staging Area Finance and Administration:

The incident charge code will be used for all purchases and contracting unless the State EOC designates a special charge code for this purpose. Purchasing and contracting will follow the emergency purchasing process established by the State EOC.

Staging Area Communications:

Primary communication between State Staging Areas and the State EOC is via telephone, WebEOC, and email. It is imperative that these systems be activated and/or installed immediately once the State Staging Area has been established. Telephone communication should be established via hardline phone rather than cell phone if the infrastructure exists on the site. The State Staging Area Manager will ensure a contact list containing telephone numbers and email addresses for State Staging Area staff, the State EOC, and local contacts is developed once the State Staging Area has been established. Computers are issued as needed depending on the mission. The following staff will be issued computers based on availability:

Computer Operations:

The following staff will be issued computers based on availability:

- SSA Manager/Admin Assistant (1 system)
- Operations Section Chief (1 system)
- Warehouse Branch Director (1 system)
- Transportation Branch Director/Delivery Group (1 system)
- Shipping Group Supervisor (1 system)
- Inventory Group Supervisor (2 systems)
- Logistics Section Chief (1 system)
- Planning Section Chief (1 system)
- Finance/Admin Section Chief (1 system)

If telephone and computer communication cannot be established due to a lack of infrastructure, the State Staging Area Manager or his designated representative works with the State EOC Logistics Section Chief to facilitate alternate communications.

Staging Area Co-Location:

Co-Location with Federal or local staging operations is an option to maximize use of limited available sites following a catastrophic disaster. Although neither party is obligated to do so, co-location provides the opportunity to share site equipment, infrastructure, and personnel during peak activity periods. At a minimum, it is recommended that co-located operations share a secured administrative entry gate for site personnel and consolidate support services for the sites such as janitorial and food services; all commodities must remain segregated.

Staging area managers will meet at startup of a co-location and coordinate processes for site communications, reporting, resource transfers, and what services can be combined to increase efficiency and/or cost effectiveness for both operations. Segregation of commodities between different sites must be maintained.

Whenever possible, separate ingress and egress points must be established for each co-located staging operation to assist with keeping incoming and outgoing resources for the individual operations separate. All vehicles coming into a co-location site must be screened to ensure they are checking into the appropriate operation.

The state will not immediately accept all resources staged by federal partners when co-located. Resources will only be accepted by a co-located state staging area operation after approval has been issued by the State EOC.

Staging Area Model

- Federal Staging Area – A Federal Staging Area (FSA) is a base located closer to the Area of Operations (AOR) that provides logistical support to a disaster/operation under the control of the Incident Management Assistance Team (IMAT) or Joint Field Office (JFO); resources are committed to the disaster.

- Incident Support Base - An Incident Support Base (ISB) is a base outside of the immediate disaster area that provides logistical support to a disaster/operation that involves a large geographical area or multiple states; resources are uncommitted to the disaster. The ISB may receive resources from FEMA Distribution Centers (DCs), Commercial Suppliers of other sources such as state stockpiles or direct from manufacturers.

State Staging Area (SSA) Staging area designated by the state to temporarily manage relief supplies for onward movement to points of distribution. Preference for these locations to be co-located with federally operated locations to reduce the need for transportation resources.

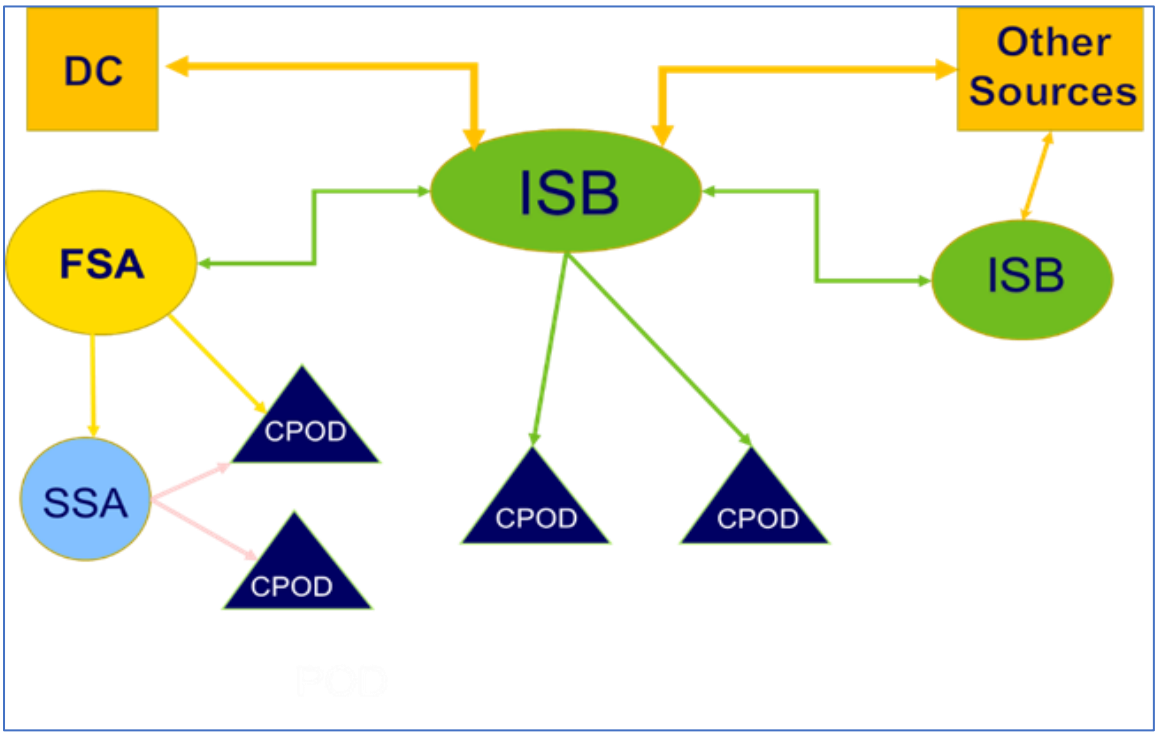

Figure 10 Staging Area model

Predetermined staging areas as indicated int the State Staging Area Folder (Clark County event Center, Ephrata, Renton Municipal Airport, San Juan Friday Harbor, Skagit, Vancouver Pearson Field, Yakima) See figure 11 Logistic Node Locations on the next page.

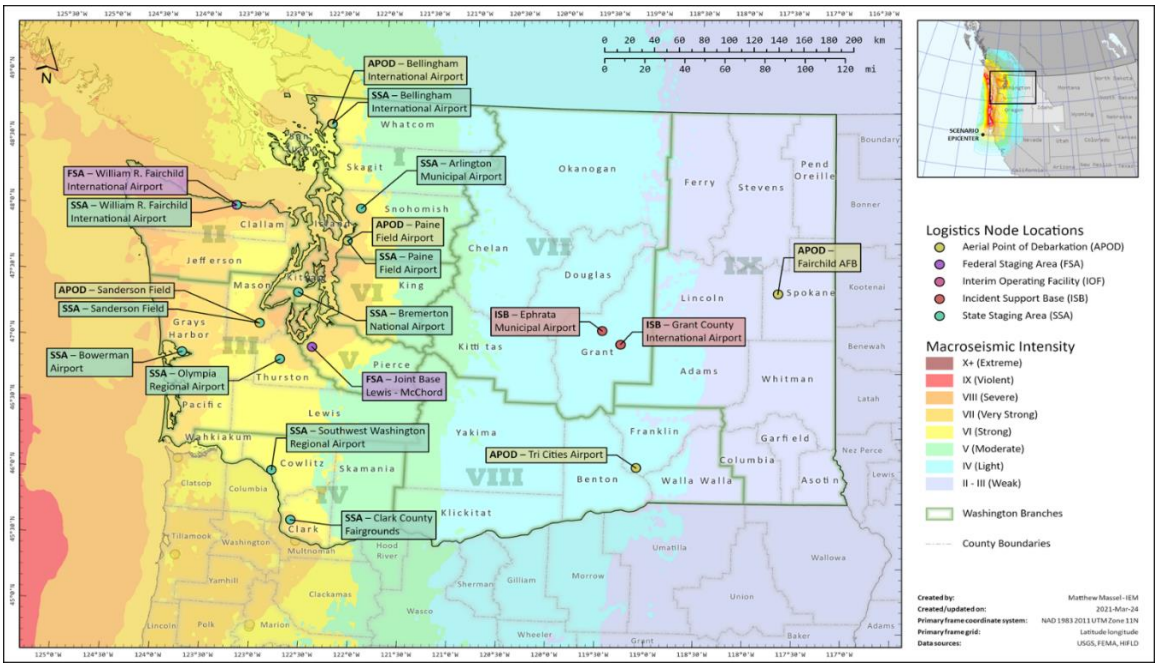

Figure 11 Logistics node locations

Pre-Identified Logistics Nodes created for Cascadia Subduction Zone planning and can be adapted for additional incidents based upon location and specific need (see Figure 12 CSZ Logistical Nodes).

WA Locations	Node Function
Grant County International Airport	Incident Support Base
Ephrata Municipal Airport	Incident Support Base
Joint Base Lewis McChord (JBLM)	Federal Staging Area
William R. Fairchild International Airport	Federal Staging Area
Bellingham International Airport	Aerial Point of Debarkation
Paine Field Airport	Aerial Point of Debarkation
Sanderson Field	Aerial Point of Debarkation
Fairchild AFB	Aerial Point of Debarkation
Tri Cities Airport	Aerial Point of Debarkation
Clark County Fairgrounds	State Staging Area
Paine Field Airport	State Staging Area
William R. Fairchild International Airport	State Staging Area
Bellingham International Airport	State Staging Area
Sanderson Field	State Staging Area
Olympia Regional Airport	State Staging Area
Bowerman Airport	State Staging Area
Southwest Washington Regional Airport	State Staging Area
Bremerton National Airport	State Staging Area
Arlington Municipal Airport	State Staging Area

Figure 12 CSZ logistical nodes

CPOD Model

Community Point of Distribution – Local Emergency Management will determine the need for a CPOD and will adjust the CPOD staffing based upon the location, the type and the number of community members to be provided services there. A CPOD should be planned in such a way that it accommodates vehicle, pedestrian and mass traffic transit or a combination of all three. The overview and descriptions listed below are to be used as a starting point in planning. The US Army Corps of Engineers (USACE) has developed standard typing for PODS/CPODs based upon their capacity for service. Type I – serves 20,000 people/day, Type II – Serves 10,000 people/day, and Type III serves 5,000 people/day. The example shown below illustrates the most common CPOD type that will be utilized a Type III CPOD. Examples of Type I and Type II PODS can be found in IS-0026: Guide to Points of Distribution.

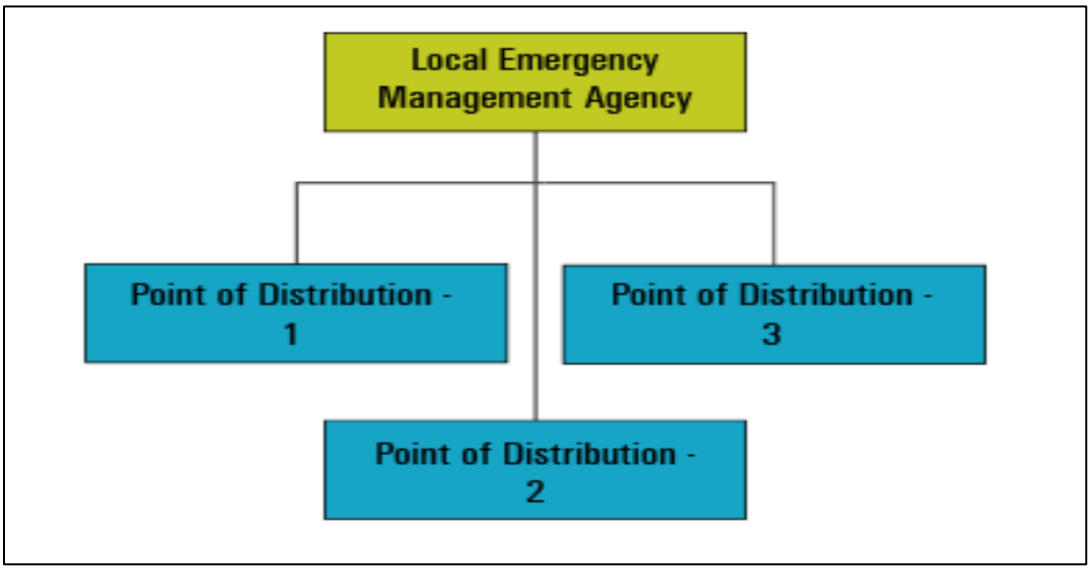

Figure 13 CPOD model

Organizational Structure:
The Local Emergency Management Agency is the primary authority for the activation, operation, and demobilization of the points of distribution.

CPOD Staff:

Management Structure of a CPOD. The structure begins with the CPOD Manager, who oversees the Support Team Leader and the Loading Team Leader. The Support Team Leader supervises the Traffic Controller, Pallet Jack Operator, Community Relations, and Forklift Operator. The Loading Team Leader oversees the Loaders and the Site Security Officer.

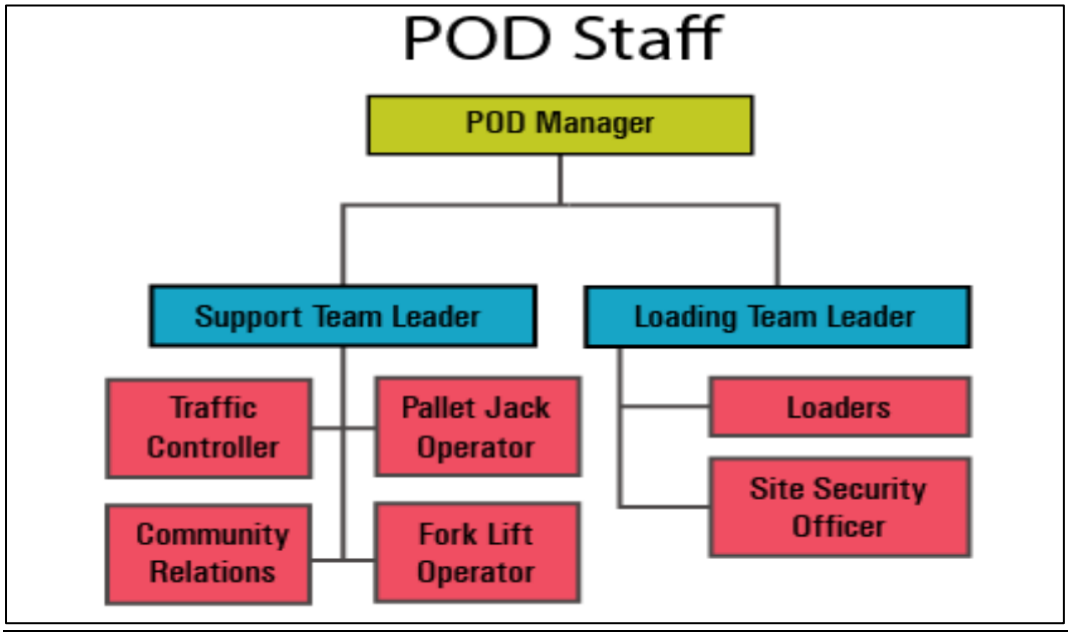

Figure 14 CPOD staffing

Site Layout:

The site is ideally divided into three lines: supply line, loading line, and vehicle line. The supply line contains a forklift, supply trucks, pallets, toilets, and a tent. The loading line contains three loading points (each containing different categories of commodities). The vehicle line contains a row of vehicles travelling to the left in a single-file line in front of a light set.

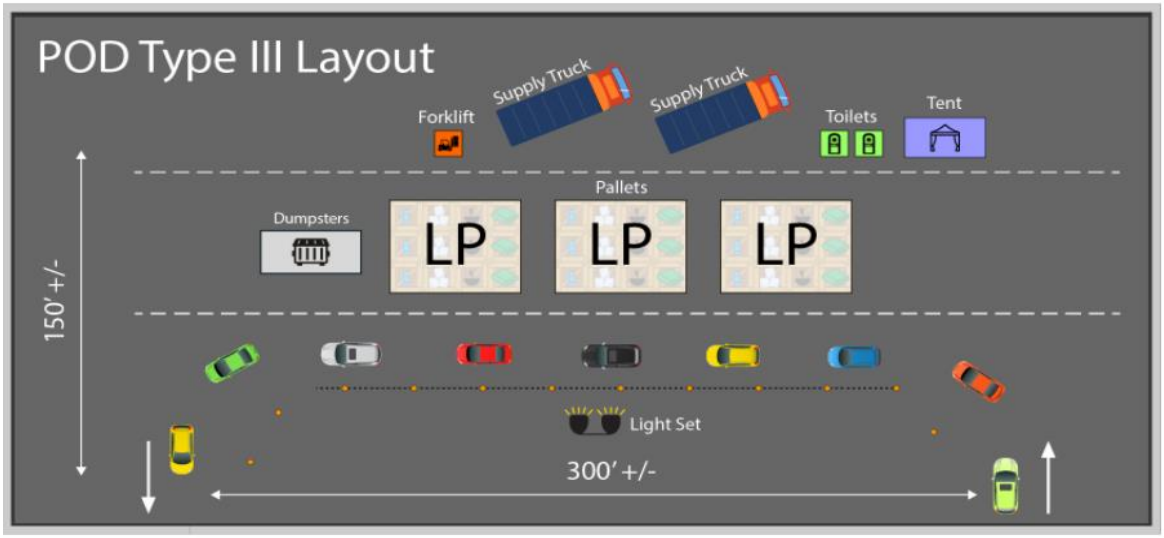

Figure 15 Site layout

Trigger to Activation

Upon the operational need for a SSA a decision package will be completed by Operations Section Chief (in coordination with the Logistics Section Chief) This decision package can be found in the SEOC SOPs and will be verified by all Command and General Staff elements prior to being reviewed by the Policy Group.

- Requirements: Ingres, Egress, substructures of roads, routes and traffic patterns, hard structure pavement
- Additional Staging Site information can be found in the Logistics Training SSA Course Manual (2014).
- Equipment and supplies: Staging Area Assessment, Site Capabilities Assessment Form; Site Assessment and Hazard Assessment Form can be found in Attachment D.
- Staffing Requirements: (see figure 16 Staffing)

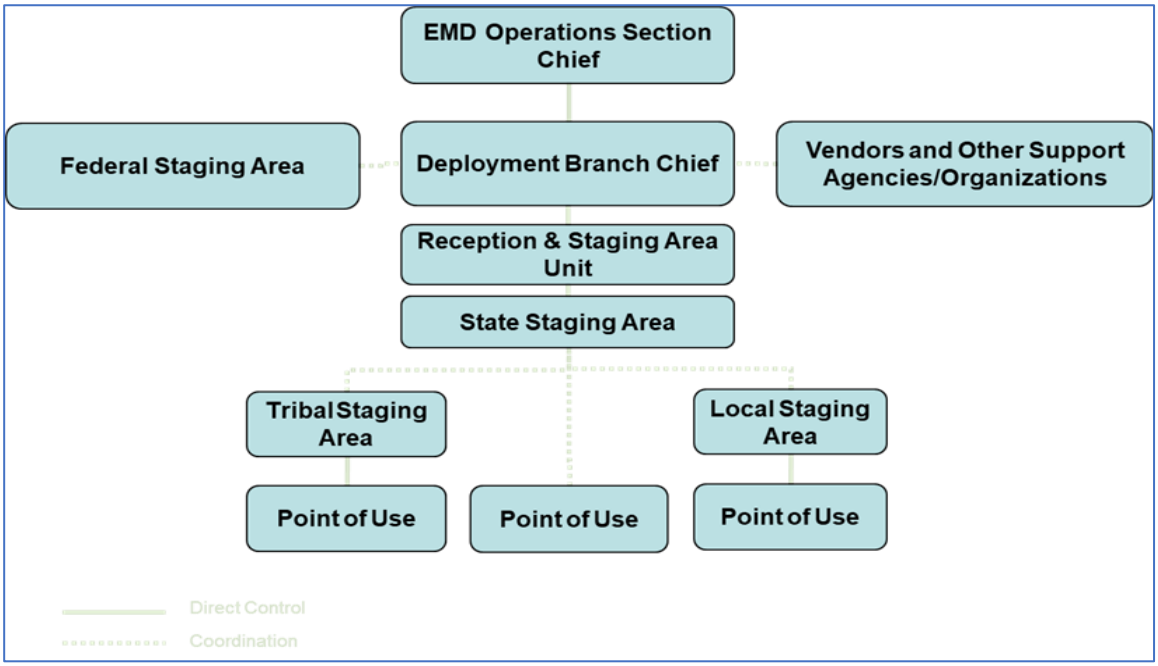

Figure 16 Staffing schedule

3.20. Reception and Staging

Working both in parallel and conjunction with SSA, the Reception & Staging Area Unit will process inbound and outbound out-of-state mutual resources requested by the SEOC by recording, reporting, and preparing resources for onward movement to the requesting entity or redeployment to their home jurisdictions respectively. Providing operational support may include, but is not limited to, providing food, water, fuel, mechanical support, kennel arrangements (for Search and Rescue dogs), providing briefings on the ICS organization and status, radio checks and similar logistical assistance. Reception Centers track the arrival, dispatch to the operating location or follow-on staging points and redeployment of the resources once they are no longer needed.

For the purposes of this plan, the term “resource” is defined as out-of-state emergency response personnel, equipment and/or supplies whose capability is requested by the EMDs Logistics Section. This plan covers the establishment and operation of a state level Reception Center (RC). The concepts contained herein may be adapted for use at any level of government to provide a government entity or volunteer organization with the capability to operate an RC using the same or similar procedures. This plan does not provide guidance for the tactical management of resources, teams or Incident Command when deployed to the impacted area, but only provides a method for tracking resources from request through demobilization. The RC will not request specific resources for deployment, only resources needed at the RC. This plan does not cover the management of spontaneous volunteers or self-deploying, non-requested professionals.

Upon notification of an impending or occurring major emergency or disaster, the SEOC Multi-Agency Coordinating Group (MAC Group) may ask Operations to complete a decision package and upon review authorize the SEOC Operations Section to activate a RC. Activation of a RC will initiate readiness in all applicable agencies and organizations providing support for reception center activities. The SEOC will select an appropriate and available location with assistance from

the DES. Support entities will be notified of the intent to stand up an RC so that they can solicit staffing. Volunteer staff will be identified by their sponsoring agency as fully trained, partially trained or not trained. Detailed training is available to organizations prior to an emergency and just-in-time training may be provided on-scene.

The SEOC will utilize existing communications channels to inform requested personnel of the RC location(s), reporting procedures, and of the documentation and supplies required for processing when an RC is activated.
Personnel arriving at the RC to establish initial operations will:

- Provide status reports to the SEOC.
- Maintain accountability of personnel.
- Provide arriving staff with a safety briefing and duty orientation.
- Promptly establish manual and/or electronic operational capability, including communication checks.
- Synchronize operations with the SEOC and the affected state agency, Tribal government and/or local jurisdiction.

Reception Centers adjust staffing levels, as needed, or demobilize, as appropriate, when the impacted state agency, Tribal government or jurisdiction becomes self-sufficient and localized recovery operations resume. Reception Center site assessments are coordinated by the SEOC Operations Section as part of the RC Decision Package process. Ideally these sites are identified and assessed in conjunction with both initial planning for staging areas as well as during the establishment of preliminary staging areas. ** Reception Site Assessment steps in the attachment section of the DMP) Note that local officials must be involved in planning and development to ensure compliance with regulations for land and facility use.

Resource Coordination: The requesting Incident Commander (IC),EOC, andEmergency coordination center (ECC) will be notified of the status, communication protocols and likely arrival date/time in the incident area of resources being forwarded from the RC. Transfer of responsibility for a resource occurs upon arrival of the resource at the designated delivery location. The receiving agency, Tribal government or jurisdiction will report arrival of the resource to the RC. The state agency, Tribal government or local jurisdiction demobilizes resources at mission termination. The SEOC and the RC manage the demobilization process for resources from outside Washington State. Multiagency coordination centers, EOCs and ECCs will coordinate closely to maintain accountability of resources during demobilization.

Reporting:

Visibility of resource status will be maintained (last deployment location, transportation method, departure date/time and expected arrival date/time) for inbound and outbound resources. Resource condition will be recorded and reported. Reports will be generated and routed according to coordinated processes. Reports will follow the format in Tab A, to the extent possible. The determination for opening a State RC resides with the SEOC SCO.
The SEOC Operations Section coordinates activation and operation of the Reception Center after approval. The SEOC will require 72 hours to establish and open RC(s), even in the best of circumstances.

Timeline

N-2	SEOC Operations Section drafts decision package
N+0	SCO makes the decision to open a State-level. Reception Center (RC).
N+0	RC is activated.
N+0	Deployment and Planning Branch (SEOC Operations) activated.
N+2	Reception Center Manager selected and activated.
N+24	Logistics Section makes requests for additional equipment and staffing in support of the RC.
N+72	RC opened.

3.21. Demobilization

Triggers and Indicators:

The process of demobilization begins as soon as possible following mobilization. Indicators of impending demobilization include declining number of resource requests, press interests decline, and resources may be returned or released. As soon as possible the staging operations will be shut down to bring the private sector and commerce back to operational status.

Property Reconciliation:

All property will be tracked using WebEOC during the incident in real-time and will be tracked until its return to the originating destination.

Procedures:

Demobilization procedures can be found inside the SEOC Standard Operating Procedures (SOPs), a digital version accessible to all users within the WebEOC internet-based system.

Right Sizing the Mission:

The use of burn rates and commodity demands will be the driving factor to ensure the PODs and staging areas being used are not too little or more than necessary.

Organizational Shutdown:

The SEOC Operations section will take the lead on the shutdown of the site and will transfer all documentation to WebEOC and to the Finance and Admin section.

Reimbursement:

Reimbursement Packets are handled by Finance personnel.

Final Records and Reporting:

Located in WebEOC is the 06-A V9 activity log. All necessary forms and the After-Action Report Template are also located in WebEOC. Mobilization and Demobilization plans and information can now be located within the DMP.

3.22. Collaboration

Collaborate with the whole community. Partnership with SLTT partners, private sector, the EMAC, and nonprofits can bridge gaps until normal supply chain systems are restored. Improved communication among all responsible parties mitigates the risk of artificial demand and ensures that the jurisdictions place teams and critical commodities in areas that support survivors and communities. Involving the whole community will most effectively re-establish the normal supply chains, reducing the need for relief supply chains.

Logistics and Supply Chain Management	
Critical Task I.D.	**Critical Task Description**
1	Mobilize and deliver governmental, nongovernmental, and private sector resources to save lives, sustain lives, meet basic human needs, stabilize the incident, and transition to recovery, to include moving and delivering resources and services to meet the needs of disaster survivors.
2	Enhance public and private resource and services support for an affected area.

Critical Transportation	
Critical Task I.D.	**Critical Task Description**
1	Establish physical access through appropriate transportation corridors and deliver required resources to save lives and to meet the needs of disaster survivors.
2	Ensure basic human needs are met, stabilize the incident, transition into recovery for an affected area, and restore basic services and community functionality.
3	Clear debris from any route type (i.e., road, rail, airfield, port facility, waterway) to facilitate response operations.

Mass Care Services	
Critical Task I.D.	**Critical Task Description**
1	Move and deliver resources and capabilities to meet the needs of disaster survivors, including individuals with access and functional needs.

Situational Assessment	
Critical Task I.D.	**Critical Task Description**
1	Deliver information sufficient to inform decision making regarding immediate lifesaving and life-sustaining activities, and engage governmental, private, and civic sector resources within and outside of the affected area to meet basic human needs and stabilize the incident.
2	Deliver enhanced information to reinforce ongoing lifesaving and life-sustaining activities, and engage governmental, private, and civic sector resources within and outside of the affected area to meet basic human needs, stabilize the incident, and transition to recovery.

Planning	
Critical Task I.D.	**Critical Task Description**
1	Develop operational plans that adequately identify critical objectives based on the planning requirement, provide a complete and integrated picture of the sequence and scope of the tasks to achieve the objectives, and are implementable within the timeframe contemplated in the plan using available resources.

Public Information and Warning	
Critical Task I.D.	**Critical Task Description**
1	Inform all affected segments of society of critical lifesaving and life-sustaining information necessary, including accessible tools, to expedite the delivery of emergency services and aid the public to take protective actions.
2	Deliver credible and actionable messages to inform ongoing emergency services and the public about protective measures and other life-sustaining actions and facilitate the transition to recovery.

Operational Coordination	
Critical Task I.D.	**Critical Task Description**
1	Mobilize all critical resources and establish command, control, and coordination structures within the affected community, in other coordinating bodies in surrounding communities, and maintain as needed throughout the duration of an incident.
2	Enhance and maintain command, control, and coordination structures consistent with the National Incident Management System (NIMS) to meet basic human needs, stabilize the incident, and transition to recovery.

Environmental Response/Health and Safety	
Critical Task I.D.	**Critical Task Description**
1	Identify, assess, and mitigate worker health and safety hazards, and disseminate health and safety guidance and resources to response and recovery workers.

On-Scene Security, Protection, and Law Enforcement	
Critical Task I.D.	**Critical Task Description**
1	Establish a safe and secure environment in an affected area.

Operational Communications	
Critical Task I.D.	**Critical Task Description**
1	Ensure the capacity to communicate with both the emergency response community and the affected populations and establish interoperable voice and data communications between Federal, tribal, state, and local first responders.

4. Organization

4.1. Summary

The Washington EMDs mission is to lead and coordinate the prevention, mitigation, response, and recovery in Washington State to minimize the impact of disasters and emergencies on the people property, environment, and economy.

The SEOC serves as a single point of contact for the authorization of state resources or actions in response to and recovery from natural, technological, or human-caused emergencies or disasters. It operates following the principles or the National Incident Management System (NIMS) and the ICS and includes representation form all appropriate state agencies filling Emergency Support Functions as needed by the nature, size, and complexity or the incident.

All positions identified in the SEOC may have deputies or staff to support as dictated by the needs of the incident to delegate part or all the listed duties for that position. If positions are not activated, those duties and tasks are to be fulfilled by the position that is activated that the non-activated positions would report to.

4.2. *State EOC (SEOC) Organization – Level 1 Activation*

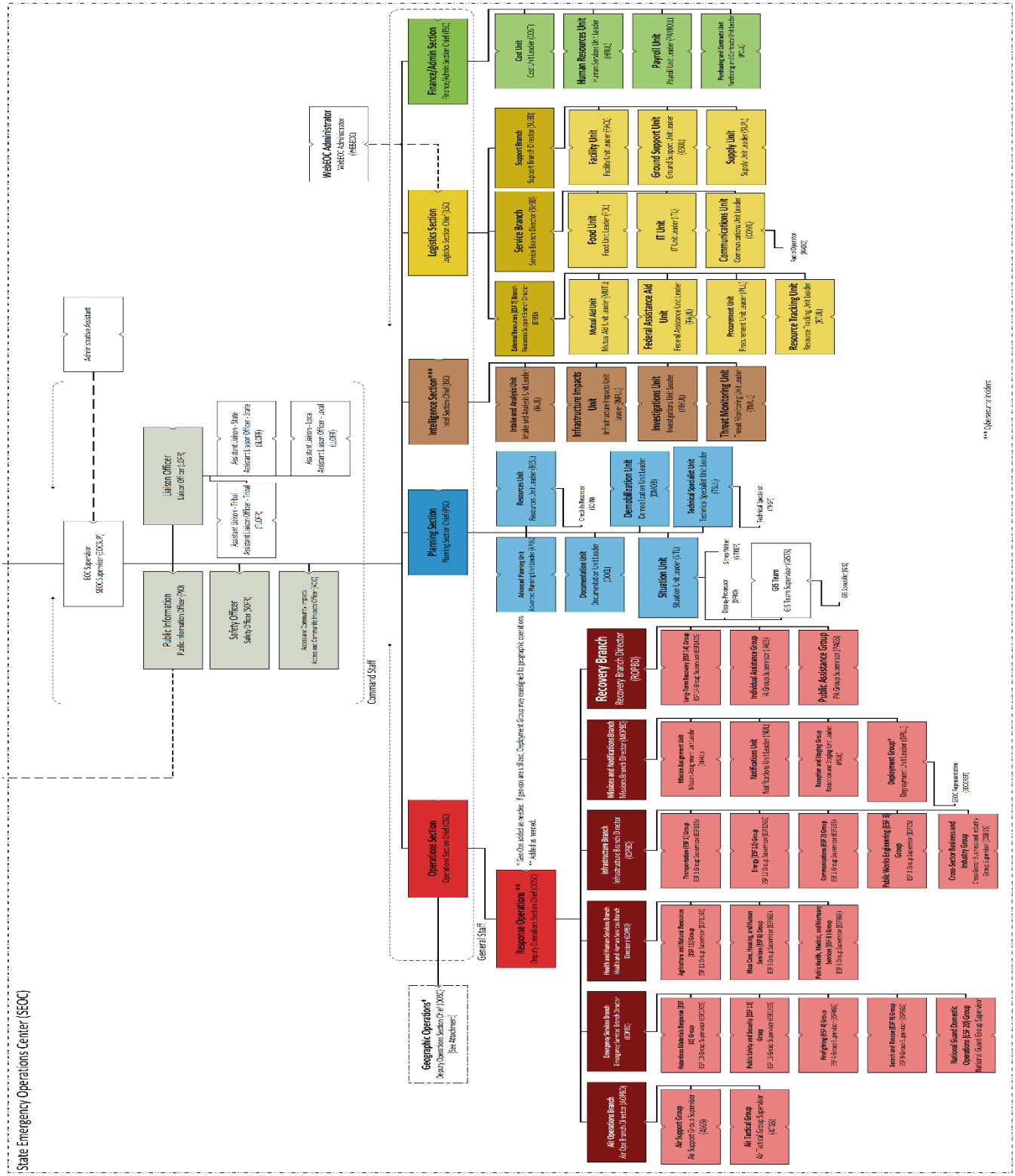

Figure 17 SEOC organization

4.3. Logistics Section Structure (State SEOC)

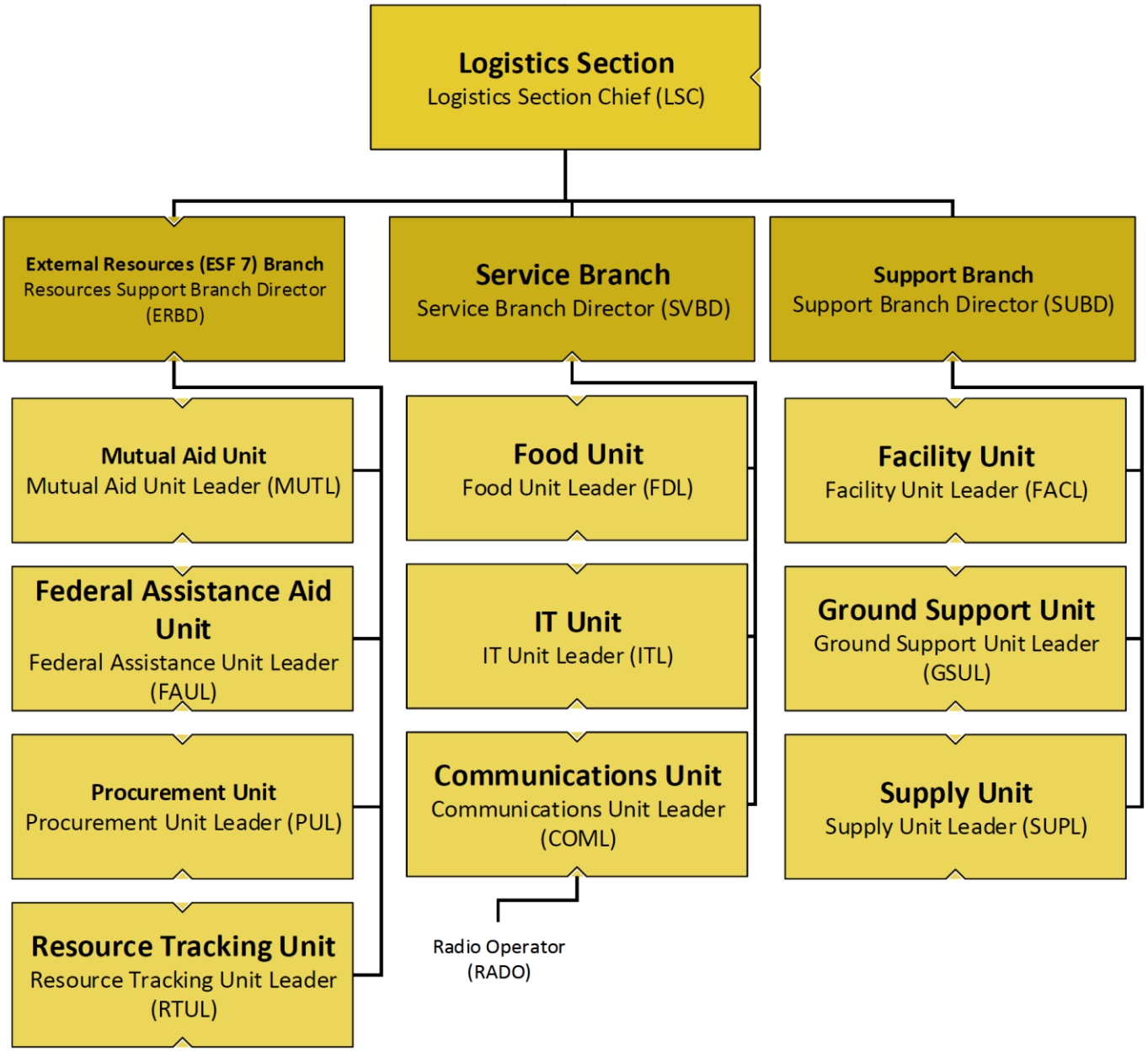

Figure 18 Logistic section structure

5. Resource Requirements

5.1. Micro-level (EOC/ECC)

Community Point of Distribution Manager Course #EMD – 4026 (2016)

- This course is an adaptation of FEMA IS-26 Guide to Points of Distribution Course. It is designed to instruct community organizations in CPOD operations for the Adopt-a-POD program.

FEMA IS-26: Guide to Points of Distribution Course

FEMA's comprehensive POD training helps SLTT partners develop actionable plans for emergency distribution and understand associated challenges.

Interagency Logistics Training: The L854:

- Basic Interagency Logistics Course familiarizes participants with interagency logistics concepts of planning and response. It provides an overview of interagency logistics partner disaster response organizations, discusses parameters for logistics support coordination, and creates a whole community forum to exchange best logistics practices.

5.2. Macro-level (Emergency-wide)

<u>POD Kit:</u>

- At each POD location, it is best to have POD kit(s) on site to support the initial setup of the POD. Each POD kit is designed for a Type III POD. If a Type II POD is established at that site, the site should have two kits. A Type I POD would need four kits. The POD kit has supplies for the site and individual staff positions.

5.3. Logistics Capability Assessment Tool 2 (LCAT2)

The LCAT2 is a transferrable tool for use by SLTT governments that encourages collaboration from multiple stakeholders to assess core logistics functions, identify strengths and relative weaknesses, and focus efforts for continued improvement within disaster response logistics. The LCAT2 enables an unbiased assessment of the SLTT logistics capabilities, by:

- Evaluating current SLTT disaster logistics readiness
- Identifying areas for targeted improvement
- Developing a roadmap to mitigate weaknesses and further enhance strengths.

6. References and Supporting Guidance

Crisis Event Response and Recovery Access (CERRA) Framework *(March 2018)*

- CERRA, developed by the DHS Office of Infrastructure Protection, outlines a common approach to manage access to affected areas during and after an incident.

Distribution Management Plan Guide *(August 2019)*

- FEMA Distribution Management Plan Evaluation Sheet (See Attachment A.)

The FEMA Regional Logistics Branch uses the evaluation sheet to determine a baseline assessment of a Distribution Management Plan. It includes 13 questions to evaluate the inclusion of key components. The "Comments" column identifies areas or actions for improvement. Based on the results of the evaluation, the Plan is placed in one of three Tiers:

- Tier 1: Approved and complete
- Tier 2: Approved with comments, action plan required.
- Tier 3: Received, technical assistance and action plan required.

Preparedness Grants Manual *(April 2019)*

Provides applicants and recipients of FEMA grant funding information on how to manage their grants and other resources. Also, details FEMA EMPG requirements for maintaining and submitting a Distribution Management Plan.

Supply Chain Resilience Guide *(April 2019)*

Provides emergency managers and planners at every level with a basic introduction to supply chains. This guide also provides emergency managers with recommendations on how to analyze supply chains and to work with the private sector to enhance supply chain resilience.

IS-26: Guide to Points of Distribution Course *(2008)*

Public Transportation Mobility Report – WSDOT Public Transportation Division *(December 2020.*

7. Terms and Definitions

Community lifelines:

Provide a common lexicon to facilitate unity of purpose among the whole.
community to prioritize, sequence, and focus response efforts towards maintaining or restoring the most critical services and infrastructure.

Demobilization:

resources are retrieved, rehabilitated, replenished, disposed of, and retrograded.

Direct distribution:

is when supplies are initially moved to a central location for staff to collect and redistribute through “door-to-door” residential delivery.

Distribution Centers (DCs)
provides supplies to disaster survivors. DCs stock meals, water, cots, blankets, infant and toddler kits, durable medical equipment and consumable medical supply kits, tarps, blue roof sheeting, and generators. These items are moved forward to the staging area if the situation dictates.

Distribution Management:

Effective and efficient distribution of critical resources to disaster survivors in the community, replicating and augmenting a supply chain during a response.

Key Enablers/Choke Points:

Aspects that may disrupt or assist supply chain flows in the supply chain include the electrical grid, road network, refueling points, or telecommunications.

Last Mile:

The movement of products along the final stretch of the supply chain to deliver products to their destination, often covering the movement of the product from the distributor to the demand node.

Lead and Cycle time:

Lead time measures the time elapsed between order and delivery; thus, it measures production process from a customer's perspective. Cycle time starts when the actual work begins on the unit and ends when it is ready for delivery.

Mobile Delivery:

A method that utilizes vehicles to drive into an affected area and provide commodities at different drop locations or where the need is identified. This type of distribution is common in rural areas and where roads are damaged.

POD Manager:

The POD Manager has overall responsibility for the safe operation of the POD. This includes all staff and resources on site throughout the activation. The POD Manager reports to emergency management for guidance and information. The POD Manager is also the primary safety officer and ensures all operations are conducted in a safe manner for the staff and the POD customers.

Points of Distribution (POD):

Points of Distribution are centralized locations where the public picks up life sustaining commodities following a disaster or emergency.

- Adopt-a-POD: A program to assist with staffing and operating CPODs. CPODs are staffed by community groups operating within the terms of an Organizational Agreement. Staff at these locations are registered Emergency Workers.

- Community Points of Distribution (C-PODs): An initial point(s) where the public can obtain life-sustaining emergency relief supplies. These locations must serve the population until no longer needed; this may be indicated when power is restored, traditional facilities reopen (e.g., retail establishments), fixed and mobile feeding sites and routes are established, and/or relief social service programs are in place.

- Pedestrian Point of Distribution (P-PODs): A location that disaster survivors can walk to and obtain critical emergency supplies during and after an emergency. Pedestrian PODs can be established in high population density areas, areas with damaged transportation infrastructure, or where Drive-Through PODs prove unpractical.

Sea and Airports of Embarkation and Debarkation:

Transportation requires loading and unloading at commercial or military air or seaports. This process greatly increases the level of complexity. These ports create bottlenecks when relief supplies compete with commercial or military traffic.

Staging Area:

A designated temporary site established in the community to receive, stockpile, and further distribute emergency relief supplies (e.g., water, food, cots, blankets, tarps, generators) following an incident.

Staging Area Models/ Hub-and-Spoke Model:

A central fixed location to dispatch commodities to the locally operated C-PODs, like the traditional hub-and-spoke model. A good site is near a major highway or interstate for access to ground transportation, ideally co-located with an operational airport, and near the impacted area (e.g., within an hour) without impeding response efforts.

Fixed Site:

Operation from a fixed location such as a warehouse to receive, store, and cross-dock resources. A third-party logistics provider or state-run warehouse may be needed for temperature control or for inventory management during unloading from trailers.

Cross-Docking:

Cross-docking optimizes the delivery size of shipments. Commodities may arrive in shipments that require reconfiguration. In some cases, optimizing resources in smaller delivery quantities, the layout of the receiving C-PODs, or transportation constraints dictate a smaller conveyance for distribution.

State Staging Area (SSA):

Staging areas are designated by the state to temporarily manage relief supplies and/or personnel for onward movement to points of distribution/assingment.

Suppliers:

Suppliers deliver supplies to the distribution centers to restock inventory and can deliver directly to the staging area.

Supply Chain:

The socio-technical network that identifies, targets, and fulfills demand. It is the process of deciding what, when, and how much should move to where.

Supply Chain Resilience:

Supply chain resilience is the ability of a preexisting network of demand and supply to deploy surviving capacity, and/or introduce new capacity, under severe duress. It is the ability of a network, or portion of a network, to continue moving (directing, redirecting, flowing) goods and services even when important elements of the network are no longer operating.

Vendor-Managed Inventory (VMI):

VMI is a family of business models in which the buyer of a product provides certain information to a supplier of that product (vendor), and the supplier takes full responsibility for maintaining an agreed-upon inventory of the material. On occasion, vendors may hold a portion of inventory in their own warehouses to more effectively rotate stock, though they may charge associated holding costs, regardless of the rate of consumption. The unit costs of this method may be higher than maintaining inventory in warehouses, but the opportunity costs of procurement after disasters occur may favor VMI.

Abbreviation	**Explanation**
AAR	After Action Review
CEMP	Comprehensive Emergency Management Plan
CERRA	Crisis Event Response and Recovery Access
CISA	Cybersecurity and Infrastructure Security Agency
COP	Common Operating Picture
CPD	County Point of Distribution
CPOD / C-POD	Community Points of Distribution
CSA	County/Tribal Staging Area
DART	Disaster Assistance Response Teams
DC	Distribution Centers
DES	Department of Enterprise Services
DOH	Department of Health
DOS	Days of Supply
DPA	The Defense Production Act
DPP	Disaster Purchasing Program
DRC	Disaster Recovery Centers
DSHS	Washington State Department of Social and Health Services

EMAC	Emergency Management Assistance Compact
EMPG	Emergency Management Preparedness Grant
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FIFO	First In First Out
FRS	Family Radio Service
FSA	Federal Staging Area
FSA	Federal Staging Area
GA	General Aviation
GAR	Governors Authorized Representatives
GMRS	General Mobile Radio Service
GSA	General Services Administration
HITRAC	Office of Infrastructure Threat and Risk Analysis Center
HIVA	Hazard Identification and Vulnerability Assessment
HOV	High Occupancy Vehicle
I-90	Interstate 90
ICS	Incident Command System
IMAT	Incident Management Assistance Team
IMT	Incident Management Team
ISB	Incident Support Base
JFO	Joint Field Office
LCAT2	Logistics Capability Assessment Tool 2
LEMA	Local Emergency Management Agency
LSC	Logistics Section Chief
LTL	Less Than Truckload
MAC	Multiagency Coordination
MCC	Movement Coordination Center
MCP	Movement Coordination Point
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
NARSC	National Animal Rescue and Sheltering Association
NPPD	National Protection and Program Directorate
PNEMA	The Pacific Northwest Emergency Management Arrangement
POD	Point of Distribution
PPE	Personal Protective Equipment
RACES officer	Radio Amateur Civil Emergency Services
RCW	Revised Code of Washington
ROPU	Reverse Osmosis Purification Unit
RRAP	Regional Resiliency Assessment Program
RTLT	Resource Typing Library Tool
SCO	State Coordinating Officer
SEOC SOP	State Emergency Operation Center - Standard Operating Procedures
SLTT	State, Local, Tribal and Territorial
SR	State Route
SSA	State Staging Area
THIRA	Threat and Hazard Identification and Risk Assessment

TWIC	Transportation Worker Identification Card
UCG	Unified Coordination Group
UICP	Unified Incident Command Post
USACE	United States Army Corps of Engineers
USDHS	United States Department of Health Services
USDOJ	United States Department of Justice
VMI	Vendor-Managed Inventory
VOADS	Voluntary Organizations Active in a Disaster
VOOP	Vessel Of Opportunity
WA EMD	Washington Emergency Management Division
WAC	Washington Administrative Code
WAMAS	Washington Mutual Aid System
WANG	Washington National Guard
WSDOT	Washington State Department of Transportation

8. Development and Maintenance

8.1. Submit

WA EMD will submit its Distribution Management Plan to the FEMA Regional Grants Office as outlined by the grant performance metrics. The Logistics Program for EMD coordinates with the FEMA Regional Logistics Branch to provide technical assistance and review the Distribution Management Plan. FEMA Regions use a standardized list of evaluation criteria when reviewing Distribution Management Plans (See Attachment A1).

8.2. Review

WA EMD will review as appropriate, the State Distribution Management Plan following each training event, organizational exercise, or real-world incident to incorporate lessons learned.

8.3. Planning Process

Planning is a continuous process that does not stop when the plan is published. The logistics program develops a rough draft of the DMP and annexes. As the logistics team works through successive drafts, they add necessary tables, charts, and other graphics. The team prepares a final draft and circulates it for comment to organizations that have responsibilities for implementing the plan. The written plan should be checked for its conformity to applicable regulatory requirements and the standards of Federal or state agencies and for its usefulness in practice. Once validated, the logistics team presents the plan to the appropriate officials for signature and promulgation. Once approved, the plan is distributed to stakeholders who have roles in implementing the plan.

8.4. Review Process

Commonly used criteria can help decision makers determine the effectiveness and efficiency of plans. These measures include adequacy, feasibility, and acceptability. Decision makers directly involved in planning can employ these criteria, along with their understanding of plan requirements, not only to determine a plan's effectiveness and efficiency but also to assess risks and define costs.

- Adequacy – a plan is adequate if the scope and concept of planned operations identify and address critical tasks effectively; the plan can accomplish the assigned mission while complying with guidance; and the plan's assumptions are valid, reasonable, and comply with guidance.

- Feasibility – a plan is feasible if the organization can accomplish the assigned mission and critical tasks by using available resources within the time contemplated by the plan. The organization allocates available resources to tasks and tracks the resources by status (e.g., assigned, out of service). Available resources include internal assets and those available through mutual aid or through existing state, regional, or Federal assistance agreements.

- Acceptability – a plan is acceptable if it meets the requirements driven by a threat or incident, meets decision maker and public cost and time limitations, and is consistent with the law. The plan can be justified in terms of the cost of resources and if its scale is proportional to mission requirements. Planners use both acceptability and feasibility tests to ensure that the mission can be accomplished with available resources, without incurring excessive risk regarding personnel, equipment, material, or time. They also verify that risk management procedures have identified, assessed, and applied control measures to mitigate operational risk (i.e., the risk associated with achieving operational objectives).

8.5. *Completeness*

A plan is complete if it:

- Incorporates all tasks to be accomplished.
- Includes all required capabilities.
- Integrates the needs of the general population, children of all ages, individuals with disabilities and others with access and functional needs, immigrants, individuals with limited English proficiency, and diverse racial and ethnic populations.
- Provides a complete picture of the sequence and scope of the planned response operation.
- Makes time estimates for achieving objectives; and Identifies success criteria and a desired end-state.

8.6. Compliance

The plan should comply with guidance and doctrine to the maximum extent possible because these provide a baseline that facilitates both planning and execution.

8.7. Revision Process

Plans should evolve as lessons are learned, new information and insights are obtained, and priorities are updated. Evaluating the effectiveness of plans involves a combination of training events, exercises, and real-world incidents to determine whether the goals, objectives, decisions, actions, and timing outlined in the plan led to a successful response. Planning teams should establish a process for reviewing and revising the plan. Reviews should be a recurring activity. In no case should any part of the plan go for more than two years without being reviewed and revised.

9. Authorities and Policies

9.1 Washington State

RCW 38.10 Emergency Management Assistance Compact - EMAC provides interstate mutual aid. EMAC is a national governor's interstate mutual aid compact that facilitates the sharing of resources, personnel, and equipment across state lines during times of disaster and emergency. EMAC is formalized into law (RCW 38.10.010) and requires a Governor's Proclamation before use. The members of EMAC include all 50 U.S. states, Puerto Rico, the U.S. Virgin Islands, Guam, and the District of Columbia.

RCW 38.52 Emergency Management - to insure that preparations of this state will be adequate to deal with such disasters, to insure the administration of state and federal programs providing disaster relief to individuals, and further to insure adequate support for search and rescue operations, and generally to protect the public peace, health, and safety, and to preserve the lives and property of the people of the state, the policy of the state that all emergency management functions of this state and its political subdivisions be coordinated to the maximum extent with the comparable functions of the federal government including its various departments and agencies of other states and localities, and of private agencies of every type, to the end that the most effective preparation and use may be made of the nation's manpower, resources, and facilities for dealing with any disaster that may occur.

RCW 38.56 Intrastate Mutual Aid System - The intrastate mutual aid system is established to provide for mutual assistance in an emergency among political subdivisions and federally recognized Indian tribes that choose to participate as member jurisdictions.

RCW 39.26 Procurement of Goods and Services - promote open competition and transparency for all contracts for goods and services entered by state agencies, unless specifically exempted under this chapter. It is further the intent of this chapter to centralize within one agency the authority and responsibility for the development and oversight of policies related to state procurement and contracting. To ensure the highest ethical standards, proper accounting for contract expenditures, and for ease of public review.

WAC Chapter 118-04 - Emergency Worker Program and RCW 38.52.310 provide the authority and the rules for how the emergency worker program is administered including worker registration, the uses of emergency workers, the personal responsibilities of emergency workers, and the benefits of the program to both the state and the individual workers. Employees of the state or a political subdivision as defined by RCW 38.52 and emergency workers registered by local jurisdiction emergency management programs do not need to register again to work on the site regardless of its location.

Public Law 05-381 Pacific Northwest Emergency Management Arrangement – regionally based emergency preparedness, response and recovery measures will benefit all jurisdictions within the Pacific Northwest, and best serve their respective national interests in cooperative and coordinated emergency preparedness as facilitated by the Consultative Group on Comprehensive Civil Emergency and Management established in the Agreement Between the government of the United States of America and the government of Canada on Cooperation and Comprehensive Civil Emergency Planning and Management

9.2 Economy Act

Authorizes federal agencies to provide supplies and services to each other and mandates cost reimbursement including pay and allowances.

9.3 The Defense Production Act (DPA)

States, localities, tribes, and territories can petition to use the authorities of the DPA to expedite and expand the supply of critical resources from the United States private sector to support national defense. The DPA broadly defines national defense to include emergency management preparedness, response, and recovery activities.

9.4 Emergency Management Preparedness Grant (EMPG)

Requirements were updated in 2019 to require that recipients' Emergency Operations Plans include a Distribution Management Plan. After the initial assessment, an EMPG recipient is expected to make continued progress in subsequent years, working with the FEMA Regional Logistics Branch as necessary.

9.5 Voluntary Agreements

Allows key business sectors that are likely to be severely impacted by catastrophic disasters, or suppliers of critical materials or services for disaster response and recovery, to coordinate emergency preparedness plans and actions. A voluntary agreement allows cooperation among what otherwise may be business competitors to expedite or expand the supply of critical materials or services to meet national defense needs, including emergency preparedness, response, recovery, and mitigation activities and critical infrastructure protection and restoration.

Approval Signature

Mark Douglas Digitally signed by Mark Douglas
Date: 2024.09.30 19:02:55 -07'00'

Mark Douglas
Title: Logistics Branch Supervisor
Date: 09-30-2024

Date Received by FEMA Regional Office: (MO/DA/YR)

Date Reviewed by FEMA: (MO/DA/YR)

Attachment A1. Distribution Management Plan Evaluation (FEMA)

Distribution Management Plan Evaluation Sheet
Baseline Assessment – Year 1

Region : I II III IV V VI VII VIII IX X

State/Territory: Reviewed by:

Date Received: Date Reviewed:

No.	Question	Rating		Comment
		Yes	No	
1	Did the EMPG recipient submit a Distribution Management Plan?			
2	Does the plan address all seven components—Requirement Defining; Resource Ordering; Distribution Methods; Inventory Management; Transportation; Staging; and Demobilization?			
3	Is the focus on SLTT distribution capacity with the Federal Government in a supporting role?			
4	Does the plan indicate how to integrate private sector, nonprofit, and local and Federal partners?			
5	Does the plan identify innovative solutions?			
6	Does the Requirements Defining section refine the requirement based on anticipated demand for meals, water, mass care supplies, and transportation of resources and include private sector capabilities?			
7	Does the Resource Ordering section include multiple sourcing mechanisms?			
8	Does the Distribution Methods section include robust and scalable methods to accommodate any level of disaster?			
9	Does the Inventory Management section describe how the state will acquire, use, distribute, store, and dispose of commodities and equipment?			
10	Does the Transportation section describe the transportation architecture (e.g., key routes and nodes) and inbound and outbound flows?			
11	Does the Staging section predetermine and assess sites for equipment, staff, contracts, and other support needs?			
12	Does the Demobilization section describe how the recipient will conduct a property reconciliation and organized shutdown?			
13	Is the plan implementable for the EMPG recipient?			

Score (total number of yes) _____ of 13

Baseline Evaluation:

_____ **Tier 1: Approved and complete**

_____ **Tier 2: Approved with comments, action plan required**

_____ **Tier 3: Received, technical assistance and action plan required**

This evaluation sheet provides a baseline assessment of a EMPG Recipient's Distribution Management Plan. A recipient should make continued progress from this baseline assessment in subsequent years, working with the FEMA Regional Logistics Branch as necessary. Comments are areas or actions for improvement.

Attachment B1 - Briefing Checklist

EOC Logistics Section	Date/Time
	Prepared By
Shift Change Briefing Checklist	Situation Status
	Number of total resource requests
	Number of Open, Current, On-Going Resources/Missions:
	Number of missions still assigned or accepted?
	Reources Ordered and in Transit:
	Anticipated disaster resource shipments (resource request trends):
	Anticiapted release od deployed reources:
	Travel arrangement of status for deployed personnel in the field:
	Support facilities available (lodging, etc)
	List important Contact information as appropriate and applicable:
	Other:
EOC Logistics Section	Current Operational Period Tasks:
	Next Operational Period Projections:
Objectives and Priorities	Required Reports Completed (attach copy) and/or due:
	Issues requiring coordination with other Sections / ESFs:
	Ongoing activities in routing areas:
	Issues/Concerns:
	Meal Information for next shift :
	Light refreshment supply and purchase status:
	Status of approval forms:
	Status of pruchase card binder:

Attachment C1 - Site Visit Checklist

EOC Logistics Section **Site Assesment Visit Checklist**	Site manager briefing - This should include discussion of the site's capabilities and expectations for site use. Include time for any other representatives to explain their participation. Provide the manager a short 1-2 page briefing paper on the staging area program for reference.
	Completion of a Site Capabilities Assessment form. Sending this to the site manager to complete in advance can save time. Be sure to get information on contacts, amount of hardstand, communications, power and water sources, outdoor lighting, and equipment/fuel supplies.
	Collection of site diagrams, aerial photographs (if available), and local infrastructure information (hotels, restaurants, medical facilities) will assist with planning for possible staging area layouts.
	Facility tours of areas that may be particularly well suited to staging area operations - Bring a camera and capture images for future reference. Ask for permission to take the pictures and assure the manager you will not photograph sensitive areas. Ask questions about current and future plans for areas you would like to use.
	Completion of a site hazard analysis form. A site may be good for some uses but not others depending on what you find in your hazard analysis. Remember to include hazards from outside the perimeter of the site, such as large trees or buildings that could impact the staging area zone of operations.
	Review of a Memorandum of Understanding (MOU) form. This will probably need to be reviewed by the site's legal advisor. Do not expect to finalize the MOU during the assessment visit.
EOC Logistics Section **Site File Contents Checklist**	Site Name:.
	Site forms: Completed Site Capabilities Assessment Form and Hazard Assessment Checklist.
	Site Survey: Site Survey: Written observations noted and photos taken during site visits. Be sure to note if there is a hazard that will disqualify the site from use after certain incidents (i.e., the site is in a floodplain and not suitable for use in flood incidents).
	Maps/Layout: Site layouts / diagrams, aerial photos and local maps and directions to site. This information is particularly useful during planning and to provide information to truck drivers or other personnel that need to travel to the staging area.
	Transportation: Local transportation companies and facilities including trucking, rail, airports and water ports. Detailed information on airports, including operations, communication frequencies, navigation, services, and capacity, is available online at www.airnav.com. This information is useful when planning and executing transport of inbound or outbound resources.
	Local Information: Information on hotels, restaurants, catering services, hospitals, medical clinics or other personnel support facilities in the area. This information is useful for care of staff and other personnel at the staging area.
	Ensure a fully executed MOU with applicable jurisdiction is valid.

Attachment C2 - Staging Area Site Capabilities Assessment (Page 1 of 6)

Staging Area Site Capabilities Assessment

Site Location and Contact Information			
Site Name:		MOU#:	Exp. Date:
Physical Address:			
Mailing Address:			
County:	Inspection Date:	Inspected by:	
Site Type			
CPOD: ☐ 1 ☐ 2 ☐ 3	State Staging Area: ☐ 1 ☐ 2 ☐ 3	Reception/Integration Center: ☐ 1 ☐ 2 ☐ 3	
HAZMAT Compliant: ☐ Yes ☐ No	In State: ☐	Out of State: ☐	
Proximity			
Closest Interstate:	Distance From:	NA ☐	
Closest Airport:	Distance From:	NA ☐	
Closest Rail:	Distance From:	NA ☐	
Closest Port:	Distance From:	NA ☐	
Owner Information			
Registered Name of Owner/Business/Jurisdiction:			
POC Name:	POC Title:	POC Phone:	
Agency:	POC Cell:	POC Email:	
POC Address:			
Alternate POC Name (APOC):	APOC Title:	APOC Phone:	
Agency:	APOC Cell:	APOC Email:	
APOC Address:			
Private (for profit): ☐ Yes ☐ No	Private (not for profit): ☐ Yes ☐ No		
Public: ☐ Yes ☐ No	Other (Details):		
On Site Structures			
Building Name #1:			
Location Description:			
Total Interior Square Footage:	Interior Ceiling Height:		
Total Covered Storage Square Footage:	Total Covered Storage Ceiling Height:		
HVAC: ☐ Yes ☐ No	Number of Loading Docks:	Number of Loading Bay Doors:	
Drive In Capability: ☐ Yes ☐ No	Load Levelers: ☐ Yes ☐ No		
Cross Dock Capable: ☐ Yes ☐ No	Dock Lighting: ☐ Yes ☐ No		
Restrooms: ☐ Yes ☐ No	Quantity:	Temperature Control for Commodities: ☐ Yes ☐ No	
Functional Sprinkler System: ☐ Yes ☐ No	Number of Functional Sprinkler Systems: ☐ NA		
Building Total KVA:	110 / Single Phase: ☐ Yes ☐ No	220 / Three Phase: ☐ Yes ☐ No	
Back-up Generator: ☐ Yes ☐ No	Fuel Type:	Site Photos Attached: ☐ Yes ☐ No	
Gen. Provider:	POC:	POC Phone:	
Gen. Maint./Repair:	POC:	POC Phone:	
Administrative Area			
Square Footage:	No. of Rooms:	Phone Lines: ☐ Yes ☐ No	No. of Phone Lines:
Fax: ☐ Yes ☐ No	Copier: ☐ Yes ☐ No	No. of Tables:	No. of Chairs:

Attachment C2. Site Visit C2. Staging Area Site Capabilities Assessment (Page 2 of 6)

Building Name #2:			
Location Description:			
Total Interior Square Footage:		Interior Ceiling Height:	
Total Covered Storage Square Footage:		Total Covered Storage Ceiling Height:	
HVAC: ☐ Yes ☐ No	Number of Loading Docks:	Number of Loading Bay Doors:	
Drive In Capability: ☐ Yes ☐ No		Load Levelers: ☐ Yes ☐ No	
Cross Dock Capable: ☐ Yes ☐ No		Dock Lighting: ☐ Yes ☐ No	
Restrooms: ☐ Yes ☐ No	Quantity:	Temperature Control for Commodities: ☐ Yes ☐ No	
Functional Sprinkler System: ☐ Yes ☐ No	Number of Functional Sprinkler Systems: ☐ NA		
Building Total KVA:	110 / Single Phase: ☐ Yes ☐ No	220 / Three Phase: ☐ Yes ☐ No	
Back-up Generator: ☐ Yes ☐ No	Fuel Type:	Site Photos Attached: ☐ Yes ☐ No	
Gen. Provider:	POC:	POC Phone:	
Gen. Maint./Repair:	POC:	POC Phone:	
Administrative Area			
Square Footage:	No. of Rooms:	Phone Lines: ☐ Yes ☐ No	No. of Phone Lines:
Fax: ☐ Yes ☐ No	Copier: ☐ Yes ☐ No	No. of Tables:	No. of Chairs:
Building Name #3:			
Location Description:			
Total Interior Square Footage:		Interior Ceiling Height:	
Total Covered Storage Square Footage:		Total Covered Storage Ceiling Height:	
HVAC: ☐ Yes ☐ No	Number of Loading Docks:	Number of Loading Bay Doors:	
Drive In Capability: ☐ Yes ☐ No		Load Levelers: ☐ Yes ☐ No	
Cross Dock Capable: ☐ Yes ☐ No		Dock Lighting: ☐ Yes ☐ No	
Restrooms: ☐ Yes ☐ No	Quantity: _____	Temperature Control for Commodities: ☐ Yes ☐ No	
Functional Sprinkler System: ☐ Yes ☐ No	Number of Functional Sprinkler Systems: ☐ NA		
Building Total KVA:	110 / Single Phase: ☐ Yes ☐ No	220 / Three Phase: ☐ Yes ☐ No	
Back-up Generator: ☐ Yes ☐ No	Fuel Type:	Site Photos Attached: ☐ Yes ☐ No	
Gen. Provider:	POC:	POC Phone:	
Gen. Maint./Repair:	POC:	POC Phone:	
Administrative Area			
Square Footage:	No. of Rooms:	Phone Lines: ☐ Yes ☐ No	No. of Phone Lines:
Fax: ☐ Yes ☐ No	Copier: ☐ Yes ☐ No	No. of Tables:	No. of Chairs:

Material Handling Equipment On-Site			
Forklifts ☐ Yes ☐ No		Total No. From Below:	
Quantity:	Type:	Capacity:	Other:
Quantity:	Type:	Capacity:	Other:
Motorized Pallet Jacks ☐ Yes ☐ No		Total No. From Below:	
Quantity:	Type:	Capacity:	Other:
Quantity:	Type:	Capacity:	Other:
Manual Pallet Jacks ☐ Yes ☐ No		Total No. From Below:	
Quantity:	Type:	Capacity:	Other:
Quantity:	Type:	Capacity:	Other:

Attachment C2. Site Visit C2. Staging Area Site Capabilities Assessment (Page 3 of 6)

Other Equipment				
High Boy Lifts: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Flat Bed Hand Trucks: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Hand Dollies: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Hand Truck (motor): ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Banding Machines: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Pallets: ☐ Yes ☐ No	Quantity:	Capacity:	Composition:	
Pallet Grabbers: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Dock Ramps: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Installation Transportation Support:	☐ Yes ☐ No	Type:	Quantity:	
Other: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Other: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Other: ☐ Yes ☐ No	Quantity:	Capacity:	Other:	
Nearest Resource:				
Additional Comments:				

Additional On-Site Information			
External Field Lighting: ☐ Yes ☐ No		Parking Lot Lighting: ☐ Yes ☐ No	
Parking Lot Surface Type:		Sq. Ft.	
Alarm System: ☐ Yes ☐ No	No. of Panels:	Alarm Company:	
Alarm Company POC:		Alarm Company Contact #:	
Covered Hard Stand Storage: ☐ Yes ☐ No	Sq. Ft.:	No. Loading Docks:	
Hard Stand: ☐ Yes ☐ No	Sq. Ft.:	Comments:	
Covered Warehouse Area: ☐ Yes ☐ No	Sq. Ft.:	Comments:	
Climate Controlled Cold Storage: ☐ Yes ☐ No		Available Sq. Ft.:	
JP8 Bulk Fuel Storage: ☐ Yes ☐ No	Gal.:	Comments:	
Gasoline Bulk Fuel Storage: ☐ Yes ☐ No	Gal.:	Comments:	
Additional Fuel Storage: ☐ Yes ☐ No	Gal.:	Comments:	
Bulk Water Storage: ☐ Yes ☐ No	Gal.:	Comments:	
Maintenance Bays: ☐ Yes ☐ No	No.:	Comments:	
Break Room Area: ☐ Yes ☐ No	Sq. Ft.:	Location:	Ops Hrs:
On Site Billeting: ☐ Yes ☐ No	No. of Rooms:	No. of Beds:	No. of Showers:
Contractor: ☐	DOD: ☐	DOD Civilian: ☐	Other: ☐
List of Commercial Lodging Sites Attached: ☐ Yes ☐ No		Potable Water On Site: ☐ Yes ☐ No	
Tent Space: ☐ Yes ☐ No	Acres/SF:	Composition:	
No. Portable Toilets Needed: ☐ NA		Commercial Laundry On Site: ☐ Yes ☐ No	
On Site Feeding: ☐ Yes ☐ No	Contractor: ☐	DOD: ☐ DOD Civilian: ☐	Other: ☐ ☐ NA
Commercial Kitchen On Site: ☐ Yes ☐ No		List of Local Eateries Attached: ☐ Yes ☐ No	
Contract Feeding Available: ☐ Yes ☐ No	Vendor Name:		Contract No.:
Contract Feeding Location(s):			
Contract Feeding Hours:			
Feeding Capacity Per Meal:			

Attachment C2. Site Visit C2. Staging Area Site Capabilities Assessment (Page 4 of 6)

Communications Capabilities		
Commercial Phone (POTS) Lines: ☐ Yes ☐ No		Quantity:
POTS Location:		POTS Location:
POTS Location:		POTS Location:
POTS Location:		POTS Location:
POTS Provider:	POTS POC:	POC Phone No:
Pay Phones: ☐ Yes ☐ No	Quantity:	Pay Phone Location:
Pay Phone Location:		Pay Phone Location:
Land Lines: ☐ Yes ☐ No	Quantity:	Land Line Location:

FEMA Installed Phones: ☐ Yes ☐ No	Quantity:	Location:
Location:		Comments:
Host Installed Phones: ☐ Yes ☐ No	Quantity:	Location:
Location:		Comments:
Radio: ☐ Yes ☐ No	Quantity:	Type:
Location:		Comments:
SATCOM: ☐ Yes ☐ No	Quantity:	Type:
Location:		Comments:
LAN Lines: ☐ Yes ☐ No	Quantity:	LAN LINE Range:
LAN Line Location:		LAN Line Location:
LAN Line Location:		Comments:
Computer Network: ☐ Yes ☐ No		Network Jack Location:
Network Jack Location:		Network Jack Location:
Network Jack Location:		Comments:
Date Lines (T1/ISDN): ☐ Yes ☐ No	Quantity:	Data Line Location:
Data Line Location:		Data Line Location:
Data Line Location:		Comments:
Other: ☐ Yes ☐ No	Quantity:	Location:
Location:		Comments:

Utilities		
Electric Provider:	POC Name:	
POC Phone Number:	Comments:	
Water Provider:		POC Name:
POC Phone Number:		Comments:
Comments:		
Water Tower: ☐ Yes ☐ No	Municipal Water: ☐ Yes ☐ No	Well Water: ☐ Yes ☐ No
Waste Treatment Provider:		POC Name:
On Leach Field: ☐ Yes ☐ No		Capacity:
POC Phone Number:		Comments:
Natural Gas Provider:		POC Name:
POC Phone Number:		Comments:
Contract Propane Provider:		POC Name:
POC Phone Number:		Comments:

Attachment C2. Site Visit C2. Staging Area Site Capabilities Assessment (Page 5 of 6)

Site Security & Safety								
Site Security Mgmt: ☐ Yes ☐ No	Comments:							
DOD: ☐	State: ☐	County: ☐	City: ☐	Contractor: ☐	DOD Civilian: ☐	Other: ☐	NA: ☐	
Approved Law Enforcement Agency:					POC Name:			
POC Phone Number:					Comments:			
Hours of Operation:					After Hours Contact No.			
Is there a contract in place with Fed/State/Local law enforcement for security/arrest capability?: ☐ Yes ☐ No								
Contract No.:	Between: &						Expiration:	

Site Security Assessment Completed By:					Date:
Security Perimeter:					
Outer Distance:			Inner Distance:		
Outer Perimeter: (attach photos of all four sides)	Fence: ☐	Wall: ☐	Earthen: ☐	Water: ☐	Other: ☐
Comments:					
Number of Fire Extinguishers:	Locations:				
Entry Access Description:					
Can access be secured?: ☐ Yes ☐ No					
Is this facility in a 100 year flood plain?: ☐ Yes ☐ No	FIRM Panel No: (Flood Insurance Rate Map)				
Is this facility in a tsunami or lahar area?: ☐ Yes ☐ No	Description:				

Emergency Services Medical Information					
Medical Facility on Site: ☐ Yes ☐ No	Hours of Operation:				☐ NA
☐ DOD	☐ Contractor	☐ DOD Civilian			☐ NA
☐ State	☐ County	☐ City	☐ Other		☐ NA
Primary EMS Agency:	Primary No: 911				Alt. No.
Primary EMS Location:					Public Access No. :
Secondary EMS Agency:	Primary No: 911				Alt. No.
Secondary EMS Location:					Public Access No. :
Closest Hospital:					Phone No.
Address:	POC:				Phone No.
Military Police: ☐ Yes ☐ No	POC: ☐ NA			Phone No. ☐ NA	
Sheriff's Department Address:					Phone No.
Police Department Address:					Phone No.

Airport Information			
On Site Airport: ☐ Yes ☐ No		Airport Code:	
Airport Name:		Address:	
Latitude:		Longitude:	
Primary POC:	Title:	POC Phone:	POC Cell:
Airport Manager:		Phone:	Cell:
Helicopter Landing Zone: ☐ Yes ☐ No		Square Feet of Landing Zone: ☐ NA	
Total No. of Runways:		Air Traffic Control: ☐ Yes ☐ No	
Comments:			

Attachment C2. Site Visit C2. Staging Area Site Capabilities Assessment (Page 6 of 6)

Aircraft Handling Capability							
C-130 ☐	C-17 ☐	C-141 ☐	C-5A ☐	DC-3 ☐	L-1011 ☐	747 ☐	757/767 ☐
CH-58 ☐	UH-60 ☐	UH-1 ☐	CH-47 ☐	Other ☐			
Runway No.:	Length:	Surface Material:					
Runway No.:	Length:	Surface Material:					
Runway No.:	Length:	Surface Material:					
Covered Storage: ☐ Yes ☐ No	Sq. Ft.:	No. Loading Docks:	All Weather: ☐ Yes ☐ No				
Hard Stand: ☐ Yes ☐ No	Sq. Ft.:	Comments:					
Aviation Fuel Capacity by Type:							

Rail Information	
Rail Site Name:	Point of Contact:
POC Phone:	POC Cell:
Distance from MOB Site:	Hours of Operation:

Material Handling Equipment (MHE) at Rail Site			
Type:	Quantity:	Capacity:	Comments:
Type:	Quantity:	Capacity:	Comments:
Type:	Quantity:	Capacity:	Comments:
Type:	Quantity:	Capacity:	Comments:
MHE Staff: Union: ☐	Non-Union: ☐	Contractor: ☐	Uniformed DOD: ☐
Other:			
Comments:			
Rail Storage Capacity on the Installation (listed by number of cars):			
No. of Rail Lines into Installation:	No. of Access Gates:		

Water Ports Information	
Port Site Name:	Point of Contact:
POC Phone:	POC Cell:
Distance from MOB Site:	Hours of Operation:

Material Handling Equipment (MHE) at Rail Site			
Type:	Quantity:	Capacity:	Comments:
Type:	Quantity:	Capacity:	Comments:
Type:	Quantity:	Capacity:	Comments:
Type:	Quantity:	Capacity:	Comments:
MHE Staff: Union: ☐	Non-Union: ☐	Contractor: ☐	Uniformed DOD: ☐
Other:			
Comments:			

Attachment Forms Checklist			
Site Map: (Blueprints, when possible)	☐ Yes ☐ No	Facility Assessment Supplements	☐ Yes ☐ No
Airport Diagrams:	☐ Yes ☐ No	Airport Photos:	☐ Yes ☐ No
Building Photos:	☐ Yes ☐ No	Perimeter Photos:	☐ Yes ☐ No
Gate Photos:	☐ Yes ☐ No	Other Photos:	☐ Yes ☐ No
Area Map:	☐ Yes ☐ No	Hotel/Motel Listings:	☐ Yes ☐ No
Road Network:	☐ Yes ☐ No	Commercial Transportation List:	☐ Yes ☐ No
Local Cargo and Air Services:	☐ Yes ☐ No	Other:	☐ Yes ☐ No
Site Limitations:			
Additional Information:			

Attachment C3 - Staging Area Assessment Site Hazard Checklist (Page 1 of 2)

Staging Area Assessment
Site Hazard Checklist

Site Information:

Site Name	Physical Address	County
Assessor Name	**GPS Location**	**Date of Visit**

Potential Hazards

Items Assessed	Yes	No	N/A	Source / Remarks
GENERAL				
In a Floodplain				
Wetlands/Sensitive Areas				
Landslide Potential				
Liquefaction Risk				
Lahar Zone				
Difficult or Uneven Terrain				
Security Threats				
Perimeter Hazards				
General Comments:				
FIRE				
Dry Grassland				
Forested Areas				
Abandoned/Dilapidated Buildings				
Sprinkler Equipped Buildings				
Fire Comments:				
ON SITE				
Hazardous Materials				
Debris				
Outside Lighting Missing				
Buildings in Poor Condition				
On Site Comments:				
INFRASTRUCTURE				
Overhead Lines				
Electric Service Not Grounded				
Underground Fuel Pipelines				
Hydrants (Potable/ Non-potable)				
Infrastructure Comments:				
TRANSPORTATION				
Traffic Flow Inadequate				
Landing Zone(s)				
100 Meter Square Area				
Surface is level, free of obstacles				
Lighting Available for Night Ops				
Watercraft Dock(s)				
Structurally adequate				
Min, capacity of 5000 lbs.				
Transportation Comments:				

Attachment C3 - Staging Area Assessment Site Hazard Checklist (Page 2 of 2)

Staging Area Assessment
Site Hazard Checklist

Other Hazards Noted				

Recommendations

Attachment D1 - Preplanned Site Locations

ID	County	HLS Region	Location Name	Site Type Supported	Method Supported	Address	City	CAT
1	Asotin	Region 9	Asotin County Public Works	CPOD Type II or III	Ground or Air (Rotary)	135 2nd Street	Asotin	All Hazards
2	Chelan	Region 7	Leavenworth Fish Hatchery	CPOD Type II or III	Ground or Air (Rotary)	12790 Fish Hatchery Rd	Leavenworth	All Hazards
3	Chelan	Region 7	Chelan County Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	5700 Wescott Drive	Cashmere	All Hazards
4	Chelan	Region 7	Lake Chelan Wal-Mart	CPOD Type II or III	Ground or Air (Rotary)	108 Apple Blossom Dr	Chelan	All Hazards
5	Chelan	Region 7	DNR Parking Lot	Receiving Point, Staging Base	Ground Air (Rotary)	151 Easy St	Wenatchee	All Hazards
6	Clallam	Region 2	Clallam Bay High School	CPOD Type II or III	Ground or Air (Rotary)	16933 Hwy 112	Clallam Bay	CSZ
7	Clallam	Region 2	Forks High School	CPOD Type II or III	Ground or Air (Rotary)	191 S Spartan Ave.	Forks	CSZ
8	Clallam	Region 2	Neah Bay Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	3560 Deer St.	Neah Bay	CSZ
9	Clallam	Region 2	Port Angeles High School	CPOD Type II or III	Ground or Air (Rotary)	304 E Park Ave.	Port Angeles	CSZ
10	Clallam	Region 2	Sequim Sr. High	CPOD Type II or III	Ground or Air (Rotary)	601 N Sequim Ave.	Sequim	CSZ
11	Clallam	Region 2	Stevens Middle School	CPOD Type II or III	Ground or Air (Rotary)	1139 W 14th St.	Port Angeles	CSZ
12	Clark	Region 4	Hockinson High School	CPOD Type II or III	Ground or Air (Rotary)	16819 NE 159th St.	Brush Prairie	CSZ
13	Clark	Region 4	Camas High School	CPOD Type II or III	Ground or Air (Rotary)	26900 SE 15th St.	Camas	CSZ
14	Clark	Region 4	Hayes Freedom High School	CPOD Type II or III	Ground or Air (Rotary)	841 NE 22nd Ave.	Camas	CSZ
15	Clark	Region 4	Ridgefield High School	CPOD Type II or III	Ground or Air (Rotary)	2630 S Hillhurst Rd.	Ridgefield	CSZ
16	Clark	Region 4	Skyview High School	CPOD Type II or III	Ground or Air (Rotary)	1300 NW 139th St.	Vancouver	CSZ
17	Clark	Region 4	Alki Middle School	CPOD Type II or III	Ground or Air (Rotary)	1800 NW Bliss Rd.	Vancouver	CSZ
18	Clark	Region 4	Columbia River High School	CPOD Type II or III	Ground or Air (Rotary)	800 NW 99th St.	Vancouver	CSZ
19	Clark	Region 4	Battle Ground High School	CPOD Type II or III	Ground or Air (Rotary)	300 W Main St.	Battle Ground	CSZ
20	Clark	Region 4	La Center High School	CPOD Type II or III	Ground or Air (Rotary)	725 Highland Rd.	La Center	CSZ
21	Clark	Region 4	Union High School	CPOD Type II or III	Ground or Air (Rotary)	6201 NW Friberg-Strunk St.	Camas	CSZ
22	Clark	Region 4	Evergreen High School	CPOD Type II or III	Ground or Air (Rotary)	14300 NE 18Th St.	Vancouver	CSZ
23	Clark	Region 4	Mountain View High School	CPOD Type II or III	Ground or Air (Rotary)	1500 SE Blairmont Dr.	Vancouver	CSZ
24	Clark	Region 4	Hudson's Bay High School	CPOD Type II or III	Ground or Air (Rotary)	1601 E McLoughlin Blvd.	Vancouver	CSZ
25	Clark	Region 4	Lewis & Clark High School	CPOD Type II or III	Ground or Air (Rotary)	2901 General Anderson Ave.	Vancouver	CSZ
26	Clark	Region 4	Roosevelt Elementary	CPOD Type II or III	Ground or Air (Rotary)	2921 Falk Rd.	Vancouver	CSZ
27	Clark	Region 4	Fort Vancouver High School	CPOD Type II or III	Ground or Air (Rotary)	5700 E 18th St.	Vancouver	CSZ

28	Clark	Region 4	Heritage High School	CPOD Type II or III	Ground or Air (Rotary)	7825 NE 130th Ave.	Vancouver	CSZ
29	Clark	Region 4	Washougal High School	CPOD Type II or III	Ground or Air (Rotary)	1201 39th St.	Washougal	CSZ
31	Cowlitz	Region 4	Kelso Airport (KKLS)	Receiving Point, Staging Base	Ground, Air (Fixed), Air (Rotary)	2215 Parrott Way	Kelso	All Hazards
32	Cowlitz	Region 4	Port of Longview	Receiving Point, Staging Base	Ground, Seaport	10 E. Port Way	Longview	All Hazards
33	Cowlitz	Region 4	Castle Rock High School	CPOD Type II or III	Ground or Air (Rotary)	600 Huntington Ave., South	Castle Rock	All Hazards
34	Cowlitz	Region 4	Kalama	CPOD Type II or III	Ground or Air (Rotary)	Oak Street & NW 3rd Street	Kalama	All Hazards
35	Cowlitz	Region 4	Woodland	CPOD Type II or III	Ground or Air (Rotary)	Davidson Ave & 6th Street	Woodland	All Hazards
36	Cowlitz	Region 4	Castle Rock High School	CPOD Type II or III	Ground or Air (Rotary)	5180 Westside Hwy	Castle Rock	CSZ
37	Cowlitz	Region 4	Coweeman Middle School	CPOD Type II or III	Ground or Air (Rotary)	2000 Allen St.	Kelso	CSZ
38	Cowlitz	Region 4	Kalama Elementary	CPOD Type II or III	Ground or Air (Rotary)	548 China Garden Rd.	Kalama	CSZ
39	Cowlitz	Region 4	Kelso High School	CPOD Type II or III	Ground or Air (Rotary)	1904 Allen St.	Kelso	CSZ
40	Cowlitz	Region 4	Mark Morris High School	CPOD Type II or III	Ground or Air (Rotary)	1602 Mark Morris Court	Longview	CSZ
41	Cowlitz	Region 4	R.A. Long High School	CPOD Type II or III	Ground or Air (Rotary)	2903 Nichols Blvd.	Longview	CSZ
42	Cowlitz	Region 4	Toutle Lake High School	CPOD Type II or III	Ground or Air (Rotary)	5050 Spirit Lake Hwy.	Toutle	CSZ
43	Cowlitz	Region 4	Woodland High School	CPOD Type II or III	Ground or Air (Rotary)	757 Park St.	Woodland	CSZ
44	Douglas	Region 7	NCW Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	601 N. Monroe	Waterville	All Hazards
45	Douglas	Region 7	Pangborn Memorial Airport	Receiving Point, Staging Base	Ground, Air (Fixed), Air (Rotary)	1 Pangborn Way	East Wenatchee	All Hazards
47	Grant	Region 7	Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	3953 Airway Drive NE	Moses Lake	All Hazards
48	Grant	Region 7	Warden School Dist.	CPOD Type II or III	Ground or Air (Rotary)	101 W Beck Way	Warden	All Hazards
49	Grays Harbor	Region 3	Aberdeen High School	CPOD Type II or III	Ground or Air (Rotary)	410 N "G" St.	Aberdeen	CSZ
50	Grays Harbor	Region 3	Beacon Avenue Elementary	CPOD Type II or III	Ground or Air (Rotary)	1717 E Beacon Ave.	Montesano	CSZ
51	Grays Harbor	Region 3	Elma High School	CPOD Type II or III	Ground or Air (Rotary)	1011 W Main St.	Elma	CSZ
52	Grays Harbor	Region 3	Elma Middle School	CPOD Type II or III	Ground or Air (Rotary)	805 W Main St.	Elma	CSZ
53	Grays Harbor	Region 3	Hoquiam High School	CPOD Type II or III	Ground or Air (Rotary)	501 W. Emerson	Hoquiam	CSZ
54	Grays Harbor	Region 3	Lake Quinault High School	CPOD Type II or III	Ground or Air (Rotary)	6130 US-101	Amanda Park	CSZ
55	Grays Harbor	Region 3	Mary M. Knight High School	CPOD Type II or III	Ground or Air (Rotary)	2987 W Matlock Brady Rd.	Elma	CSZ
56	Grays Harbor	Region 3	Miller Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	100 E. Lindstrom	Aberdeen	CSZ

57	Grays Harbor	Region 3	Montesano Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	303 N Church	Montesano	CSZ
58	Grays Harbor	Region 3	North Beach Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	336 WA-109	Ocean Shores	CSZ
59	Grays Harbor	Region 3	Oakville Elementary	CPOD Type II or III	Ground or Air (Rotary)	103 School St.	Oakville	CSZ
60	Grays Harbor	Region 3	Ocosta Elementary	CPOD Type II or III	Ground or Air (Rotary)	2580 Montesano St. S	Westport	CSZ
61	Grays Harbor	Region 3	Taholah High School	CPOD Type II or III	Ground or Air (Rotary)	600 Chitwhin Dr.	Taholah	CSZ
62	Grays Harbor	Region 3	Wishkah Valley Elementary/High School	CPOD Type II or III	Ground or Air (Rotary)	4640 Wishkah Rd.	Aberdeen	CSZ
63	Grays Harbor	Region 3	Grays Harbor County Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	32 Elma/McCleary Rd	Elma	All Hazards
64	Grays Harbor	Region 3	Grays Harbor ORV Park	Staging Base	Ground	15015 SR 8	McCleary	All Hazards
65	Island	Region 1	Coupeville Elementary	CPOD Type II or III	Ground or Air (Rotary)	6 S Main St.	Coupeville	CSZ
66	Island	Region 1	South Whidbey High School	CPOD Type II or III	Ground or Air (Rotary)	5675 S Maxwelton Rd.	Langley	CSZ
67	Jefferson	Region 2	Chimacum High School	CPOD Type II or III	Ground or Air (Rotary)	91 West Valley Rd.	Chimacum	CSZ
68	Jefferson	Region 2	Port Townsend High School	CPOD Type II or III	Ground or Air (Rotary)	1500 Van Ness St.	Port Townsend	CSZ
69	Jefferson	Region 2	Quilcene Elementary/High School	CPOD Type II or III	Ground or Air (Rotary)	294715 US-101	Quilcene	CSZ
70	King	Region 6	Auburn Mountainview High School	CPOD Type II or III	Ground or Air (Rotary)	28900 124th Ave. SE	Auburn	CSZ
71	King	Region 6	Auburn Riverside High School	CPOD Type II or III	Ground or Air (Rotary)	501 Oravetz Rd. SE	Auburn	CSZ
72	King	Region 6	Auburn Senior High School	CPOD Type II or III	Ground or Air (Rotary)	800 4th St. NE	Auburn	CSZ
73	King	Region 6	Ballard High School	CPOD Type II or III	Ground or Air (Rotary)	1418 NW 65th St.	Seattle	CSZ
74	King	Region 6	Bellevue High School	CPOD Type II or III	Ground or Air (Rotary)	10416 Wolverine Way	Bellevue	CSZ
75	King	Region 6	Bothell High School	CPOD Type II or III	Ground or Air (Rotary)	9130 NE 180th St.	Bothell	CSZ
76	King	Region 6	Cedarcrest High School	CPOD Type II or III	Ground or Air (Rotary)	29000 NE 150th St.	Duvall	CSZ
77	King	Region 6	Chief Sealth High School	CPOD Type II or III	Ground or Air (Rotary)	5950 Delridge Way SW	Seattle	CSZ
78	King	Region 6	Cleveland High School	CPOD Type II or III	Ground or Air (Rotary)	5511 15th Ave. S	Seattle	CSZ
79	King	Region 6	Decatur High School	CPOD Type II or III	Ground or Air (Rotary)	2800 SW 320th St.	Federal Way	CSZ
80	King	Region 6	Eastlake High School	CPOD Type II or III	Ground or Air (Rotary)	400 228th NE	Sammamish	CSZ
81	King	Region 6	Enumclaw Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	226 Semanski St. S	Enumclaw	CSZ
82	King	Region 6	Federal Way High School	CPOD Type II or III	Ground or Air (Rotary)	30611 16th Ave. S	Federal Way	CSZ
83	King	Region 6	Foster Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	4242 S 144th St.	Tukwila	CSZ
84	King	Region 6	Franklin High School	CPOD Type II or III	Ground or Air (Rotary)	3013 S Mt. Baker Blvd.	Seattle	CSZ

85	King	Region 6	Garfield High School	CPOD Type II or III	Ground or Air (Rotary)	400 23rd Ave.	Seattle	CSZ
86	King	Region 6	Global Connections High School	CPOD Type II or III	Ground or Air (Rotary)	4424 S 188th St.	SeaTac	CSZ
87	King	Region 6	Hazen Senior High School	CPOD Type II or III	Ground or Air (Rotary)	1101 Hoquiam Ave. NE	Renton	CSZ
88	King	Region 6	Highland Middle School	CPOD Type II or III	Ground or Air (Rotary)	15027 NE Bel-Red Rd.	Bellevue	CSZ
89	King	Region 6	Highline High School	CPOD Type II or III	Ground or Air (Rotary)	225 S 152nd St.	Burien	CSZ
90	King	Region 6	Ingraham High School	CPOD Type II or III	Ground or Air (Rotary)	1819 N 135th St.	Seattle	CSZ
91	King	Region 6	Interlake Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	16245 NE 24th St.	Bellevue	CSZ
92	King	Region 6	Newport Senior High School	CPOD Type II or III	Ground or Air (Rotary)	4333 Factoria Blvd. SE	Bellevue	CSZ
93	King	Region 6	Thomas Jefferson High School	CPOD Type II or III	Ground or Air (Rotary)	4248 S 288th St.	Auburn	CSZ
94	King	Region 6	Issaquah High School	CPOD Type II or III	Ground or Air (Rotary)	700 2nd Ave. SE	Issaquah	CSZ
95	Kitsap	Region 2	Aquatics Center (Bainbridge High School)	CPOD Type II or III	Ground or Air (Rotary)	8521 Madison Ave N.	Bainbridge Island	CSZ
96	Kitsap	Region 2	Gateway Fellowship	CPOD Type II or III	Ground or Air (Rotary)	18901 8th Ave NE	Poulsbo	CSZ
97	Kitsap	Region 2	John Sedgwick Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	8995 SE Sedgwick Rd.	Port Orchard	CSZ
98	Kitsap	Region 2	Kingston High School	CPOD Type II or III	Ground or Air (Rotary)	26201 Siyaya Ave. NE	Kingston	CSZ
99	Kitsap	Region 2	Kingston Middle School	CPOD Type II or III	Ground or Air (Rotary)	9000 W Kingston Rd.	Kingston	CSZ
100	Kitsap	Region 2	Kitsap County Fair Grounds	CPOD Type I or II	Ground or Air (Rotary)	1200 Fairgrounds Rd NW	Bremerton	All Hazards
101	Kitsap	Region 2	Kitsap Mall	CPOD Type II or III	Ground or Air (Rotary)	10315 Silverdale Way NW	Silverdale	All Hazards
102	Kitsap	Region 2	Klahowya Secondary	CPOD Type II or III	Ground	7607 NW Newberry Hill Rd.	Silverdale	CSZ
103	Kitsap	Region 2	Marcus Whitman Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	1887 Madrona Dr. SE	Port Orchard	CSZ
104	Kitsap	Region 2	Mountain View Middle School	CPOD Type II or III	Ground or Air (Rotary)	2400 Perry Ave.	Bremerton	CSZ
105	Kitsap	Region 2	Old Lowes & Shari's Restaurant	CPOD Type II or III	Ground or Air (Rotary)	4220 Wheaton Way	Bremerton	CSZ
106	Kitsap	Region 2	Olympic College	Incidient Support Base	Ground	1600 Chester Ave	Bremerton	CSZ
107	Kitsap	Region 2	Olympic High School	CPOD Type II or III	Ground or Air (Rotary)	7070 Stampede Blvd. NW	Bremerton	CSZ
108	Kitsap	Region 2	Olympic Sports Center	Incidient Support Base	Ground	1199 Union Ave W	Bremerton	All Hazards
109	Kitsap	Region 2	Poulsbo Elementary	CPOD Type II or III	Ground or Air (Rotary)	18531 Noll Rd. NE	Poulsbo	CSZ
110	Kitsap	Region 2	Regal Cinemas Poulsbo 10	CPOD Type II or III	Ground or Air (Rotary)	750 NW Edvard St	Poulsbo	CSZ
111	Kitsap	Region 2	Ridgetop Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	10600 Hillsboro Dr. NW	Silverdale	CSZ
112	Kitsap	Region 2	Sakai Intermediate School	CPOD Type II or III	Ground or Air (Rotary)	9343 Sportsman Club Rd NE	Bainbridge Island	CSZ
113	Kitsap	Region 2	South Kitsap High School	CPOD Type II or III	Ground or Air (Rotary)	425 Mitchell Ave.	Port Orchard	CSZ

114	Kitsap	Region 2	Towne Square Mall	CPOD Type II or III	Ground or Air (Rotary)	1700 Mile Hill Dr	Port Orchard	All Hazards
115	Kitsap	Region 2	Vacant Lot	Receiving Point, Staging Base	Ground	1900 Viking Ave NW	Poulsbo	All Hazards
116	Lewis	Region 3	Adna Middle School/High School	CPOD Type II or III	Ground or Air (Rotary)	121 Adna School Rd.	Chehalis	CSZ
117	Lewis	Region 3	Centralia High School	CPOD Type II or III	Ground or Air (Rotary)	813 Eshom Rd.	Centralia	CSZ
118	Lewis	Region 3	Morton Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	152 Westlake Ave.	Morton	CSZ
119	Lewis	Region 3	Mossy rock Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	295 Williams St.	Mossy rock	CSZ
120	Lewis	Region 3	Napavine Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	404 4th Ave. NE	Napavine	CSZ
121	Lewis	Region 3	Onalaska Elementary	CPOD Type II or III	Ground or Air (Rotary)	540 Carlisle Ave.	Onalaska	CSZ
122	Lewis	Region 3	Pe Ell School	CPOD Type II or III	Ground or Air (Rotary)	519 N 2nd St.	Pe Ell	CSZ
123	Lewis	Region 3	Toledo High School	CPOD Type II or III	Ground or Air (Rotary)	1242 WA-505	Toledo	CSZ
124	Lewis	Region 3	W.F. West High School	CPOD Type II or III	Ground or Air (Rotary)	342 SW 16th St.	Chehalis	CSZ
125	Lewis	Region 3	White Pass Elementary	CPOD Type II or III	Ground or Air (Rotary)	127 Kindle Rd.	Randle	CSZ
126	Lewis	Region 3	Winlock Middle School	CPOD Type II or III	Ground or Air (Rotary)	241 N Military Rd.	Winlock	CSZ
127	Lincoln	Region 9	Lincoln County Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	1601 Morgan Street	Davenport	All Hazards
128	Mason	Region 3	Bordeaux Elementary	CPOD Type II or III	Ground or Air (Rotary)	350 E. University Ave.	Shelton	CSZ
129	Mason	Region 3	Fire Station 5-7/Pickering Area	Incident Support Base	Ground	1741 E. Pickering Rd	Shelton	All Hazards
130	Mason	Region 3	Fire Station 5-9/Harstene Island Area	Incident Support Base	Ground	3190 E. North Island Dr	Shelton	All Hazards
131	Mason	Region 3	Mary M. Knight School/Matlock Area	CPOD Type II or III	Ground or Air (Rotary)	2987 W Matlock-Brady Rd	Elma	All Hazards
132	Mason	Region 3	North Mason School District Main Campus/Belfair Area	CPOD Type II or III	Ground or Air (Rotary)	71 E. Campus Dr	Belfair	All Hazards
133	Mason	Region 3	Foothills Park/Hoodsport Area	CPOD Type II or III	Ground or Air (Rotary)	241 N. Foothills Park Rd	Hoodsport	All Hazards
134	Mason	Region 3	Sandhill County Park/Belfair Area	CPOD Type I or II	Ground or Air (Rotary)	NE 1000 Sand Hill Rd	Belfair	All Hazards
135	Mason	Region 3	Mason County Recreation Area (MCRA)	Incident Support Base	Ground	E. 2100 Johns Prairie Rd	Shelton	All Hazards
136	Mason	Region 3	Shelton High School	CPOD Type II or III	Ground or Air (Rotary)	3737 North Shelton Springs Rd	Shelton	All Hazards
137	Mason	Region 3	Olympic Middle School (Mt. View Area)	CPOD Type II or III	Ground or Air (Rotary)	800 East K St	Shelton	All Hazards
138	Mason	Region 3	Bordeax Elementary School (Hillcrest Area)	CPOD Type II or III	Ground or Air (Rotary)	350 East University Ave	Shelton	All Hazards
139	Mason	Region 3	Evergreen Elementary	CPOD Type II or III	Ground or Air (Rotary)	900 W Franklin St.	Shelton	CSZ

140	Mason	Region 3	North Mason Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	200 E. Campus Dr.	Belfair	CSZ
141	Mason	Region 3	Oakland Bay Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	3301 Shelton Springs Rd.	Shelton	CSZ
142	Mason	Region 3	Olympic Middle School	CPOD Type II or III	Ground or Air (Rotary)	800 E "K" St.	Shelton	CSZ
143	Mason	Region 3	Sand Hill Elementary	CPOD Type II or III	Ground or Air (Rotary)	791 NE Sand Hill Rd.	Belfair	CSZ
144	Mason	Region 3	Shelton High School	CPOD Type II or III	Ground or Air (Rotary)	3737 Shelton Springs Rd.	Shelton	CSZ
145	Mason	Region 3	Hood Canal Elementary/Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	111 N. WA-106	Shelton	All Hazards
146	Okanogan	Region 7	Fairgrounds / Agri-Plex	CPOD Type I or II	Ground or Air (Rotary)	175 Rodeo Trail Road	Okanogan	All Hazards
147	Pacific	Region 3	Ilwaco High School	CPOD Type II or III	Ground or Air (Rotary)	314 Brumbach Ave. NE	Ilwaco	CSZ
148	Pacific	Region 3	Naselle Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	793 WA-4	Naselle	CSZ
149	Pacific	Region 3	Raymond Jr./Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	1016 Commercial St.	Raymond	CSZ
150	Pacific	Region 3	South Bend High School	CPOD Type II or III	Ground or Air (Rotary)	400 E 1st St.	South Bend	CSZ
151	Pacific	Region 3	Willapa Valley Middle/High School	CPOD Type II or III	Ground or Air (Rotary)	22 Viking Way	Raymond	CSZ
152	Pierce	Region 5	A-1 High School	CPOD Type II or III	Ground or Air (Rotary)	5214 Steilacoom Blvd. SW	Lakewood	CSZ
153	Pierce	Region 5	Angelo Giaudrone Middle School	CPOD Type II or III	Ground or Air (Rotary)	4902 S Alaska St.	Tacoma	CSZ
154	Pierce	Region 5	Aylen Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	101 15th St. NW	Puyallup	CSZ
155	Pierce	Region 5	Baker Middle School	CPOD Type II or III	Ground or Air (Rotary)	8320 S "I" St.	Tacoma	CSZ
156	Pierce	Region 5	Ballou Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	9916 136th St. E	Puyallup	CSZ
157	Pierce	Region 5	Bethel High School	CPOD Type II or III	Ground or Air (Rotary)	22215 38th Ave. E	Spanaway	CSZ
158	Pierce	Region 5	Bonney Lake High School	CPOD Type II or III	Ground or Air (Rotary)	10920 199th Ave. Ct. E	Bonney Lake	CSZ
159	Pierce	Region 5	Carbonado Historical School	CPOD Type II or III	Ground or Air (Rotary)	427 4th St.	Carbonado	CSZ
160	Pierce	Region 5	Clover Park High School	CPOD Type II or III	Ground or Air (Rotary)	11023 Gravelly Lake Dr. SW	Lakewood	CSZ
161	Pierce	Region 5	Columbia Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	2901 54th Ave. E	Tacoma	CSZ
162	Pierce	Region 5	Curtis Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	8901 40th Street Ct. W	University Place	CSZ
163	Pierce	Region 5	Doris Stahl Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	9610 168th St. E	Puyallup	CSZ
164	Pierce	Region 5	E.B. Walker High School	CPOD Type II or III	Ground or Air (Rotary)	5715 Milwaukee Ave. E	Puyallup	CSZ
165	Pierce	Region 5	Eatonville High School	CPOD Type II or III	Ground or Air (Rotary)	302 Mashell Ave. N	Eatonville	CSZ
166	Pierce	Region 5	Edgemont Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	2300 110th Ave. E	Edgewood	CSZ
167	Pierce	Region 5	Emerald Ridge High School	CPOD Type II or III	Ground or Air (Rotary)	12405 184th St. E	Puyallup	CSZ
168	Pierce	Region 5	Evergreen Elementary	CPOD Type II or III	Ground or Air (Rotary)	1820 Key Peninsula Hwy S	Lakebay	CSZ
169	Pierce	Region 5	Ferrucci Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	3213 Wildwood Park Dr.	Puyallup	CSZ

170	Pierce	Region 5	Fife High School	CPOD Type II or III	Ground or Air (Rotary)	5616 20th St. E	Tacoma	CSZ
171	Pierce	Region 5	First Creek Middle School	CPOD Type II or III	Ground or Air (Rotary)	1801 E. 56th St.	Tacoma	CSZ
172	Pierce	Region 5	Foss High School	CPOD Type II or III	Ground or Air (Rotary)	2112 S Tyler St.	Tacoma	CSZ
173	Pierce	Region 5	Franklin Pierce High School	CPOD Type II or III	Ground or Air (Rotary)	11002 18th Ave. E	Tacoma	CSZ
174	Pierce	Region 5	Gig Harbor High School	CPOD Type II or III	Ground or Air (Rotary)	5101 Rosedale St. NW	Gig Harbor	CSZ
175	Pierce	Region 5	Glacier View Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	12807 184th St. E	Puyallup	CSZ
176	Pierce	Region 5	Graham Kapowsin High School	CPOD Type II or III	Ground or Air (Rotary)	22100 108th Ave. E	Graham	CSZ
177	Pierce	Region 5	Gray Middle School	CPOD Type II or III	Ground or Air (Rotary)	6229 S Tyler St.	Tacoma	CSZ
178	Pierce	Region 5	Hudtloff Middle School	CPOD Type II or III	Ground or Air (Rotary)	8102 Phillips Rd.	Lakewood	CSZ
179	Pierce	Region 5	Hunt Middle School	CPOD Type II or III	Ground or Air (Rotary)	6501 S 10th St.	Tacoma	CSZ
180	Pierce	Region 5	Jason Lee Middle School	CPOD Type II or III	Ground or Air (Rotary)	602 N Sprague Ave.	Tacoma	CSZ
181	Pierce	Region 5	Kalles Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	501 7th Ave. SE	Puyallup	CSZ
182	Pierce	Region 5	Lakeland Hills Elementary	CPOD Type II or III	Ground or Air (Rotary)	1020 Evergreen Way SE	Auburn	CSZ
183	Pierce	Region 5	Lakes High School	CPOD Type II or III	Ground or Air (Rotary)	10320 Farwest Dr. SW	Lakewood	CSZ
184	Pierce	Region 5	Lincoln High School	CPOD Type II or III	Ground or Air (Rotary)	701 S 37th St.	Tacoma	CSZ
185	Pierce	Region 5	Lochburn Middle School	CPOD Type II or III	Ground or Air (Rotary)	5431 Steilacoom Blvd. SW	Lakewood	CSZ
186	Pierce	Region 5	Mann Middle School	CPOD Type II or III	Ground or Air (Rotary)	11509 Holden Rd. SW	Lakewood	CSZ
187	Pierce	Region 5	Mason MIddle School	CPOD Type II or III	Ground or Air (Rotary)	3901 N 28th St.	Tacoma	CSZ
188	Pierce	Region 5	Meeker Middle School	CPOD Type II or III	Ground or Air (Rotary)	4402 Nassau Ave. NE	Tacoma	CSZ
189	Pierce	Region 5	Morris Ford Middle School	CPOD Type II or III	Ground or Air (Rotary)	1602 104th St. E	Tacoma	CSZ
190	Pierce	Region 5	Mount Tahoma High School	CPOD Type II or III	Ground or Air (Rotary)	4634 S 74th St.	Tacoma	CSZ
191	Pierce	Region 5	Oakland High School	CPOD Type II or III	Ground or Air (Rotary)	3319 S Adams St.	Tacoma	CSZ
192	Pierce	Region 5	Orting High School	CPOD Type II or III	Ground or Air (Rotary)	320 Washington Ave. N	Orting	CSZ
193	Pierce	Region 5	Peninsula High School	CPOD Type II or III	Ground or Air (Rotary)	14105 Purdy Dr. NW	Gig Harbor	CSZ
194	Pierce	Region 5	Pioneer Middle School	CPOD Type II or III	Ground or Air (Rotary)	1750 Bobs Hollow Ln.	Dupont	CSZ
195	Pierce	Region 5	Puyallup High School	CPOD Type II or III	Ground or Air (Rotary)	105 7th St. SW	Puyallup	CSZ
196	Pierce	Region 5	Rogers High School	CPOD Type II or III	Ground or Air (Rotary)	12801 86th Ave. E	Puyallup	CSZ
197	Pierce	Region 5	Roy Elementary	CPOD Type II or III	Ground or Air (Rotary)	340 Peterson St.	Roy	CSZ
198	Pierce	Region 5	Spanaway Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	15701 "B" St. E	Tacoma	CSZ
199	Pierce	Region 5	Steilacoom High School	CPOD Type II or III	Ground or Air (Rotary)	54 Sentinel Dr.	Steilacoom	CSZ

200	Pierce	Region 5	Stewart Middle School	CPOD Type II or III	Ground or Air (Rotary)	5010 Pacific Ave.	Tacoma	CSZ
201	Pierce	Region 5	Sumner High School	CPOD Type II or III	Ground or Air (Rotary)	1707 Main St.	Sumner	CSZ
202	Pierce	Region 5	Surprise Lake Middle School	CPOD Type II or III	Ground or Air (Rotary)	2001 Milton Way	Milton	CSZ
203	Pierce	Region 5	Truman Middle School	CPOD Type II or III	Ground or Air (Rotary)	5801 N 35th St.	Tacoma	CSZ
204	Pierce	Region 5	Washington High School	CPOD Type II or III	Ground or Air (Rotary)	12420 Ainsworth Ave. S	Tacoma	CSZ
205	Pierce	Region 5	Washington High School	CPOD Type II or III	Ground or Air (Rotary)	12420 Ainsworth Ave. S	Tacoma	CSZ
206	Pierce	Region 5	White River High School	CPOD Type II or III	Ground or Air (Rotary)	26928 120th St. E	Buckley	CSZ
207	Pierce	Region 5	Wilkeson Elementary	CPOD Type II or III	Ground or Air (Rotary)	640 Railroad Ave.	Wilkeson	CSZ
208	Pierce	Region 5	Wilson High School	CPOD Type II or III	Ground or Air (Rotary)	1202 N Orchard St.	Tacoma	CSZ
209	Pierce	Region 5	Woodbrook Middle School	CPOD Type II or III	Ground or Air (Rotary)	14920 Spring St.	Lakewood	CSZ
210	San Juan	Region 1	Friday Harbor High School	CPOD Type II or III	Ground or Air (Rotary)	45 Blair St.	Friday Harbor	CSZ
211	Pierce	Region 5	Springbrook POD	CPOD Type II or III	Ground or Air (Rotary)	47 Ave SW	Lakewood	All Hazards
212	Pierce	Region 5	Discount World	CPOD Type II or III	Ground or Air (Rotary)	11013 Pacific Hwy SW	Lakewood	All Hazards
213	Pierce	Region 5	Regal Cinemas Lakewood 15	CPOD Type II or III	Ground or Air (Rotary)	2410 84th St S	Lakewood	All Hazards
214	San Juan	Region 1	Lopez Middle High School	CPOD Type II or III	Ground or Air (Rotary)	86 School Rd.	Lopez Island	CSZ
215	San Juan	Region 1	Oak Harbor High School	CPOD Type II or III	Ground or Air (Rotary)	950 NW 2nd Ave.	Oak Harbor	CSZ
216	San Juan	Region 1	Orcas Island High School	CPOD Type II or III	Ground or Air (Rotary)	715 School Rd.	Eastsound	CSZ
217	Pierce	Region 5	Lakewood Towne Center POD	CPOD Type II or III	Ground or Air (Rotary)	10504 Douglas Dr SW	Lakewood	All Hazards
218	Skagit	Region 1	Anacortes High School	CPOD Type II or III	Ground or Air (Rotary)	1600 20th St.	Anacortes	CSZ
219	Skagit	Region 1	Burlington-Edison High School	CPOD Type II or III	Ground or Air (Rotary)	301 N Burlington Blvd.	Burlington	CSZ
220	Skagit	Region 1	Concrete High School	CPOD Type II or III	Ground or Air (Rotary)	7830 S Superior Ave.	Concrete	CSZ
221	Skagit	Region 1	La Conner High School	CPOD Type II or III	Ground or Air (Rotary)	307 N 6th St.	La Conner	CSZ
222	Skagit	Region 1	Mount Vernon High School	CPOD Type II or III	Ground or Air (Rotary)	314 N 9th St.	Mount Vernon	CSZ
223	Skagit	Region 1	Sedro Woolley Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	1235 3rd St.	Sedro-Woolley	CSZ
224	Skamania	Region 4	Stevenson High School	CPOD Type II or III	Ground or Air (Rotary)	390 NW Gropper Rd.	Stevenson	CSZ
225	Snohomish	Region 1	Arlington High School	CPOD Type II or III	Ground or Air (Rotary)	18821 Crown Ridge Blvd.	Arlington	CSZ
226	Snohomish	Region 1	Canyon Park Jr. High School	CPOD Type II or III	Ground or Air (Rotary)	23723 23rd Ave. SE	Bothell	CSZ
227	Snohomish	Region 1	Cascade High School	CPOD Type II or III	Ground or Air (Rotary)	801 E Casino Rd.	Everett	CSZ
228	Snohomish	Region 1	Cavelero Mid High School	CPOD Type II or III	Ground or Air (Rotary)	8220 24th St. SE	Everett	CSZ
229	Snohomish	Region 1	Darrington Elementary	CPOD Type II or III	Ground or Air (Rotary)	1075 Fir St.	Darrington	CSZ

230	Snohomish	Region 1	Edmonds Woodway High School	CPOD Type II or III	Ground or Air (Rotary)	7600 212th St. SW	Edmonds	CSZ
231	Snohomish	Region 1	Everett High School	CPOD Type II or III	Ground or Air (Rotary)	2416 Colby Ave.	Everett	CSZ
232	Snohomish	Region 1	Glacier Peak High School	CPOD Type II or III	Ground or Air (Rotary)	7401 144th Place SE	Snohomish	CSZ
233	Snohomish	Region 1	Granite Falls Middle School	CPOD Type II or III	Ground or Air (Rotary)	205 N Alder Ave.	Granite Falls	CSZ
234	Snohomish	Region 1	Heatherwood Middle School	CPOD Type II or III	Ground or Air (Rotary)	1419 Trillium Blvd. SE	Mill Creek	CSZ
235	Snohomish	Region 1	Highland Elementary	CPOD Type II or III	Ground or Air (Rotary)	3220 113th Ave. NE	Lake Stevens	CSZ
236	Snohomish	Region 1	Nooksack Valley High School	CPOD Type II or III	Ground or Air (Rotary)	3326 E Badger Rd.	Everson	CSZ
237	Snohomish	Region 1	Whittier Elementary	CPOD Type II or III	Ground or Air (Rotary)	916 Oakes Ave.	Everett	CSZ
238	Pierce	Region 5	Fort Steilacoom Park POD	CPOD Type II or III	Ground or Air (Rotary)	Waughop Lake Loop	Lakewood	All Hazards
239	Thurston	Region 3	A.G. West Black Hills High School	CPOD Type II or III	Ground or Air (Rotary)	7741 Littlerock Rd. SW	Olympia	CSZ
240	Thurston	Region 3	Capital High School	CPOD Type II or III	Ground or Air (Rotary)	2707 Conger Ave. NW	Olympia	CSZ
241	Thurston	Region 3	North Thurston High School	CPOD Type II or III	Ground or Air (Rotary)	600 Sleater-Kinney Rd. NE	Lacey	CSZ
242	Thurston	Region 3	Olympia High School	CPOD Type II or III	Ground or Air (Rotary)	1302 North St. SE	Olympia	CSZ
243	Thurston	Region 3	Rainier Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	308 2nd St. W	Rainier	CSZ
244	Thurston	Region 3	River Ridge High School	CPOD Type II or III	Ground or Air (Rotary)	350 River Ridge Dr. SE	Lacey	CSZ
245	Thurston	Region 3	Rochester High School	CPOD Type II or III	Ground or Air (Rotary)	19800 Carper Rd. SW	Rochester	CSZ
246	Thurston	Region 3	Tenino High School	CPOD Type II or III	Ground or Air (Rotary)	500 W 2nd Ave.	Tenino	CSZ
247	Thurston	Region 3	Tenino Middle School	CPOD Type II or III	Ground or Air (Rotary)	301 Old Highway 99 N	Tenino	CSZ
248	Thurston	Region 3	Timberline High School	CPOD Type II or III	Ground or Air (Rotary)	6120 Mullen Rd. SE	Lacey	CSZ
249	Thurston	Region 3	Tumwater High School	CPOD Type II or III	Ground or Air (Rotary)	700 Israel Rd.	Tumwater	CSZ
250	Thurston	Region 3	Yelm High School	CPOD Type II or III	Ground or Air (Rotary)	1315 Yelm Ave. W	Yelm	CSZ
251	Thurston	Region 3	Yelm Middle School	CPOD Type II or III	Ground or Air (Rotary)	402 Yelm Ave. W	Yelm	CSZ
252	Wahkiakum	Region 4	Wahkiakum High School	CPOD Type II or III	Ground or Air (Rotary)	500 S 3rd St.	Cathlamet	CSZ
253	San Juan	Region 1	San Juan County Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	846 Argyle Rd	Friday Harbor	All Hazards
254	San Juan	Region 1	Orcas Island Airport	Receiving Point, Staging Base	Ground, Air (Fixed), Air (Rotary)	147 Schoen Ln	Eastsound	All Hazards
255	Whatcom	Region 1	Bellingham High School	CPOD Type II or III	Ground or Air (Rotary)	2020 Cornwall Ave.	Bellingham	CSZ
256	Whatcom	Region 1	Blaine High School	CPOD Type II or III	Ground or Air (Rotary)	1055 "H" St.	Blaine	CSZ
257	Whatcom	Region 1	Ferndale High School	CPOD Type II or III	Ground or Air (Rotary)	5830 Golden Eagle Dr.	Ferndale	CSZ
258	Whatcom	Region 1	Lynden High School	CPOD Type II or III	Ground or Air (Rotary)	1201 Bradley Rd.	Lynden	CSZ

259	Whatcom	Region 1	Meridian High School	CPOD Type II or III	Ground or Air (Rotary)	194 W Laurel Rd.	Bellingham	CSZ
260	Whatcom	Region 1	Mount Baker Sr. High School	CPOD Type II or III	Ground or Air (Rotary)	4936 Deming Rd.	Deming	CSZ
261	San Juan	Region 1	Lopez Island Community Center	Receiving Point, Staging Base	Ground	204 Village Rd.	Lopez Island	All Hazards
262	San Juan	Region 1	Shaw Community Bldg.	Receiving Point, Staging Base	Ground	42 Squaw Bay Rd	Shaw Island	All Hazards
263	Stevens	Region 9	Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	317 W Astor	Colville	All Hazards
264	Walla Walla	Region 8	Walla Walla Community College	Incidient Support Base	Ground	500 Tausick Way	Walla Walla	All Hazards
265	Walla Walla	Region 8	Walla Walla County Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	363 Orchard	Walla Walla	All Hazards
266	Whatcom	Region 1	Whatcom Reg. Resource Ctr	Receiving Point, Staging Base	Ground	8251 Kendall Rd	Maple Falls	All Hazards
267	Whatcom	Region 1	Kendall Elementary School	CPOD Type II or III	Ground or Air (Rotary)	7547 Kendall Rd	Maple Falls	All Hazards
268	Whatcom	Region 1	Presbyterian church	CPOD Type II or III	Ground or Air (Rotary)	2054 Valley Highway	Acme	All Hazards
269	Whatcom	Region 1	the River of Life church	CPOD Type II or III	Ground or Air (Rotary)	4037 Valley Hwy	Deming	All Hazards
270	Whatcom	Region 1	Sehome High School	CPOD Type II or III	Ground or Air (Rotary)	2700 Bill Mcdonald Pkwy.	Bellingham	CSZ
271	Whatcom	Region 1	Squalicum High School	CPOD Type II or III	Ground or Air (Rotary)	3773 E McLeod Rd.	Bellingham	CSZ
272	Whatcom	Region 1	Winward High School	CPOD Type II or III	Ground or Air (Rotary)	5275 Northwest Ave.	Ferndale	CSZ
273	Whatcom	Region 1	Christ the King Community Church	CPOD Type II or III	Ground or Air (Rotary)	4173 Meridian Street	Bellingham	All Hazards
274	Whatcom	Region 1	Civic Field	Receiving Point, Staging Base	Ground	1355 Civic Field Way	Bellingham	All Hazards
275	Whatcom	Region 1	Squalicum Creek Park	CPOD Type II or III	Ground or Air (Rotary)	1001 Squalicum Way	Bellingham	All Hazards
276	Whatcom	Region 1	Whatcom Community College	Receiving Point, Staging Base	Ground	237 W. Kellogg Road	Bellingham	All Hazards
277	Whatcom	Region 1	East Whatcom Regional Resource Center	CPOD Type II or III	Ground or Air (Rotary)	8251 Kendall Road	Maple Falls	All Hazards
279	Yakima	Region 8	Selah School District	CPOD Type II or III	Ground or Air (Rotary)	105 West Bartlett	Selah	All Hazards
280	Yakima	Region 8	Toppenish High School	CPOD Type II or III	Ground or Air (Rotary)	141 Ward Road	Toppenish	All Hazards
281	Yakima	Region 8	Sunnyside High School	CPOD Type II or III	Ground or Air (Rotary)	1801 E Edison Ave	Sunnyside	All Hazards
282	Yakima	Region 8	Naches Valley High School	CPOD Type II or III	Ground or Air (Rotary)	101 West 5th Street	Naches	All Hazards
283	Yakima	Region 8	West Valley High School	CPOD Type II or III	Ground or Air (Rotary)	9800 Zier Road	Yakima	All Hazards

284	Skamania	Region 4	Skamania County Fairgrounds	CPOD Type I or II	Ground or Air (Rotary)	710 SW Rock Creek Rd.	Stevenson	All Hazards
285	Skamania	Region 4	Key Way Airstrip (Private) 19WA	Receiving Point, Staging Base	Ground, Air (Fixed), Air (Rotary)	2681 Loop Road	Stevenson	All Hazards
286	Skamania	Region 4	Carson Elementary School	CPOD Type II or III	Ground or Air (Rotary)	351 Hot Springs Ave	Carson	CSZ
287	Skamania	Region 4	Wind River Camp (County)	Receiving Point, Staging Base	Ground	982 Hemlock Road	Carson	All Hazards
288	Skamania	Region 4	Forest Service (Gifford-Pinochot) Work Center	Receiving Point, Staging Base	Ground	1262 Hemlock Road	Carson	All Hazards
289	Skamania	Region 4	UW Experimental Forest	Receiving Point, Staging Base	Ground	1262 Hemlock Road	Carson	All Hazards
290	Whatcom	Region 1	Bellinghm Technical College	Receiving Point, Staging Base	Ground	3028 Lindbergh Road	Bellingham	All Hazards
291	Whatcom	Region 1	Western Washington University	Receiving Point, Staging Base	Ground	516 High Street	Bellingham	All Hazards
292	Skagit	Region 1	Skagit Speedway	Receiving Point, Staging Base	Ground	4796 Old Hwy 99 North Rd	Burlington	All Hazards
293	Skagit	Region 1	Anacortes Senior Center	Receiving Point, Staging Base	Ground	1701 22nd St	Anacortes	All Hazards
294	Skagit	Region 1	Safeway Parking Lot	Receiving Point, Staging Base	Ground	911 11th St	Anacortes	All Hazards
295	Skagit	Region 1	City of Anacortes Operations Yard	Receiving Point, Staging Base	Ground	2201 37th St. Anacortes	Anacortes	All Hazards
296	Skagit	Region 1	Anacortes Airport	Receiving Point, Staging Base	Ground, Air (Fixed), Air (Rotary)	4000 Airport Rd	Anacortes	All Hazards
297	Skagit	Region 1	Fidalgo Elementary School	CPOD Type II or III	Ground or Air (Rotary)	13590 Gibralter Rd	Anacortes	All Hazards
298	Skagit	Region 1	Big Lake Elementary School	CPOD Type II or III	Ground or Air (Rotary)	16802 Lakeview Blvd	Mount Vernon	All Hazards
299	Skagit	Region 1	Burlington-Edison High School	CPOD Type II or III	Ground or Air (Rotary)	301 N Burlington Blvd	Burlington	All Hazards
300	Skagit	Region 1	Skagit Regional Airport	Receiving Point, Staging Base	Ground, Air (Fixed), Air (Rotary)	15400 Airport Dr	Burlington	All Hazards
301	Skagit	Region 1	Clear Lake Elementary School	CPOD Type II or III	Ground or Air (Rotary)	23631 Lake St	Clear Lake	All Hazards

302	Skagit	Region 1	Concrete High School	CPOD Type II or III	Ground or Air (Rotary)	45389 Airport Way	Concrete	All Hazards
303	Skagit	Region 1	Conway School	CPOD Type II or III	Ground or Air (Rotary)	19710 WA-534	Mount Vernon	All Hazards
304	Skagit	Region 1	Day Creek Chapel	CPOD Type II or III	Ground or Air (Rotary)	31438 S Skagit Hwy	Sedro-Woolley	All Hazards
305	Skagit	Region 1	Edison Elementary School	CPOD Type II or III	Ground or Air (Rotary)	5801 Main Ave	Bow	All Hazards
306	Skagit	Region 1	Schoolhouse Park	CPOD Type II or III	Ground or Air (Rotary)	5554 Edens Rd.	Anacortes	All Hazards
307	Skagit	Region 1	Janicki Industries	Receiving Point, Staging Base	Ground	34240 SR20	Hamilton	All Hazards
308	Skagit	Region 1	Swinomish Yacht Club	Receiving Point, Staging Base	Ground, Seaport	310 N 1st St	La Conner	All Hazards
309	Skagit	Region 1	North Cascades National Park Information Center	Receiving Point, Staging Base	Ground	7280 Ranger Station Rd	Marblemount	All Hazards
310	Skagit	Region 1	Skagit Valley College	Receiving Point, Staging Base	Ground	2405 E. College Way	Mt Vernon	All Hazards
311	Skagit	Region 1	Food Pavilion	CPOD Type II or III	Ground or Air (Rotary)	530 Crossroads Sq	Sedro-Woolley	All Hazards
312	Skagit	Region 1	Inspire Church of Skagit Valley	CPOD Type II or III	Ground or Air (Rotary)	805 Township St	Sedro-Woolley	All Hazards

Attachment E1 - Check in Process for Arriving Resources

1. Check in personnel use State Staging Area receiving log forms to record:

   Name of check in staff
   Receiving sequence number (used to ensure First-In, First-Out [FIFO])
   Date and time of arrival
   Driver's name and contact information
   Tractor license plate number, aircraft registration number, or barge/watercraft registration number
   Trailer license plate number
   Bar code number from order
   Type of commodity (nomenclature) arriving
   Completion of a quick initial damage inspection on arriving trucks/trailers

2. Receiving logs will be turned in to the Inventory Group on a periodic basis as determined by the staging area manager or inventory group supervisor.

   Sequence numbers are placed on the driver's side of the truck (front bumper) and trailer (rear bumper) using black marker on silver tape.

3. Strips of colored tape no shorter than one foot in length are placed on the rear corners of the trailer to denote the type of commodity contained therein as follows:

   Blue for water
   Black for food
   Green for tents, tarps (write type of contents on tape with black marker)
   Brown for cots, blankets (write type of contents on tape with black marker)
   Red for mixed commodities

4. If damage is noted on a truck or trailer as they enter the gate, check in personnel will record this on the driver's bill of lading by drawing a rectangle to represent the vehicle, marking the rectangle in the location of the damage, and writing a short note to indicate the type of damage.
5. Check-in personnel will provide a site map and other information as directed by the staging area manager to each driver.

6. Check in personnel direct drivers to appropriate parking area based on commodity being delivered. Mixed commodities are directed to park at the cross-loading area.
7. Receiving Group personnel receive drivers at designated parking areas and:

   Ensure vehicles are parked appropriately for access to the load by personnel or forklifts.
   Perform a visual inventory check of trailer using driver's bill of lading/order form (note: sealed FEMA trucks do not need visual inventory if seal is inspected and intact; if not intact, note on the BOL and perform visual inventory).
   If inventory does not match documentation provided by the truck driver, personnel make a note of the discrepancy on the initial bill of lading/order form for later action by the Situation Unit.
   Initial bill of lading/order form that inventory is complete.
   Refer driver to Inventory Group for paperwork turn in.

8. Inventory Group receive driver's bill of lading/order form and:

   Confirm that receiving staff initials are present indicating the visual inventory has been completed. Sign form to signify receipt of commodities.
   Take a copy of the form for State Staging Area files (in the absence of copy capability, record information on State Staging Area Incoming Bill of Lading/Order Form). o Direct drivers to Driver Services Group for other driver processing as needed.
   Record incoming resource details into available accounting system (WebEOC database, electronic spreadsheet, and/or whiteboard)

Attachment F1 – Reception and Integration Center Decision Package

State EOC Mission: #_____

☐ Initial ☐ Revision #___ **Time: _____ Date: _____**

☐ Drill/Exercise ☐ Emergency ☐ Decision Implementation

Objective: To manage the influx of requested mutual aid Emergency Responders into the State of Washington

Brief Description of Decision: Establish a Reception and Integration Center (R&I) to receive and provide direction for follow-on movement and position of assignment through the utilization of the State Reception and Integration Plan and provide accountability for inbound and outbound resources.

Location(s):
Address: _____
POC: _____ Phone/Email: _____

R&I Center to be activated at _____ **(time) on** _____ **(date)**

Cost to Mobilize: _____ **Cost to Demobilize:** _____
Estimated Daily Operating Cost: _____ **Total Based on 14 Day Operation:** _____

☐ *DES Contract*: DES contracting will execute the contract for the facility.

If sleeping accomodations and/or feeding is necessary SEOC LOG will execute.

Recommendation for site location based upon _____

Coordinated with:

☐ _____ (name) at _____ Jurisdiction EOC
☐ _____ (name) at _____ Finance & Admin
☐ _____ (name) at _____ SEOC Logistics
☐ _____ (name) at _____ ESF 2
☐ _____ (name) at _____ SEOC Supervisor
☐ _____ (name) at _____ (other)

Submitted by: _____ _____
(Operations Section Chief) Date / Time

Approved by: _____ _____
(Governor/Designee) Date / Time

Triggers Requiring the Use of a Reception and Integration Center:

General: A Reception and Intregration center is needed when Mutual Aid resources have been requested in sufficient quantities that would neccesitate reception of resources offsite from the SEOC. The R&I location should be in close proximity to where the resources enter the state; i.e. near SEATAC airport.

☐ The need to process thirty-five or more incoming requested responders each day for an extended period, or

☐ The need to in-process and demobilize an estimated 500+ requested responders over an anticipated two-week timeframe because of mutual aid requests, though EMAC and/or PNEMA

Requirements:

☐ Documentation from the EMAC Operating System (EOS) indicating the confirmed resources and deployment schedules from assisting states.

☐Documentation using PNEMA Req-As and/or correspondence with PNEMA members providing resources.

Health Considerations:

☐ Known public health risks, such as hazardous materials, are accounted for [ESF8, ESF10]

Implementation Considerations:

☐ Governor's Proclamation, original or revised [EOC PLNG]

☐ Road Conditions [ESF #1]

☐ Airport Conditions [ESF #1]

☐ Logistics & support requirements; list of resources an R&I Center will require [EOC LOG, EOC OPS]

☐ Mobilization of the Reception and Staging Unit [SEOC OPS]

- ☐ Refer to ESF #7 of the Washington State CEMP for state agency provided resources.

☐ Time required to position R&I Center Staff and Equipment [ESF #7, EOC LOG]

☐ Internal EMD A-Team qualified staff to work mutual aid resource requests and prepare designated duty welcome packets for incoming personnel until relieved by replacement A-Team [EMD A-Team organized by SEOC LOG]

Tasks to Implement the Decision:

☐ Coordinate with the _____ Convention and Visitor Bureau to check for available space in the vicinity of the selected airport [ESF #7]

☐ Coordinate with Department of Enterprise Services for locating and leasing a facility [ESF #7]

_____Staff Rooms

_____Responder's Rooms

_____SQFT of Conference Room

☐ Coordinate accommodations for staff and responders if temporary stay is applicable [SEOC LOG, SEOC OPS]

☐ Coordinate forward movement to responder's area of assignment [SEOC LOG, SEOC OPS]

☐ Coordinate with ESFs to identify available staffing for the R&I Center [SEOC OPS]

☐ Coordinate with the SEOC Communications (ESF-2) for communications network to support R&I Center [SEOC OPS]

☐ Develop and provide welcome packet and additional information to assisting states upon activation of the R&I Center [SEOC OPS, SEOC LOG]

☐ Post approved Decision Package details to Significant Events on WebEOC [SEOC OPS]

Decision Package Cost Estimates

Personnel Resource Salaries and Benefits

First Name:	Last Name:	Phone:	E-Mail:	Position Title	Cert. Type / Card #	Regular Salary Hourly Rate	Benefit Hourly Rate	# of Reg Hrs per day	OT Hourly Rate	OT Benefit Hourly Rate	# of OT Hours per day	Volunteer Firefighter Stipend	Subtotal Daily Cost	Total Deployment Cost
Ex: Robert	Jones	253.555.1212	riones@fire.org	Engine Boss	Red Card #1234	$ 40.00	$ 10.00	8.00	$ 60.00	$ 15.00	4.00	$ -	$ 700.00	$ 9,800.00
Ex. John	Doe	360-765-4321	jdoe@volunteer.net	Volunteer	Red Card #7654							$ 100.00	$ 100.00	$ 100.00
													$ -	$ -
Total Estimated Personnel Cost														$ 9,900.00

Personnel Resource Travel, if Applicable

Name	POV/Mileage	AOV	Per Diem	Hotel	Shipping	Rental Car	Air Fare	Baggage	Parking	Other (Desc.)	Other (Desc.)		Total Travel Cost
Ex: Jones	$ 18.20	$ -	$ 864.00	$ 2,116.52	$ 80.00	$ 77.00	$ 540.00	$ 45.00	$ 96.00	$ 12.00	$ -		$ 3,848.72
													$ -
													$ -
													$ -
Total Estimated Travel Cost													$ 3,848.72

Equipment Resource (Include estimated costs for fuel OR miles - NOT both)

	Type	Kind	Description of Duties for Which Deployed Equipment Will Be Used	Daily Rate	Mileage Rate	Estimated Miles	Estimated Fuel	Total EQ Cost
1	Ex: Type II	Rotary Wing Aircraft	for use in damage recon	$ 250.00	$ -	$ 1,500.00		$ 1,750.00
2								$ -
3								$ -
4								$ -
5								$ -
Total Estimated Equipment Cost								$ 1,750.00
Total Estimated Cost								**$ 15,498.72**

Double click on the table to activate Excel calculation functionality.

RECEPTION AND INTEGRATION (RI) RESOURCE NEEDS WORKSHEET	
Reception and Integration Location:	• **Specific Facility to be Cited on P.1**
Calculations:	• *# of people multiplied by # of days for each category* • *Facility Fees* • *Equipment rental* • *Staff Accommodations (sleeping and/or feeding)*

SSA Site Requirements:

Staff:	*Span of control – 3 to 7 under one supervisor*		
	☐ *Reception Center Manager*		☐ *Operations Section Chief*
	☐ *Safety Officer*		☐ *Support Branch*
	☐ *Liaisons*		☐ *Support & Maintenance*
	☐ *Planning Section Chief*		☐ *Feeding & Lodging*
	☐ *Resource Unit*		☐ *Line Branch*
	☐ *Logistics Section Chief*		☐ *Badging/Identification*
	☐ *Communications*		☐ *Schedule/Documentation*
	☐ *Security Manager*		☐ *Briefing/Dispatch*
	☐ *Finance / Admin Section Chief*		
	☐ *Finance Staff*		*Details regarding operation can be found on SharePoint in ESF 7 Appendix 1 – Reception/Integration Plan*

Possible Supporting Agencies	Potential Role	Possible Resource – Contact SAL
WSDA	Support	Administrative Support Staff
Department of Corrections	Support	Security
DOH	Support	Medical
WATech	Support	Communications / Information Technology
L&I	Support	Safety Officers
MIL – EMD	Support	Management, Planning, & Coordination
WSP	Support	Security
DOT	Support	Transportation assets/equipment/staffing
OFM	Support	Funding/risk management/worker insurance
PARKS	Support	Additional sites/staffing
Other Agencies/Local Governments	Support	Augment staffing
American Red Cross	Support	Management of staff support services
Volunteer Organizations	Support	Augment staffing

Attachment F2 – State Staging Area (SSA) Decision Package

State EOC Mission: #_____

☐ Initial ☐ Revision #___ **Time: _____ Date: _____**

☐ Drill/Exercise ☐ Emergency ☐ Decision Implementation

Objective: Activate a state staging area to effectively route, track, and stage incoming resources.

Brief Description of Decision: Pending arrival of FEMA disaster push packages and/or disaster resources ordered by the state and local jurisdictions, establishment of state staging area(s) may be necessary. The recommended site(s) were selected due to central location, proximity to major transportation corridors, and accessible routing to affected areas. Additional sites may be activated based on need, and Staging Areas pre-identified have Military Department MOUs executed; they are on file with Finance & Admin and copies are located on WA EMD SharePoint.
The recommended site(s) are:

First Priority:
Facility Name: _____
Address: _____
POC: _____ Phone/Email: _____

State staging area to be activated at _____ **(time) on** _____ **(date)**

Cost to Mobilize: _____ **Cost to Demobilize:** _____

Estimated Daily Operating Cost: _____ **Total Based on 14 Day Operation:** _____

Select one contract option for site use:

☐ *Military Department Contract*: If using a site with a preapproved MOU by the Mil Dept the SEOC Finance and Admin section will facilitate the contract activation.
☐ *DES Contract*: If no Mil Dept contract exists DES contracting will execute the contract.

Recommendation for site(s) location based upon _____

Coordinated with:

☐ _____ (name) at _____ Jurisdiction EOC
☐ _____ (name) at _____ Finance & Admin
☐ _____ (name) at _____ SEOC Logistics
☐ _____ (name) at _____ WSDOT
☐ _____ (name) at _____ SEOC Supervisor
☐ _____ (name) at _____ WSP

Submitted by: _____ _____
(Operations Section Chief) Date / Time

Approved by: _____ _____
Governor/Designee Date / Time

Triggers Requiring the Use of State Staging Areas:

☐ Pending arrival of FEMA disaster push packages and/or disaster resources ordered by the state and/or local jurisdictions, establishment of state staging area(s) may be necessary.

Requirements:

☐ Map(s) depicting staging area location(s) [SEOC Log, SEOC Ops, SEOC PLNG]

Health Considerations:

☐ Known public health risks, such as hazardous materials [ESF 8, ESF 10]

Implementation Considerations:

- ☐ Governor's Proclamation, original or revised [SEOC PLNG]
- ☐ Transportation requirements [ESF1]
- ☐ Logistics & support requirements [EOC LOG, ESF #7]
- ☐ Mobilization of the Reception and Staging Unit [SEOC OPS]
  - ☐ Refer to ESF #7 of the Washington State CEMP for state agency provided resources.
- ☐ Movement Control Point site identification / security coordination [SEOC OPS, ESF 7, ESF 13]
- ☐ Weather conditions [SEOC PLNG]
- ☐ Determine what resources are anticipated and projected delivery time [SEOC LOG, SEOC OPS]
  - ☐ Schedule of deliveries [SEOC LOG, SEOC OPS]

  Attach list of known shipments
- ☐ Time required to establish site, establish traffic pattern for optimal flow in and out of the site [ESF1, SEOC OPS, SEOC LOG]

  Attach list of access points (in/out entrances & traffic flow) by place name and intersection. Include GPS coordinates.
- ☐ Validate list of Essential Goods and Commodities to operate a Staging Area [SEOC LOG, SEOC OPS]
- ☐ Validate list of personnel to staff MCP and/or MCC (including salary), cost for site usage, and all ancillary expenses. [SEOC OPS, SEOC LOG]

Tasks to Implement the Decision:

- ☐ Finalize coordination with staging area site(s) [SEOC OPS]
- ☐ Ensure anticipated routes to/from sites are not impacted by the disaster or event [ESF 1, SEOC OPS]
- ☐ Inform local jurisdiction(s) of pending staging area activation [SEOC OPS]
- ☐ Mobilize initial Staging Area Task Force [SEOC LOG, SEOC LOG]
  - ☐ Refer to expanded organization chart for the activation of the appropriate branch and unit
- ☐ Establish operational parameters for staging area (potential timeline for operation, expected resources, lodging, feeding, communications) [ESF 7]
- ☐ Procure and ship equipment and supplies to staging area site [EOC LOG, ESF 7, ADMIN/FINANCE]
- ☐ Mobilize additional staff as needed to begin staging area operations [SEOC OPS]
- ☐ Post approved Decision Package details to Significant Events on WebEOC [SEOC OPS]
- ☐ Reporting protocol for information back to the EOC [SEOC OPS]
- ☐ Other _____

Decision Package Cost Estimates

Insert Rows as Needed

Personnel Resource Salaries and Benefits

First Name:	Last Name:	Phone:	E-Mail:	Position Title	Cert. Type / Card #	Regular Salary Hourly Rate	Benefit Hourly Rate	# of Reg Hrs per day	OT Hourly Rate	OT Benefit Hourly Rate	# of OT Hours per day	Volunteer Firefighter Stipend	Subtotal Daily Cost	Total Deployment Cost
Ex: Robert	Jones	253.555.1212	rjones@fire.org	Engine Boss	Red Card #1234	$ 40.00	$ 10.00	8.00	$ 60.00	$ 15.00	4.00	$ -	$ 700.00	$ 9,800.00
Ex. John	Doe	360-765-4321	jdoe@volunteer.net	Volunteer	Red Card #7654							$ 100.00	$ 100.00	$ 100.00
													$ -	$ -
Total Estimated Personnel Cost														$ 9,900.00

Personnel Resource Travel, if Applicable

Name	POV/Mileage	AOV	Per Diem	Hotel	Shipping	Rental Car	Air Fare	Baggage	Parking	Other (Desc.)	Other (Desc.)		Total Travel Cost
Ex: Jones	$ 18.20	$ -	$ 864.00	$ 2,116.52	$ 80.00	$ 77.00	$ 540.00	$ 45.00	$ 96.00	$ 12.00	$ -		$ 3,848.72
													$ -
													$ -
													$ -
Total Estimated Travel Cost													$ 3,848.72

Equipment and Facilities Resources (Include estimated costs for fuel OR miles - NOT both)

	Type	Kind	Description of Duties for Which Deployed Equipment Will Be Used	Daily Rate	Mileage Rate	Estimated Miles	Estimated Fuel	Total EQ Cost
1	Ex: Type II	Rotary Wing Aircraft	for use in damage recon	$ 250.00	$ -	$ 1,500.00		$ 1,750.00
2								$ -
3								$ -
4								$ -
5								$ -
Total Estimated Equipment Cost								$ 1,750.00
Total Estimated Cost								**$ 15,498.72**

Double click on the table to activate Excel calculation functionality.

STATE STAGING AREA (SSA) RESOURCE NEEDS WORKSHEET

State Staging Area MOU Site Locations	•	
Location Selected	☐ *Primary*	☐ *Secondary*
Office Space	☐ *Yes*	☐ *No*
Tents Required	☐ *Yes*	☐ *No*
MOU in Place (Finance & Admin)	☐ *Yes*	☐ *No*
DES Leasing Initiated (DES Contracting)	☐ *Yes*	☐ *No*
Standard SSA Commodities:	• Food • Bottled Water • Tarps • Plastic Sheeting	• Cots • Blankets • Generators • Unsolicited donations
Calculations:	• *# of people multiplied by # of days for each category* • *Order daily using burn rates provided by CPODs*	

SSA Site Requirements:

Staff:	*Span of control – 3 to 5 under one supervisor*		
	☐ *State Staging Area Manager*		☐ *Operations Section Chief*
	☐ *Safety Officer*		☐ *Warehouse Branch (up to 4)*
	☐ *Admin Assistant*		☐ *Transport Branch (up to 3)*
	☐ *Liaisons*		☐ *Air Branch (up to 2)*
	☐ *Planning Section Chief*		☐ *Logistics Section Chief*
	☐ *Resource Unit*		☐ *Facilities Unit*
	☐ *Situation Unit*		☐ *Communications Unit*
	☐ *Documentation Unit*		☐ *Supply Unit*
	☐ *Demobilization Unit*		☐ *Ground Support Unit*
	Finance / Admin Section Chief		☐ *Food Unit*
	☐ *Procurement Unit*		☐ *Medical Unit*
	☐ *Time Unit*		
	☐ *Cost Unit*		*Details regarding operation can be found on SharePoint in ESF 7 Appendix 2 – State Staging Areas*
	☐ *Compensation / Claims Unit*		

Possible Supporting Agencies	Potential Role	Possible Resource – Contact SAL
WSDA	Support	Administrative Support Staff
Department of Corrections	Support	Mobile kitchen / Security
DOH	Support	Medical
WATech	Support	Communications / Information Technology
L&I	Support	Safety Officers
MIL – EMD	Support	Management, Planning, & Coordination
WSP	Support	Security
DOT	Support	Transportation assets/equipment/staffing
OFM	Support	Funding/risk management/worker insurance
Treasurer	Support	Possible management of donated funds
PARKS	Support	Additional sites/staffing
Other Agencies/Local Governments	Support	Augment staffing
American Red Cross	Support	Management of staff support services
Volunteer Organizations	Support	Augment staffing
Private Sector	Support	Commercial disaster support

Attachment F3 – Movement Coordination Decision Package

State EOC Mission: #_____

☐ Initial ☐ Revision #___ **Time: _____ Date: _____**

☐ Drill/Exercise ☐ Emergency ☐ Decision Implementation

Objective: To track and coordinate safe, secure, and timely movement of inbound resources into the state and through affected jurisdictions following an emergency or in anticipation of a drill/exercise.

Brief Description of Decision: Activate a Movement Coordination Center (MCC) to manage routing and security of resource shipments through the establishment and use of Movement Control Points (MCP) to ensure that resources arrive as needed to supplement shortages throughout the impacted area.
This decision package is conducted in conjunction with the Commercial Vehicle Pass System Decision Package; Movement Check Points will need activated.

Activation of:

☐ (Security & MCP) Movement Control Point locations with **NO** MCC activated.
Address: _____
POC Name: _____ Phone/Email: _____

☐ (MCC, MCPs & Escort)
Movement Coordination Center to be established at:
Address: _____
POC Name: _____ Phone/Email: _____
Movement Control Point locations are determined by the MCC when activated.

Cost to Mobilize: _____ **Cost to Demobilize:** _____
Estimated Daily Operating Cost: _____ **Total Based on 14 Day Operation:** _____

Select one contract option for site use:
☐ *Military Department Contract*: If using a site with a preapproved MOU by the Mil Dept the SEOC Finance and Admin section will facilitate the contract activation.
☐ *DES Contract*: If no Mil Dept contract exists DES contracting will execute the contract.

Recommendation for site(s) location based upon _____

Coordinated with:

☐ _____ (name) at _____ Jurisdiction EOC
☐ _____ (name) at _____ SEOC Logistics
☐ _____ (name) at _____ SEOC Supervisor
☐ _____ (name) at _____ Finance & Admin
☐ _____ (name) at _____ WSDOT
☐ _____ (name) at _____ WSP

Submitted by:_____
_____
_____
___
_____

_____
(Operations Section Chief) Date / Time

Approved by:_____ _____
Governor/Designee Date / Time

Triggers Requiring the Use of a Movement Coordination Center (MCC):

General: Resource support is triggered when ESFs and/or state, Tribal and local governments have exhausted their supplies and capacity for the provision of services, personnel and commodities during the response and recovery phases of an emergency or disaster.

☐ Support requirements for commodity distribution requires movement control for the efficient delivery of requested resources to distribution points and/or staging areas, damage to transportation infrastructure, and/or commodities may be jeopardized by current operational assessment within the area.

☐ The following have also been reported along remaining open roadways in the affected area(s): ☐ Civil Unrest, ☐ Commandeering, ☐ Piracy/Looting, and/or ☐ Unofficial Use of Firearms.

Requirements:

☐ Map(s) depicting road closure(s) and reroute(s) [EOC PLNG, ESF1]

Health Considerations:

☐ Known public health risks, such as hazardous materials, are accounted for [ESF8, ESF10]

Implementation Considerations:

☐ Governor's Proclamation, original or revised [SEOC PLNG]

☐ Transportation requirements [ESF1]

☐ Logistics & support requirements [SEOC LOG, ESF #7]

☐ Mobilization of the Movement Coordination Unit [SEOC OPS]

- ☐ Refer to ESF #7 of the Washington State CEMP for state agency provided resources.

☐ Movement Control Point site identification / security coordination [SEOC OPS, ESF 7, ESF 13]

☐ Weather conditions along Movement Coordination route(s) [SEOC PLNG]

☐ Determine what resources are anticipated and projected delivery time [SEOC LOG, SEOC OPS]

- ☐ Schedule of deliveries [SEOC LOG, SEOC OPS]
- ☐ Identification of truck location(s) [SEOC OPS, ESF 7, ESF 13]

Attach list of known shipments

☐ Time required to position or reposition roadblocks, traffic, and control points [ESF1, ESF13]

Attach list of traffic/access control points by place name and intersection. Include GPS coordinates.

☐ Validate list of Essential Goods and Commodities to operate a MCC or MCP [SEOC LOG, SEOC OPS]

☐ Validate list of personnel to staff MCP and/or MCC (including salary), cost for site usage, and all ancillary expenses. [SEOC OPS, SEOC LOG]

Decision Package Cost Estimates

Personnel Resource Salaries and Benefits

First Name:	Last Name:	Phone:	E-Mail:	Position Title	Cert. Type / Card #	Regular Salary Hourly Rate	Benefit Hourly Rate	# of Reg Hrs per day	OT Hourly Rate	OT Benefit Hourly Rate	# of OT Hours per day	Volunteer Firefighter Stipend	Subtotal Daily Cost	Total Deployment Cost
Ex: Robert	Jones	253.555.1212	rjones@fire.org	Engine Boss	Red Card #1234	$ 40.00	$ 10.00	8.00	$ 60.00	$ 15.00	4.00	$ -	$ 700.00	$ 9,800.00
Ex. John	Doe	360-765-4321	jdoe@volunteer.net	Volunteer	Red Card #7654							$ 100.00	$ 100.00	$ 100.00
													$ -	$ -
Total Estimated Personnel Cost														$ 9,900.00

Personnel Resource Travel, if Applicable

Name	POV/Mileage	AOV	Per Diem	Hotel	Shipping	Rental Car	Air Fare	Baggage	Parking	Other (Desc.)	Other (Desc.)		Total Travel Cost
Ex: Jones	$ 18.20	$ -	$ 864.00	$ 2,116.52	$ 80.00	$ 77.00	$ 540.00	$ 45.00	$ 96.00	$ 12.00	$ -		$ 3,848.72
													$ -
													$ -
													$ -
Total Estimated Travel Cost													$ 3,848.72

Equipment Resource (Include estimated costs for fuel OR miles - NOT both)

	Type	Kind	Description of Duties for Which Deployed Equipment Will Be Used	Daily Rate	Mileage Rate	Estimated Miles	Estimated Fuel	Total EQ Cost
1	Ex: Type II	Rotary Wing Aircraft	for use in damage recon	$ 250.00	$ -	$ 1,500.00		$ 1,750.00
2								$ -
3								$ -
4								$ -
5								$ -
Total Estimated Equipment Cost								$ 1,750.00
Total Estimated Cost								**$ 15,498.72**

Double click on the table to activate Excel calculation functionality.

Tasks to Implement the Decision:

- ☐ Finalize coordination with Movement Coordination Center site [SEOC OPS]
- ☐ Identify and assess viability of Movement Control Point (MCP) site(s) [SEOC OPS, ESF 1, ESF 7, ESF 13]
- ☐ Mobilize site managers and staff for each MCP and MCC [SEOC OPS]
- ☐ Inform local jurisdiction(s) of pending MCP activation(s) [SEOC OPS]
- ☐ Establish operational parameters for MCC and MCP(s) (potential timeline for operation, expected resources, lodging, feeding, communications) [SEOC OPS, SEOC LOG]
- ☐ Identify, procure, and ship equipment and supplies to MCP site(s) [SEOC OPS, ESF 7, ESF1]
- ☐ Confirm applicable roadblocks, movement control points, and convoy procedures [ESF1, ESF13]
- ☐ Announce on-line Pass Application & Distribution System via WSDOT Travel Alert Network and media [ESF1, ESF15]
- ☐ Coordinate with local jurisdictions and other affected offsite agencies regarding needs for additional resources to establish, control, and enforce reroute(s) [SEOC OPS, ESF 1, ESF13]
- ☐ Establish time for re-opening transportation corridor(s) [ESF1, local jurisdictions, ESF13]
- ☐ Provide capability to clear trucks from roadway, contract Heavy Wrecker support on reroute [ESF1]
- ☐ Post approved Decision Package details to Significant Events on WebEOC [SEOC OPS]
- ☐ Other_____