INCIDENT RESPONSE PLAN

Bingen Point

Bingen, Washington

Klickitat County Department of Emergency Management

FIRST EDITION

NOVEMBER 15, 2016

USDOT/WA Military Department
Hazardous Materials Emergency
Preparedness Grant #E15-205

advanced planning solutions

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DISCLAIMER

Emergencies and disasters are diverse by nature. No government agency or jurisdiction can handle all potential incidents alone. This plan does not imply, nor should it infer or guarantee, a perfect response to any incident is practical or possible. No plan can shield individuals from all events. Despite making reasonable efforts to respond, personnel and resources may be overwhelmed.

Specific incidents often have little or no warning, and all emergency plans are dependent upon tactical execution of operational procedures, which may be imperfect. Each agency, facility and jurisdiction will respond within the limits of their training, capabilities, resources, and qualifications. This plan provides guidance to facilitate reasonable incident response to ensure public safety. It does not ensure full protection of any specific individual or organization, nor does it replace or negate their emergency preparedness, response, mitigation or recovery planning responsibilities or needs.

UTILITY

This plan was initiated at the request of local Stakeholders including businesses, emergency responders, and governing jurisdictions. Their desire is to increase public awareness, preparedness, and safety given the area's unique characteristics and limitations. To that end, this plan includes information, protocols, and procedures to improve effective incident response. It is a local supplement to the existing Klickitat County Comprehensive Emergency Management Plan (KCDEM, 2013).

Bingen Point is an important economic development area in rural Klickitat County, the City of Bingen, the City of White Salmon and the Port of Klickitat, Washington. Emergency response resources and funding are limited, and heavily reliant on volunteer personnel.

Stakeholder participation to complete this plan was made possible by monies awarded to the Klickitat County Department of Emergency Management by the United States Department of Transportation, as administered through the Washington State Military Department's Hazardous Materials Emergency Preparedness Grant Program (#E15-205). Thus, an intended purpose of this plan is to maximize Federal Emergency Management Agency and other Federal, State and Private disaster preparedness, mitigation and response funding opportunities.

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QUICK REFERENCE GUIDE

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QUICK REFERENCE GUIDE

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PREFACE

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PREFACE

Approximately 1,000 people in Bingen Point could be in danger from a serious incident or disaster. Topography, the Columbia River, and adjacent rail and vehicle corridors limit access. However, this area is by no means an isolated community. What happens in or to it will almost certainly affect people, cities, and travel in the vicinity. Bingen Point response efforts – if not managed appropriately – could easily disrupt adjacent communities and thoroughfares. Likewise, incidents occurring nearby have the potential to impact both normal operations and response efforts inside The Point.

All people need protection, however, people within Bingen Point need additional consideration due to unique ingress and egress limitations. Pre-planning, appropriate training, and practice focused specifically on addressing The Point's challenges will be necessary to achieve effective incident response. A well-designed and comprehensive all-hazards emergency response plan is the first step to an appropriate and coordinated incident response.

A plan incorporating all potential hazards is crucial because it can reduce confusion during an incident by having a consistent set of core responses. An all-hazards plan also saves time by eliminating the need to develop multiple, redundant, and overly specific response plans. Potential hazards, laws, and resources vary, so an all-hazards plan provides simple, concise information and steps to follow in the event of an emergency. The all-hazards plan's greatest attribute is that it can be adapted to multiple scenarios.

PLANNING TEAM

This plan was initiated at the request of Bingen Point Stakeholders. The Klickitat County Department of Emergency Management (KCDEM) pursued grant funding to complete it, and was awarded a Hazardous Materials Emergency Preparedness (HMEP) Grant by the Washington Military Department (WMD) - Grant #E15-205. This grant program distributes Federal disaster preparedness funds from the United States Department of Transportation to Washington State entities.

The HMEP grant funds, made it possible for 18 Bingen Point Stakeholders represented by 33 individuals to participate in 3 locally-held meetings to refine and finalize this plan[1]. Others participated by reviewing and commenting on documents. This Planning Team includes business representatives, emergency responders, law enforcement officers, governing jurisdictions, and transportation representatives.[2] Just as Stakeholder participation enabled completion of the First Edition of the Bingen Point Incident Response Plan, it is also vital to ensure its usefulness into the future.

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[1] See meeting information in Appendix A – Planning Team.
[2] See contacts in Appendix B - Contacts.

Planning Team

Betty J. Barnes
Mayor,
City of Bingen

Matt Borden
Local Emergency Response Coordinator,
Klickitat County Health

Bruce Brending
OIS Manager,
HMS Ambulance Services

Jan Brending
Administrator,
City of Bingen

Mark Bryan
CEO,
HMS Ambulance Services

Jon Cole
Operations Manager,
SDS Lumber Company

Tom Cuff
Maintenance Lead Technician,
WSDOT

Ryan Curry
Safety, Health & Environmental Specialist,
Insitu

Steven Danielson
Safety, Health & Environment Manager,
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Washington State Patrol

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Emergency Preparedness Coordinator,
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Custom Interface

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WSDOT

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SDS Lumber Company

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Director, HAZMAT – Western Division,
BNSF Railway Company

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Vice President,
Custom Interface

Bill Schmitt
Commissioner,
Port of Klickitat &
Chief, Appleton Fire (#13)

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Sheriff,
Klickitat County Sheriff's Office

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President,
SDS Lumber Company

David Spratt
Public Works Superintendent,
City of Bingen

Marc Thornsbury
Executive Director,
Port of Klickitat

Tamara Tippell
Executive Director,
Mt. Adams Chamber of Commerce

Jamie Ward
Chief of Operations,
Klickitat County Department of Emergency Management

Terry Wroe
Maintenance Technician,
Port of Klickitat

Tracy Wyckoff
Police Chief,
Bingen-White Salmon PD

APPROVAL

The following all-hazards incident response plan for Bingen Point, Washington has been approved and officially adopted by the Klickitat County Board of Commissioners as affirmed herein.

PROMULGATION DOCUMENT/SIGNATURE PAGE

Date: October 3, 2016

To: The Citizens of Klickitat County

The Chief Elected Officials of all parties to the Inter-local Agreement for the Provision of Emergency Management Services

All Klickitat County and City Departments and other governmental and private organizations or stakeholders with disaster mitigation, preparedness, response and/or recovery responsibilities

From: The Emergency Management Executive Board

Subject: Bingen Point Incident Response Plan (BPIRP)

The Klickitat County Bingen Point Incident Response Plan (BPIRP) is designed to ensure that all jurisdictional members of the Emergency Management Inter-Local Agreement, local emergency responder groups and stakeholders have the knowledge to respond to emergencies or disasters that occur in the Bingen Point area.

The BPIRP is intended as a comprehensive framework for response preparedness and response. It details authorities, functions, and responsibilities to establish a mutually cooperative plan of action between local, state, and federal agencies, public organizations and private stakeholders. The Klickitat County Department of Emergency Management (KCDEM) will be responsible for coordinating all such preparedness, response, and recovery activities, as well as publishing and distributing this Plan and changes, as required. This Plan will be used to direct and coordinate response and recovery efforts to protect the lives, health, and property of citizens in the Bingen Point area.

Every effort has been made to ensure the Plan's compatibility with planning guidance provided by the Washington State Military Department (WMD), Emergency Management Division (EMD) and the Federal Emergency Management Agency (FEMA).

We request that all Bingen Point area jurisdictions, agencies, organizations and stakeholders study this plan, and be prepared to discharge its emergency responsibilities, or to support the emergency responsibilities of others.

All jurisdictional Chief Elected Officials should be familiar with this Plan. They should prepare, as appropriate, emergency response plans for their jurisdictions, and coordinate all emergency response planning through the Klickitat County Emergency Management Department to ensure a prompt response to, and timely recovery from emergencies and disasters.

In addition, the Director of the KCDEM will be responsible for coordinating maintenance of this Plan, and working with other levels of government to maintain

the organizational capabilities and resources necessary to effectively implement this Plan.

Finally, the citizens of the area are requested to prepare to do his or her part to provide for self-protection and protection of public and private property within the Bingen Point area.

Signed this 6th day of December, 2016 by:

David Sauter, Chair

Klickitat County Board of County Commissioners

Rex Johnston, Commissioner

Klickitat County Board of County Commissioners

Absent

Jim Sizemore, Commissioner

Klickitat County Board of County Commissioners

Betty Barnes, Mayor, City of Bingen

David Poucher, Mayor, City of White Salmon

Michael Canon, Mayor, City of Goldendale

CONCURRENCY

The following Stakeholders, as represented by the undersigned, concur with this emergency response plan for Bingen Point, Washington.

1. **Stakeholder:** Port of Klickitat

Represented by: Bill Schmidt Commissioner
(Name & Position)

Bill Schmidt 12/7/16
Signature Date

2. **Stakeholder:** Klickitat County Fire District 3

Represented by: Wes Long - Fire Chief
(Name & Position)

Wesley W. Long 12-7-2016
Signature Date

3. **Stakeholder:** LIFE FLIGHT 6/8 DALLESPORT BASE 12-7-2016

Represented by: TIMOTHY W. GIBBONS
(Name & Position)

T W Gibbons 12-7-2016
Signature Date

4. **Stakeholder:** Skyline Hospital

Represented by: PETER MACKWELL - Emergency Preparedness
(Name & Position)

2/2/17
Signature Date

5. **Stakeholder:** Bingen/White Salmon Police Dept.

Represented by: Tracy Wykcoff, Chief
(Name & Position)

Signature 4-27-17 Date

6. **Stakeholder:** KLEMS #1 / HMS

Represented by: HMS CEO MARK BRYAN
(Name & Position)

Signature 4/27/17 Date

7. **Stakeholder:** White Salmon Fire Dept.

Represented by: Bill Hunsaker, Fire Chief
(Name & Position)

Signature 4/27/17 Date

8. **Stakeholder:** SDS LUMBER COMPANY

Represented by: JON COLE, OPERATIONS MANAGER
(Name & Position)

Signature 4/27/17 Date

9. **Stakeholder:** SDS LUMBER COMPANY

Represented by: JASON SPADARO PRESIDENT
(Name & Position)

Signature 4/27/17 Date

10. **Stakeholder:** INSITU

Represented by: Kory Mickels, Security Administrator
(Name & Position)

Signature 4-27-17 Date

11. **Stakeholder:** Klickitat Co. Dept. of Emergency Management

Represented by: Jeff King, Director
(Name & Position)

Signature 5/2/17 Date

12. **Stakeholder:** KCDEM 911/Dispatch

Represented by: Jamie Ward, Chief of Operations 911 Coordinator
(Name & Position)

Signature 5/3/17 Date

13. **Stakeholder:** KCHD

Represented by: Matt Borden LERC
(Name & Position)

Signature 5/8/17 Date

14. **Stakeholder:** _____

Represented by: _____
(Name & Position)

Signature Date

ACTIVITY LOG

Activities relevant to this plan should be entered in a Master Activity Log (MAL)[3]. A sample MAL follows (Log 1). Some activities may require multiple MAL entries in addition to preparation of various reports, records or lists. For example, an Incident After Action Report (AAR) leading to a change in the plan's Traffic and Routing Protocols that is distributed to all Bingen Point Stakeholders would require the following actions:

1. Prepare Incident AAR.
2. Describe resulting changes to the plan in a Revision/Change Record (RCR).
3. Prepare distribution list for the RCR.
4. Enter AAR details in the MAL (Log 1).
5. Enter RCR details in the MAL (Log 1).
6. Enter distribution list details in the MAL (Log 1).
7. Distribute the RCR.

[3] Minimum requirements for tracking pertinent activities, reports, records and lists are provided in Appendix C – Activity Logs.

Log 1. Master Activity Log

MASTER ACTIVITY LOG			
DATE	**ACTIVITY** (Plan Edition, Revision/Change Record, After Action Report, Distribution List)	**LOCATION** (Physical and/or Digital Document Location)	**RECORDED BY** (Name, Position Employer/Organization, Phone E-mail/Physical Address)

MASTER ACTIVITY LOG (Continued)			
DATE	ACTIVITY	LOCATION	RECORDED BY
	(Plan Edition Revision/ Change Record After Action Report Distribution List)	(physical and/or digital document location)	(Name Position Employer/Organization Phone E-mail/Physical Address)

MASTER ACTIVITY LOG (Continued)			
DATE	ACTIVITY	LOCATION	RECORDED BY
	(Plan Edition Revision/ Change Record After Action Report Distribution List)	(physical and/or digital document location)	(Name Position Employer/Organization Phone E-mail/Physical Address)

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EXECUTIVE SUMMARY

Potential hazards and incidents threaten the people, property, and operations of the area known as Bingen Point (The Point), which is in Klickitat County, Washington, on the north bank of the Columbia River. Emergency incidents, non-emergency incidents, and disasters have occurred in the past, and will occur again. The Bingen Point Incident Response Plan (BPIRP) is a comprehensive, all-hazards framework enabling response to incidents that may occur in or near The Point. The plan provides authorities, functions, responsibilities, and priorities to establish a mutually-cooperative plan of action among and between local, state, and federal agencies, public organizations, and private stakeholders specific to Bingen Point response requirements and limitation. This Plan will be used to direct and coordinate incident preparedness, response and recovery efforts to protect the lives, health, property and operations of Bingen Point-area citizens, municipalities, and businesses.

The Klickitat County Department of Emergency Management (KCDEM) is responsible for coordinating all preparedness, response, and recovery activities covered under this plan. KCDEM is also responsible for publishing, distributing, and updating this Plan as may be required.

The BPIRP was initiated at the request of local Stakeholders who also participated in completing, vetting, and reviewing this plan. Every effort has been made to ensure its compatibility with planning guidance provided by the Washington State Military Department (WMD), Emergency Management Division (EMD) and the Federal Emergency Management Agency (FEMA).

The following key facts and existing conditions were identified by the Planning Team as the most important factors affecting Bingen Point incident response:

- Bingen Point is located within multiple regional high-risk hazard areas. Multiple local hazard risk areas of varying degrees are also present within The Point, adjacent to it, or within the vicinity.
- All railway crossings (Crossings) are hazardous areas. Each active crossing is also located in or adjacent to local hazard risk areas. The Hearn Drive Underpass, Walnut Street and Maple Street Crossings are in and adjacent to multiple local high-risk hazard areas while the Dickey Farms Road Crossing is in and adjacent to moderate-risk hazard areas.
- All incidents affecting Bingen Point disrupt normal operations, which may lead to economic harm, travel delays, physical or emotional harm or discomfort, and social disruption. All emergency incidents may have the same effects on Bingen Point and the adjacent Cities of Bingen and White Salmon, Washington. The nearby City of Hood River, Oregon may also be similarly affected.
- A disaster or emergency incident may overwhelm available Responder capabilities preventing timely and effective Response. Death, significant health and medical problems, and substantial economic and infrastructure damage may also result.

- Access is the primary factor limiting efficient normal operations and effective incident response (Response).
- All active Crossings are limited by existing conditions with few viable improvement options. Therefore, retention of current crossings and establishment or re-establishment of additional crossings are high public safety priorities.

This Plan describes the type and location of various Response resources (Resources) available in The Point, its vicinity, and the larger Columbia River Gorge (Gorge) region. Every effort has been made to ensure available Resources are listed as comprehensively and accurately as possible as of the of completion of this edition of the BPIRP. Resource needs identified by the Planning Team as of publication of this edition of the plan are also included.

The command structure for Bingen Point incident response is based on the National Incident Management System (NIMS) and its related Incident Command System (ICS). All Response activities are to be coordinated using these systems. This plan addresses specific Response protocols, procedures, priorities and actions for Communications and Notifications, Traffic and Routing, Protective Actions and Plan Implementation. Please refer to the Klickitat County Comprehensive Emergency Management Plan (KC CEMP) for guidance on all other Response activities (KCDEM, 2013).

BACKGROUND

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EXISTING CONDITIONS

PLANNING AREA

Bingen Point, in south-central Washington, is about 115 miles southeast of Olympia and 60 miles west of Portland, Oregon (Figure 1 and Figure 2)[4]. It is across the Columbia River from Hood River, Oregon. All 390 acres are in Klickitat County and the Columbia River Gorge National Scenic Area Bingen Urban Area.

BOUNDARIES

The north boundary is the Burlington Northern Santa Fe Railway Company (BNSF) rail corridor (Figure 2). The south is the Columbia River (Columbia). In the east, the railway and river are adjacent. The west boundary is the Hood River – White Salmon Interstate Bridge (Hood River Bridge), which connects Interstate 84 (I-84) and State Route 35 in Oregon (OSR 35) with State Routes 14 and 141 in Washington (WSR 14 and 141).

TERRAIN

Most land is protected by an extensive levee system. It is mostly flat with elevations between 80 and 150 feet above Mean Sea Level (MSL). The Bingen city center lies between 200 and 250 feet above MSL. Topography rises steeply between Bingen and the City of White Salmon (White Salmon), which is on a natural plateau between 500 and 750 feet above MSL atop cliffs north of WSR 14.

GOVERNANCE

In the west, 10 acres are in the White Salmon city limits (Figure 3). SDS Lumber Company (SDS) and the old Mt. Adams Mill sites are in the City of Bingen (Bingen), as are the city's wastewater treatment plant, public works shop, and recycling center; 175 acres in all. In the center, the Port of Klickitat (Port) owns land, buildings, parks and water and wetlands totaling 125 acres[5], which it also governs. The remaining 80 acres are in unincorporated Klickitat County.

OWNERSHIP

Three landowners own 88% of the land: SDS owns about 140 acres, the Port owns 125[5] and Dickey Farms, Inc. (Dickey Farms) has 80. Remaining landowners include: BNSF (27 acres), Mt. Adams Orchard Company/Underwood Fruit (MAO/Underwood) with 12, Klickitat County (8), and three others (<20 acres)[6].

[4] Figure 1-3 & Figure 5-9 are also in Appendix D – Figures & Photos as Figures 1-Figures 8.
[5] The Port owns and governs 141 acres, which includes Bingen Harbor, a 16-acre portion of the Columbia. In this plan, Bingen Harbor acreage is not counted in land holding area. However, the 30-acre wetland called Bingen Lake is included.
[6] Other owners are: Rivermile 172 LLC, Bingen, and the USA (managed by the USACE).

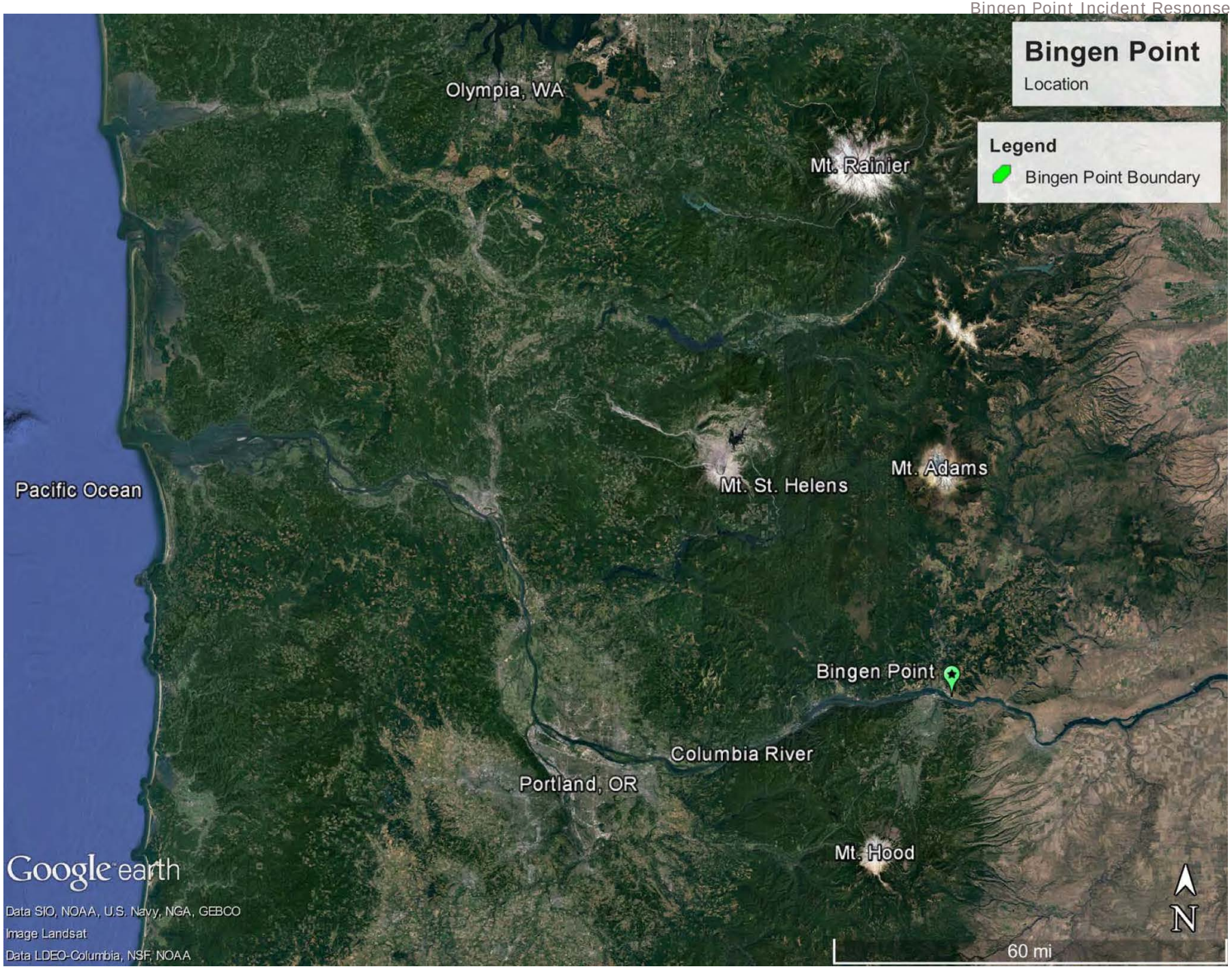

Figure 1. Location.

Figure 2. Vicinity.

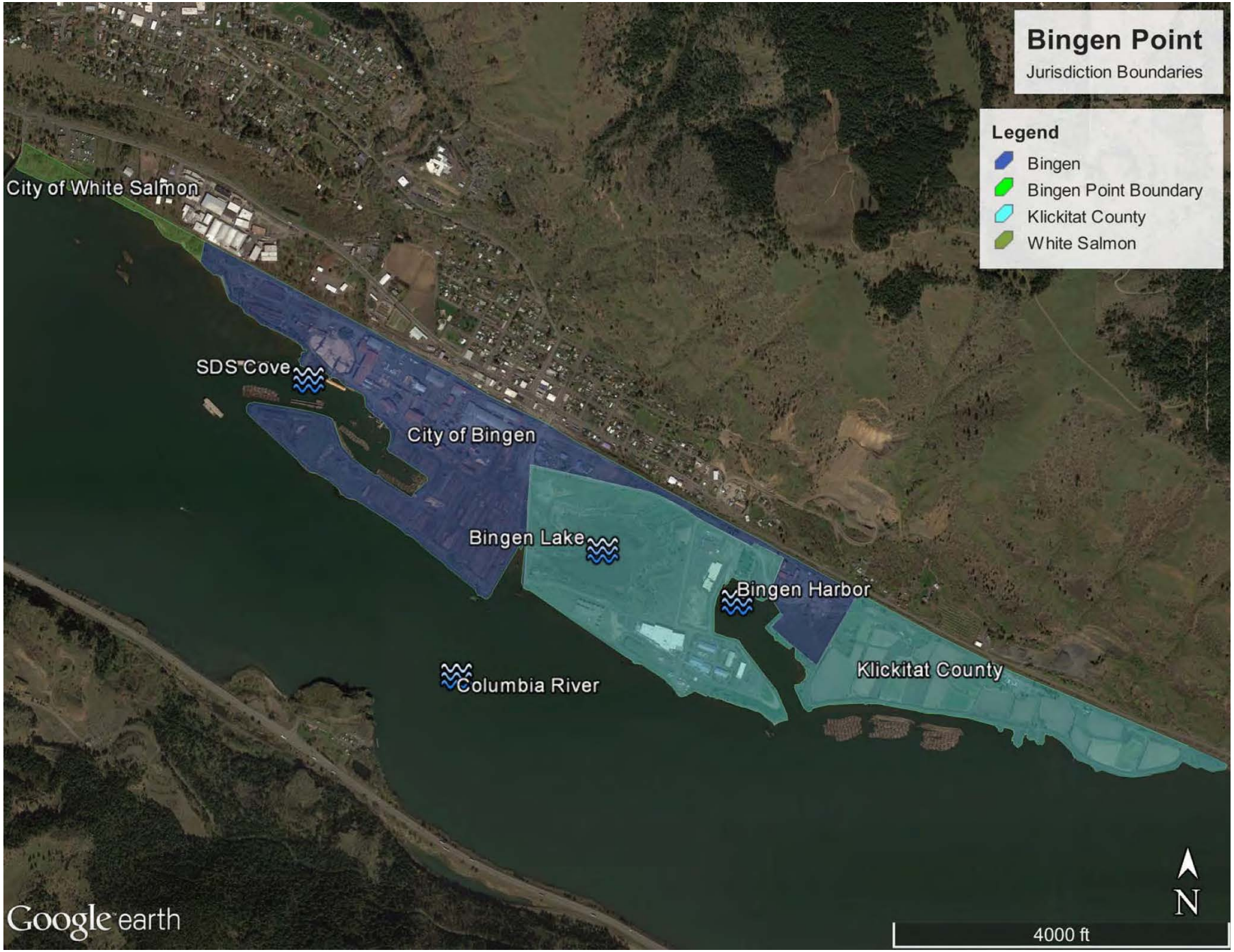

Figure 3. Jurisdiction Boundaries.

USE

There are five primary land uses in Bingen Point including (Figure 4): undeveloped shoreline in the west (10 acres); industrial (170 acres); municipal (5 acres); commercial (125 acres[5]); and agriculture in the east (80 acres).

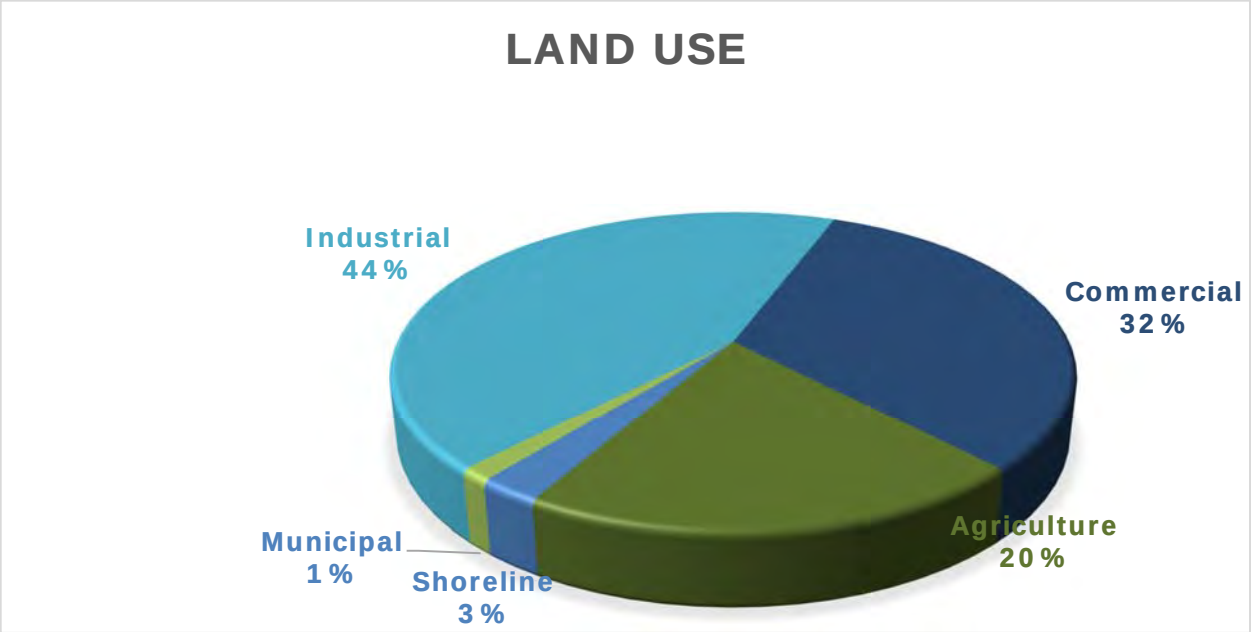

Figure 4. Land Use.

PEOPLE

There is no permanent residential population so most people commute daily from nearby communities. Population is distributed by land use as follows:

- **Undeveloped Shoreline**: assumed vacant
- **Industrial Operations**: 300 total, but not all onsite at one time (includes day, night, swing, weekend shifts and employees frequently offsite)
- **Municipal**: 5 weekday employees and 2-8 public at recycling center at any given time (includes 3 employees frequently offsite)
- **Commercial**: 332 employees plus a full-time security presence; other businesses employ about another 100 people[7] (weekdays and evenings)
- **Agricultural Operations**[18]: Seasonal employees during daylight hours with numbers peaking in spring and fall
- **Parks**[8]: Year-round dawn to dusk use peaking on summer weekends

[7] Actual data not available at the time this plan was prepared.
[8] No data to estimate park usage is available. Anecdotally, both parks are heavily used – especially Sailboard Park in summer (personal communication, SPT, 2016).

In an emergency, many individuals may require additional consideration to reach and maintain safety during and after an incident, or while in a temporary shelter. For example, since the entire population commutes, all affected persons will require transportation assistance if personal vehicle use is restricted. Other examples include non-English speakers and persons with cognitive, hearing, language, mobility or vision impairments who may require translation or other services. Persons with medical conditions may require hospitalization, medications, monitoring or physical assistance.

DEVELOPMENT

The Planning Team noted future development is planned at the old Mt. Adams Mill site and Port properties. Increased growth will exacerbate existing access and critical infrastructure issues and limitations. Construction of the planned new Bingen overpass should alleviate congestion and delays, particularly at the Maple Street crossing. However, it will neither mitigate nor eliminate limitations at other access points. It will also not address other infrastructure issues. Increased development will highlight additional infrastructure and Response issues not yet apparent. Therefore, diligent review and update of this plan is vital to maintaining its utility

ACCESS

Access is available by rail, road, or water (Figure 5). There is no approved air access. However, the Planning Team did identify two potential helicopter landing sites[9]. Road is by far the most common means of access. Primarily, commuters use personal vehicles via Maple Street. Pedestrian and bicycle traffic is limited because non-vehicular travel across the Hood River Bridge is prohibited, and there is no public transportation system in Klickitat County.

ROAD

There are four points of ingress and egress by road. These include the Hearn Drive Underpass, Walnut Street, Maple Street and Dickey Farms Road crossings[10]. Additionally, three other ingress and egress options are worthy of note (Figure 6). The first is a new above-grade crossing, which Bingen will construct within the next 5 years using funding secured in 2016[11]. The other two - at Warner Lane and the MAO/Underwood property – are unsafe for normal operations and are included in this plan as emergency pedestrian egress options only[12]. These old crossing sites

[9] Figure 1-3 & Figure 5-9 are also in Appendix D – Figures & Photos as Figures 1-Figures 8.
[10] See Crossing conditions and limitations in Appendix E – Crossings, and vicinity maps and photos in Appendix D – Figures & Photos: Figures 8-Figures 19.
[11] The location for this new overpass is still to be determined.
[12] See current conditions and limitations in Appendix E – Crossings, and vicinity maps and photos Appendix D – Figures & Photos: Figures 20-Figures 28.

are two of six deeded Crossings[13] awarded to former landowner, Susan Warner, in 1906 when the Portland and Seattle Railway was awarded a rail corridor through Decree of Appropriation by Klickitat County Superior Court.

Interior roads were classified using Planning Team priorities as Primary, Secondary, Tertiary, or Utility roads (Figure 6). In descending order, these priorities include: width and surface quality; presence or absence of either permanent or temporary barriers; and traffic volume. Primary roads are generally paved public rights-of-way (ROW) connecting Port commercial lands and parks with the Maple Street crossing.

WATER

There are six water access points; two of which are public and four that are private. These include: Bingen Marina and Sailboard Park, which adjoin Bingen Harbor, and the Lower Dock, Barge Loading Dock, Mooring Dock and High Dock in SDS Cove[14]. Public boat access is available at Bingen Marina while direct access to the Columbia is available at Sailboard Park for windsurfers and other recreation. The four SDS Cove dock facilities are for private industrial use. The Barge Loading Dock accommodates large river barges[15]. The rest are suitable for smaller vessels.

RAIL

The BNSF line, several industrial spurs, and a siding provide rail access (Figure 5). Rail spurs are primarily located between the Walnut and Maple Street crossings. A rail siding begins east of the Maple Street Crossing and continues east beyond the Dickey Farms Road Crossing. The Bingen – White Salmon Amtrak railway station is one block north of the Walnut Street Crossing in Bingen.

INFRASTRUCTURE

RADIO, PHONE & INTERNET

In Klickitat County emergency response communications are coordinated through KCDEM and Klickitat County Emergency Dispatch (Dispatch). Dispatch and the Klickitat County EOC have a full range of emergency communications capabilities including a mobile communications unit, mobile and portable radios, and systems for communication with local and State agencies[16]. Local Responders are also equipped with mobile and portable radios with access to County tactical channels.

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[13] The six Crossings deeded in 1906 include: 1) Maple St; 2) the old crossing south of Warner Ln; and four that no longer exist. These last were located 3) west of Hearn Drive on Mt. Adams Orchard Company property; 4) at Oak Street; 5) at Alder Street; and 6) south of Henderson Drive.

[14] See vicinity maps and photos in Appendix D – Figures & Photos: Figures 29-Figures 40.

[15] On one occasion, the Columbia River Gorge Sternwheeler – a triple-deck paddle wheeler – used the Barge Loading Dock for minor emergency repairs.

[16] See communications & equipment resources in Appendix I – Available Resources.

In August of 2016 KCDEM and Insitu[17] executed an MOU granting access to three of these radio frequencies for use during emergencies, cooperative exercises, and training. This was a direct result of the Planning Team's resource needs assessment conducted during a Planning Team meeting held two months earlier.

Cellular and landline telephone and internet service are available. However, without power, landlines may not be operational. Cellular phones may work without power for a time if cellular towers are not damaged, but cellular grids are commonly overtaxed during emergencies making service unreliable.

WATER

Potable water is supplied by the Bingen public water system. SDS has a 400 gallon per minute (gpm) private well, which could be a potable water source, but is not currently used as such (Figure 7). Dickey Farms may have irrigation wells or ditches, but presence, number and locations are unknown[18].

POWER

Power is supplied via four overhead feeds (Figure 7)[16]. Except for Port properties, internal power lines are above-ground. The Maple Street feed supplies SDS and Bingen municipal uses. A feed near the junction of E Marina Way and S Larch Street comes sixty feet onto Port property before going underground to supply the remainder. The third, located between Warner Lane and Henderson Drive, supplies the old Mt. Adams Mill and nearby Dickey Farms buildings. The final feed is east of the Dickey Farms Road Crossing and supplies agricultural buildings.

Limited backup power is available[16]. The Bingen Wastewater Treatment Plant (Treatment Plant) has a generator, however, it should not operate on backup power for extended periods of time. Since the Treatment Plant serves both Bingen and White Salmon, a lengthy outage would require curtailment of flushing in both cities until power is restored. Insitu has two generators, which operate emergency services and IT backup systems. SDS has Uninterruptible Power Supply (UPS) systems for safe shut down of machinery, but no other backup power. Bingen plans to purchase a trailered mobile generator in 2017 to provide backup power to its water wells. If not required for this use, the generator would be available during Bingen Point incidents. The new generator will be stored inside The Point at the Bingen Public Works storage and maintenance facility (Public Works Shop).

WASTEWATER TREATMENT

The Treatment Plant is located immediately southeast of the Maple Street Crossing (Figure 7). It could be seriously affected by natural disasters or train derailments, which could damage public health, drinking water supplies, and fish and wildlife habitat.

[17] Insitu is the second-largest private company operating within Bingen Point, after SDS. They are the Port's largest lessee of commercial land and building space.
[18] Dickey Farms could not be reached for input so land and operations data gaps exist.

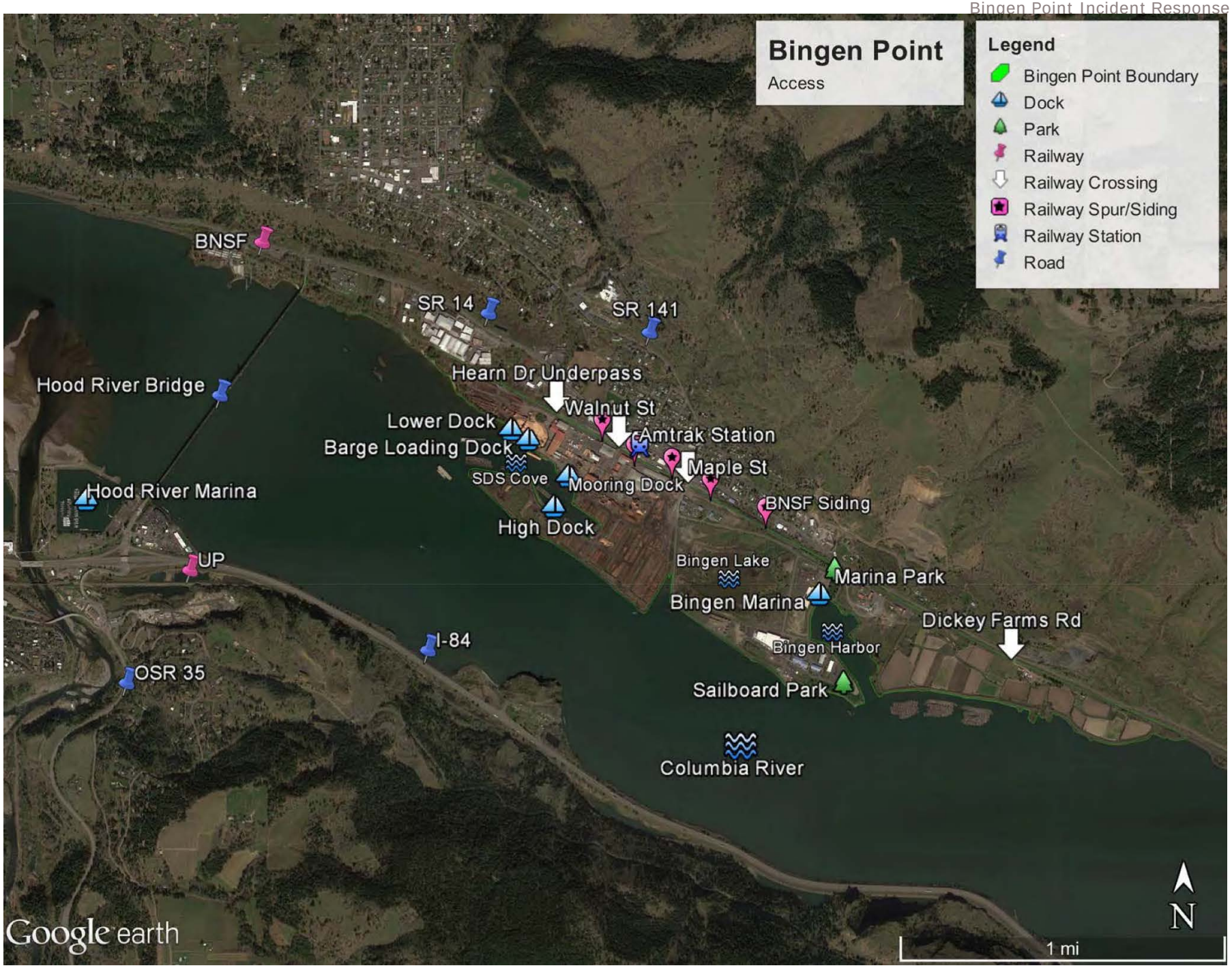

Figure 5. Access

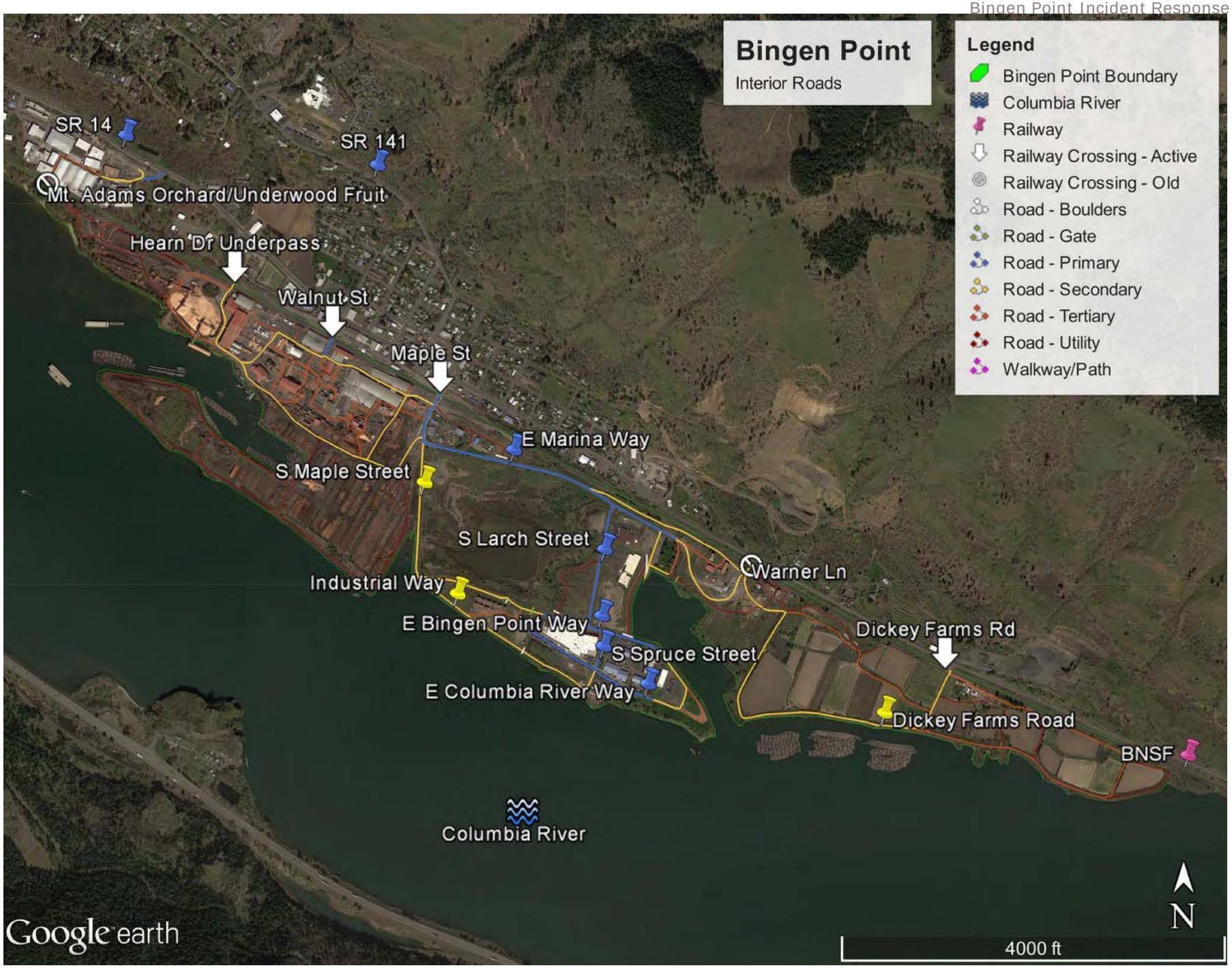

Figure 6. Internal Roads

Figure 7. Infrastructure

Figure 8. Utility Supply

AUTHORIZATION

This all-hazards incident response plan is a local supplement to the KC CEMP (KCDEM, 2013).

AUTHORITIES, CODES & POLICIES

The KC CEMP was authorized under local, state and federal agreements, statutes and regulations. Its key authorities are listed below; for additional detail, please refer to that document (KCDEM, 2013).

- Revised Code of Washington (RCW) Chapter 38, Section 52 and Chapter 39, Section 34, as amended
- Washington Administrative Codes (WAC) 118-04, 118-30, and 296-62-40115(2), as amended
- Public Law 93-288, The Disaster Relief Act of 1974, as amended
- Public Law 920, Federal Civil Defense Act of 1950, as amended
- Public Law 96-352, Improved Civil Defense 1980
- Title III, Superfund Amendment Reauthorization Act of 1986
- Homeland Security Presidential Directive (HSPD) – 5, Management of Domestic Incidents

RELATED AGREEMENTS & UNDERSTANDINGS

Mutual aid is an agreement among emergency responders to lend aid across jurisdictional boundaries. A Memorandum of Understanding (MOU) is a document that defines a relationship, which may or may not be reciprocal, between two agencies or organizations. MOUs clarify provision of services and areas of responsibility.

Several formalized agreements and understandings are relevant to this plan. Like the BPIRP, many of these documents have been promulgated to implement or supplement the KC CEMP (KCDEM, 2013). Therefore, for detail on existing agreements and understandings, please refer to that document.

NOTE – NEW MOU PER BPIRP

Prior to finalization of this plan, a new MOU to implement recommendations contained herein was promulgated in October of 2016 (KCDEM & Insitu, 2016). The MOU permits Insitu, a private Bingen Point Stakeholder, to access Klickitat County radio systems for emergency preparedness and response activities and training.

HAZARDS AND RISKS

HAZARDS

Hazards can be divided into two basic categories: natural; and technological. Technological hazards have an element of human intent, negligence, or error; or they involve the failure of a human-made system. Examples of technological disasters include hazardous materials (HAZMAT) spills and releases, urban fires, and dam failure. Natural hazards result from natural processes of the Earth. Natural disasters resulting from this type of hazard may include volcanic eruptions, earthquakes, or wildfire[19].

IMPACT

A hazard's impact depends on its location and magnitude. Hazards manifest in low, medium or high magnitude scenarios. In this plan, hazards that may impact Bingen Point directly are considered internal; those that may have nearby impacts are adjacent; and external hazards may impact the region. Incidents resulting from internal, adjacent or external hazards have the potential to impact people, property and operations, the environment, or any combination thereof. Collectively, these are known as assets at risk. This plan takes an all-hazards approach to incident response, which means it can be adapted to respond to multiple hazards and impact scenarios[19].

RISK

Risk from any hazard is a function of its frequency and impact. The Planning Team assessed potential risk from multiple hazards based on guidance from FEMA and its affiliate website: ready.gov (FEMA, 2016a-c). Principals employed in the FEMA Threat and Hazard Identification and Risk Assessment (THIRA) were applied, although a formal THIRA was not completed (FEMA, 2016d).

The Planning Team qualitatively rated hazard frequencies as: negligible (N); low (L); moderately low (ML); moderate (M); moderately high (MH); high (H); and very high (HH). Each hazard's potential impact was evaluated for low, medium and high magnitude scenarios using the same rating system. Risk was determined by pairing the frequency rating with the highest impact scenario rating. The Planning Team's paired risk ratings (L through HH) were then adjusted to fit within the Washington State THIRA's frequency and impact categories (WMD, 2016), which are presented in the Figure 9 hazard risk matrix. In the matrix, hazard risk is ranked as: high (red); medium (yellow); low (light green); and minimal (dark green) [20]. However, technically, the whole planning area is a high-risk hazard area due to the presence of potential regional hazards such as earthquakes (Figure 9).

[19] See hazards, assets at risk, and basic assumptions in Appendix E – Crossings.
[20] See mapped internal and adjacent hazard risk areas in Appendix G – Hazard Risk Areas.

Prevention & Mitigation

The Planning Team identified prevention and mitigation measures by hazard. The highest priority actions are those to improve safety at active Crossings. Limiting factors are also identified for each mitigation measure. Funding is by far the most common factor limiting implementation of mitigation measures. The Planning Team's hazard mitigation priorities are:

- Railway crossings;
- Hazard risk rating from HH to L;
- Effectiveness;
- Resources/funding already available;
- Limitations; and
- Infeasible.

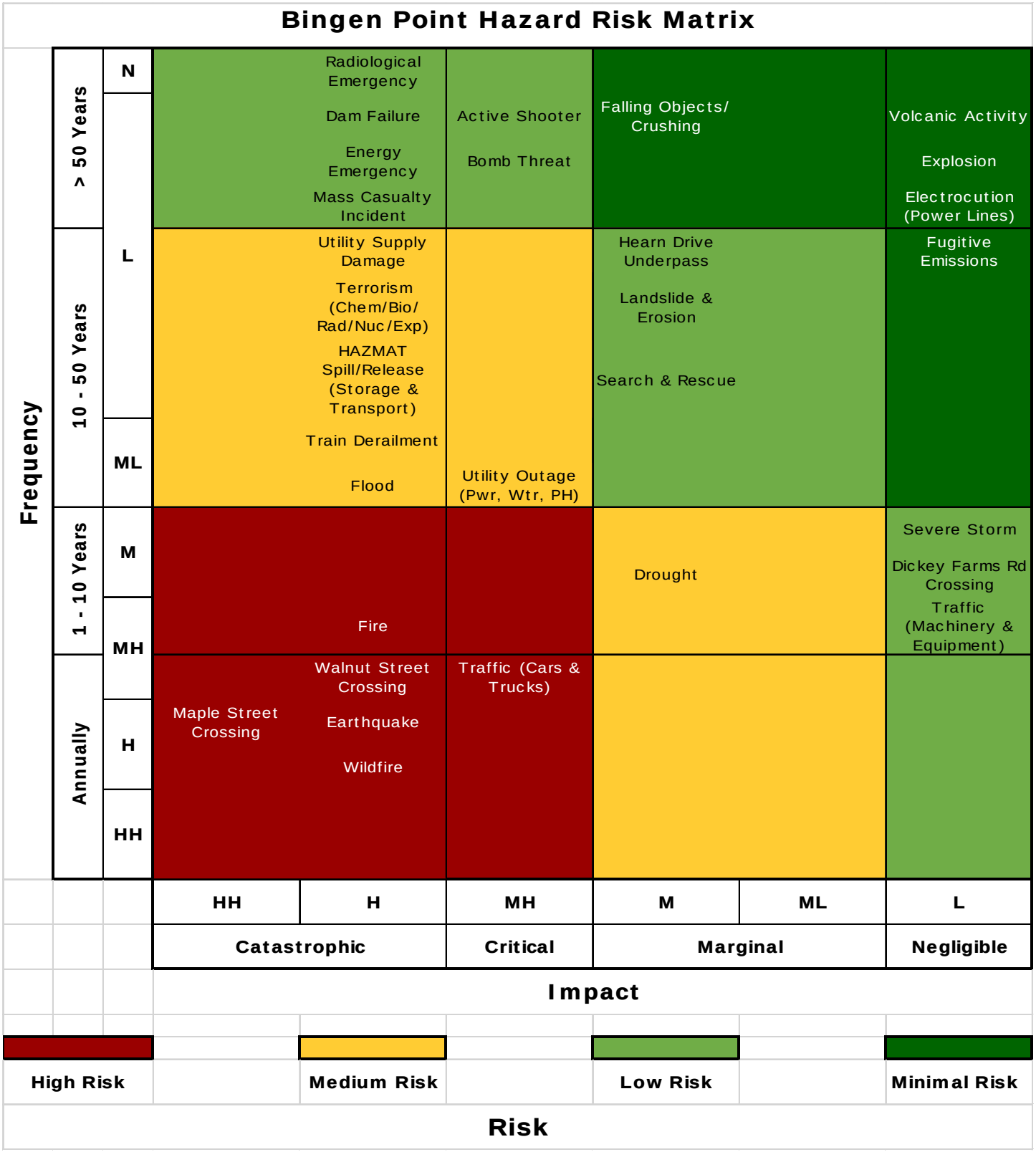

Figure 9. Hazard Risk Matrix.

RESOURCES

Resource assessment is the process of identifying the resources required to enable efficient Response decision making and comparing requirements with availability to determine need. The Planning Team conducted a local Resource assessment identifying available internal and external Resources, capabilities, and locations[21]. Resource needs were identified through group discussion rather than a formal THIRA-based process[22].

[21] See Resource types, sources, and locations in Appendix I – Available Resources, and Appendix J – Facilities & Staging Areas.
[22] See Resource needs in Appendix K – Resource Needs.

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RESPONSE

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MISSION

In any emergency, the highest priority is always life safety. The second is incident stabilization. This plan is designed to address any incident, disaster, or major emergency affecting Bingen Point where there is a need for a coordinated Response. It is intended to be flexible, and to function the same regardless of incident type or scope. Mechanisms and structures by which local agencies, businesses, employees, jurisdictions, landowners, lessees, responders, and citizens should mobilize Resources and conduct Response activities are described herein.

SCOPE

This plan addresses the following topics[23]:

- Current Response limitations and challenges (access, Resources)
- Non-emergency incident Response
- Emergency incident Response
- Sit Tight/Stay Put advisory
- Evacuation
- Lockdown, and
- Shelter-in-place

PRIORITIES

Bingen Point Response mission priorities are:

- Save and protect lives
- Minimize and prevent property damage, and
- Minimize and prevent environmental damage

PURPOSE

The purpose of this plan is to[24]:

- Enhance normal operations through coordination and education
- Manage Non-Emergency Incidents (NEI)
- Facilitate effective and efficient emergency response
- Speed incident recovery to quickly resume normal operations

[23] This plan does not enumerate all Response activities, priorities, or responsibilities. Trained and qualified Responders follow recognized methods and procedures established by their respective organizations. Implementation of this plan will improve application within the Bingen Point area.

[24] See the Planning Team's goals and objectives in Appendix L – BPIRP Goals & Objectives.

CONCEPT OF OPERATIONS

The concept of operations is an overview of the comprehensive, coordinated, and expedited incident response (WMD, 2016). This is particularly essential during major and catastrophic incidents, which demand immediate action to preserve public health, protect life, protect public property or the environment, or provide relief to those people and areas affected.

In Washington State, use of the NIMS is required for all multi-agency and all multi-jurisdictional Responses (RCW 38.52). It is also required for HAZMAT incidents (WAC 296-62-40115(2)). The KC CEMP requires the NIMS and its related ICS be used for all Klickitat County incidents (KCDEM, 2013). Therefore, the command structure for Bingen Point incident response is based on the NIMS. All response activities will be coordinated using this system. Individual emergency response organizations will have sufficient knowledge of their own capabilities and responsibilities, and the appropriate authority to commit resources.

Bingen Point has unique and specific characteristics, hazards, risks, needs, and limitations. During an incident, these features may require unique response protocols and procedures. For example, in this plan the Planning Team identified the best first course of action for all persons within The Point during any incident. It is to Sit Tight or Stay Put (Sit Tight/Stay Put) until further instructions, temporary route adjustments, or required protective actions are received. Therefore, this plan describes only Response actions specific to Bingen Point. For county-wide incident Response, details on incident mitigation, preparedness and recovery, general emergency response planning, and other Response procedures please refer to the KC CEMP (KCDEM, 2013).

Prioritized potential Incident Command Post (ICP) locations for incidents in or near Bingen Point are noted in this plan. However, the Klickitat County Emergency Operations Center (EOC) is the designated central direction and control point for multi-agency and/or multi-jurisdictional management of emergency response and recovery (KCDEM, 2013). For the Cities of Bingen and White Salmon, the designated EOC is the White Salmon City Council Chambers at the White Salmon Fire Hall.

Coordination and emergency response for Type1 (National) and Type 2 (State/Regional) incidents will require resources and personnel beyond those locally available. In Washington, these incident types are the ultimate responsibility of the Washington State Military Department (WMD), which are addressed in its Washington State Comprehensive Emergency Management Plan (WMD, 2016). For details on Response to Type 1 and Type incidents, please refer to that document.

INCIDENT TYPES & COMMAND

The ICS Command and Secondary Command roles serve critical functions and provide a good illustration of the division of labor that occurs in other ICS sections. The Command Staff function as a unit[25]. One single person might be *competent* to carry out all position tasks, but in a large emergency no one person could carry out all of them *simultaneously* (PHICS, 2016)[26].

INCIDENT TYPES

The NIMS categorizes incidents into five types by complexity (FEMA, 2016a-d). Type 5 incidents are the least complex and Type 1 incidents are the most complex. 95% of all incidents are Type 5, Type 4 or Type 3. Bingen Point's unique access challenges warrant consideration of another incident type in this plan: the Non-Emergency Incident (NEI). Following is a summary of the Bingen Point NEI and the primary NIMS incident characteristics.

NEI

Example 1: Stopped Train blocking Walnut Street, Maple Street and Dickey Farms Road crossings for 2 hours requires all traffic to be temporarily re-routed to the Hearn Drive Underpass.

Example 2: Planned road maintenance of S Maple Street next to the Bingen Wastewater Treatment Plant requires a full-day closure of the Maple Street crossing and temporary traffic re-routing through the SDS mill to Walnut Street.

Characteristics:

- Not an emergency situation
- Requires <6, if any, personnel
- Few or no resources required
- Incident Commander activated as needed
- No other command/general staff activated
- Return to normal operations in <1 operational period
- No written Incident Action Plan (IAP) required
- Traffic re-routing/road closures may be required
- Advance notice often possible, but not required

[25] See full NIMS and ICS descriptions at http://www.fema.gov/pdf/emergency/nims (FEMA, 2008) and an overview in Appendix M – NIMS & ICS

[26] See a sample Job Action Sheet (JAS) in Appendix N – Job Action Sheets.

TYPE 5

Example: A 1-2 car collision resulting in injury occurs at the intersection of S Maple Street and E Bingen Way.

Characteristics:

- Up to 6 personnel
- 1 to 2 resources
- Incident Commander activated
- No other command/ general staff activated
- Contained within 1 Operational Period, usually less
- No written IAP required
- Temporary traffic re-routing/road closures may be required

TYPE 4

Example: Structural fire in lumber mill.

Characteristics:

- Incident Commander activated
- Command staff activated as needed
- General staff activated as needed
- Several resources required
- Control complete within 1 Operational Period.
- No IAP required (Non-HAZMAT incidents only)
- Temporary traffic re-routing/road closures required

TYPE 3

Example: Oil Train Derailment with known or suspected HAZMAT release.

Characteristics:

- Incident Commander activated
- Command staff activated as needed
- General staff activated as needed
- Division staff/group supervisor/unit leader positions activated as needed
- Spans multiple operational periods
- Written IAP required for each operational period
- Extended traffic re-routing/road closures may be required

TYPE 2

Example: Dam Failure and resulting regional flooding in the Gorge.

Characteristics:

- Regional and/or national resources required
- Most or all command & general staff activated
- Operations personnel <200 per operational period
- Total personnel <500 per operational period
- Multiple operational periods
- IAP required for each operational period
- Extended local traffic re-routing and road closures required
- Extended regional traffic re-routing and road closures may be required

TYPE 1

Example: Volcanic eruption of Mt. St. Helens.

Characteristics:

- National resources required
- All command & general staff activated & branches established
- Multiple operational periods
- IAP required for each operational period
- Extended regional traffic re-routing and road closures required

NOTE – HAZMAT INCIDENTS

HAZMAT incidents may be classified as any NIMS incident type depending on their complexity. Specific protocols and procedures employed in HAZMAT incidents vary depending on:

- Where the release or spill occurs
- Who identifies the spill or release
- Training level and qualifications of available Responders.

HAZMAT Response requires implementation of recognized methods and procedures established by State and Federal regulations and Response agencies. Therefore, no HAZMAT protocols for Responders are included in this plan. The methods and procedures used to determine a spill or release has occurred vary by Responder qualifications and available resources. Responders limit their actions to identify the occurrence of a spill or release to those protocols specified for the HAZMAT response qualification level to which they are trained and currently qualified.

Unified Command

As a team effort, a Unified Command functions as a single integrated management organization. It allows all agencies with jurisdictional authority or functional responsibility for an incident to jointly provide management direction through a common set of incident objectives and strategies coordinated from a single Incident Command Post (ICP).

Incident Command

Incident/Unified Command has overall incident management responsibility. However, it does not assume responsibility for tactical decisions regarding how emergency Response directives are to be implemented. The Incident Commander coordinates activities of all Responders, and designates Command Staff and Secondary Command Staff as appropriate[27]. Selection of Incident/Unified Command is determined based on[28]:

- Incident size & complexity, the environment it creates, & hazard specifics
- Incident planning & objectives
- Jurisdiction, statutory authority, responsibility or prior agreement/plan
- Commitment of resources and training, and/or
- Land/facility ownership

Incident Command Post & Other Key Locations

Given access limitations and location of available local Response Resources, the Planning Team created a prioritized list of potential facilities available for key Response activities[29]. The Incident Commander selects the appropriate facilities to be used for each incident and purpose.

ICP Equipment & Supplies

The Planning Team determined a dedicated ICP equipment and supply cache is not necessary within The Point as supplies are already available at designated potential ICP locations[30] or they can be easily transported to the selected site[31].

[27] The terms Incident Command or Incident Commander are used herein to cover both Incident and Unified Command/Commander.
[28] See selection protocols for Unified or Incident Command in Appendix O – Command Protocols.
[29] See potential ICP facilities in Appendix J – Facilities & Staging Areas; mapped locations in Appendix D – Figures & Photos; and contact information in Appendix B – Contacts.
[30] See recommended ICP equipment and supplies in Appendix P – ICP Supplies.
[31] KCDEM also has two mobile ICP kits at its Goldendale EOC.

COMMUNICATION & NOTIFICATIONS

Timely and complete information exchange is paramount to effective incident response. This exchange must take place among Responders, between Responders and the media to keep the public up to date, and between Responders and Bingen Point Stakeholders to convey incident details and instructions. For this plan, the first is referred to as Communications, while the latter two are referred to as Notifications. Dispatch coordinates all Responder Communications during incidents in Klickitat County. The Incident Commander is ultimately responsible for initiating and approving all Notifications. The Incident Commander may designate an Information Officer to prepare, carry out, and coordinate approved Notifications. Prior to this plan, specific Notification of Bingen Point Stakeholders has not been part of established local Response protocols. Therefore, Bingen Point Notifications protocols are a key component of this plan[32].

Dispatch may be used to carry out emergency Stakeholder Notifications, and to convey emergency instructions. However, use of Dispatch services and equipment for NEIs is not appropriate, and it is possible that emergency capabilities could be overwhelmed during a complex incident. Thus, the Incident Commander is ultimately responsible for ensuring all required Notifications are carried out and that regular information updates are provided[33].

Auxiliary Notifications are those that may not be required for every incident. Determining whether Auxiliary Notifications should be issued, to whom, ensuring they are carried out, and providing regular Media information updates is the Incident Commander's responsibility[34].

NOTE – HAZMAT INCIDENTS

In HAZMAT situations spill and release notifications come from multiple sources. Spill or release in transit will most likely be observed by the transport agent, the public or Responders. However, the most reliable Notifications come from the individually-regulated facilities or Responders. Once a spill or release has been identified, it is the responsibility of the facility to alert appropriate Responders to address the situation, take actions to control the spill or release, and protect the public. The facility emergency coordinator, authorized representative, or responsible party will normally provide reliable, effective and timely Notifications of a HAZMAT spill or release[35].

[32] See Notifications protocols and sample text in Appendix Q – Notification Protocols; and Appendix R – Sample Notifications.
[33] See the 24/7 Bingen Point Emergency Contacts list and Stakeholder Contacts in Appendix B – Contacts.
[34] See common Auxiliary Notification recipients and contacts in Appendix B – Contacts.
[35] See Notifications protocols and contacts in Appendix B – Contacts; Appendix Q – Notifications Protocols; and Appendix R – Sample Notifications.

TRAFFIC & ROUTES

Managing ingress, egress and traffic flow is a significant part of any incident affecting Bingen Point. Congestion and its resulting traffic hazards and travel delays is detrimental to those in the immediate vicinity and in the Gorge. For more complex incidents – Type 3, Type 2 or Type 1 – the entire region may be affected. Appropriate traffic management and routing will enhance:

- Responder access and efficiency
- Responder and traveler safety
- Evacuation execution
- Prompt resumption of Normal Operations
- Reduced congestion and travel delays, and
- Timely egress once a Sit Tight/Stay Put advisory is lifted

INCIDENT SCENARIOS

For traffic management and internal routing, the Planning Team identified protocols for four incident scenarios[36]:

- All incidents
- Duration exceeding 1 hour
- Maple Street Crossing compromised, and
- Maple and Walnut Street Crossings compromised

TRAFFIC MANAGEMENT

The Incident Commander selects traffic management protocols appropriate to each incident[37]. To implement selected protocols qualified personnel will be required[38]. Requests for assistance can be made using established protocols, or by implementing applicable Notifications described in this plan[39].

[36] Protocols for the 4 scenarios considered are meant to be cumulative. For example, an incident where the Maple and Walnut Street Crossings are compromised that takes longer than 1 hour to clear would follow protocols for all 4 incident scenarios, but one where the Maple Street Crossing is compromised for only 30 minutes would follow just the protocols for All Incidents and Maple Street Crossing compromised.
[37] See Appendix S – Traffic & Route Protocols. Examples include: use of roadside reader boards advising alternate routes and closures; and contacting the BNSF Railway company early on in an incident to modify train traffic.
[38] See Appendix I – Available Resources for available personnel, numbers, training, and estimated Response time for various entities.
[39] See sample text in Appendix R – Sample Notifications.

PRIORITIES

Traffic management protocols should be selected and implemented based on the following priorities identified by the Planning Team:

- Facilitate timely Responder ingress and egress
- Reduce congestion by implementing Sit Tight/Stay Put advisories
- Accommodate egress during evacuations
- Increase Responder – Stakeholder communication through Notifications and regular updates, particularly regarding route adjustments and required protective actions
- Facilitate public egress by implementing route protocols
- Maximize through-traffic flow along affected travel corridors and reduce inbound volumes
- Prevent congestion and unsafe situations caused by inappropriate traffic maneuvers, such as:
    - Stopping on the BNSF railroad tracks
    - Blocking intersections
    - Blocking travel corridors as vehicles attempt to turn around without sufficient room
    - Abandoning vehicles where they sit to walk away

NOTE – PEDESTRIANS

During any incident, some may decide to leave Bingen Point on foot. This may happen whether personal vehicle use is restricted or not, and despite Sit Tight/Stay Put advisories. Once persons exit the point on foot, pedestrian safety is a concern due to fast-moving high-volume traffic, over-exposure to the elements, and unsafe driving and congestion caused by pedestrian presence. When warranted, the incident Commander should order pedestrian transportation assistance in accordance with traffic management and route protocols included in this plan[40].

ROUTES

The Incident Commander selects routes and route protocols appropriate to each incident[41]. The Planning Team identified preferred routes for Responders, pedestrians, personal vehicles and evacuees[42].

[40] See Appendix S – Traffic & Route Protocols; Appendix J – Facilities & Staging Areas; and Appendix V – Evacuation Protocols.
[41] See Appendix S – Traffic & Route Protocols.
[42] See Appendix J – Facilities & Staging Areas; and Appendix W – Evacuation Routes.

PROTECTIVE ACTIONS

The actions taken in the initial minutes of an incident are critical. A prompt warning to take protective actions can save lives. Heeding Sit Tight/Stay Put advisories will help warnings and instructions to quickly reach the people who need them. Protective actions include:

- Sit Tight/Stay Put
- Lockdown
- Shelter-in-place, and
- Evacuation

SIT TIGHT/STAY PUT

Effective response to unplanned incidents will be enhanced if people remain where they are until further instruction is received. Therefore, the Planning Team determined that Sit Tight/Stay Put is the best first course of action to maximize public safety and Response efficiency in Bingen Point. Sit Tight/Stay Put is like sheltering, but is intended to facilitate timely and accurate conveyance of instructions, and avoid congestion. Whereas, sheltering typically involves staying in one place to wait something out or for protection from harmful substances in outside air. If everyone employs Sit Tight/Stay Put Responders will be able to:

- Assess the situation more quickly
- Get help to where it is needed by keep crossings and internal routes open
- Determine necessary precautions or protective actions
- Effectively implement traffic management protocols to control congestion
- Maximize public and Responder safety
- Communicate instructions
- Avoid confusion, and
- Resolve incidents in an orderly and expeditious manner.

LOCKDOWN

Lockdown is a protective action employed when faced with an act of violence. Such violence could occur without warning so everyone should know to hide and remain silent.[43] The Incident Commander determines when lockdown is necessary.

[43] See lockdown procedures in Appendix T – Lockdown Procedures.

Shelter-In-Place

In shelter-in-place situations it is safer for people to remain indoors and avoid uncertainty outside rather than evacuate. This can simply mean waiting out a storm in one's current location, or it can involve creating a barrier between oneself and potentially contaminated air outside – a process known as "sealing the room." The process used to seal a room is a temporary protective measure. It is particularly important in HAZMAT situations where toxic airborne substances could cause instantaneous, irreparable damage to the lungs or skin. Pre-planning is essential to implement procedures quickly; speed is a matter of survival.[44] The Incident Commander determines when a shelter-in-place situation is warranted, and to what degree it should be implemented.

Evacuation

Evacuations remove civilians from dangerous areas in a safe, orderly, and supervised manner. Most evacuations result from disasters[45]. They occur under many different circumstances and differ in size, scope, and degree of warning depending on the type and severity of the incident. They are often multi-jurisdictional activities. Use of internal and external staging areas is recommended to coordinate movement of people and expedite care[46]. The Incident Commander determines if evacuation is warranted, who needs to evacuate, when the procedure should begin, how it should be conducted, and when it is safe to return to the area.[47]

Note – Post-Incident Care

Once protective actions cease those affected may require:

- Emergency medical treatment;
- Food, water and shelter until transportation arrangements can be made;
- Temporary or extended shelter in a mass care facility; and/or
- Transport to area hospitals

[44] See shelter-in-place procedures in Appendix U – Shelter-In-Place Procedures.
[45] Particularly wildfire threats to populated areas, technological disasters, industrial disasters, and malevolent acts including terrorist attacks
[46] For example, during an evacuation people would be directed to internal and external triage and ambulance pick up sites for emergency medical treatment and transport to nearby medical facilities. This minimizes the need to randomly search for individuals and enables timely transport of critical patients. See potential triage, ambulance pick-up, and mass care facility locations suggested in Appendix J – Facilities & Staging Areas.
[47] See Responder evacuation protocols in Appendix V – Evacuation Protocols; preferred evacuation routes in Appendix W – Evacuation Routes; and evacuee procedures in Appendix X – Evacuation Procedures.

IMPLEMENTATION

Most of this plan is dedicated to hazards, Resources, and Response protocols and procedures. Successful implementation will depend on:

- Adequate advanced preparation and training – particularly Notifications, Traffic Management, and Routing protocols
- Thorough information exchange among Stakeholders, among Responders, and between Responders and those within Bingen Point
- Timely Resource availability, capability, and needs assessment and assignment
- Regular maintenance, review, and update of this plan and its contacts

EXERCISES AND DRILLS

The Planning Team recommends exercises and drills to familiarize the public, Responders, and Stakeholders with protocols and procedures in this plan. Exercises are the best way for Responders to gain experience performing unusual or new Response actions, and preparing teams for effective Response. They enhance plan knowledge, improve performance and capabilities responding to real events. Exercises should engage team members and promote working together to respond to a hypothetical incident.

Exercises should be ongoing cooperative efforts coordinated by KCDEM. They should involve Responders, Stakeholders, employees and staff, and the public whenever possible. The Planning Team recommends exercises every 3 to 5 years[48], each time focusing on a different plan aspect[49]. Both tabletop and functional events should be held.

TRAINING

Each Responder organization should identify and carry out needed training, however, KCDEM may identify and organize inter-agency training opportunities. KCDEM may also assist individual entities by identifying funding sources and opportunities whenever possible.

[48] Individual Stakeholders may conduct independent exercises and drills more frequently.
[49] For example, one year's exercise could focus on Notifications, another on Evacuation Routes, and another on Traffic and Routes.

MAINTENANCE

For public safety, it is necessary to maintain this plan as a living document. KCDEM has ultimate responsibility for ensuring it is regularly reviewed and updated, and that revisions and updates are distributed appropriately. Ideally, the plan should be revised after each incident in accordance with after-action reviews and reports[50]. Formal review and update efforts should also be undertaken, preferably in conjunction with reviews of related emergency preparedness, hazard mitigation, Response, or recovery plans[51]. Regular maintenance steps should include:

- Validate, update, and distribute Bingen Point 24/7 Emergency Contact List at least annually, or after each incident as needed
- Evaluate relevant components after incidents, complete needed changes, revisions, and distributions within 60 days
- Conduct a comprehensive review and update at least once every 5 years, preferably in conjunction with any Klickitat County Hazard Mitigation Plan Local Planning Team activities
- Record and distribute updates/changes/revisions within 90 days of completion
- Maintain the Master Activity Log by making all entries prior to filing or distribution of relevant documents.

DISTRIBUTION

Emergency contact information should be distributed to:

- Bingen Point landowners
- Bingen Point Stakeholders
- Local Jurisdictions
- Local Responders
- Planning Team participants
- Plan reviewers
- Port lessees

This plan and any updates should be distributed to the following:

- Bingen Point landowners
- Local Jurisdictions
- Local Responders
- Planning Team participants.

[50] At a minimum, 24/7 emergency contacts should be validated, updated, and re-distributed as needed after each incident.
[51] The Bingen Point Planning Team and Stakeholders should be invited to participate in any formal review processes.

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APPENDICES

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APPENDICES

- Appendix A – Planning Team
- Appendix B - Contacts
- Appendix C – Activity Logs
- Appendix D – Figures & Photos
- Appendix E – Crossings
- Appendix F – Hazards
- Appendix G – Hazard Risk Areas
- Appendix H – Hazard Mitigation
- Appendix I – Available Resources
- Appendix J – Facilities & Staging Areas
- Appendix K – Resource Needs
- Appendix L – BPIRP Goals & Objectives
- Appendix M – NIMS & ICS
- Appendix N – Job Action Sheets
- Appendix O – Command Protocols
- Appendix P – ICP Supplies
- Appendix Q – Notification Protocols
- Appendix R –Sample Notifications
- Appendix S - Traffic & Route Protocols
- Appendix T – Lockdown Procedures
- Appendix U – Shelter-In-Place Procedures
- Appendix V – Evacuation Protocols
- Appendix W – Evacuation Routes
- Appendix X – Evacuation Procedures
- Appendix Y – Plan Protocols
- Appendix Z – References

APPENDIX A – PLANNING TEAM

Orientation Meeting (6/2/16)

- Stakeholder Invitation
- Sign-in sheet
- Meeting Summary

Workshop 1 – Hazards & Risks (6/22/16)

- Agenda
- Sign-in sheet
- Meeting Summary

Workshop 2 – Scenarios & Resources (6/29/16)

- Agenda
- Sign-in sheet
- Meeting Summary

Bingen Point
Emergency Response Plan

Stakeholder Participation Requested

Klickitat County Department of Emergency Management will host public meetings this spring seeking input on potential local hazards and appropriate emergency response procedures for Bingen Point public safety.

Your help is needed. Please plan to participate.

Orientation Meeting	Thursday, June 2, 2016. 1:30 – 3:30 p.m.
Workshop (Hazards & Risks)	Wednesday, June 22, 2016. 1:30 – 4:30 p.m.
Workshop (Scenarios & Procedures)	Wednesday, June 29, 2016. 1-:30 – 4:30 p.m.

For Questions or to request your copy of the Draft Plan contact:

Charly Boyd, Advanced Planning Solutions, Inc.
charly@apsep.com or 206-718-5173

Attendance at all 3 meetings is encouraged, and greatly appreciated.

To gauge group size, please RSVP by e-mail to Charly by Friday, May 27th.

If there is a more appropriate contact for your organization, please reply back to Charly with the correct name, e-mail, and phone number. Thank you!

Location:

White Salmon Fire Hall
Council Chambers
119 NE Church St.
White Salmon, WA

KLICKITAT COUNTY DEPARTMENT OF EMERGENCY MANAGMENT
SIGN-IN ROSTER

Event Title:	Date:	Time:	Instructor/Presenter/Facilitator:
Bingen Point ERP Orientation	6/2/16	1330	Charly B. & Jeff K.

	NAME (Please print clearly)	REPRESENTING	TITLE	EMAIL	PHONE	
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8	Jamie Ward	DEM	Chief of OPS			
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17	MARC THORNSBURY	PORT OF KLICKITAT	EX. DIR.	port@portofklickitat.com	509-493-1655	
18	Justin Piper	BNSF Railway	Director, Hazmat	justin.piper@bnsf.com	360-553-8672	
19	Mike Niday	WSDOT	Supervisor	NidayMP@WSDOT.Wa.Gov		
20	Jason Spadaro	SDS LUMBER	president	jasons@sdslumber.com	~~509-493-6803~~ 541-490-5013	

Bingen Point Emergency Response Plan

Orientation Meeting Summary

6/2/16 from 1:30-3:30pm at White Salmon Fire Hall Council Chambers

Introductions

What is the most important part of the plan to you?

1. Charly Boyd, Facilitator, Advanced Planning Solutions (APS)
   - Safety and Stakeholder-Emergency Responder cooperation
   - Unique challenges in The Point – especially access
2. Jeff King, Director, Klickitat County Department of Emergency Management (KCDEM)
   - A functional plan that works for everyone
   - The Point is unique, and in an emergency, the people and assets in it need to be taken care of.
3. Anthony Johnson, Security Administrator, Insitu
   - How to get people out in an emergency.
4. Kory Mickels, Physical Security Administrator, Insitu
   - How to get people off The Point
5. Steven Danielson, Safety, Health & Environment Manager, Insitu
   - Guidance for conducting evacuation and other drills
6. Ryan Curry, Safety, Health & Environmental Specialist, Insitu
   - Get people off the point quickly & safely
7. James Miller, Safety Coordinator, Custom Interface
   - How to get people off the point
   - Need information on shipping of hazardous materials on the river
8. Tom ?, ?, ? (Sorry. I didn't write down your last name and you aren't on the sign in sheet.)
   - HAZMAT response procedures
   - Crude by Rail training - amount of toxins moving down the river, railway and highways every day is shocking
9. Bill Schmitt, Commissioner, Port of Klickitat County & Chief, Appleton Fire Department – Klickitat County Fire District #13
   - Make area safe for people who work there.
10. Bruce Brending, OIS Manager, HMS Ambulance Services – Klickitat County EMS District #1
    - Identify everyone's obligations & responsibilities to ensure safety.

11. Dave Nice, Training Officer, HMS Ambulance Services – Klickitat County EMS District #1
    - Safety for people and emergency responders.
12. Bob Songer, Sheriff, Klickitat County Sheriff's Office
    - Overall safety.
13. Mike Hepner, Sergeant, City of Bingen - White Salmon Police
    - How to get people out safely.
14. Jan Brending, Administrator, City of Bingen
    - Coordinated
    - Know what everyone's responsibilities are.
15. David Spratt, Public Works Superintendent, City of Bingen
    - Hazard identification
    - There are lots that need to be identified and considered.
16. Jamie Ward, Chief of Operations, Klickitat County Department of Emergency Management
    - Well thought out
17. Mike Niday, Supervisor, Washington State Department of Transportation
    - Public safety
18. Nate Hovinghoff, Sergeant, Washington State Patrol
    - Acceptable casualty numbers (joking).
    - A plan.
19. Marc Thornsbury, Executive Director, Port of Klickitat County
    - Keep the area safe
    - Should not be something based on politics
20. Terry Wroe, Maintenance Technician, Port of Klickitat County
    - Ensure people are safe in an emergency
21. Justin Piper, Director, Hazardous Materials – Western Division, Burlington Northern Santa Fe Railway Company
    - Having a plan in place is very important
22. Betty J. Barnes, Mayor, City of Bingen
    - Protect people first and property second
        - Identify components necessary to do it
    - Keep all rail crossings open
    - Build a new overpass
23. Jon Cole, Operations Manager, SDS Lumber Company
    - How to cooperate with each other during an incident
        - There are a lot of people in The Point with different interests, capabilities & needs
24. Fernando Perez, Safety Manager, SDS Lumber Company
    - Must be clear
25. Jason Spadaro, President, SDS Lumber Company
    - (Not present for introductions.)

PowerPoint Presentation – Charly Boyd (APS)

- **Decisions**
  - Add references to existing relevant cooperative agreements/plans to Draft Plan
  - HAZMAT Incident Command Post (a Level 3 Incident) = White Salmon Fire Hall Council Chambers
  - All Level 2 & 3 incidents
    - Notifications
      - Incident Commander must notify Klickitat County E911 Dispatch
      - Dispatch must send out a Flash alert
      - Don't list specific Operations personnel
  - Encourage Stakeholders to get all employees to register their work address – in addition to their home address – with KCDEM to get Flash alerts by e-mail/text
  - Classify Plan Recommendations as Short, Middle or Long-Term
  - Klickitat County needs a Hazard Mitigation Plan separate from the Bingen Point Emergency Response Plan
  - Stakeholders need their own procedures/training to implement the broader plan for The Point
  - Update the plan every 5 years
    - Use the Local Planning Group (LPG) as part of the Klickitat County Hazard Mitigation Plan update process
- **Items Needing Additional Discussion**
  - What level of involvement does each Stakeholder want in various incidents?
  - Should a fire response vehicle be permanently staged within Bingen Point?
    - If so, how could it be funded?
      - HMP grant
    - Where could it be stored indoors?
  - Should a crosswalk be added on the south side of the BNSF rail corridor for east/west pedestrian travel because of the high truck traffic volume?
    - Would a crosswalk encourage people to walk through SDS operations areas?
      - Would SDS want that?
  - How should education, training, and managing expectations of people in Bingen Point be addressed in the plan to avoid panic and congestion?
  - How will temporary Ag workers working/living within The Point be notified of an incident/evacuation/shelter-in-place?
  - How should post-incident plan updates be completed, and who should do it?
  - What additional Hazards exist that need to be identified on the Hazards map and/or discussed in the plan text (modified Figure 27 from Orientation PowerPoint presentation)?
    - Are the locations of mapped hazards accurate?
    - Is the hazard (traffic & crossings) rating system useful to the plan?

- How will the plan be coordinated with a City of Bingen emergency response plan?
  - What measures should be in place to avoid compounding problems in the City by actions taken in The Point?
- How should future development & growth be addressed in the plan?
  - What kind of information is available?
  - What kind of information should be included in the plan?
  - Where can the required information be found?
- What are the plan priorities/strategies?
  - Crossings for EMS use? Pedestrians? Evacuation routes? Staging Areas? Transportation – internal and external?
  - Incident Command Post (ICP) locations – external versus internal? Location(s)? Equipment and Supplies? Transport?

Action Items & Assignments

- All
  - Get employees registered with their work addresses AND home addresses to receive Flash alerts (e-mail/text)
- All – E-mail Charly
  - References for existing cooperative agreements/plans
    - Is there already a place where these agreements are listed that can be referred to/copied – KC CEMP perhaps?
- All – E-mail Charly and/or bring to Workshop 1
  - Fill in population table (Table 4)
  - Equipment list of what is available, and where to get it
  - Verify overhead power line & other hazard locations and identify additional hazards to be mapped
  - Owner of Exercise Field near Bingen Cove?
    - Potential designation as a possible emergency helicopter landing area
- All – Discuss internally before Workshop 1
  - What level of involvement does each Stakeholder want in various incident scenarios?
- Charly Boyd – E-mail group
  - Hazards Map from slide show
- Charly Boyd – Jamie Ward
  - Dispatch can supply some missing contact information
  - Identify any pre-designated helicopter landing areas in/near The Point
- Charly Boyd – Jeff King
  - Use Klickitat County Assessor to get landowner contacts/information
  - Check Assessor's records to see who owns Hearn Drive right-of-way
  - Check who owns old Logger's Association pilings

General Discussion

- Funding approved for City of Bingen to construct a new overpass
  - A 3-biennium process
    - In 2nd year of the 1st biennium now, so complete in 5 years
  - Location not set yet
  - Process will probably start with engineering and construction plans
- If The Point needs to evacuate/shelter-in-place, then all of Bingen does too
  - There's no wall between the two areas
  - Need to recognize other people in the area will be moving out at the same time
  - Be careful The Point plan doesn't compound problems in the City of Bingen
- Bingen Point needs its own plan because there is no place for people to go
  - If all the crossings are blocked, they can't get out and emergency responders can't get in
  - City of Bingen has more egress options
  - In The Point we need to know: Where do people go, and how do they get there?
- Bingen Point plan should be more of a resource guide
  - Identify access points
  - Establish priorities
  - Identify training
  - Individual safety plans should actually implement the plan
  - Stakeholders should do their own drills and training
  - Emergency responder organizations & Stakeholders need their own Standard Operating Procedures, including a responder checklist
    - Bingen Point's plan should not replace or repeat these
- Should include references to existing cooperative agreements/plans already in place
  - NW Area Contingency Plan
  - State, and Federal plans
  - Cross-river mutual aid agreements
  - Local level mutual aid agreements
- Each Stakeholder should determine what level of involvement they want to have in various incident scenarios, and discuss it in the plan
- Plan recommendations should be long-term, middle-term, and short-term
- Water Access
  - Evacuation Options?
    - SDS barge
    - Sternwheeler
  - Where would boats dock?
    - What is the draft at the park marina?

        - Varies; there are some rock humps
        - Either need to only allow vessels that would meet the minimum depth, or identify shallow areas and avoid them
        - Mouth of Bingen Cove is ~16' deep and it has not silted in over the years as was feared
        - The edges of the Cove are shallow
        - Rip rap above the water is steep, but the slope below the water at the edges is less
    - What about the old Logger's Association pier?
        - Brad Roberts (owner?)
        - Pilings are very old and some are submerged
        - Docking a rescue boat there could be risky, especially if it's windy
    - In an emergency a boat probably wouldn't tie up
        - It would just come in pick up/drop off and then get back out as quickly as possible

- Air access – Helicopter
    - Landing area options
        - Mouth of Bingen Marina Cove, SW side
        - Exercise field (Insitu?)
        - East end of the sailboard park
    - Look into where King County has pre-designated emergency helicopter landing areas to see if there are any in or near The Point
- Road Access & Crossings
    - Most BNSF trains are over a mile long
        - Crossing locations are close enough to each other that a derailed train could block several, if not all, at the same time
        - In a derailment scenario, crossings could be unblocked by uncoupling cars still on the tracks and moving them out of the way
            - Would take some time for the decision to be approved up the chain of command, and so would not happen immediately
            - May be the fastest and easiest solution
    - Need education and training of people in Bingen Point to avoid panic and undue congestion during an incident
    - Hearn Drive
        - Not a public right-of-way – Stan Dickey (owner?)
        - Appleton Fire Department has a small engine that could get through the underpass
        - The Jewett Creek culvert north of the underpass is undersized so it overflows often
            - There's a bar that triggers the light to turn red if water moves it, but it's a pretty rickety system
    - Walnut Street
        - Not just Industrial access south of the rail corridor, there's retail too
            - Pot shop
    - Maple Street

        - Is a crosswalk needed on the south side of the rail corridor for east/west pedestrian travel for safety because of the high truck traffic volume?
            - Would a crosswalk encourage people to walk through SDS operations areas? Would SDS want that?
    - Warner Lane
        - Could get material from the batch plant and fill the tracks in so vehicles could cross them in about 15 minutes.
- Hazards
    - Hazards Map from presentation includes new Traffic and Crossing hazard rating system that is not in the 1/24/16 Draft Plan
    - HAZMAT
        - Wind direction could make downwind crossings unsafe
        - Most likely, and safest, scenario would probably be Shelter-in-place
        - Need education and training to avoid panic
        - If The Point needs to evacuate/shelter-in-place from a HAZMAT release, then all of Bingen does too
- All Incidents
    - Notifications
        - Because of employee turnover, it doesn't make sense to list specific people in this plan
            - Focus on identifying 24/7 contacts and general/central Stakeholder contacts
            - Don't need to list Operations personnel in plan; that is up to each Stakeholder to maintain/determine
        - To receive e-mail/text flash alerts, all employees need to register with their work address in addition to their home or they won't get the notice
        - How would the temporary Ag workers working/living within The Point be notified of an incident/evacuation/shelter-in-place?
    - Incident Command Post
        - Is an internal ICP needed, or will temporary incident-site ICPs (Level 1 & some Level 2 Incidents) and external ICPs (some Level 2 and all Level 3 Incidents) suffice?
            - If an internal ICP is desired, where should it be located?
            - Where should external ICPs be located?
                - White Salmon Fire Hall Council Chambers?
                - Others?
        - Internal ICP Equipment & Supplies
            - Where stored?
            - Where will they come from?
            - Can some be borrowed from other entities/ICPs?
                - If so, whose? Under what circumstances? How do we get to them?
    - Should permanently stage a fire response vehicle within Bingen Point
        - Where would funding come from?
            - HMP grant
        - It would need to be stored indoors.
            - Where could that happen?

- Need to manage expectations
  - Size of any emergency response effort/force is rarely as large as people expect
  - Be realistic about what kind of help is possible
- Local fire districts have a 100% mutual aid agreement; all districts respond to an incident regardless of where it is located
- Plan should include a list of equipment available and where to get it from for certain limitations
  - Appleton FD has a small engine that could get through the Hearn Drive underpass
  - Appleton also has a 6-wheel drive tender that could get over any crossing
- Training
  - Local fire department personnel are trained in the Incident Command System, as are some City employees
  - Other types needed?

- Level 2 Incidents
  - In all Level 2 incidents, the Incident Commander should notify Klickitat County E911 Dispatch, who should send out a Flash alert
- Level 3 Incidents
  - In all Level 3 incidents, the Incident Commander should notify Klickitat County E911 Dispatch, who will send out a Flash alert.
  - In all HAZMAT scenarios consider making the Incident Command Post the White Salmon Fire Hall Council Chambers for safety reasons
  - If an incident threatens to enter/contaminate/affect the Columbia River and/or it's shoreline, the US Coast Guard takes over as Unified Commander and the incident becomes Federalized
    - Is this a concern?
    - If so, how is it prevented?
    - Could apply to almost any incident on The Point.
      - i.e. A chemical spill near shoreline threatens to enter the water
- New/Future Development
  - Need more information
    - Where to get it?
    - What kind?
  - Overpass will be built and will help with growth
- Format
  - Pages 1-47 are mostly background
    - Consider having 2 separate documents
      - 1 for background
      - 1 for actions, roles, responsibilities
    - Could create an appendix for quick use by emergency responders
  - Consider using diagrams/icons to aid in locating similar types of information throughout the plan.

Bingen Point Emergency Response Plan

Agenda (Draft)

Hazards & Risks Workshop (6/22/16 @ 1:30pm)

Welcome – 5 minutes (Jeff)

- Not an after action review – Consider Mosier train derailment/fire/HAZMAT release as context for the Bingen Point plan only.

Agenda Overview – 5 minutes (Charly)

- Agenda – Projected Image

Introductions – 15 minutes (Charly facilitates & Jeff records; Switch every 5 people, Recorder becomes Facilitator and chooses own replacement, Ex-Facilitator assists recorder removing filled sheets and hanging on wall) – Self Stick Easel Pads

- Introduce yourself
- Answer:
  - What will be the most useful part of the plan for you and your organization, and why?
  - If you could do one thing to improve safety in Bingen Point, what would it be?

Planning Overview – 5 minutes (Charly)

- Planning Process Flow Chart – Projected Image

Hazards Map – 15 minutes (Charly)

- Discussion (Large Group) – 5 minutes
  - Map – Projected Image & Table Display
  - Legend – Projected Image & Table Display
- Traffic Risk Zones & Rating (Large Group Brainstorm) – 10 minutes

Break – 15 minutes (Charly/Jeff update Table Map with Traffic Zones, by color)

Hazards & Risks (Charly)

- Identification Review – 15 minutes
  (Large Group Brainstorm) – Projected Image/Easel Pads
  - Hazards (26 different ones so far)
  - Assets at Risk (3 categories)
  - Impacts (by asset category)
- Risk Assessment – 30 minutes
  - Discussion – 5 minutes
    - Vulnerability Analysis
    - Probability Analysis
    - Impact Analysis
  - Examples (Large Group) – Projected Image – 15 minutes
    - Review worksheets already completed for 1 Hazard
      - Internal, Adjacent & External Locations
    - Complete Crossings Assessment
      - Each crossing separately

Break – 5 minutes (Independently update Hazards Map)

- Risk Assessment (Continued)
  - Small Group Assignments – 5 minutes
    - Stand in self-determined groups after break: Fire, EMS, Law Enforcement, Government and Lessee/Landowner
    - In each group, everybody gets a post-it with a number: 1-5
    - Everybody with a 1 forms the 1st Workgroup, 2s = 2nd, etc
  - Small Group Assessments – 30 minutes
    - Each group gets 4-5 hazards assigned
    - For each location (internal/adjacent/external) evaluate each hazard as appropriate (not all hazards apply in every location)
    - (3 locations x 5 hazards)/30 minutes = 2 minutes per iteration
- Hazard Prevention & Mitigation (Small Groups)
  - Opportunities & Threats – 30 minutes
    - Hazard Prevention & Mitigation Actions
    - Existing Limiting Factors

Next Steps – 5 minutes (Charly)

- Workshop 2
  - Resource Assessment
  - Strategies & Actions

Closing – 5 minutes (Jeff)

Klickitat County Emergency Management

Bingen Point Emergency Response Planning

DATE/TIME: 6-22-2016

Presenter(s): Charly B. & Jeff King

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1	Fernando Teles	SDS	(509)637-5228	fernando.p@sdslumber.com
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18	Bill Hunsaker	WSFD		
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20	Jeff King	KCDEM		
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23	Matt Rayden	KC Health Dept	509-773-2484	mattb@klickitatcounty.org

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6/21/2016

Bingen Point Emergency Response Plan

Hazards Workshop Meeting Summary

6/22/16 from 1:30-4:30pm at White Salmon Fire Hall Council Chambers

Introductions

What will be the most useful part of the plan for you and your organization, and why?

If you could do one thing to improve safety in Bingen Point, what would it be?

1. Shawn, HMS Ambulance Services
   - Best way to move and treat people
2. Kory Mickels, Physical Security Administrator, Insitu
   - Coordination
   - Build an overpass
3. Aaron Dillenbeck, Insitu
   - Employee egress priorities; primary, secondary & tertiary
   - An overpass
4. Fernando Perez, Safety Manager, SDS Lumber Company
   - Employee safety
   - Evacuation coordination
5. Jon Cole, Operations Manager, SDS Lumber Company
   - Needs section
     - Understanding risks, the resources needed, and their availability
   - Maintaining and improving access
6. Wes Long, Chief, Klickitat County Fire District #3
   - Collaboration between businesses, employees and emergency responders
     - Offer suggestions based on industry experience
   - Communications for evacuation
   - Make sure people read the plan
7. Jerry Nelson, Training Coordinator, Klickitat County Fire District #3
   - Amount of resources needed to implement the plan
     - Always short of volunteers & staff so can be hard to find resources
   - Community participation
8. Ryan Curry, Safety, Health & Environmental Specialist, Insitu
   - Coordination between response agencies
   - Overpass
9. Tamara Tippell, Executive Director, Mt. Adams Chamber of Commerce
   - Make sure plan elements are passed on to employees and community so people understand it
     - Ensure trickle down of information
   - Community participation

10. Dave Nice, Training Officer, HMS Ambulance Services – Klickitat County EMS District #1
    - Identify resource shortfalls
    - Apply Bingen Point plan to other areas of the County
11. Jeff King, Director, Klickitat County Department of Emergency Management (KCDEM)
    - 24/7 Point of contact list & resource needs/identification
    - Everyone in Bingen point signs up to receive County Emergency Notifications at work, not just homes
12. Bill Hunsaker, Chief, Bingen-White Salmon Fire Department
    - Contact information
    - Collaboration, everyone works together to mitigate safety concerns
    - Egress
        - How to get Emergency Responders in & everyone else out
13. Nate Hovinghoff, Sergeant, Washington State Patrol
    - Knowing what everyone is expected to do
    - Putting names with faces
    - Current contact information
14. Bill Schmitt, Commissioner, Port of Klickitat & Chief, Appleton Fire Department – Klickitat County Fire District #13
    - Know how my fire department fits into the overall Emergency Response plan
    - Start a training program to fill needs identified in plan
15. Marc Thornsbury, Executive Director, Port of Klickitat
    - Concise & easy to use plan
    - Broaden plan focus to look at more than it does now
16. Matt Borden, Local Emergency Response Coordinator, Klickitat County Health Department
    - Know what everyone else is doing during an emergency
    - Egress
17. Tracy Wyckoff, Sheriff, Bingen-White Salmon Police Department
    - Get a sense of the lay of the land
        - Hazard types
        - Resources available
    - Training for responding to all hazards to limit injuries as one of the first responders on scene
18. Betty J. Barnes, Mayor, City of Bingen
    - Protect people first and property second
    - Gain awareness of resources available to assist City of Bingen response efforts
    - Access
    - Build the overpass, which has been funded
    - Keep current access points open
19. Jan Brending, Administrator, City of Bingen

- Available resources
- 24/7 contact information
  - County Dispatch could easily be overwhelmed in an emergency so need direct contacts
- Establish a City of Bingen facility within Bingen Point where permanent fire apparatus can be stationed
  - Can be accessed by City staff during the week, but need weekend staffing too

20. Peter Mackwell, Emergency Preparedness Coordinator, Skyline Hospital
    - Knowing what resources are out there
    - Collaboration
    - How will things down the road affect us
21. Matt, HMS Ambulance Services
    - Identify where we find our patients to quickly care for them
      - Need a centralized location for people to go to so we are not wandering all over The Point looking for them
    - Establish a quick alert system to aid quick evacuation
      - Siren, perhaps
22. James Miller, Safety Coordinator, Custom Interface
    - Coordination of the plan for employees
23. Tom Cuff, Washington State Department of Transportation
    - Traffic Control
      - Make sure people on the roads are those that have to be there to avoid congestion
    - WSDOT resources
      - Emergency Notification System boards at Hood River bridge and/or Washougal to divert traffic early
      - HAR system radios
        - Limited range
        - Can be activated through Washington State Patrol or WSDOT
      - People from Vancouver or Goldendale to help if needed
    - Notifications & Process
24. Charly Boyd, Facilitator, Advanced Planning Solutions (APS)
    - Use Stakeholder comments to highlight most important/useful information in the plan
    - Provide a concise & useful plan
25. Jamie Ward, Chief of Operations, Klickitat County Department of Emergency Management
    - (Not present for introductions)
26. David Spratt, Public Works Superintendent, City of Bingen
    - (Not present for introductions)

Planning Process Overview (Charly)

- Based on FEMA guidelines
  - Largest potential funding source
- 3 general steps
  - External Environment – Hazards & Risk Assessments (Workshop 1)
    - Hazards, Assets at Risk, Impacts
      - Risk Assessment
    - Hazard Prevention/Mitigation
      - Opportunities and Existing Limitations
  - Organizational Capabilities – Resource Assessment (Workshop 2)
    - Identify Available Resources and Capabilities
      - Needs Assessment
    - Identify Resource/Capability Obstacles
  - Emergency Response Strategy – Critical Actions & Conditions (Workshop 2)
    - Protective Actions & Response Procedures – Strategies & Actions
    - Barriers to Protection & Response

Hazards and Risks

- **Hazards Map**
- Large scale map of Bingen Point made available for editing during workshop
  - Hazard areas added
    - Fuel Storage
      - West side SDS mill beside tracks
      - SDS Lower Dock – east of building beside water
      - West of Maple Street near crossing (2 locations)
        - Building north of scales
        - East side of building adjacent to railway
  - Assets at risk added
    - SDS Potable water supply (400 gpm well)
      - Building east of sand/gravel storage bays
  - High Traffic Risk Zones
- **Hazards, Assets at Risk, Impacts**
- Traffic Hazard(s) – Large group brainstorm
  - Internal Hazard(s) affecting People
    - Impacts
      - Employee ingress/egress stopped
      - Increased anger
      - Increased volume
      - Emergency Responders can't get in
      - Increased pedestrian injuries as people use unfamiliar routes
  - Adjacent Hazard(s) affecting People
    - Impacts

- Hwy 14 in Bingen blocked
- Crossings blocked
- Same as Internal Hazard affecting People
  - Need a work around for routing

☐ External Hazard(s) affecting People
- Impacts
  - Increased traffic volume in region
  - Blocked roads for a broader area
  - Longer incident lengths (>1 hour)
  - Traffic Diversion required
    - Make sure to locate point of diversion far enough away from the incident to avoid traffic clustering problems
    - Manage semi traffic so they don't try to turn around in areas where they don't fit and completely block roads for other drivers and emergency responders

☐ Internal Hazard(s) affecting Property & Operations
- Impacts
  - Deliveries & Shipping delays
  - Resource Availability decreased during the day
    - Volunteers are at work
  - SDS industrial operations & operations of other businesses impeded
    - Traffic diversion from Maple Street to Walnut Street through SDS industrial area would occur if incident lasts awhile
    - Caused by need to shelter-in-place within businesses
    - Caused by need to get word out of an incident & procedures to be followed

☐ Adjacent & External Hazard(s) affecting Property & Operations
- Impacts
    - Same as Internal

☐ Internal, Adjacent & External Hazard(s) affecting Environment
- Impacts
  - Water Contamination
    - Columbia River
    - Bingen Lake - wetlands
  - Resource Availability decreased during the day
  - Water supply contamination
    - SDS Potable water supply
    - Volunteers are at work
  - SDS industrial operations & operations of other businesses impeded
    - Traffic diversion from Maple Street to Walnut Street through SDS industrial area would occur if incident lasts awhile
    - Caused by need to shelter-in-place within businesses
    - Caused by need to get word out of an incident & procedures to be followed
    - Nearby hydraulically-connected Groundwater supplies
  - Treatment plant overflow/leakage

☐ Adjacent & External Hazard(s) affecting Property & Operations

        - Air contamination
        - Ground contamination
        - Delays from cleanup activities
        - Spread of contaminants during cleanup
        - Fish & Wetland habitat destruction/degradation
        - Dickey Farms production loss & groundwater supply contamination from soil contamination
    - Internal, Adjacent & External Hazard(s) affecting Environment
        - Impacts
            - Same as Internal
        - Water Contamination
            - Columbia River
- Hazard(s) – Small group brainstorm
    - 26 already listed in draft plan
    - 2 new
        - Active Shooter – Internal, Adjacent
        - Bomb Threat – Internal, Adjacent
- Assets at Risk – Small group brainstorm
    - 3 categories already in plan
        - People – 8 items existing in plan
        - Property and Operations – 8
        - Environment – 6
    - 1 new item
        - Property & Operations – Hospital Operations
- Impacts – Small group brainstorm
    - 3 categories already in plan
        - People – 5 items existing in plan
        - Property & Operations – 5
        - Environment – 4
    - 2 new items
        - Property & Operations
            - Hospital Overflow
            - Need for triage

Hazard Risk Assessment

- Crossing Hazard(s) – Large group rating
    - Hearn Drive Underpass
        - Risk = L(M)
            - Low Probability of Crossing Hazard(s) occurring; Maximum Crossing Hazard impact level is Moderate)
            - Primary hazard is flooding of the crossing and resulting rough road surface
        - Opportunities for Prevention/Mitigation = L
            - Low number of viable/effective options available

        - Impact level from a Low Magnitude Incident = L
        - Impact level from a Medium Magnitude Incident = L
        - Impact level from a High Magnitude Incident = M
    - Walnut Street
        - Risk = M/H(H)
            - Moderately-High Probability of Crossing Hazard(s) occurring; Maximum Crossing Hazard impact level is High)
        - Opportunities for Prevention/Mitigation = H
            - High number of viable/effective options available
        - Impact level from a Low Magnitude Incident = L (if lasts < 1 hour, otherwise M to H depending on length)
        - Impact level from a Medium Magnitude Incident = M
        - Impact level from a High Magnitude Incident = H
    - Maple Street
        - Risk = H(HH)
            - High Probability of Crossing Hazard(s) occurring; Maximum Crossing Hazard impact level is Very High)
        - Opportunities for Prevention/Mitigation = H (Long term); L (Short term)
            - Given enough time, a High number of viable/effective options are available, but in the short term a Low number of viable/effective options are available
        - Impact level from a Low Magnitude Incident = H
        - Impact level from a Medium Magnitude Incident = H
        - Impact level from a High Magnitude Incident = HH
    - Dickey Farms Road
        - Risk = L/M(L)
            - Moderately-Low Probability of Crossing Hazard(s) occurring; Maximum Crossing Hazard impact level is Low)
        - Opportunities for Prevention/Mitigation = L
            - High number of viable/effective options available
        - Impact level from a Low Magnitude Incident = L
        - Impact level from a Medium Magnitude Incident = L
        - Impact level from a High Magnitude Incident = L
- Small group Hazard Risk Assessments

Hazard Prevention or Mitigation Opportunities and Limitations

- Opportunities for Crossing Hazard(s) Prevention/Mitigation – Large group
    - Hearn Drive Underpass
        - Upsize Jewett Creek culvert (P)
            - Funding
            - BNSF willingness
        - Upsize underpass (P)
            - Funding
            - BNSF willingness
        - Close during flooding (M)

- Install a sunken float valve pump (M)
  - Funding
- Convert to an overpass (P)
  - BNSF willingness
- Build overpass in a new location (P)

□ Walnut Street
- Install quad gates (P)
  - Funding
- Light upgrades (LED) (P)
  - Funding
- Install wayside horns (P)
  - Funding
- Install safety barriers in center of road for traffic management (P)
  - Funding
  - Interruption of industrial operations
- Increase Visibility – move BNSF parking areas away from tracks so they don't block sight lines (P)
  - BNSF willingness
- Build an overpass at a new location (P & M)

□ Maple Street
- Replace current gates with quad gates (P)
  - Funding
- Fix existing gate control and maintain gate in future (P)
  - Funding
  - BNSF willingness
- Install wayside horns (P)
  - Funding
- Install safety barriers in center of road for traffic management (P)
  - Funding
  - Interruption of industrial & commercial operations
  - Hinders business operations
- Add a turn lane – at Maple Street crossing and south at Marina Way (already planning at 2nd location) (P)
  - Funding
- Build an overpass at a new location (P & M)
- Install speed cameras/enforce speed limits (M)

□ Dickey Farms Road
- Close the crossing – Not viable (P)
  - Needed for emergency routing
  - Would hinder Dickey Farms' ability to operate efficiently
- Limit vehicle use by public (M)
  - Difficult to enforce
    - Already signed private, no trespassing, danger, etc. and doesn't keep people out
- Install crossing arms (P)
  - Funding

        - BNSF doesn't allow on private crossings
    - Build an overpass at a new location (P & M)
        - Can't force people to use the overpass & not DFR
- Opportunities for Hazard Prevention/Mitigation – Small group brainstorm
- **Action Items & Assignments**
    - ☐ Kory Mickels, Insitu
        - Print a large color Google Earth wall map of Bingen Point for next workshop
    - ☐ Charly Boyd – Bring to Workshop 2
        - Compile Workshop 1 results
        - Draft Plan Purpose, Goals, Objectives

Bingen Point Emergency Response Plan

Agenda (Draft)

Strategies & Actions Workshop (6/29/16 @ 1:30pm)

Welcome – 5 minutes (Jeff)

Agenda Overview – 5 minutes (Charly)

- Agenda – Projected Image

Introductions – 15 minutes (Charly facilitates & Jeff records; Switch every 5 people, Recorder becomes Facilitator and chooses own replacement, Ex-Facilitator assists recorder removing filled sheets and hanging on wall) – Self Stick Easel Pads

- Introduce yourself
- Answer:
  - What is the most important thing you would like to see happen as a result of Bingen Point Emergency Response Plan completion?
  - Give a specific suggestion to make the Draft Plan more functional?

Planning Overview – 5 minutes (Charly)

- Planning Process Flow Chart – Projected Image
  - Where are we now?

Routing & Staging Map – 15 minutes (Charly)

- Discussion (Large Group) – 5 minutes
  - Identification & Location
    - Map – Projected Image & Table Display
    - Legend – Projected Image & Table Display
  - Priorities – Projected Image & Table Display

Break – 15 minutes (Independently review Routing & Staging map)

Resource Assessment (Charly)

- Small Group Assignments – 5 minutes
  - Stand in self-determined groups after break: Fire, EMS, Law Enforcement, Government and Lessee/Landowner
  - In each group, everybody counts off a number: 1-5
  - Everybody with a 1 forms the 1st Workgroup, 2s = 2nd, etc
- Identification (Small Group Brainstorm) – 10 minutes – Self Stick Easel Pads
  - Examples – Projected Image
  - Categories (10 = 2/group)
- Examples (Large Group) – Projected Image & Worksheet – 10 minutes
  - Select 2-5 primary resources from Facilities
  - Review worksheet already completed for 1 primary Facilities Resource
  - Complete 1-2 primary Facility Resource Evaluations
- Evaluations (Small Group Worksheets) – 35 minutes
  - Each group gets 2 resources categories assigned
  - Select primary resources (2-5)
  - Evaluate primary resources (existing and needed) in each Category
  - 10 resources/ 35 minutes = 3.5 minutes per resource

Break – 10 minutes (Independently review map & Risk Assessment Results)

Strategies & Actions (Charly)

- Discussion – 5 minutes
  - Process – Projected Image
- Identification (Large Group Brainstorm) – 25 minutes – Self Stick Easel Pads
  - Examples – Projected Image
  - Categories (4)
- Prioritization (Small Groups) – 20 minutes
  - 4 Groups – 1 Category per group
  - Delete any that are Not Viable
  - Select top 3 in order – leave the rest un-prioritized
  - Designate each as Short, Mid or Long Term as applicable

Next Steps – 5 minutes (Charly)

- Draft Update
- Review Period
- Final Plan

Closing – 5 minutes (Charly/Jeff)

Klickitat County Emergency Management

Bingen Point Emergency Response Planning

DATE/TIME: 6-29-16

Presenter(s): Charly B. & Jeff K.

	NAME	AGENCY	PHONE	EMAIL
1	Justin Piper	BNSF	360-553-8672	justin.piper@bnsf.com
2	Jeff King	KCDEM		
3	Dave Sprecht	Bingen		
4	Terry [illegible]	Bingen	5092622511	
5	Bill [illegible]	Port Appleton Fire		
6	Anthony Johnson	Insitu	541 399 7257	
7	Bill Hunsaker	White Salmon	509-493-1335	
8	Ryan Curry	Insitu	509 637 8921	ryan.curry@insitu.com
9	Steve Danielson	Insitu	541 490 9746	
10	Jan Brending	Bingen	509-493-2122	administrator@bingenwashington.org
11	Kory Mickels	Insitu	509-493-[illegible]	Kory.Mickels@Insitu.com
12	Jamie Ward	DEM		
13	Wes Long	KCFD3	493-2980	Chief@KCFD3.com
14	Marc Thornsbury	Port of Klickitat	509-493-1655	
15	Betty J Barnes Mayor	City of Bingen	509-312-6697	mayor@bingenwashington.org
16				
17				
18				
19				
20				
21				
22				
23				

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6/21/2016

Bingen Point Emergency Response Plan

Strategies & Actions Workshop Meeting Summary

6/29/16 from 1:30-4:30pm at White Salmon Fire Hall Council Chambers

Welcome & Introduction (Jeff)

Agenda & Planning Process Overview (Charly)

- Planning Process – based on FEMA guidelines
  - External Environment (Workshop 1)
    - Hazards, Risks, Prevention, Mitigation
  - Organizational Capabilities – Resource Assessment (Workshop 2)
    - Available Resources and Capabilities VS. Needs
    - Resource/Capability Obstacles/Limitations
  - Response Strategy – Critical Actions & Conditions (Workshop 2)
    - Protective Actions & Response Procedures
    - Barriers/Limitations

Scenarios (Charly & Jeff)

- **Routing**
  - Emergency Responders have priority use of paved roads within The Point
  - No blocked crossings
    - Primary Emergency Responder ingress/egress = Maple Street
    - Primary public vehicle & pedestrian ingress/egress = Maple Street
    - Secondary Emergency Responder ingress/egress = Walnut Street*
      - *SDS to identify specific route(s) through mill
  - Maple Street blocked
    - Primary Emergency Responder ingress/egress = Walnut Street*
    - Primary public vehicle ingress/egress = Walnut Street*
    - Secondary Emergency Responder ingress/egress = Dickey Farms Road**
      - **Identify specific route(s) through Dickey Farms property
  - Maple & Walnut blocked
    - Public vehicle entry into The Point prohibited
    - Primary Emergency Responder ingress/egress = Hearn Drive Underpass^{+}
      - $^{+}$SDS to identify specific route(s) through mill
    - Primary public vehicle egress = Dickey Farms Road**
    - Primary public pedestrian egress = Warner Lane (Inactive Crossing)$^{++}$
      - $^{++}$Identify specific route(s) avoiding paved roads where possible
    - Secondary Emergency Responder ingress/egress = Dickey Farms Road**
    - Secondary public pedestrian egress = Dickey Farms Road**,$^{++}$

- **Key Locations**
  - Potential Incident Command Posts
    - Port Offices
    - Bingen City Hall
    - White Salmon Fire Hall
    - Grace Baptist Church (Loop & SR 141)
  - Other potential ICPs
    - Pioneer Building
    - Columbia High School
    - Lyle School
  - External Emergency Responder Staging
    - Primary = Dock Grade Road Park & Ride
    - Secondary = WSDOT Shop in City of Bingen
  - Other potential ER Staging Areas
    - White Salmon High School
    - Trailhead Parking Area for Courtenay Road/Coyote Wall
  - Potential Emergency Shelter/Mass Care Facility Locations
    - Schools
  - Internal Sit Tight/Stay Put, Pedestrian Staging & Shelter-In-Place locations
    - Port Offices
    - Insitu main building
      - SDS (suitable Location to be identified)
        - New planer mill or office?
  - External Pedestrian collection/drop off
    - Collection area = North side of SR 14 at Warner Lane
      - Use school busses or senior bus
    - Primary Drop off area = Bingen Elementary
    - Secondary Drop off area = Lyle School
  - Helicopter Landing Zone
    - Use
      - Lifeflight
      - Airlift NW
      - USCG
      - National Guard
    - Primary collection = Bingen Marina Park
    - Secondary collection = Sailboard Park (SW tip of Bingen Cove)
  - Water evacuation collection/drop off locations
    - Primary collection = SDS Dock
      - Sternwheeler
      - SDS Barge
    - Secondary collection = Bingen Marina
      - Smaller watercraft – depth & piling hazards
    - Primary drop off = Hood River Marina
    - Secondary drop off = Dock Grade Park & Ride

- External Triage Locations
  - Primary = Bingen Fire Department Bays
  - Outdoor Triage Locations (Weather dependent)
    - Dobensbeck Park
    - Sailboard Park
    - Bingen Marina Park
- Mt. Adams Orchard/Underwood Fruit
  - Site of another inactive crossing location
  - Possible to be used for pedestrians

Procedures

- **All Incidents (Internal & Adjacent)**
  - Implement Required Traffic & Security Controls
    - Internal (BWSPD)
    - Adjacent (WSP)
    - External (WSDOT)
  - Issue Bingen Point Notification(s)
    - Initial
      - Fire/IC/Landowner to KC Dispatch
        - Sit Tight/Stay Put
        - Stay Away
        - Incident Location & Description
        - Ingress/egress Status & Instructions
        - Other Instructions
      - KC Dispatch to
        - Bingen Point 24/7 Emergency Contacts & FLASH
      - 24/7 Contacts to Staff/Employees
    - Instructions for Protective Actions (Evacuation/Shelter-in-place, etc.)
      - Fire/IC/Landowner to KC Dispatch
      - KC Dispatch to 24/hr Bingen Point Emergency Contacts & FLASH
    - Incident Updates
      - Fire/IC/Landowner to KC Dispatch
      - KC Dispatch to 24/hr Bingen Point Emergency Contacts & FLASH
    - Incident Stabilized
      - Fire/IC/Landowner to KC Dispatch
      - KC Dispatch to 24/hr Bingen Point Emergency Contacts & FLASH
    - Stand Down
      - Fire/IC/Landowner to KC Dispatch
      - KC Dispatch to 24/hr Bingen Point Emergency Contacts & FLASH
  - Sit Tight/Stay Put till instructions received
  - Participating parties bring ICP equipment, materials & supplies with them

- **All Incidents > 1 hour**
  - Traffic & Security Controls
    - Soft Closure of SR 14 to allow local BP/COB egress
      - Use WSDOT signs at
        - SR 197
        - HR Bridge
        - Washougal
    - Hard Closure of HR Bridge to allow local BP/COB egress
      - Use ODOT signs?
      - ODOT staffing to increase traffic flow
        - HR intersections
    - WSDOT staffing to increase traffic flow
      - COB intersections
      - Hood River Bridge
      - SR 14 Closure locations
    - ODOT staffing to increase traffic flow
      - COB intersections
      - Hood River Bridge
      - SR 14 Closure locations
    - BWSP/COB staffing to increase traffic flow
      - BP Crossings
    - Staffing to increase traffic flow inside Bingen Point
      - ?
  - Notifications
    - Initial
      - Fire/IC/Landowner to KC Dispatch to Point 24/7 Contacts & FLASH to Staff/Employees
      - Fire/IC/Landowner to BNSF
        - Stop/Delay trains as necessary
- **Walnut and/or Maple Street Blocked**
  - Traffic & Security Controls
    - Block SR 14 at Cascade Locks/Dallesport?
  - Notifications
    - BNSF
      - Stop/Delay trains as necessary
      - Decouple train to unblock crossing(s)
        - Include trains on sidings (i.e. Dickey Farms Road)
- **Water Evacuation**
  - Traffic & Security Controls
    - Soft Closure of SR 14 to allow local BP/COB egress
      - Use WSDOT signs at
        - SR 197
        - HR Bridge
        - Washougal

Resource Capabilities (Internal)

- **Equipment**
  - Radios
    - SDS
    - Insitu
  - ICP Phone Lines
    - White Salmon Fire Department – 6 VOIP lines
    - Port of Klickitat – 5 phone lines
  - KCDEM
    - Communications van at Goldendale Dispatch
    - ICP Trailer/Kit
- **Facilities & Staging Areas**
  - Outdoor City of Bingen Internally-Stationed Fire Truck
    - COB Public Works Shop (Marina Drive)
  - BNSF Utility & Foam Trailer
    - Steuben East of Wilco
    - 250-gallon foam trailer
    - 750-gallon pump
- **Human (Personnel)**
  - City of Bingen Staff
    - Door-to-door contact with official identification
    - Trained flaggers for traffic control
  - Port of Klickitat Staff
    - Internal Bingen Point door-to-door contact
      - No official ID/authority
- **Materials & Supplies**
  - Maps & Mapping
    - Insitu
    - SDS

Resource Needs (Internal)

- **Human (Personnel)**
  - Volunteers
    - Traffic/Pedestrian Management
    - Operators
    - Evacuation Team(s)
    - Shelter-In-Place Team(s)
    - Drivers
    - Rescue
    - Clean up

- **Systems**
  - General Instructions
    - Installation of additional phone lines
    - Internet access
  - Facility/System-specific Instructions
    - Equipment operation
    - Systems operation
  - Bingen Point Notifications
    - Procedures
    - Training
    - Agreements
    - Contacts
- **Equipment**
  - Radios
  - Generator
    - Port of Klickitat ICP
- **Facilities & Staging Areas**
  - COB Fire Equipment Covered Storage inside The Point
- **Funding**
  - Insitu
    - Possible VHF Radio Programming

Resource Needs (External)

- **Emergency Services**
  - Volunteers
  - Staff & Volunteer Education
    - Preferred ingress/egress routes
    - Staging Area locations (Emergency Responder & Other)
    - Basic Procedures
      - Notifications
        - Who
        - When
        - What
        - By Whom
    - BPERP terminology
- **Equipment**
  - Generator
    - Grace Baptist Church ICP
  - Radios
    - Upgraded
  - Gas Detectors/Monitors & Ongoing Maintenance
  - KCDEM Backup Mobile Dispatch vehicle

- **Contractors & Vendors**
  - Vehicle use & drivers for pedestrian pick up/drop off
- **Partnership Agreements**
  - Incident Command Post Use
    - Port of Klickitat
    - City of Bingen
    - Bingen – White Salmon Fire Department
    - Grace Baptist Church
  - Emergency Shelter Locations
    - Red Cross
  - Access/Permissions
    - SDS
      - Walnut Street ingress/egress routes
      - Hearn Drive Underpass ingress/egress
    - Dickey Farms
      - Dickey Farms Road ingress/egress routes & crossing use
    - Hearn Drive Underpass
      - Crossing Use
    - Mt. Adams Orchards/Underwood Fruit
      - Inactive crossing for alternative pedestrian egress
  - Staging Areas
    - Helicopter Landing Zones
      - Port of Klickitat
        - Sailboard Park
        - Bingen Marina Park
    - External pedestrian pick up/drop off
      - Private property north side of SR 14 at Warner Lane
      - WDOT north side of SR 14 at Warner Lane?
    - Emergency Responder staging areas
      - Dock Grade Park & Ride
      - WSDOT Shop
      - White Salmon High School
      - Trailhead Parking Area (Courtenay Rd & Coyote Wall)
  - Water Evacuation
    - Port of Klickitat
      - Bingen Marina use
    - SDS
      - Dock use
      - Barge use
    - Sternwheeler
    - Hood River Marina vessels & drop off
    - Dock Grade Road Park & Ride drop off
  - WDOT
    - SR 14 sign usage
    - Traffic Control staff

- ODOT
  - HR Bridge sign usage
  - Traffic Control staff
- KCDEM
  - VHF Radio User Agreements
  - ICP Trailers/Go Bags
  - Helicopter Landing Zones
  - Dispatch to Bingen Point Emergency Contacts Notifications

- **Funding**
  - Department of Ecology
    - HAZMAT Equipment Grants
    - For Rural Fire, Police & Emergency Medical Services near transportation routes
  - FEMA
  - USDOT

Plan Recommendations

- **All Internal Facilities**
  - Develop own emergency plans
    - Preferred egress routes
    - Staging Area locations
    - Basic Procedures
    - Consistent with BPERP terminology
  - Educate personnel about BPERP and Facility plans
  - Register employees with KCDEM Flash Alert system for work & home
  - Register appropriate facility personnel with KCDEM Flash Alert system for work

- **Funding**
  - Pursue discussion of how Bingen Point can financially support local Fire, Police and Emergency Medical Services
  - KCDEM
    - Secure grant funding for Klickitat County Hazard Mitigation Plan
  - Fire/Police/EMS
    - Secure Department of Ecology funding for HAZMAT equipment purchases
      - Gas Detectors/Monitors
      - Radios?

- **Future Planning**
  - KCDEM
    - Create a Hazard Mitigation Plan for Klickitat County
    - Update BPERP every 5 years using Klickitat County Hazard Mitigation Plan Local Planning Group
    - Update BPERP after all incidents as necessary
    - Distribute BPERP update(s) to Bingen Point Stakeholders
  - Stakeholders
    - Participate as Klickitat County Hazard Mitigation Plan Local Planning Group members

Action Items & Assignments

- SDS
  - Identify specific route(s) through mill
    - Ingress from Walnut Street
    - Egress through Walnut Street
    - Ingress from Hearn Drive
- Other
  - Identify specific route(s) through The Point
    - Ingress from Dickey Farms Road
    - Egress through Dickey Farms Road
    - Pedestrian egress through Warner
    - Pedestrian egress through Dickey Farms Road

Stakeholder Closing Thoughts

What is the most important thing you would like to see happen as a result of Bingen Point Emergency Response Plan completion?

Give a specific suggestion to make the Draft Plan more functional?

- Include a Quick Reference Section
- Include an Executive Summary for higher-ups
- Locate extensive discussion/sections in back
- KISS
- Read the Plan
  - Should be obligatory for Emergency Responders to
    - Staff for sure
    - Volunteers too
  - Facility Leadership teams
- Plan will be critical for any incident that occurs
  - Write/format so it can be easily used in any foreseeable circumstance(s)

- Make it flexible
  - i.e. to adjust to weather conditions and other factors
- Make it a living document
  - Update personnel and 24/7 contacts regularly
  - Keep it fresh
  - Identify who “owns” the plan
  - Update the plan at least every 5 years
  - Update as needed per after-action reviews as incidents occur
- Drills & Training are Needed
  - Ongoing
  - Cooperative
  - To avoid panic
  - Include public & private staff/employees
- Include recommendations for Tabletop & Functional Exercises
  - Specify frequency
  - Focus on a different aspect of the plan each time
    - Notifications
    - Evacuation Routes
- Remember to use all available manpower in emergency situations
  - Bingen, White Salmon
    - Administrative staff
    - Council Members
    - Public Works staff
  - Bingen Point facility staff

Next Steps & Approximate Timeline

- Plan Revision (7/1/16 – 8/15/16)
- Stakeholder Comment on Revised Plan (8/15/16 – 8/30/16)
- Finalize Plan (9/1/16 – 9/15/16)
- Final Plan Complete & Distributed by KCDEM (9/30/16)

Attendees

1. Justin Piper, Western Division HAZMAT Director, BNSF Railway Company
2. Kory Mickels, Physical Security Administrator, Insitu
3. Ryan Curry, Safety, Health & Environmental Specialist, Insitu
4. Anthony Johnson, Insitu
5. Steve Danielson, Insitu
6. Tracy Wyckoff, Sheriff, Bingen-White Salmon Police
7. Wes Long, Chief, Klickitat County Fire District #3
8. Jeff King, Director, KCDEM
9. Bill Hunsaker, Chief, Bingen-White Salmon Fire Department
10. Bill Schmitt, Commissioner, Port of Klickitat & Chief, Appleton Fire Department
11. Marc Thornsbury, Executive Director, Port of Klickitat
12. Betty J. Barnes, Mayor, City of Bingen
13. Jan Brending, Administrator, City of Bingen
14. Charly Boyd, Facilitator, Advanced Planning Solutions (APS)
15. Jamie Ward, Chief of Operations, Klickitat County Department of Emergency Management
16. David Spratt, Public Works Superintendent, City of Bingen

APPENDIX B – CONTACTS

- 24/7 Bingen Point Emergency Contacts
- Notifications Contacts
- Auxiliary Notifications Contacts
- Key Responder Contacts
- Planning Team Contacts
- Bingen Point Stakeholder Contacts

24/7 Emergency Contancts						
Date: 11/15/16 Bingen Point Incident Response Plan, First Edition						
Company / Agency	Name	Phone			Fax	E-Mail
		Landline	Cell	Other		
BNSF Railway Company	Resource Operations Call Center (ROCC)	1 (800) 832-5452				
City of Bingen	Jan Brending - City Administrator		(503) 806-0709		(509) 493-1391	administrator@bingenwashington.org
Custom Interface, Inc.	Dana Robison-Miller - Vice President		(503) 780-0702			danar@custominterface.net
Dickey Farms, Inc.	JR Dickey - Owner			(541) 288-6016		
Insitu Group, Inc.	Security/Safety	1 (844) 448-8732				guardservices@insitu.com
	Facilities	(509) 774-4914				facilities@insitu.com
Klickitat County Department of Emergency Management	Klickitat County Dispatch	-911				
Mt. Adams Orchard/ Underwood Fruit	Bingen Office (L), Corporate Office (O) - May not be 24/7	(509) 493-1722		(509) 457-6177		
Port of Klickitat	On-Call Staff		(509) 281-1279	(509) 637-3875		
SDS Lumber Company	Steam Plant	(509) 493-2600				

All Notifications

Date: 11/15/16 Bingen Point Incident Response Plan, First Edition

Includes all emergency & non-emergency incidents taking place in, adjacent to, or affecting, Bingen Point. (Port is responsible for all Lesee Notifications, apart from those listed here.)

Company / Agency	Type	Name		Title	Phone			Fax	E-Mail
	(P/S/A)	First	Last		Work	Cell	Other		
BNSF Railway Company	P	Justin	Piper	Director, HAZMAT - Western Division	(360) 418-6268	(360) 553-8672	(360) 553-6768	(360) 553-6768	justin.piper@bnsf.com
	S	Courtenay	Wallace	Director, Public Affairs	(360) 418-6268	(503) 927-6491	(503) 927-6032	(503) 927-6032	courtney.wallace@bnsf.com
City of Bingen	P	Jan	Brending	City Administrator	(509) 493-2122	(503) 806-0709	(509) 261-0048	(509) 493-1391	administrator@bingenwashington.org
	S	Betty	Barnes	Mayor	(509) 493-2122	(503) 312-6697	(503) 312-3840	(509) 493-1391	mayor@bingenwashington.org
Custom Interface, Inc.	P	James	Miller	Safety Coordinator	(509) 493-8756	(509) 249-9456	(509) 249-9456	(509) 249-9456	jamesm@custominterface.net
	S	Dana	Robison-Miller	Vice President	(509) 493-8756	(503) 780-0702	(509) 493-6576	(509) 493-6576	danar@custominterface.net
Dickey Farms, Inc.	P	JR	Dickey	Owner/Operations	(541) 288-6016	(541) 288-4480	(541) 288-4480	(541) 288-4480	
	S	Stanley	Dickey	Owner	(509) 493-2636	(509) 493-2480	(509) 493-2480	(509) 493-2480	
Insitu Group, Inc.	P	Security		Offsite answering service	1(844) 448-8732				guardservices@insitu.com
	S	Facilities		Offsite answering service	(509) 774-4914		(509) 493-6576	(509) 493-6576	facilities@insitu.com
Klickitat County Department of Emergency Management	P	Jeff	King	Director	(509) 773-0570	(509) 250-0529	(541) 490-3808	(509) 773-0362	JeffK@klickitatcounty.org
	S	Mike	Renault	Program Coordinator	(541) 490-8077	(541) 490-7904	(541) 490-7904	(541) 490-7904	ems@kcfd3.com
	A	Jamie	Ward	Chief, Operations/911 Coordinator	(509) 773-0579	(509) 261-1904	(509) 261-1410	(509) 773-0362	jamiew@klickitatcounty.org
Mt. Adams Orchard/ Underwood Fruit	P	Bingen		Underwood Packing Facility, Office	(509) 493-1722				
	S	Yakima		Underwood Fruit Corporate Office	(509) 457-6177				
Port of Klickitat	P	Marc	Thornsbury	Executive Director	(509) 493-1655	(509) 492-8384	(509) 492-8384	(509) 492-8384	mthornsbury@portofklickitat.com
	S	Bill	Schmitt	Chief/Commissioner	(509) 261-2511	(509) 261-2511	(509) 261-0048	(509) 261-0048	KCFD13@hotmail.com
	A	Terry	Wroe	Maintenance Technician	(509) 637-3875	(509) 637-0176	(509) 365-2465	(509) 365-0432	TWroe@PortofKlickitat.com
SDS Lumber Company	P	Jon	Cole	Operations Manager	(509) 493-2155	(541) 490-5421	(509) 493-1511	(509) 493-2535	jonc@sdslumber.com
	S	Fernando	Perez	Safety	(509) 493-2155	(509) 492-8384	(509) 367-4595	(509) 367-0912	fernandop@sdslumber.com
	A	Dennis	Reeves	Construction & Facilities Superintendent	(509) 493-2155	(509) 250-1324	(509) 249-9456	(509) 249-9456	dennisr@sdslumber.com
	A	Vern	Buchanan	Environmental Program Manager	(509) 493-2155	(541) 490-3299	(541) 489-9712	(541) 489-9712	vernb@sdslumber.com
	A	Mark	Day	Maintenance Superintendent	(509) 493-2155	(509) 637-6768	(509) 637-4272	(509) 637-4272	markd@sdslumber.com
	P = Primary								
	S = Secondary								
	A = Alternate								

Appendices • Appendix B – Contacts

Auxiliary Notifications				
Date: 11/15/16 Bingen Point Incident Response Plan, First Edition				
Potential recipients only. This list is not comprehensive. Auxiliary Notifications are determined by the Incident Commander.				
Company / Agency	**Title / Note**	**Phone**		**E-Mail**
		Landline	**Cell**	
City of Bingen - Public Works	Public Works Maintenance	(509) 493-1348	(541) 490-5408	publicworks@bingenwashington.org
City of White Salmon - Administrator/Public Works Director	Patrick Munyan	(509) 493-1133		patm@ci.white-salmon.wa.us
WA Dept of Transportation		(509) 493-2338		
WA Dept of Ecology - Environmental Problems, Central Region	24/7 contact	(509) 575-2490		croerts@ecy.wa.gov
Washington Military Dept - EMD, State Alert & Warning Center	24/7 contact	(800) 258-5990		
Hood River County Sheriff	Admin. Line	(541) 386-2711		
City of Hood River Police	Admin. Line	(541) 386-2121		
Skamania County Department of Emergency Management	Director	(509) 427-8076		johnc@co.skamania.wa.us
Wasco County Sheriff	Admin. Line	(509) 296-5454		
WA State Emergency Response Commission (SERC)	State EPCRA Coordinator	(360) 407-6729		swhi461@ecy.wa.gov
National Response Center	24/7 contact	800-424-8802		www.nrc.uscg.mil
Red Cross Notification Call Center	24/7 contact	(888) 680-1455		
Klickitat County - Health Department	Matt Borden	(509) 773-4565		mattb@klickitatcounty.org
Life Flight	Dallesport Base Manager	(503) 678-4364	(503) 729-5879	tgibbons@lifeflight.org
Skyline Hospital	Emergency Preparedness Coordinator	(509) 637-2940	(541) 490-4558	petermackwell@skylinehospital.org
Skamania County Dispatch	24/7	(509) 427-3890		
US Coast Guard	24/7	(800) 982-8813	(503) 861-6211	

Appendices • Appendix B – Contacts

Key Responder Contacts

Date: 11/15/16 Bingen Point Incident Response Plan, First Edition

Entity	Contact		Title	Address		City	State	Zip	Phone		E-mail
	First	Last							Landline	Cell	
Appleton Fire Dept. (KC Dist. #13)	Bill	Schmitt	Chief	20 Cimmiyotti Rd.		Lyle	WA	98635	(509) 261-2511	(509) 261-2511	KCFD13@hotmail.com
Bingen Fire Dept.	Carl	Spratt	Chief	PO Box 607	112 N. Ash St.	Bingen	WA	98605	(509) 493-2122		fire@bingenwashington.org
Bingen-White Salmon Police Dept.	Tracy	Wyckoff	Chief	PO Box 607	170 NW Lincoln St.	White Salmon	WA	98672	(509) 493-1177	(509) 774-8411	tracy@bwspolice.com
BNSF Railway Company	Justin	Piper	Director, Hazardous Materials - Western Division	1515 W. 39th St.		Vancouver	WA	98660	(360) 418-6268	(360) 553-8672	justin.piper@bnsf.com
HMS Ambulance (Klickitat County EMS Dist. #1)	Mark	Bryan	CEO	310 S Roosevelt		Goldendale	WA	98620	(509) 773-1026	(509) 250-0410	markb@hmsambulance.com
	Bruce	Brending	OIS Mannager	PO Box 261		White Salmon	WA	98672	(503) 784-5985		BruceB@HMSAmbulance.com
Husum Fire (KC Dist. #3)	Wes	Long	Chief	PO Box 151	200 Husum St.	Husum	WA	98623	(509) 493-2993	(360) 281-9585	chief@kcfd3.com
Klickitat County Dept. of Emergency Mgmt.	Jeff	King	Director, E911/Dispatch, Radio System	205 S Columbus Ave.	MS-CH-22	Goldendale	WA	98620	(509) 773-0570	(509) 250-0529	JeffK@klickitatcounty.org
Klickitat County Dept. of Emergency Mgmt.	Jamie	Ward	Chief, Operations/911 Coordinator	205 S. Columbus Ave.	MS-CH-22	Goldendale	WA	98620	(509) 773-0579	(509) 261-1904	jamiew@klickitatcounty.org
Klickitat County Health Dept./Dept. of Ecology	Matt	Borden	Local Emergency Response Coordinator	228 W. Main St.	MS-CH-14	Goldendale	WA	98620	(509) 773-4565		MattB@klickitatcounty.org
Klickitat County Sherriff	Mike	Kallio	Chief Criminal Deputy	205 S Columbus Ave, Rm 108	MS-CH-7	Goldendale	WA	98620	(509) 773-4455		KCSOAdmin@co.klickitat.wa.us
Klickitat County Sherriff	Bob	Songer	Sheriff	205 S Columbus Ave, Rm 108	MS-CH-7	Goldendale	WA	98620	(509) 261-1833		bobs@klickitatcounty.org
Life Flight	Tim	Gibbons	Dallesport Base Manager	25 Airport Way		Dallesport	WA	98617	(503) 678-4364	(503) 729-5879	tgibbons@lifeflight.org
Lyle Fire (KC Dist. #4)	David	McCune	Chief	PO Box 63		Lyle	WA	98635	(509) 365-2500		chief@lylefire.com
Skyline Hospital	Peter	Mackwell	Emergency Preparedness Coordinator	211 Skyline Dr.		White Salmon	WA	98672	(509) 637-2940	(541) 490-4558	petermackwell@skylinehospital.org
USACE - Portland District	Wayne	Sylvie	Chief, Emergency Operations Center	PO Box 2946	333 SW 1st Ave, 10th Floor	Portland	OR	97204	(503) 808-4510	(503) 808-4402	cenwp-pa@usace.army.mil
WA Dept. of Transportation	Jay	Chambers	Area 4 (Goldendale) Maintenance Superintendent	PO Box 69		Goldendale	WA	98620	(509) 773-4533	(509) 250-0729	chambeJ@wsdot.wa.gov
WA Dept. of Transportation	Mike	Niday	Supervisor	WSDOT Shop	6600 WSR 14	Bingen	WA	98605	(509) 493-2338		nidayM@wsdot.wa.gov
WA State Patrol	Nate	Hovinghoff	Seargeant - Klickitat & Skamania	PO Box 105		Goldendale	WA	98620	(509) 773-3750	(360) 903-3965	nathan.hovinghoff@wsp.wa.gov
White Salmon Fire Dept.	Bill	Hunsaker	Chief	PO Box 2139	119 NE Churh St.	White Salmon	WA	98672	(509) 493-1135	(509) 637-0671	billh@ci.white-salmon.wa.us

Appendices • Appendix B – Contacts

APPENDIX C – ACTIVITY LOGS

Records of the following activities should be maintained and noted in the master BPIRP Activity Log at the beginning of this plan:

- Plan and related document distribution;
- Revisions and changes made between formal plan editions; and
- Incident AAR, particularly those leading to revisions/changes.

The minimum information that should be included to document the above activities is listed below. Some activities may require multiple entries in the master Activity Log, as well as preparation of several types of reports, records or lists.

For example, an AAR leading to a plan change that is distributed to all Bingen Point Stakeholders would require the following actions:

1. Prepare the Incident AAR.
2. Describe the resulting plan changes in a RCR.
3. Prepare the distribution list for the RCR.
4. Enter the AAR details in the master BPIRP Activity Log.
5. Enter the details of the RCR in the master Activity Log.
6. Enter the Distribution List details in the master BPIRP Activity Log.
7. Distribute the RCR as necessary.

EXTERNAL DISTRIBUTION

Distribution lists should include the following descriptive information:

- Date
- Description of the item distributed
- Edition number
- Name and contact information of distributor (person and organization)
- Location where the list is to be stored (physical or digital)
- Physical copies should be initialed by the distributor

For each Distribution List recipient, the following information should be provided:

- Name
- Position
- Organization
- Phone number
- Electronic and/or physical address

Revisions/Changes

Records of revisions or changes should include the following information:

- Revision Date
- Description of Changes
- Authorization Signature/Initials/etc.
- Authorization Date

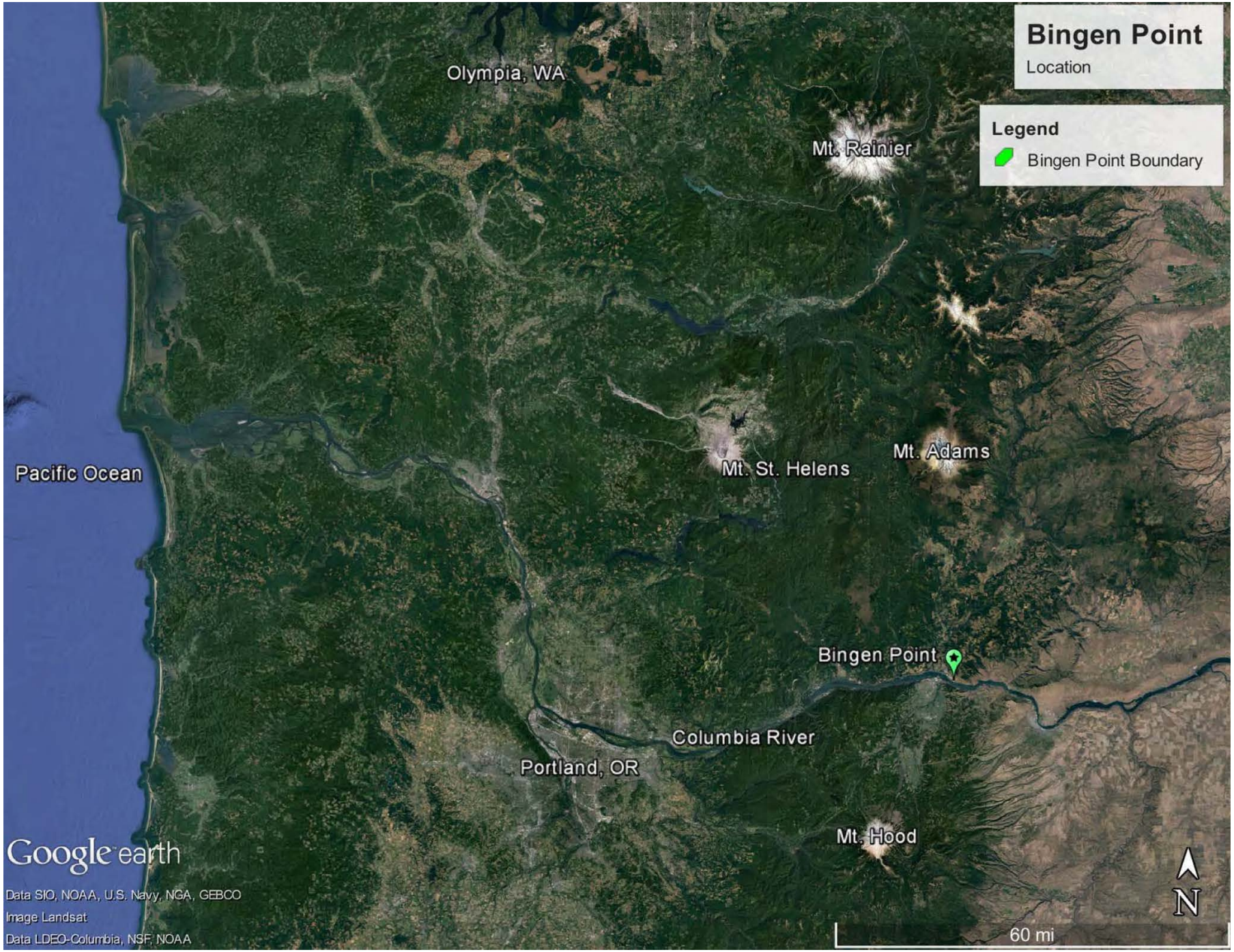
After Action Reports

AARs leading to plan revisions or changes should include the following information:

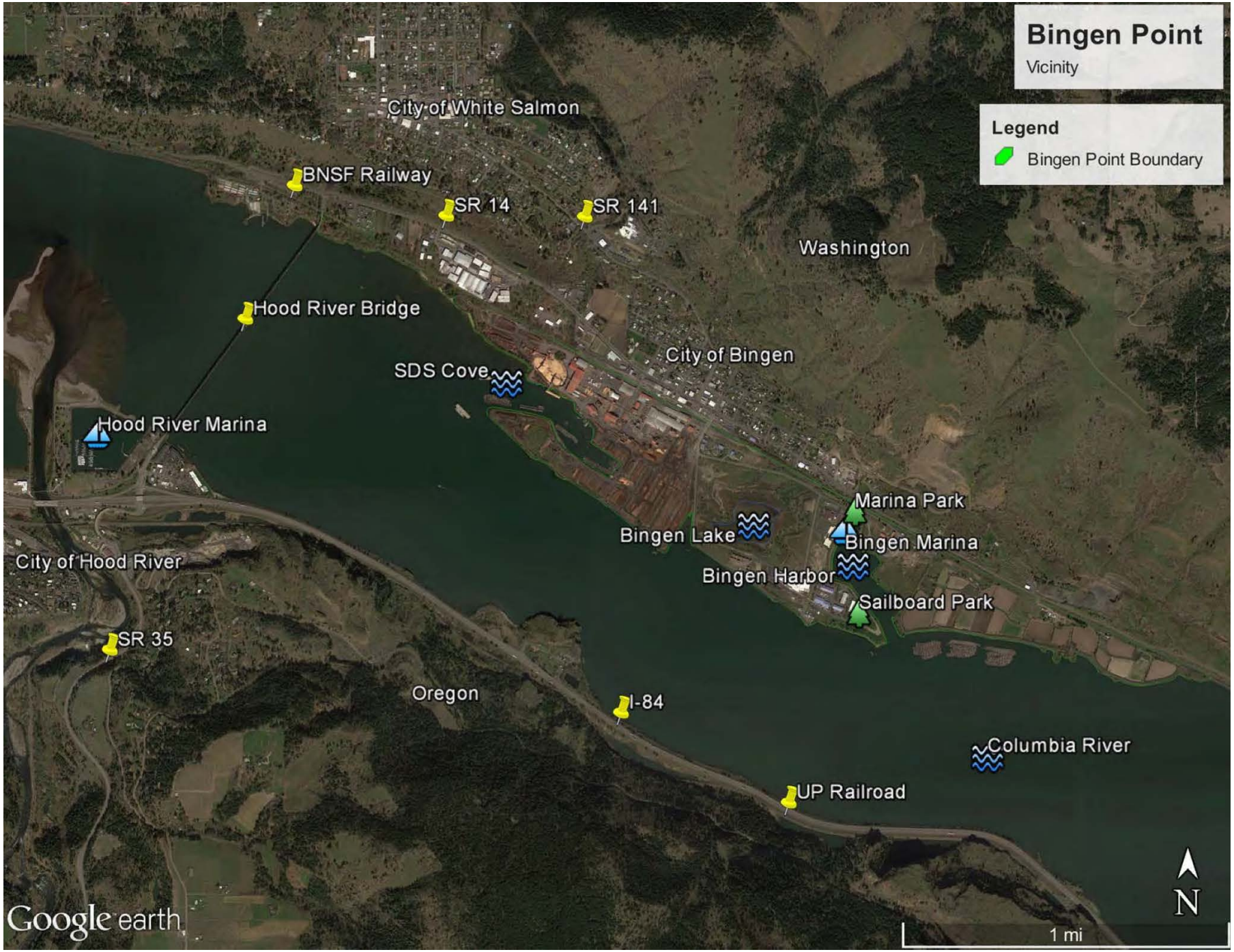
- Date
- Incident Description
- Response Description
- Successes
- Failures
- Lessons Learned
- Revisions Required
- Report Location, if applicable

APPENDIX D – FIGURES & PHOTOS

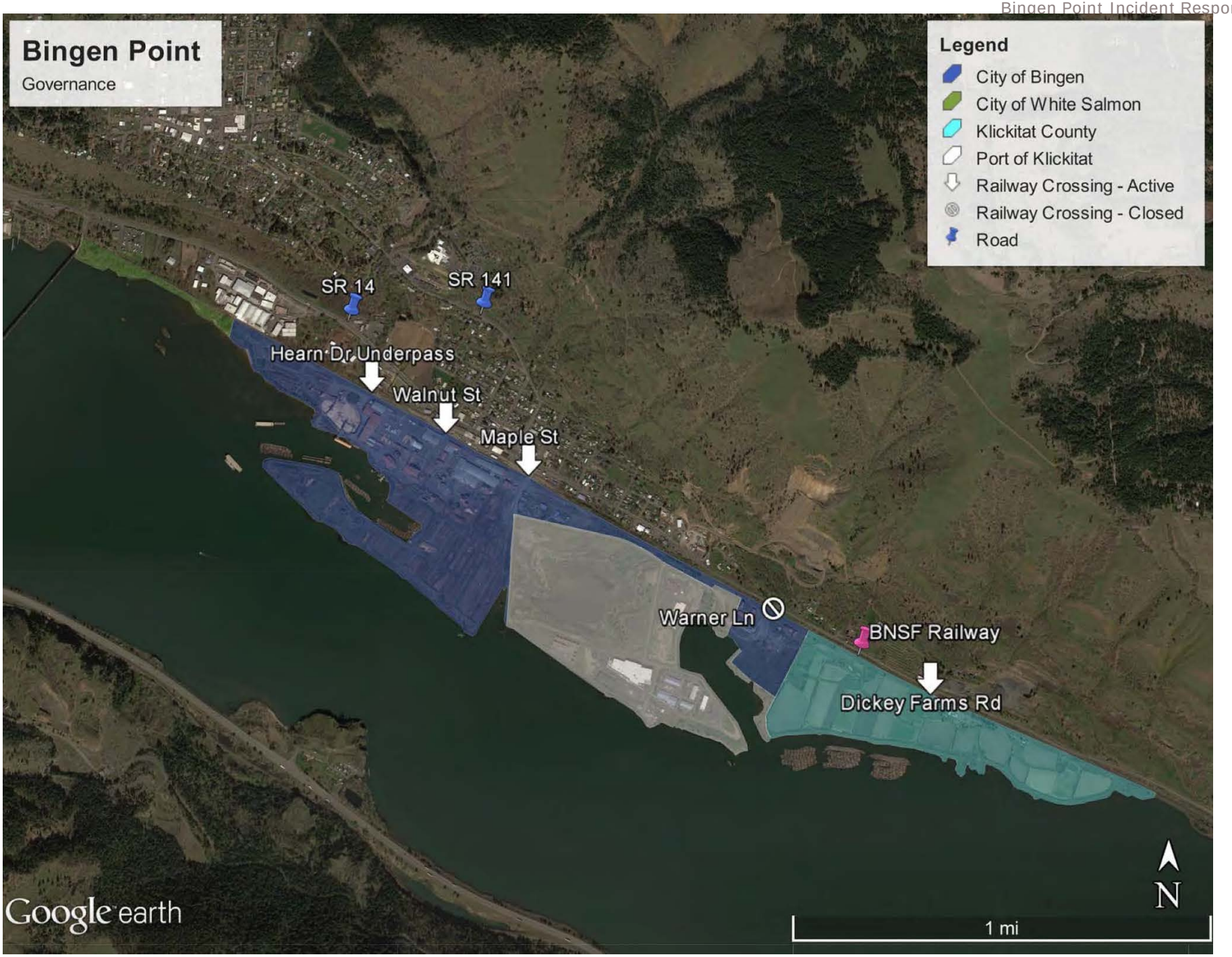
- Figures 1. Location
- Figures 2. Vicinity
- Figures 3. Jurisdiction Boundaries
- Figures 4. Access
- Figures 5. Interior Roads
- Figures 6. Paved Roads
- Figures 7. Utility Supply
- Figures 8. Hearn Drive Underpass Vicinity
- Figures 9. Hearn Drive Underpass Looking North
- Figures 10. Hearn Drive Underpass Looking South
- Figures 11. Walnut Street Crossing Vicinity
- Figures 12. Walnut Street Crossing Looking North
- Figures 13. Walnut Street Crossing Looking South
- Figures 14. Maple Street Crossing Vicinity
- Figures 15. Maple Street Crossing Looking North
- Figures 16. Maple Street Crossing Looking South
- Figures 17. Dickey Farms Road Crossing Vicinity
- Figures 18. Dickey Farms Road Crossing Looking North
- Figures 19. Dickey Farms Road Crossing Looking South
- Figures 20. Warner Lane Vicinity
- Figures 21. Warner Lane Looking North – Old Crossing
- Figures 22. Warner Lane Looking South - Old Crossing
- Figures 23. Warner Lane Looking Southwest from north of WSR 14 - Old Crossing
- Figures 24. Mt. Adams Orchard/Underwood Fruit Vicinity
- Figures 25. Start of footpath to Mt. Adams Orchards/Underwood Fruit looking north from SDS property
- Figures 26. Mid-section of path from SDS to Mt. Adams Orchard/Underwood Fruit looking north
- Figures 27. Footpath crossing BNSF Railway from SDS to Mt. Adams Orchard/Underwood Fruit
- Figures 28. End of path between SDS and Mt. Adams Orchards/Underwood Fruit



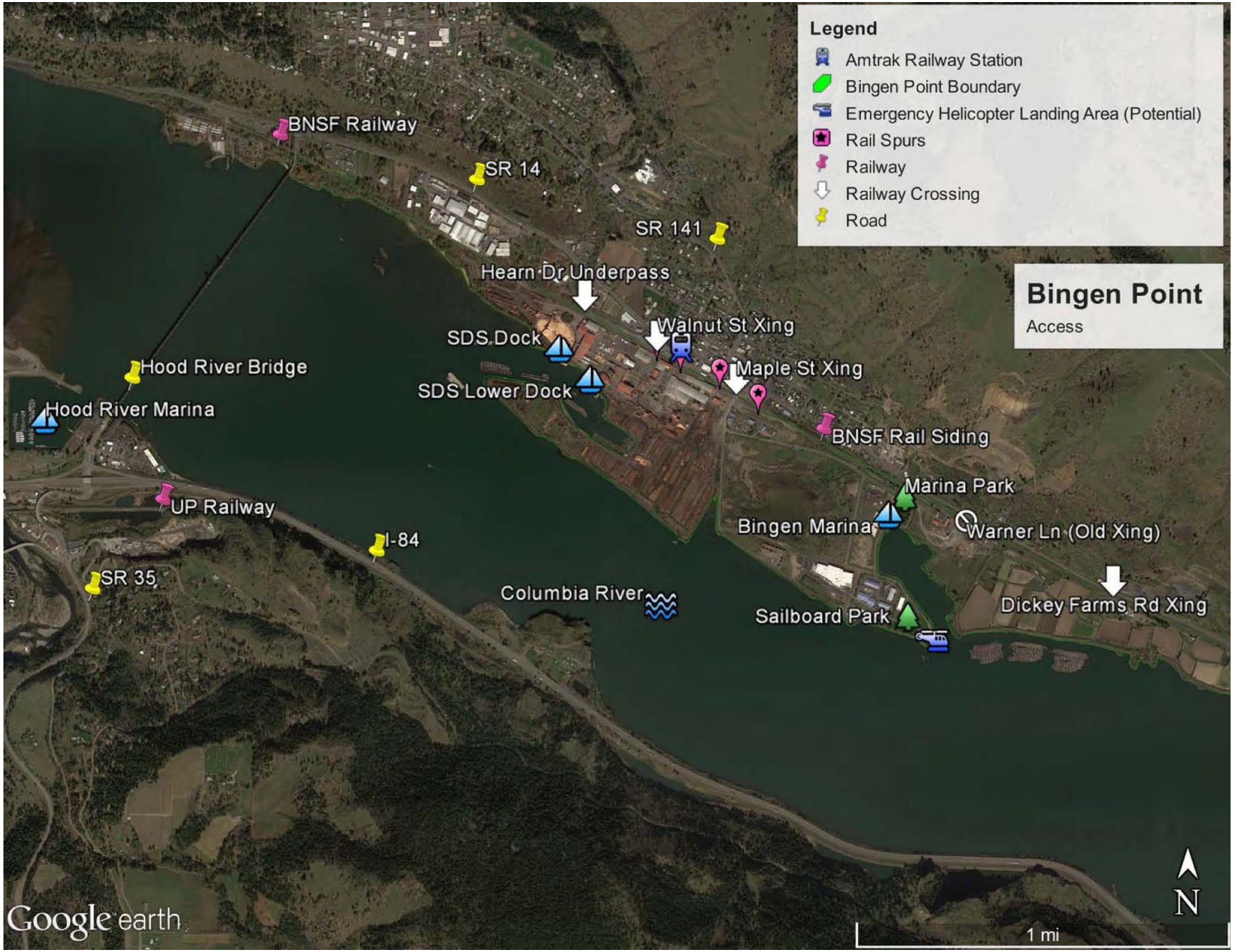
Figures 1. Location



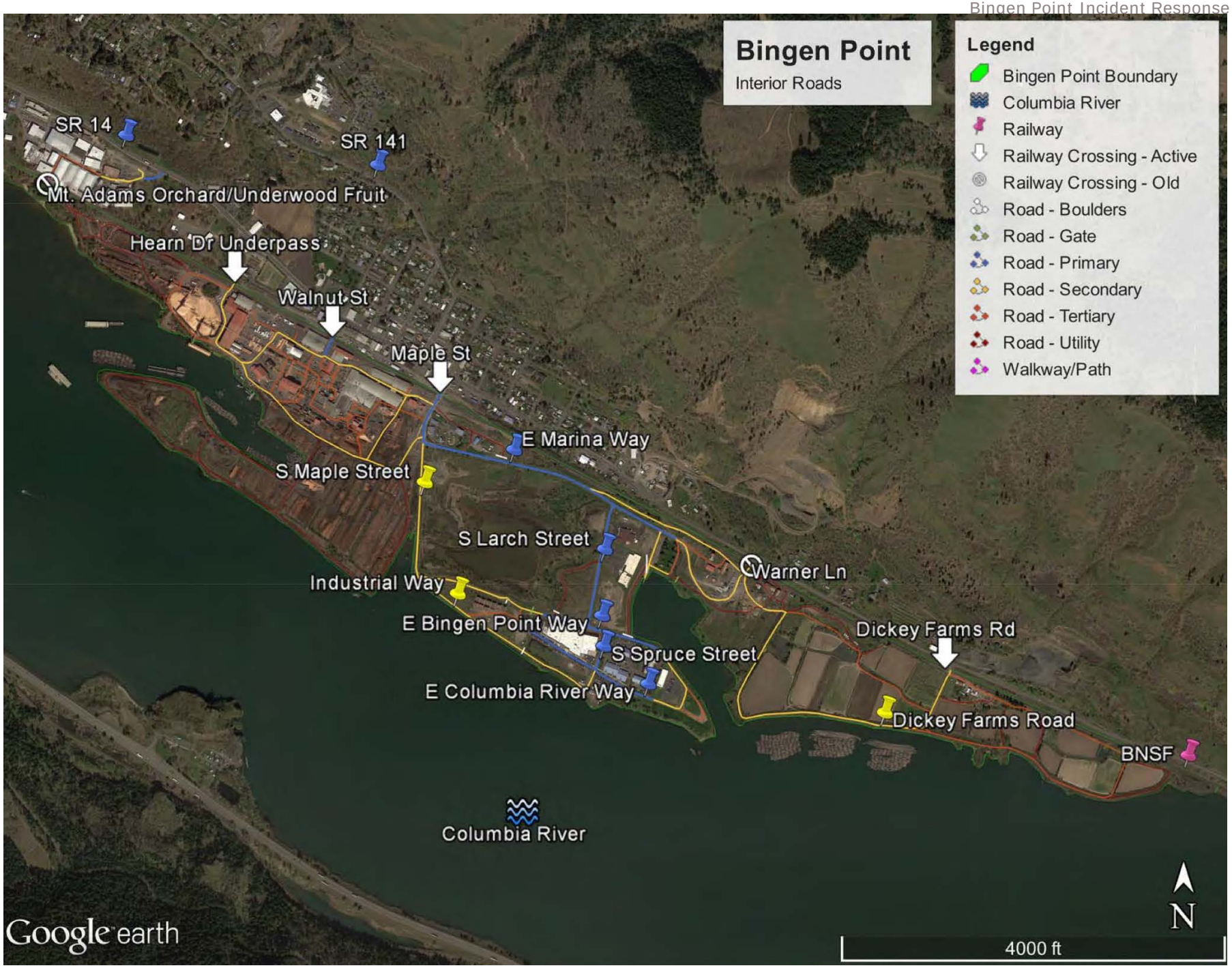
Figures 2. Vicinity



Figures 3. Jurisdiction Boundaries

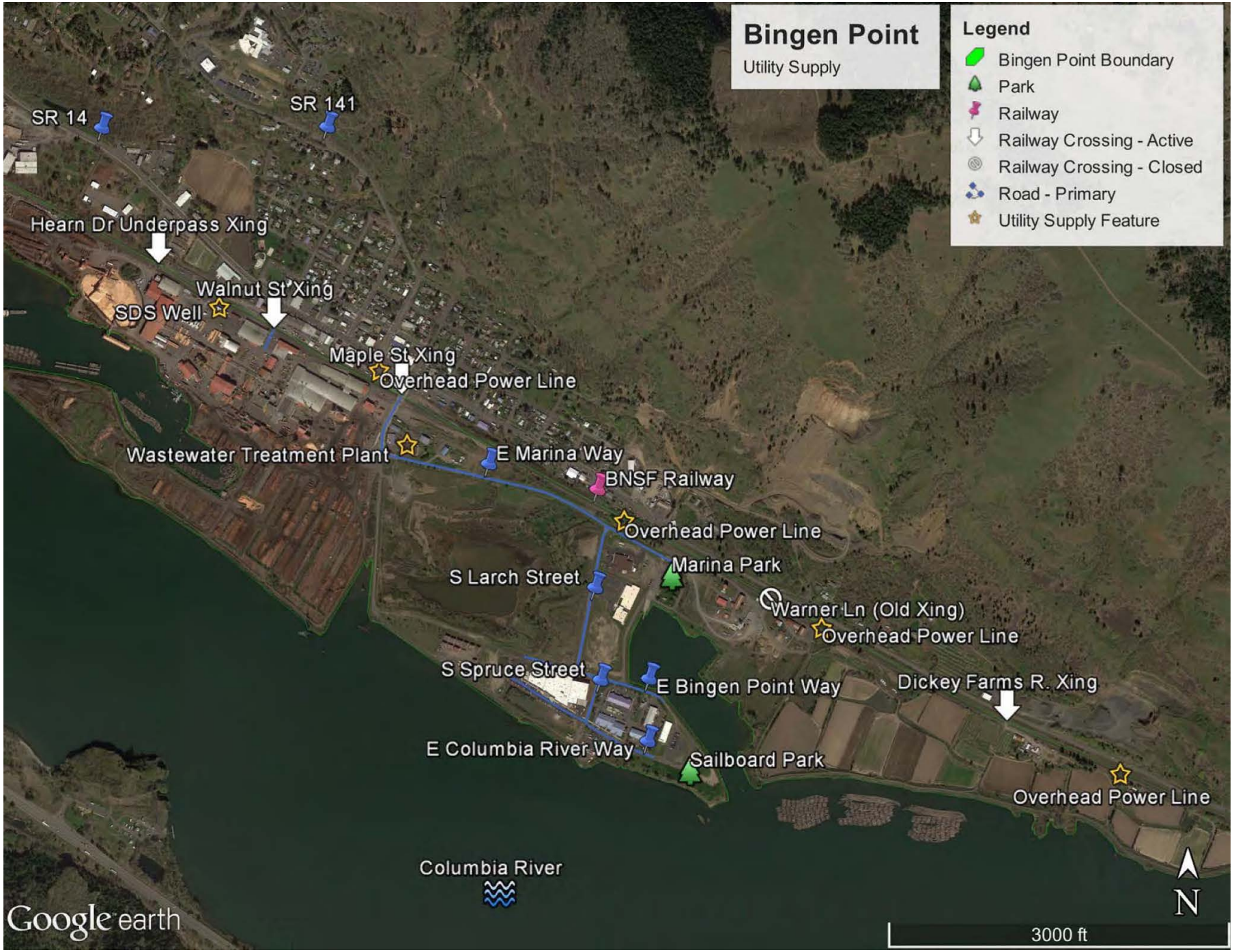


Figures 4. Access

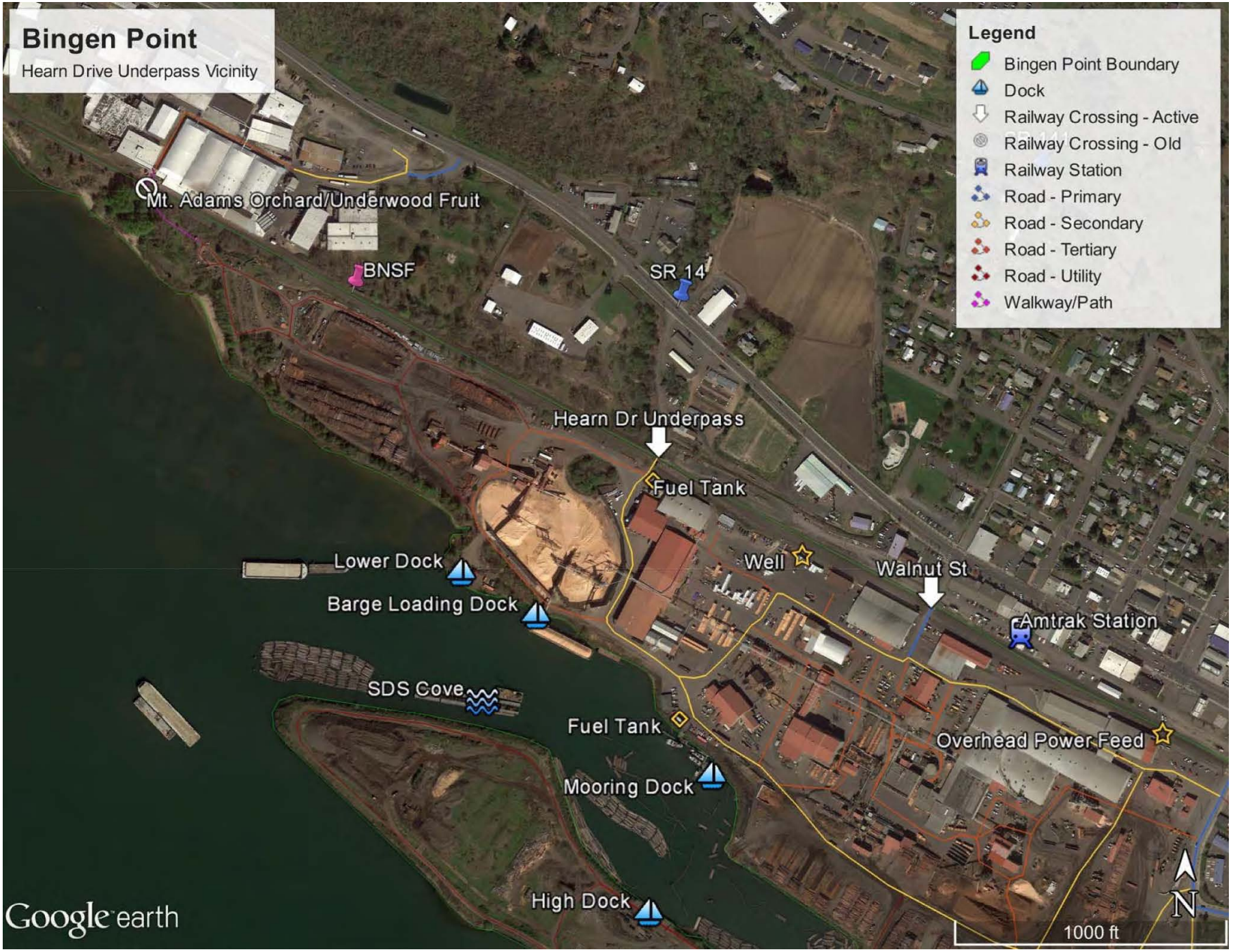


Figures 5. Interior Roads

Figures 6. Paved Roads



Figures 7. Utility Supply



Figures 8. Hearn Drive Underpass Vicinity

Figures 9. Hearn Drive Underpass Looking North

Figures 10. Hearn Drive Underpass Looking South

Figures 11. Walnut Street Crossing Vicinity

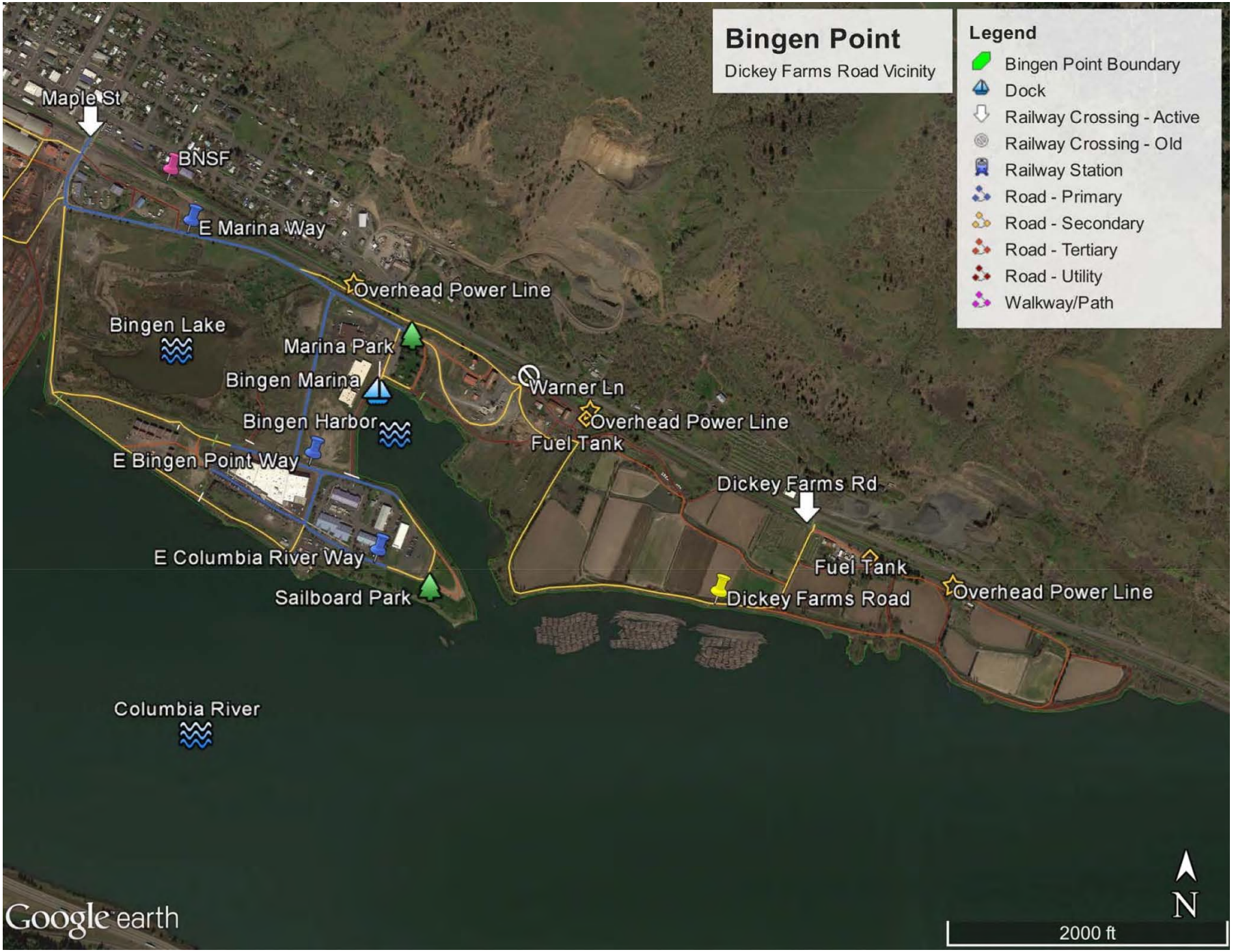
Figures 12. Walnut Street Crossing Looking North

Figures 13. Walnut Street Crossing Looking South

Figures 14. Maple Street Crossing Vicinity

Figures 15. Maple Street Crossing Looking North

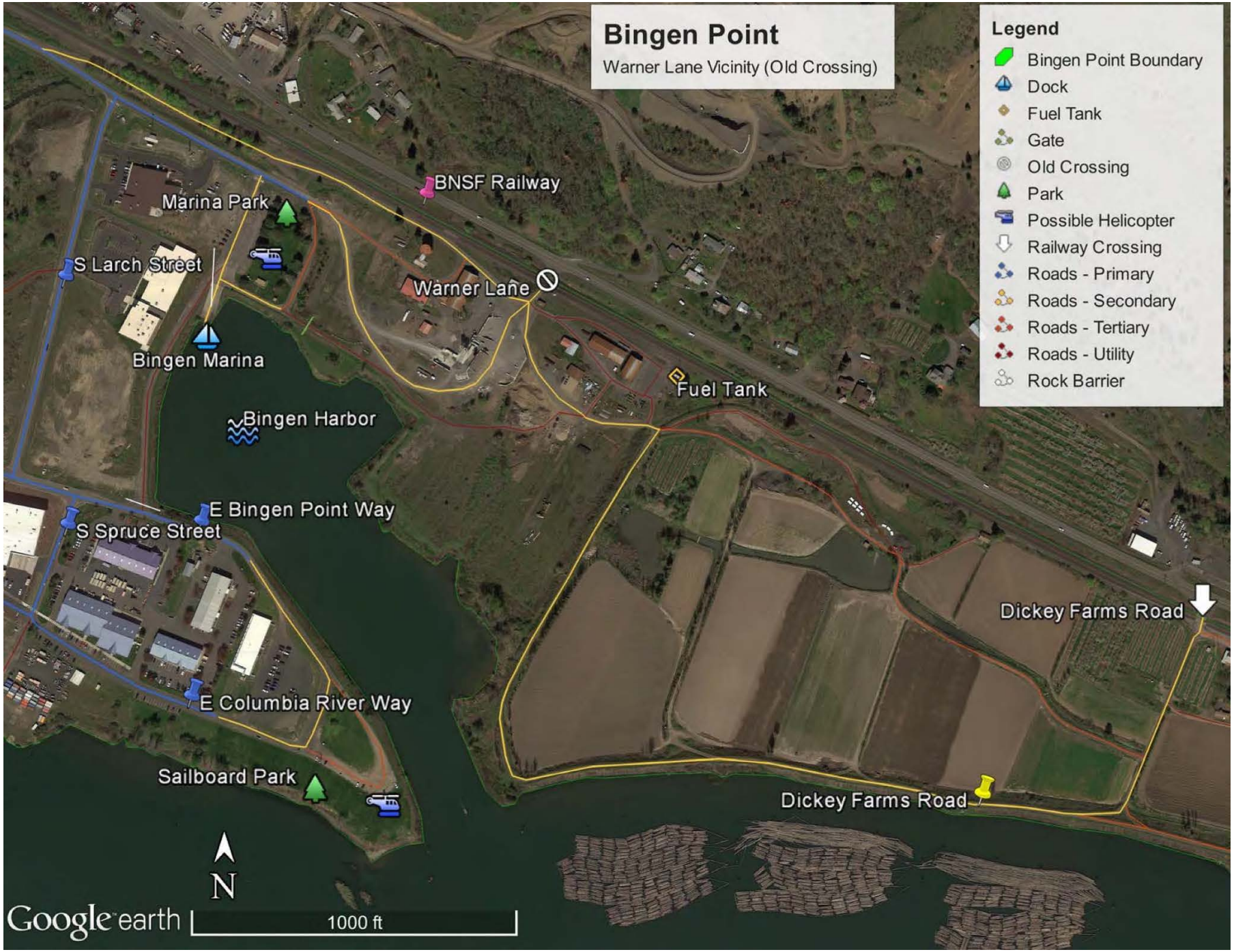
Figures 16. Maple Street Crossing Looking South



Figures 17. Dickey Farms Road Crossing Vicinity

Figures 18. Dickey Farms Road Crossing Looking North

Figures 19. Dickey Farms Road Crossing Looking South

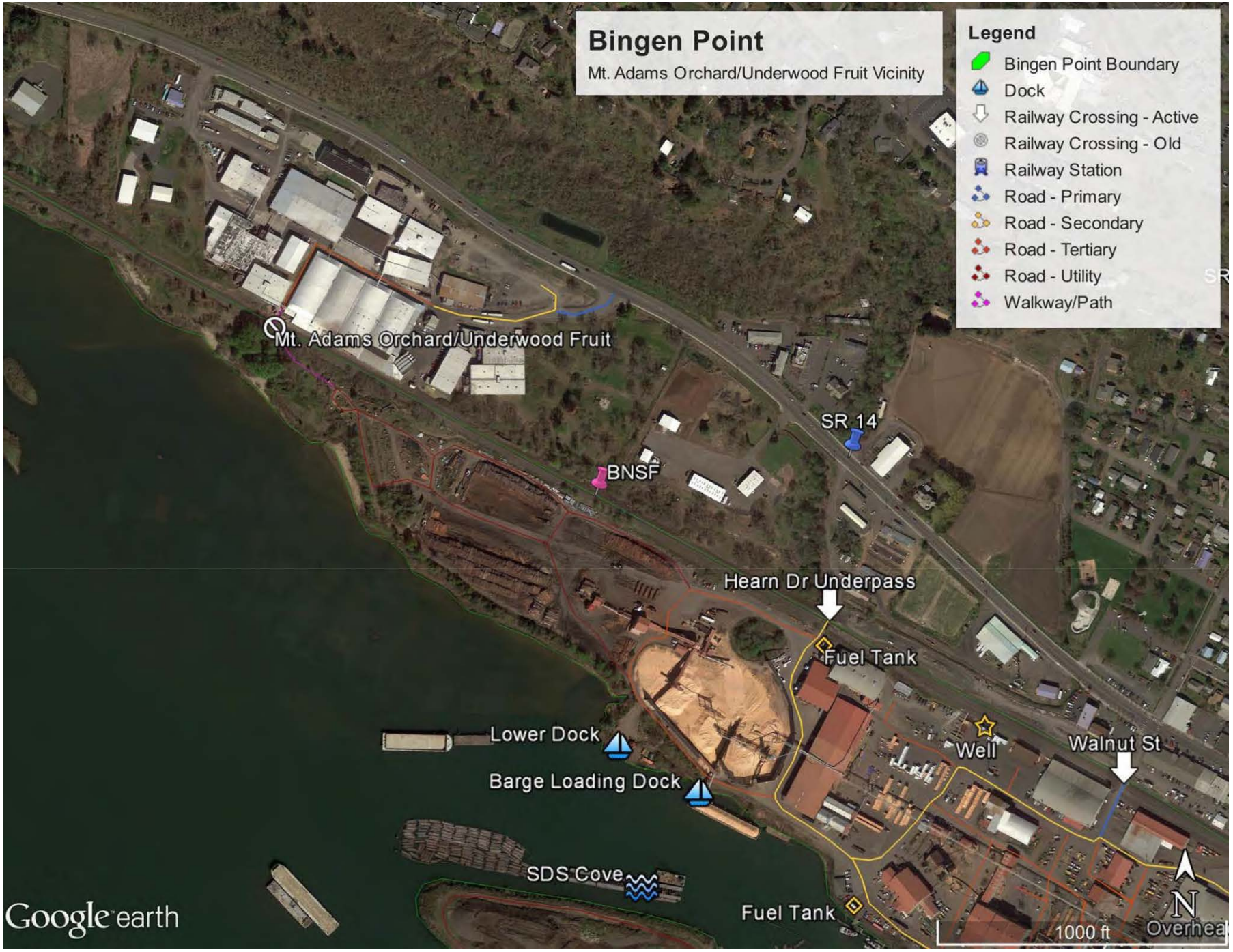


Figures 20. Warner Lane Vicinity

Figures 21. Warner Lane Looking North – Old Crossing

Figures 22. Warner Lane Looking South - Old Crossing

Figures 23. Warner Lane Looking Southwest from north of WSR 14 - Old Crossing

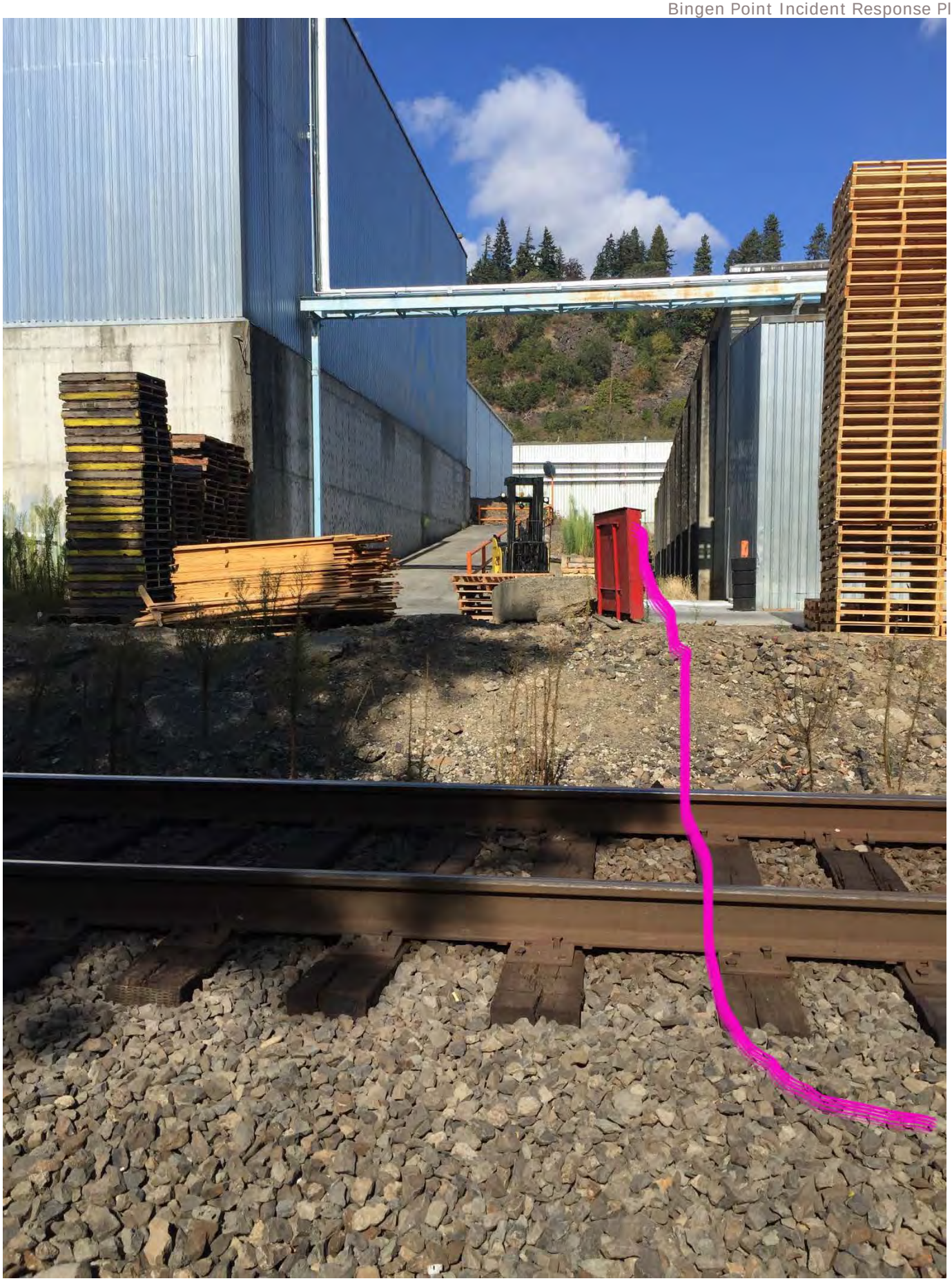


Figures 24. **Mt. Adams Orchard / Underwood Fruit Vicinity**

Figures 25. Start of footpath to Mt. Adams Orchards/Underwood Fruit looking north from SDS property

Figures 26. Mid-section of path from SDS to Mt. Adams Orchard/Underwood Fruit looking north

Figures 27. Footpath crossing BNSF Railway from SDS to Mt. Adams Orchard/Underwood Fruit



Figures 28. End of path between SDS and Mt. Adams Orchards/Underwood Fruit

Figures 29. Bingen Harbor, Marina Park and Sailboard Park Vicinity

Figures 30. Bingen Marina looking North from Bingen Harbor

Figures 31. Bingen Marina looking southeast toward mouth of Bingen Harbor and Sailboard Park at its west point

Figures 32. Bingen Marina looking northeast at Marina Park and potential helicopter landing site (parking lot on park's west side)

Figures 33. Marina Park looking northwest at potential helicopter landing site (in parking lot)

Figures 34. Marina Park looking northeast (cars parked at recommended triage and ambulance pick up locations)

Figures 35. Sailboard Park looking east at potential helicopter landing site

Figures 36. Sailboard Park looking west at Columbia River access

Figures 37. SDS Cove Vicinity

Figures 38. SDS Cove Docks

Figures 39. Looking north from south side of SDS Cove at Lower Dock – a recommended small-vessel water evacuation collection point

Figures 40. Looking north from south of SDS Cove at Barge Loading Dock – a recommended large-vessel water evacuation collection point

APPENDIX E – CROSSINGS

Active Crossing conditions and limitations are listed below. Old Crossing sites[52] designated for emergency pedestrian egress are also listed.

HEARN DRIVE UNDERPASS[53]

- Private crossing
  - Private road ends immediately south of underpass
  - Below-grade
  - Single-lane underpass
    - Size restricted
      - Max height 12'6"
      - Max width 11'2"
- Gravel surface
  - Variable surface condition dependent on weather & flooding
  - Jewett Creek culvert undersized causing overflow through underpass
  - Primitive bar 'gate' activates warning light when tripped by flood water
- Low daily traffic volume
  - Commuters & seasonal equipment (snowplows, etc.)
- High, moderate, low & minimal risk hazard areas present[54]
  - High
    - Fire
    - Traffic (Cars & Trucks)
  - Moderate
    - Utility Supply Damage & Outage
  - Low
    - Railway Crossing
    - Traffic (Equipment & Machinery)
  - Minimal
    - HAZMAT (Storage & Transport)

[52] Six deeded Crossings were awarded to former landowner, Susan Warner, in 1906 when the Portland and Seattle Railway was awarded a rail corridor through Decree of Appropriation by Klickitat County Superior Court. These included: 1) Maple Street; 2) the old crossing south of Warner Lane; and four that no longer exist. These were 3) west of Hearn Drive on Mt. Adams Orchard Company/Underwood Fruit property; 4) at Oak Street; 5) at Alder Street; and 6) south of Henderson Drive between Maple Street and Warner Lane.

[53] See Appendix D – Figures & Photos: Figures 8, Figures 9 & Figures 10.

[54] See Appendix G – Hazard Risk Areas: Risk Areas 5

WALNUT STREET[55]

- Public crossing
  - At-grade
  - 3 tracks
- Public road both north and south of tracks
  - Public right-of-way (ROW) ends on south side of tracks at SDS mill office
  - Two-lane
  - Paved surface
- High daily traffic volume – cars/trucks & equipment/machinery
  - Frequent train delays
  - Poor visibility at crossing – especially from south heading north
  - Reduced clearances & sight lines from buildings, machinery & materials
  - Tight turning radii
  - Not a formal pedestrian crossing, but used as such
- High, moderate, low & minimal risk hazard areas present[56]
  - High
    - Railway Crossing
    - Traffic (Cars & Trucks)
  - Moderate
    - Utility Supply Damage & Outage
  - Low
    - Traffic (Equipment & Machinery)
  - Minimal
    - HAZMAT (Transport)

[55] See Appendix D – Figures & Photos: Figures 11, Figures 12 & Figures 13.
[56] See Appendix G – Hazard Risk Areas: Risk Areas 6.

Maple Street[57]

- Public crossing
  - At-grade
  - 4 tracks
- Public road
  - Two-lane
  - Paved surface through junction with E Marina Way
- Highest traffic volume
  - Cars, trucks & equipment
  - Frequent train delays
  - Designated pedestrian crossing with crosswalks
- High, moderate, low & minimal risk hazard areas present[58]
  - High
    - Railway Crossing
    - Traffic (Cars & Trucks)
  - Moderate
    - Utility Supply Damage & Outage
  - Low
    - Traffic (Equipment & Machinery)
  - Minimal
    - HAZMAT (Storage & Transport)

[57] See Appendix D – Figures & Photos: Figures 14, Figures 15 & Figures 16.
[58] See Appendix G – Hazard Risk Areas: Risk Areas 7.

Dickey Farms Road[59]

- Private crossing
  - At-grade
  - 1 track
  - 1 siding
- Private road
  - Two-lane
  - Paved crossing
  - Gravel road surface south of tracks
- Low traffic volume
  - Cars & equipment
  - Frequent train delays
    - Blocked when trains parked on siding
- Low & minimal risk hazard areas present[60]
  - Low
    - Railway Crossing
    - Traffic (Equipment & Machinery)
  - Minimal
    - HAZMAT (Transport)

[59] See Appendix D – Figures & Photos: Figures 17, Figures 18 & Figures 19.
[60] See Appendix G – Hazard Risk Areas: Risk Areas 8.

Warner Lane[61]

- CLOSED OLD CROSSING[62]
  - Barricaded both sides of railway
  - Not paved across tracks
  - Paved road south of crossing
- Potential emergency uses:
  - Pedestrian egress
  - Larger pick-up truck egress
  - Most emergency response vehicles ingress or egress

Mt. Adams Orchard/Underwood Fruit[63]

- HISTORIC CROSSING SITE[62]
  - Unsafe for non-emergency use
  - Informal footpath connects SDS and Underwood Fruit properties
- Potential emergency use:
  - Pedestrian evacuation egress only

[61] See Appendix D – Figures & Photos: Figures 20, Figures 21, Figures 22 & Figures 23.
[62] This historic Crossing is unsafe for use except as an emergency pedestrian evacuation route. It is one of six deeded Crossings awarded to former landowner, Susan Warner, in 1906 when the Portland and Seattle Railway was awarded a rail corridor through Decree of Appropriation by Klickitat County Superior Court.
[63] See Appendix D – Figures & Photos: Figures 24, Figures 25, Figures 26, Figures 27 & Figures 28.

APPENDIX F – HAZARDS

Hazards with the potential to impact Bingen Point include:

INTERNAL OR ADJACENT IMPACT

- Active Shooter
- Bomb Threat
- Electrocution – Power Lines
- Explosion
- Falling Objects/Crushing
- Fire
- Flood
- Fugitive Emissions
- Hazardous Materials Spill/Release – Storage & Transport
- Landslide & Erosion
- Rail Crossings located at:
  - Hearn Drive Underpass
  - Walnut Street
  - Maple Street
  - Dickey Farms Road
- Search & Rescue
- Terrorism – Chemical/Biological/Radiological/Nuclear/Explosion
- Traffic – Cars & Trucks
- Traffic – Machinery & Equipment
- Train Derailment
- Utility Outage – Power, Water, Phone
- Utility Supply Damage

External Impact

- Dam Failure
- Drought
- Earthquake
- Energy Emergency
- Flood
- Hazardous Materials Spill/Release – Storage or Transport
- Landslide & Erosion
- Mass Casualty Incident
- Radiological Emergency
- Severe Storm
- Terrorism – Chemical/Biological/Radiological/Nuclear/Explosion
- Volcanic Activity – Ash & Lahars
- Wildfire

Assumptions

Hazards were evaluated by the Planning Team based on the following assumptions:

Dam Failure

- Failure of a dam can have many effects such as loss of life and damage to structures, roads, utilities, crops, and the environment. Economic losses also can result from a lowered tax base and lack of power profits.
- Dams in Washington State located upstream of three or more residences, including The Dalles Dam, are inspected on a cycle of 6 to 12 years by the Washington State Department of Ecology Dam Safety Office (WDOE, 2013).

Earthquake

- The United States Geological Survey database shows there is a 19% chance of a major earthquake within 50 miles of Bingen Point (USGS, 2013). The largest earthquake within 50 miles of Bingen Point was a Magnitude 5 in 1980 (Homefacts, 2013).

Flood

- Floods cause loss of life and damage to structures, crops, land, flood control structures, roads, and utilities. Floods also cause erosion and landslides, and can transport debris and toxic products that cause secondary damage. Flood damage in Washington State exceeds damage by all other natural hazards (WMDEMD, 2013).

HAZARDOUS MATERIALS

- Hazardous materials are those which, because of their chemical, physical, or biological nature, pose a potential risk to life, health or property 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. The hazard can be explosive, flammable, combustible, corrosive, reactive, poisonous, toxic, a biological agent, and/or radioactive. HAZMAT incidents may be caused by, or occur during, another emergency such as flooding, major fire, or earthquake. Water or sewer systems may be affected and necessitate shutdown.
- An accidental HAZMAT release could pose a threat to the local population or environment. The length of time available to determine the scope and magnitude of an incident impacts protective action recommendations. Shelter-in-place or Evacuation may be required.
- Hazardous materials are commonly transported through Bingen Point via the BNSF railway corridor. They are also transported along WSR 14 and by barge on the Columbia River.
- The Northwest Pipeline, LLC high pressure natural gas pipeline runs north to south from White Salmon along the far west edge of The Point to the Hood River Bridge (WUTC, 2016).
- Hazardous materials are stored and used by industrial, agricultural and other facilities within Bingen Point during the normal course of business. Delivery and removal of these materials by vehicle, rail and river occur regularly.

LANDSLIDE

- Landslides take lives, destroy businesses and public buildings, interrupt transportation, undermine bridges, derail train cars, cover freshwater habitat, and damage utilities. They commonly occur on slopes and areas where they have taken place before. The Gorge has been subject to landslides in the past (WMDEMD, 2013). Per state-wide assessments, Bingen Point has moderate landslide risk (WMDEMD, 2013).

MULTIPLE HAZARDS

- Areas near hazard locations are vulnerable to explosions, crashes, fire, and toxic pollution, etc.
- Wind shifts and other changes in weather conditions during an incident may necessitate changes in protective action recommendations.

POWER OUTAGE

- Overhead power lines are vulnerable to accidents and weather.

RADIOLOGICAL

- Areas within Bingen Point capable of radiological release are private industry, and trucks, trains, and vessels transiting the state carrying radiological materials (WMDEMD, 2013). Although safety precautions exist, and the likelihood is low, an accident could occur (WMDEMD, 2013).

SEVERE STORM

- All areas of Bingen Point are vulnerable to severe weather. A severe storm is an atmospheric disturbance that results in one or more of the following phenomena: strong winds and large hail, thunderstorms, tornados, rain, snow, or other mixed precipitation. Typically, major impacts from a severe storm are to transportation and utility supply such as power and phone lines.

TRANSPORTATION

- Transportation systems within Bingen Point include road, rail, and river. Use of these systems creates the opportunity for accidents, emergencies, and disasters. Transportation hazards are natural or human caused.

ROAD

- Traffic accidents can be major emergencies. Some accidents involve multiple car pileups that block access and travel routes for hours, detour traffic clogging other roadways, and overwhelm local Response capabilities.
- Privately owned vehicles provide transportation for individuals to, from, and within Bingen Point using freeways, highways, and public and private roads. Trucks and trailers carry cargo to and from the area.
- Traffic accidents caused by fog, rain, snow, freezing rain and fog, high winds, high speeds, heavy traffic and other factors are common at Bingen Point and in the Columbia River Gorge.
- Access to Bingen Point is limited.
- Bingen Point Crossings are crowded, undersized for the uses and volumes they serve, serve multiple conflicting vehicle types, are near high-risk hazard areas, and have frequent delays caused by passing rail traffic. These conditions inhibit daily ingress and egress as well as effective, immediate and safe emergency Response.

RAIL

- Major east-west rail carriers are Burlington Northern for freight, and Amtrak for passengers.
- Trains travelling the BNSF railway through Bingen Point cause traffic delays, inhibit daily ingress and egress and Response capabilities, increase risk of vehicle and pedestrian injury or damage at Crossings, and could derail. An accident involving an Amtrak train traveling in Bingen Point could result in a mass casualty incident. The greatest risk associated with freight trains is a

HAZMAT spill, which may occur when a train is moving or unattended (Johnson, 2013).

- Through intensive study over the past decade, BNSF has implemented coal loading rules to prevent concerns regarding fugitive emissions. The two-step rule requires coal to be loaded in a bread loaf shape on top to reduce wind issues, and application of an approved topping agent. The topping agent acts like a glue to control coal dust. (Justin Piper, Director, HAZMAT, BNSF Railway personal communication via e-mail dated 9/26/16).

WATER

- The Columbia River is a navigable river used by a variety of vessels such as barges, log booms, tug boats, ships, motor and sail boats, wind surfers and kite boarders making it vulnerable to shipping and boating accidents.
- Hazardous materials are transported up and down the Columbia River.

URBAN FIRE

- Urban fires have occurred within Bingen Point and could rapidly spread to adjoining structures damaging commercial buildings, industrial facilities, crops and vehicles, and threatening lives.
- In Washington State, 62 % of identified structure fires occur outside of where people live and 25 % of all fire deaths occur outside homes (WMDEMD, 2013).
- Arson is a violent crime against people. Arson, when combined with suspected arson, was the leading cause of fire deaths in Washington State in 1998. Arson and suspected arson killed one of every eight people who died in a structure fire during that year. There were a total of 1,113 arson fires in Washington State in 1998 (WMDEMD, 2013).
- In Washington State, 7 % of all fires involve vehicles, an increasingly large share of total fires. Fires occurring in the engine, running gear, and passenger areas account for 77 % of vehicle fires. Vehicle fires start in engine compartments, brake systems, and by driver or passenger smoking (WMDEMD, 2013).

VOLCANO

- Volcanoes can lie dormant for centuries between eruptions, and the risk posed is not always apparent. When Cascades volcanoes do erupt, high speed avalanches of hot ash and rock called pyroclastic flows, lava flows, and landslides can devastate areas 10 or more miles away, while huge mudflows of volcanic ash and debris called lahars can inundate valleys more than 50 miles downstream (WMDEMD, 2013). Falling ash from explosive eruptions can disrupt human activities hundreds of miles downwind, and drifting clouds of fine ash can cause severe damage to the engines of jet aircraft hundreds or thousands of miles away.

- Washington's volcanoes will erupt again, as shown by activity at Mount St. Helens, which began another eruptive phase in the fall of 2004 (USGS, 2013).
- Mount Adams, in Washington's Yakima County, is 35 miles north of Bingen Point. It has produced few eruptions during the past several thousand years (WMDEMD, 2013). This volcano's most recent activity was a series of small eruptions about 1,000 years ago followed by a debris avalanche and lahar that inundated part of the Trout Lake lowland less than 500 years ago. Trout Lake is 20 miles north of Bingen Point.
- Oregon's Mount Hood is about 25 miles south of Bingen Point. It poses some threat to the community (WMDEMD, 2013). Mount Hood has erupted repeatedly for thousands of years, most recently during two episodes in the past 1,500 years.
- These and other volcanoes in British Columbia, Oregon, and California, can produce tephra which could fall on and affect Bingen Point (WMDEMD, 2013).

Wildland Fire

- Wildland areas are vulnerable to fires and exist in and around Bingen Point. Under certain meteorological conditions wildland fire could spread to Bingen Point threatening commercial buildings, industrial facilities, crops, vehicles and people.
- The wildland fire season in Washington usually begins in early July and typically culminates in late September with a moisture event (NOAA, 2013). However, wildland fires have occurred in every month of the year. Drought, reduced snow pack, and local weather conditions can expand the length of the fire season. The early and late shoulders of the fire season are usually associated with human-caused fires. Lightning generally is the cause of most fires in the peak fire period of July, August and early September.
- Short-term loss caused by a wildland fire can include destruction of timber, wildlife habitat, scenic vistas, and watersheds. Vulnerability to flooding increases following many wildland fires due to loss of vegetation. Long-term effects include smaller timber harvests, reduced access to affected recreational areas, and destruction of cultural and economic resources and community infrastructure.

Assets at Risk

Assets at risk fall into three broad categories. These are: People; Property & Operations; and the Environment. The following Bingen Point assets were identified by the Planning Team as being at risk:

People

- Business Owners
- Commercial Drivers
- Customers
- Employees
- Recreationists
- Seasonal Workers
- Vendors
- Visitors

Property & Operations

- Business Operations
- Critical Infrastructure
- Information Technology
- Property
- Regulatory or Contractual Obligations
- Company or Product Reputation or Confidence
- Supply Chain
- Systems or Equipment
- Utility Supply

Environment

- Land
- Water
- Air
- Habitat
- Scenic Value
- Fish & Wildlife

IMPACTS

Impacts to identified Assets at risk from identified hazards were categorized by the Planning Team as affecting People, Property & Operations, and/or the Environment:

PEOPLE

- Casualties – Injuries or Death
- Dislocation
- Economic Hardship
- Human Suffering – Mental, Physical or Social
- Shelter-In-Place
- Travel Delays

PROPERTY & OPERATIONS

- Business Interruption
- Disruption of Government – Federal, State, Local, Tribal
- Disruption of Organizations – Public & Private
- Financial Loss
- Loss of Customers
- Loss of Essential Services
- Loss of Vital Records
- Property Damage

ENVIRONMENT

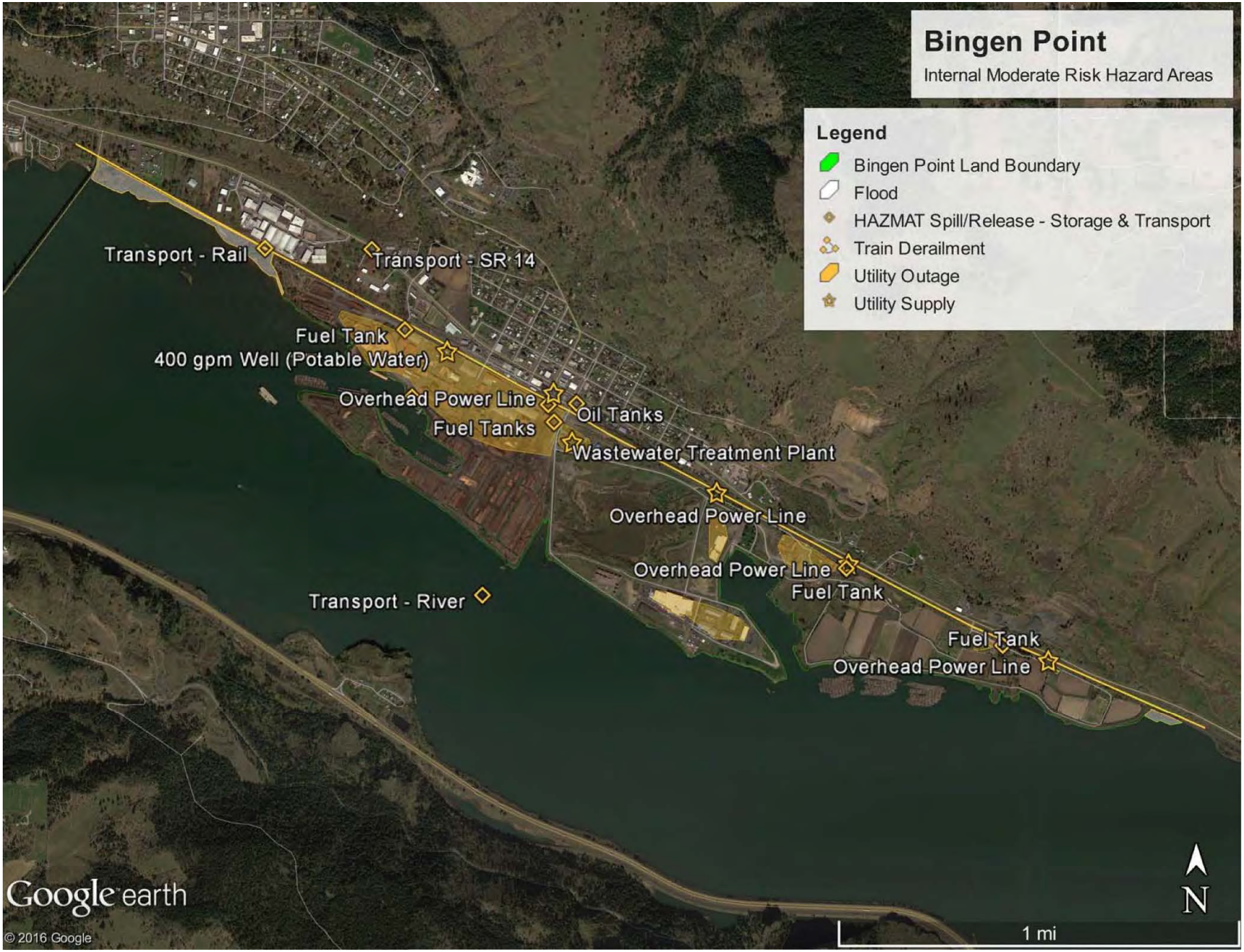
- Contamination
- Degradation
- Fish & Wildlife Loss
- Habitat Loss
- Loss of Scenic Value

APPENDIX G – HAZARD RISK AREAS

Hazard risk area maps:

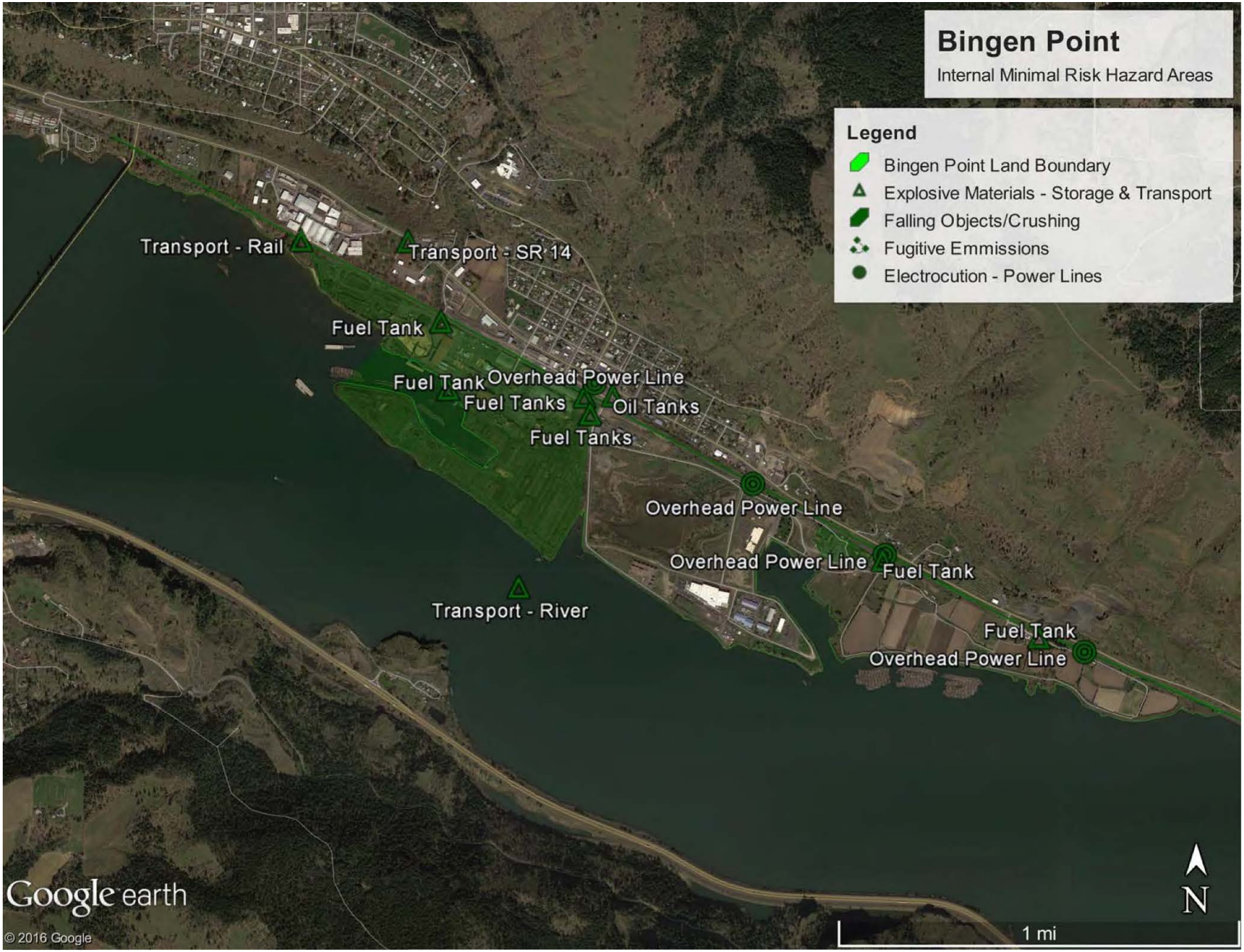
- Risk Areas 1. Internal/Adjacent – High
- Risk Areas 2. Internal/Adjacent – Moderate
- Risk Areas 3. Internal/Adjacent – Low
- Risk Areas 4. Internal/Adjacent – Minimal
- Risk Areas 5. Hearn Drive Underpass Vicinity
- Risk Areas 6. Walnut Street Crossing Vicinity
- Risk Areas 7. Maple Street Crossing Vicinity
- Risk Areas 8. Dickey Farms Road Vicinity
- Risk Areas 9. Electrocution
- Risk Areas 10. Explosion
- Risk Areas 11. Falling Objects/Crushing
- Risk Areas 12. Fire
- Risk Areas 13. Flood
- Risk Areas 14. Fugitive Emissions
- Risk Areas 15. Hazardous Materials (HAZMAT)
- Risk Areas 16. Landslide & Erosion
- Risk Areas 17. Railway Crossings
- Risk Areas 18. Traffic
- Risk Areas 19. Train Derailment
- Risk Areas 20. Utility Supply Damage & Outage
- Risk Areas 21. Dam Failure
- Risk Areas 22. Volcanic (Ash & Lahar)
- Risk Areas 23. Other External – High
- Risk Areas 24. Other External Moderate
- Risk Areas 25. Other External – Low

Risk Areas 1. Internal/Adjacent – High

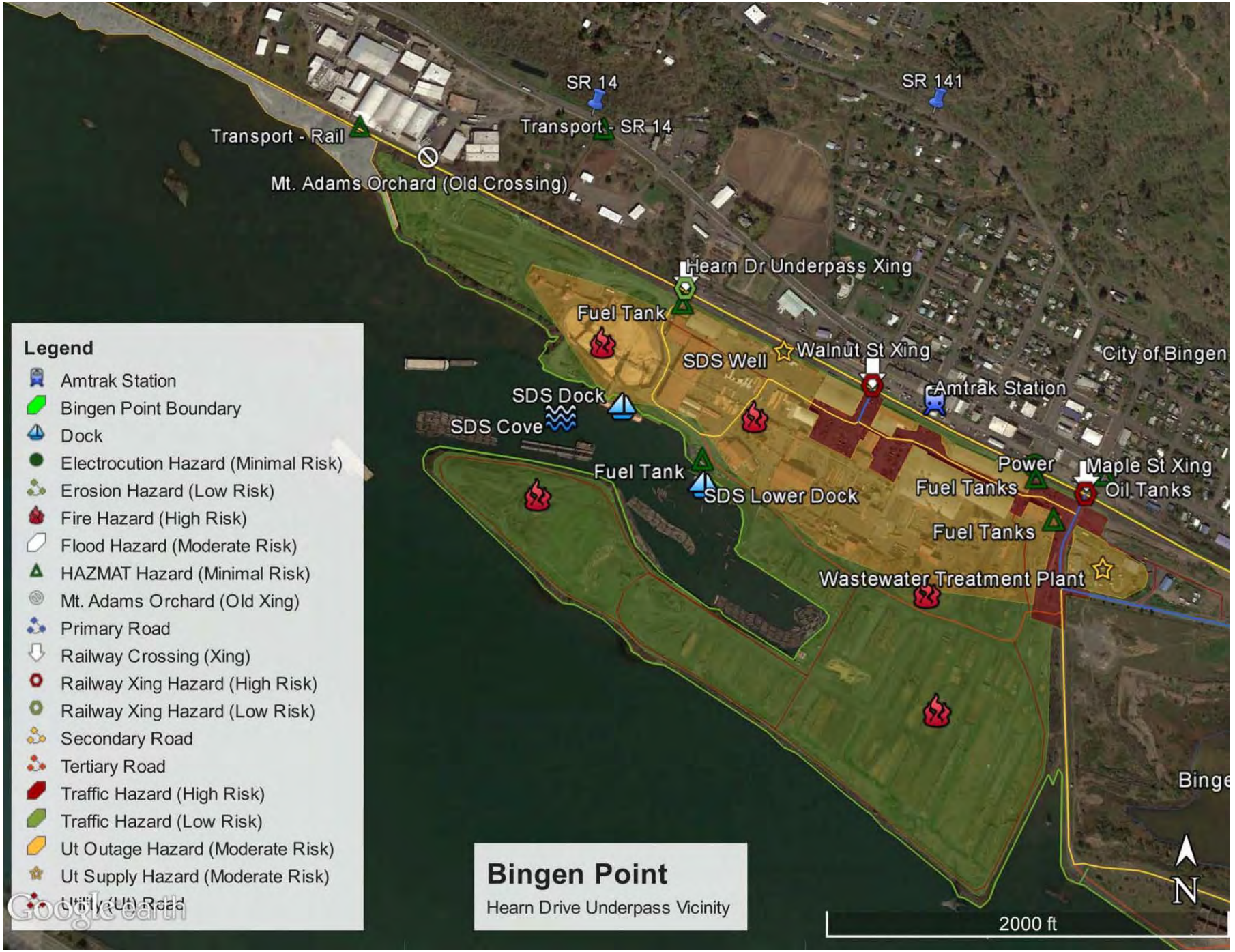


Risk Areas 2. Internal/Adjacent – Moderate

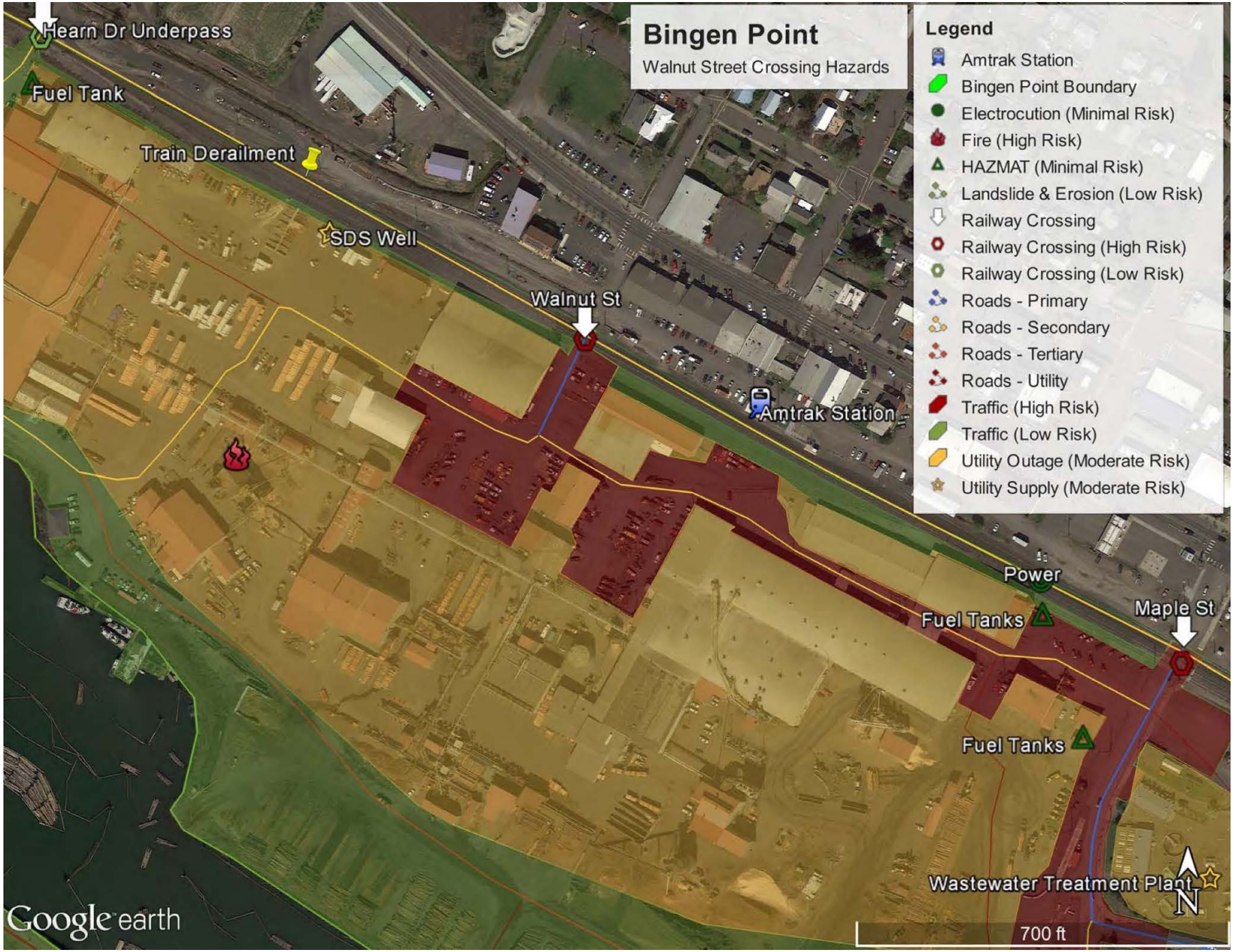
Risk Areas 3. Internal/Adjacent – Low



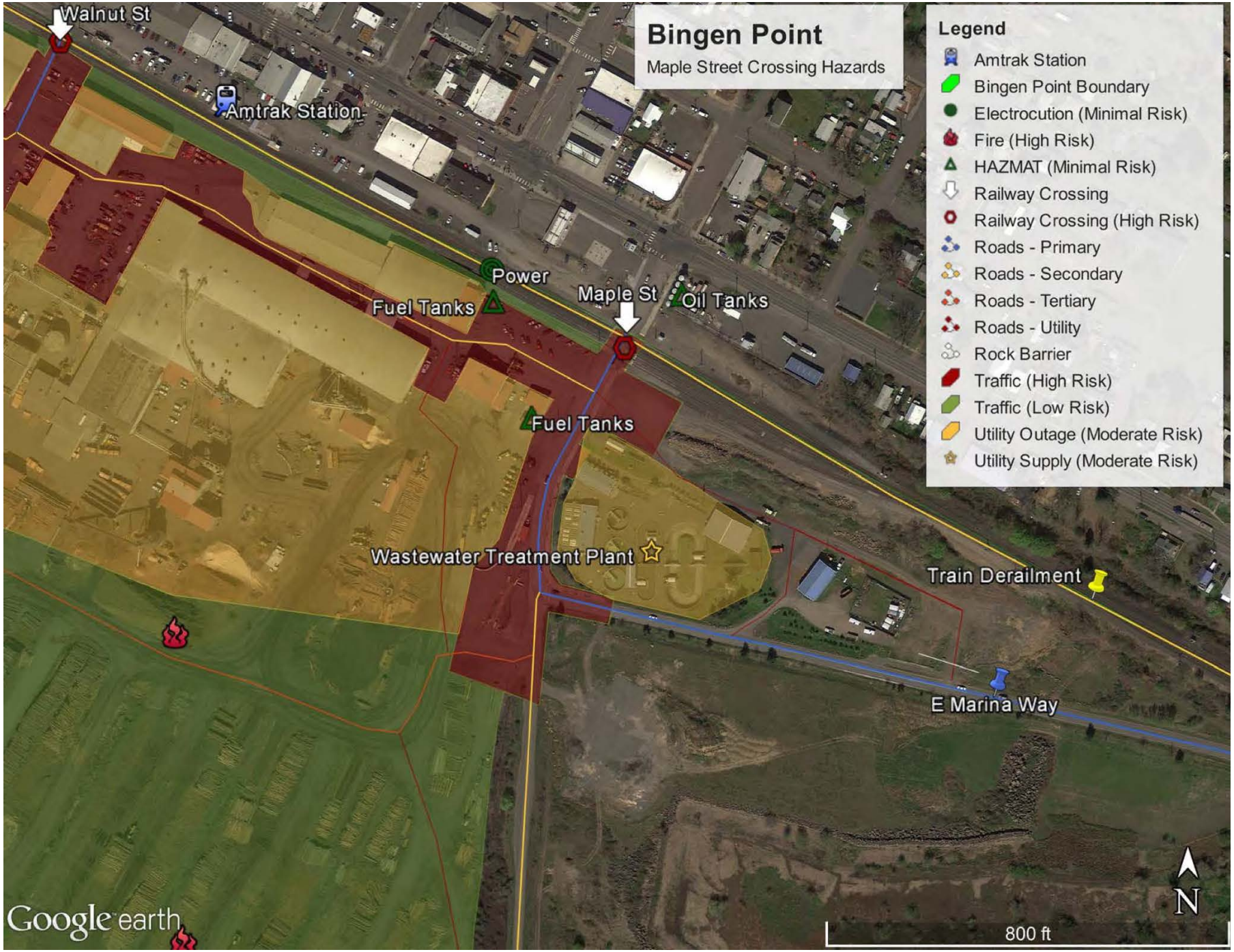
Risk Areas 4. Internal/Adjacent – Minimal



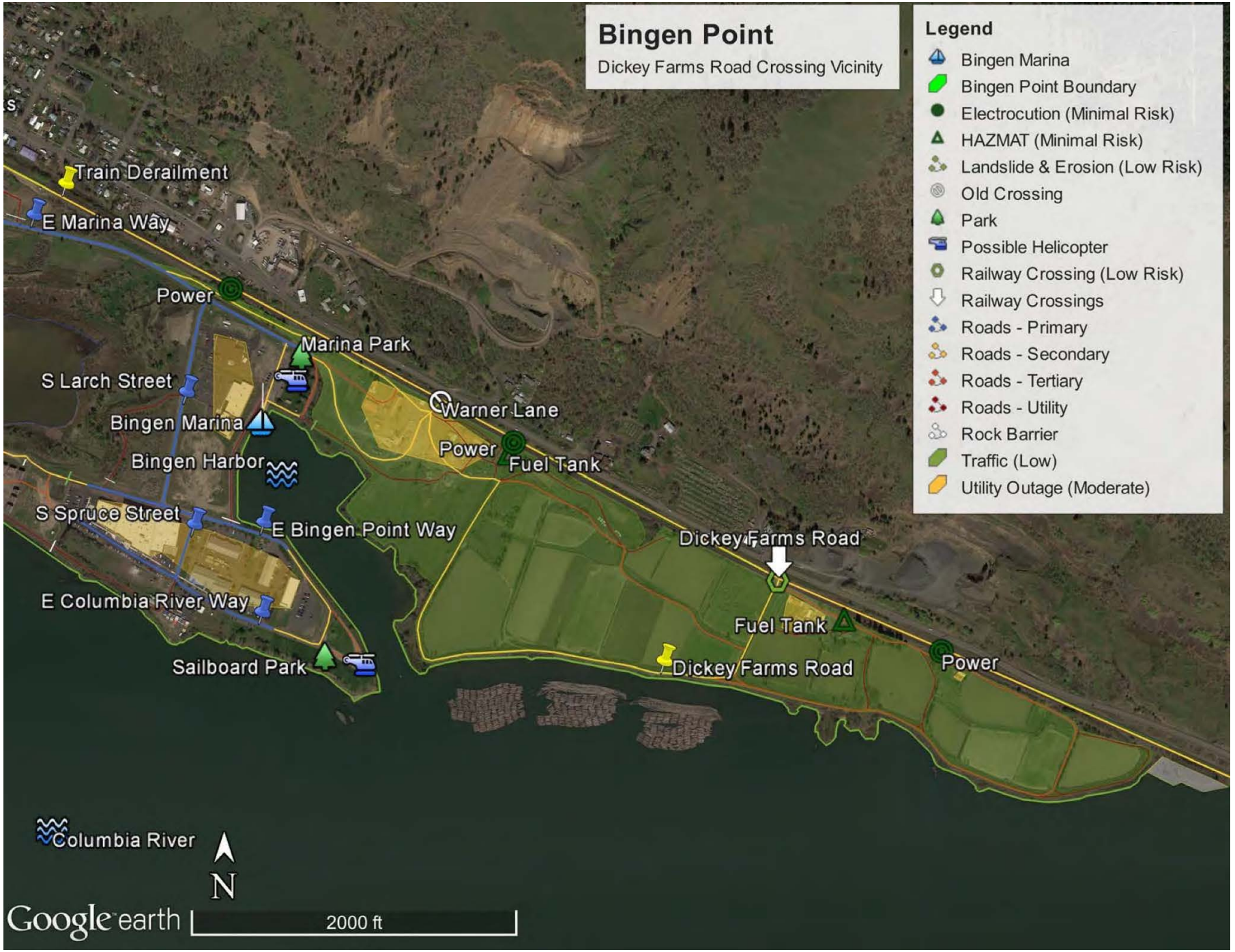
Risk Areas 5. Hearn Drive Underpass Vicinity



Risk Areas 6. Walnut Street Crossing Vicinity



Risk Areas 7. Maple Street Crossing Vicinity

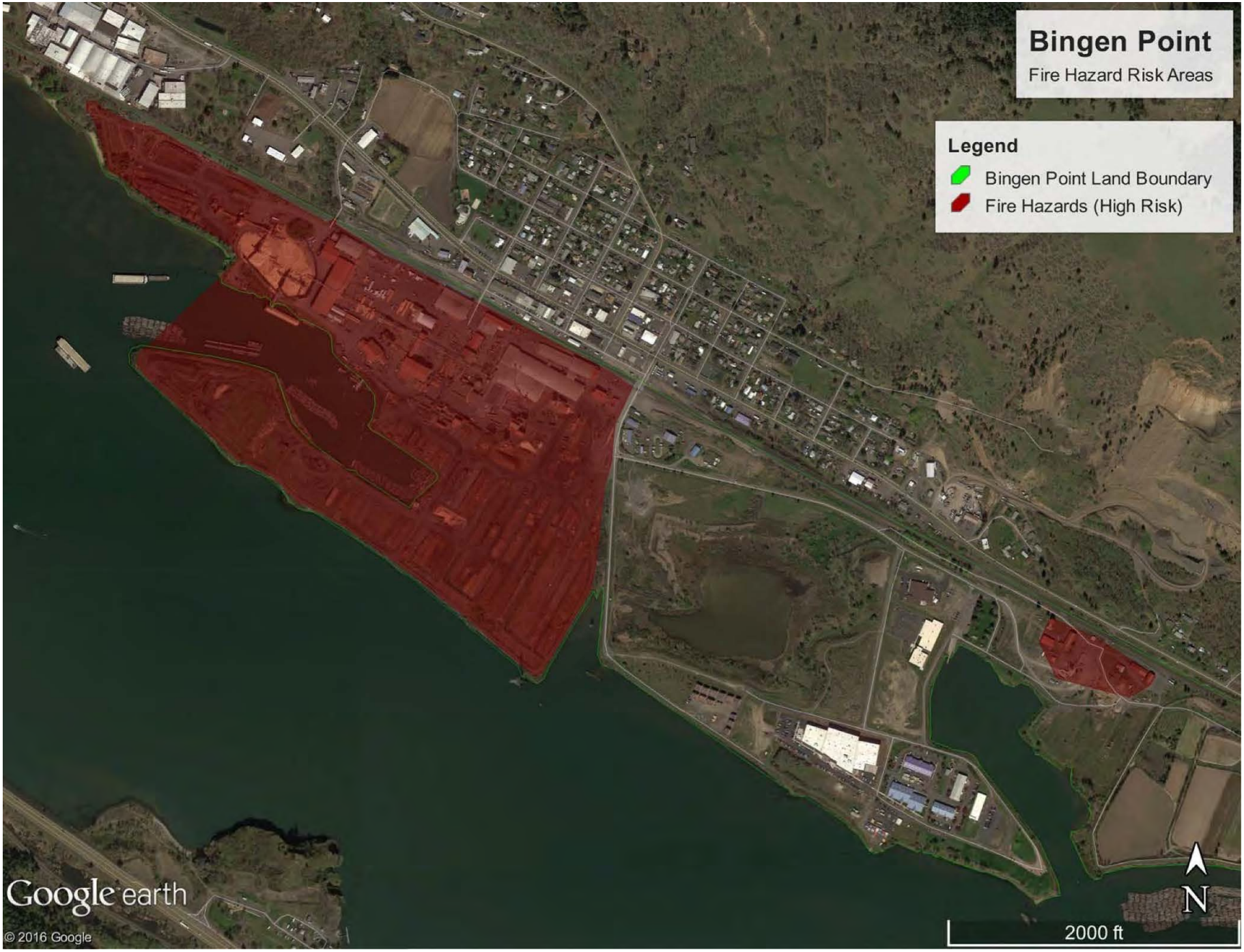


Risk Areas 8. Dickey Farms Road Vicinity

Risk Areas 9. Electrocution

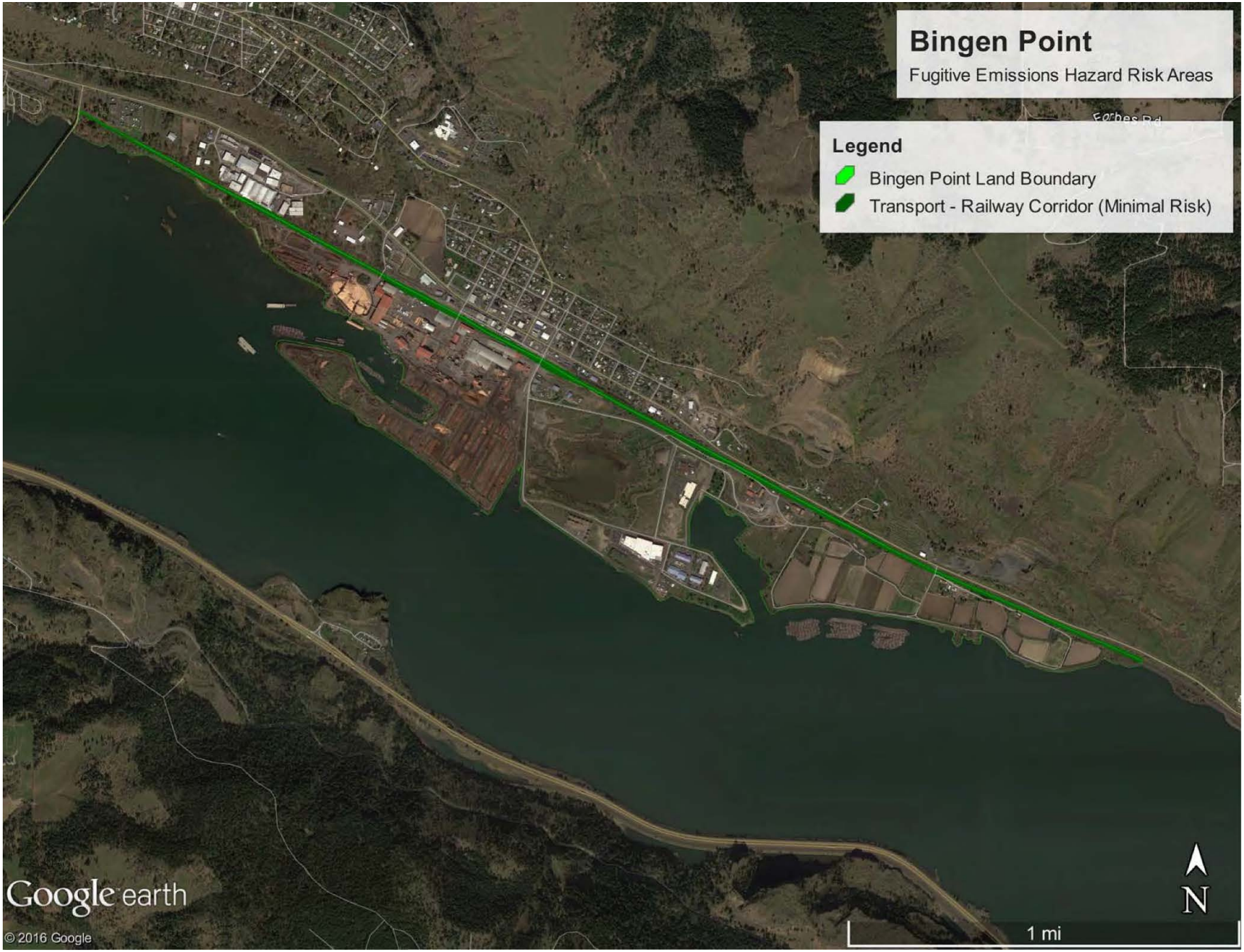
Risk Areas 10. Explosion

Risk Areas 11. Falling Objects/Crushing

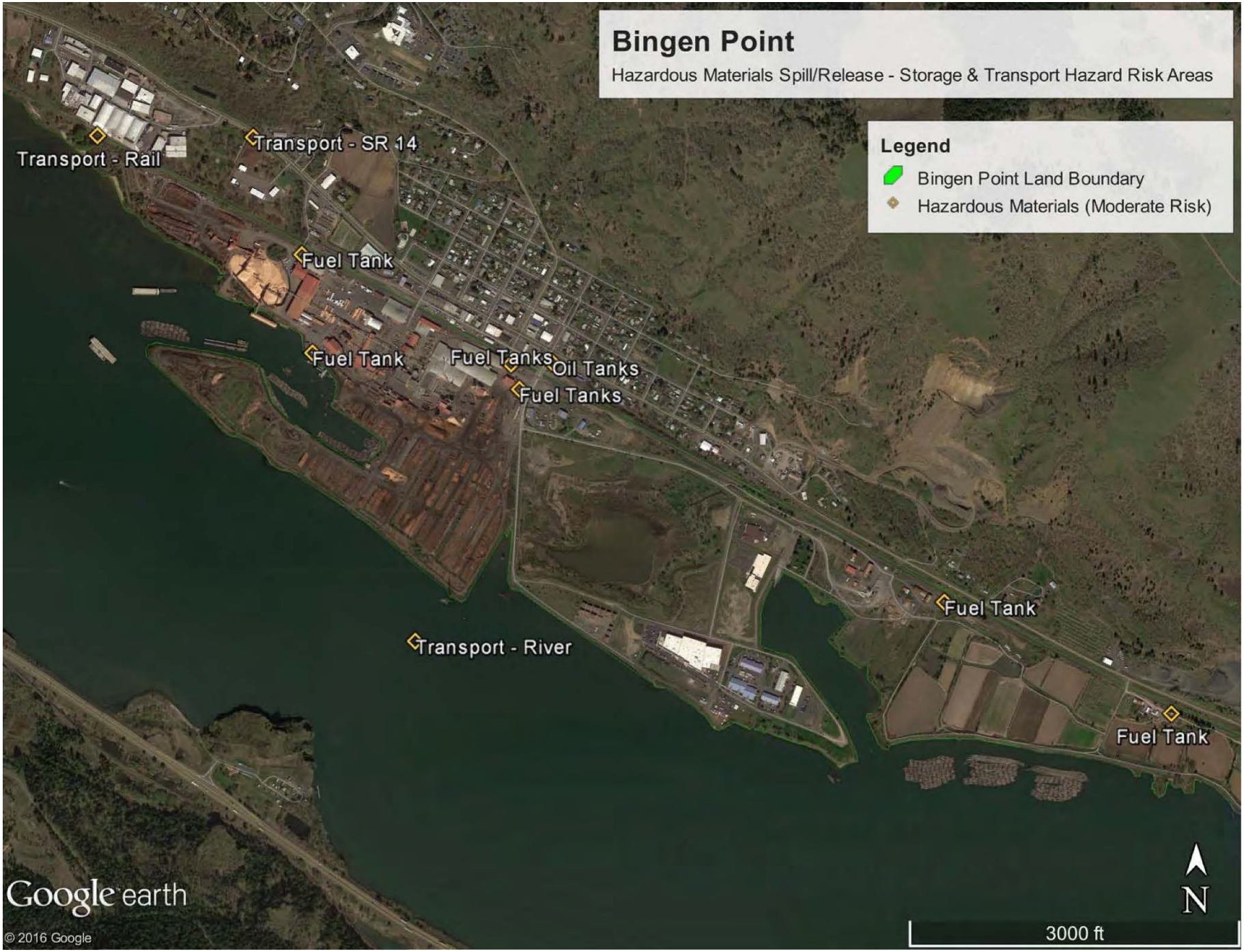


Risk Areas 12. Fire

Risk Areas 13. Flood



Risk Areas 14. Fugitive Emissions



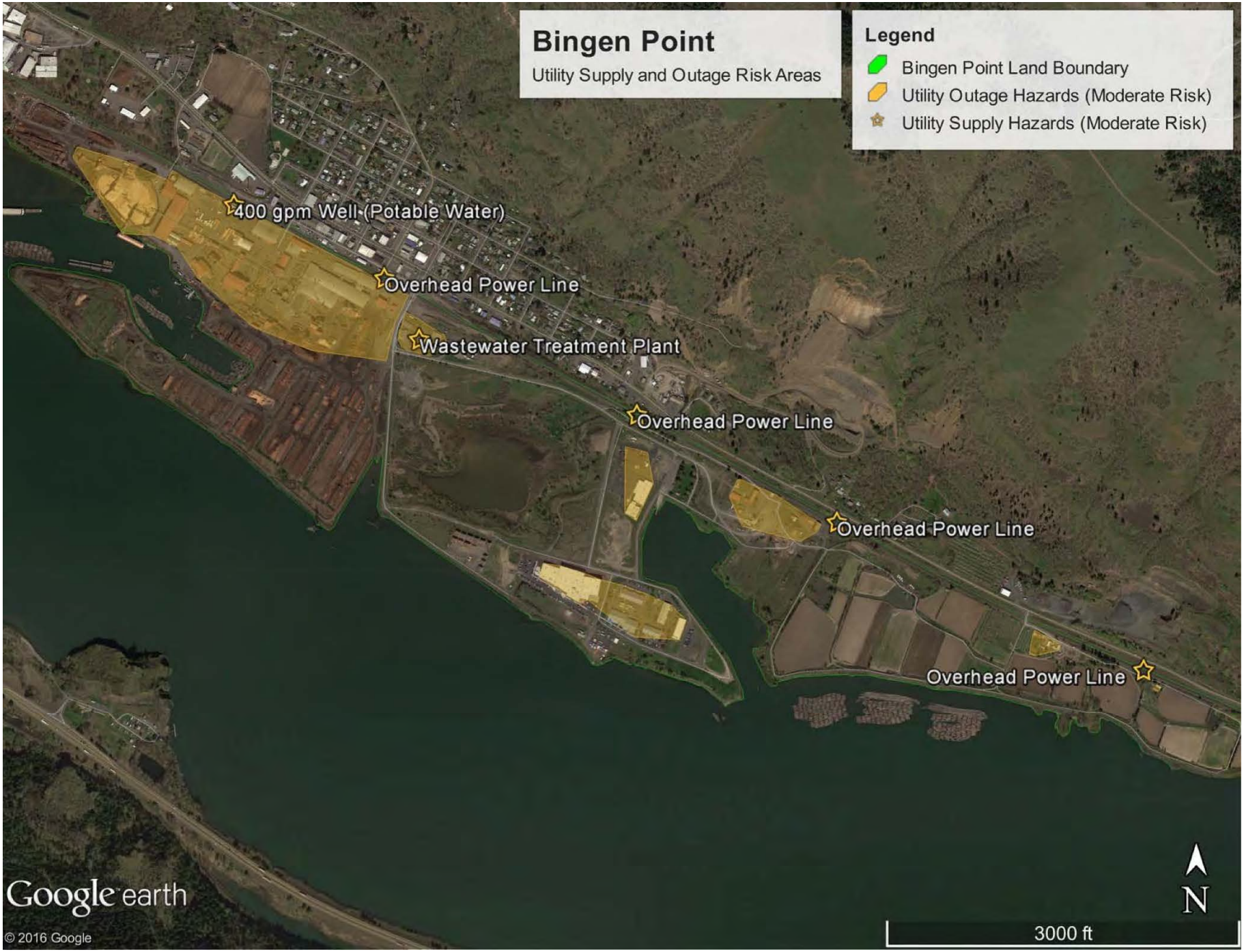
Risk Areas 15. Hazardous Materials (HAZMAT)

Risk Areas 16. Landslide & Erosion

Risk Areas 17. Railway Crossings

Risk Areas 18. Traffic

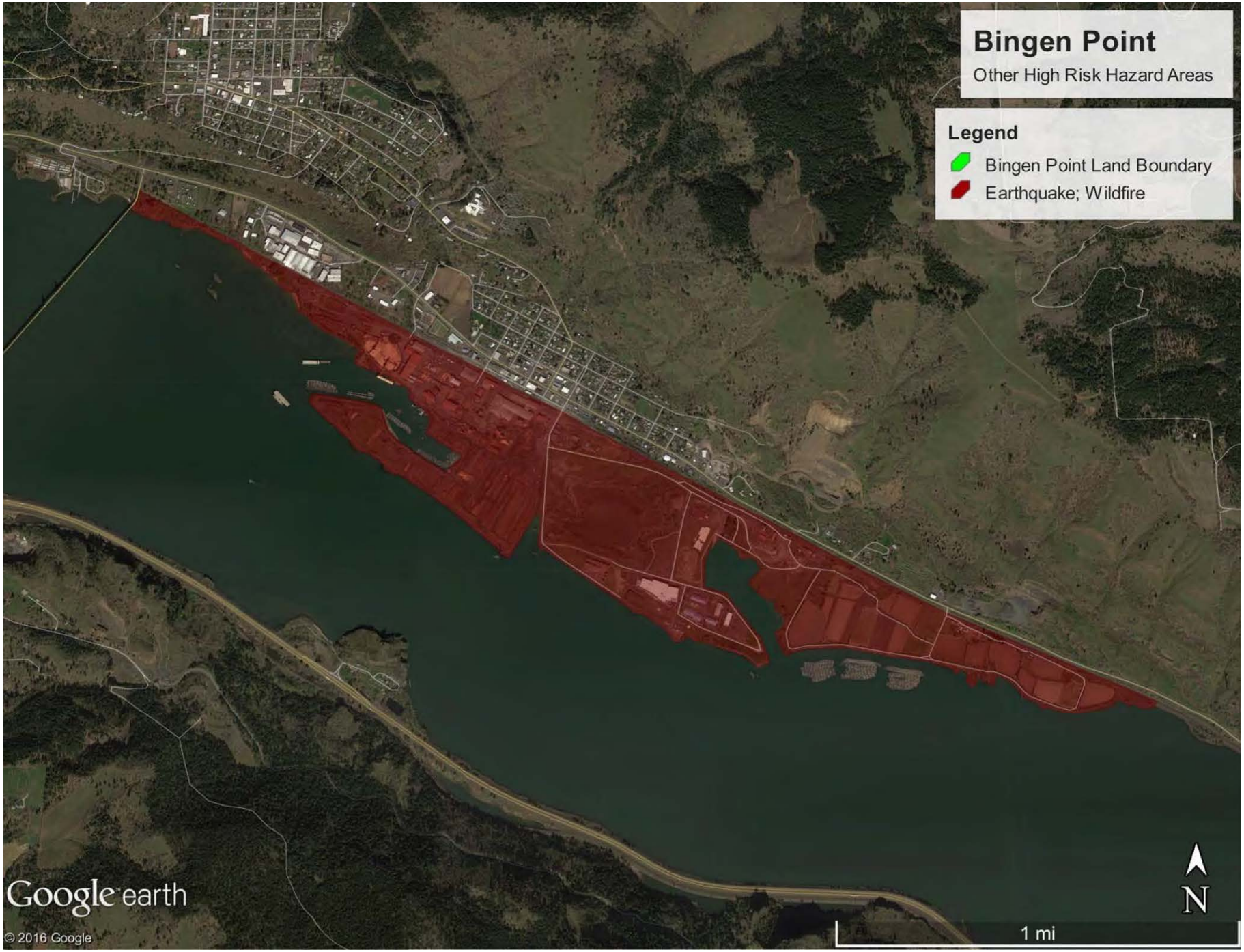
Risk Areas 19. Train Derailment



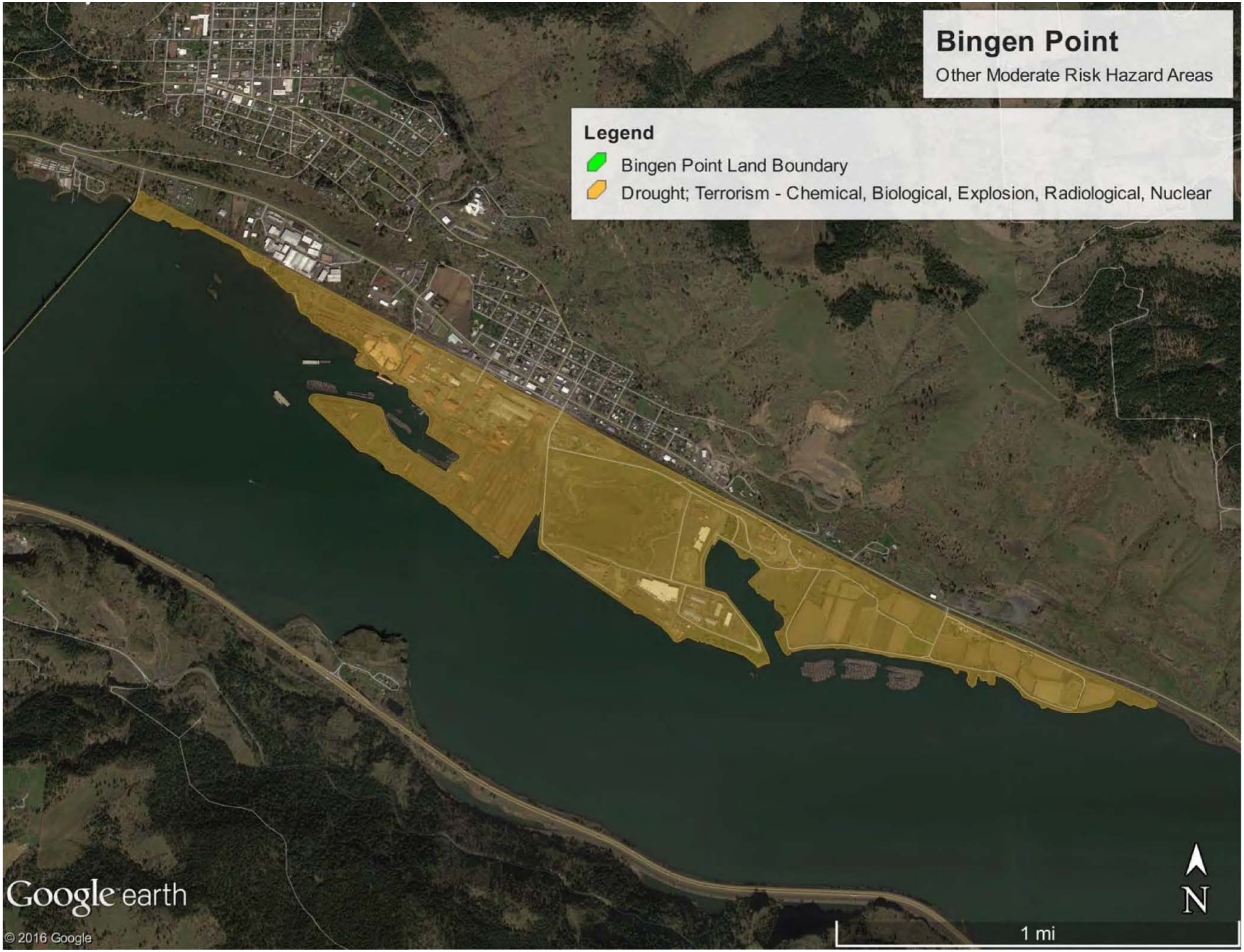
Risk Areas 20. Utility Supply Damage & Outage

Risk Areas 21. Dam Failure

Risk Areas 22. Volcanic (Ash & Lahar)



Risk Areas 23. Other External – High



Risk Areas 24. Other External Moderate

Risk Areas 25. Other External – Low

APPENDIX H – HAZARD MITIGATION

The Planning Team identified hazard prevention and mitigation measures (MM) for potential hazards. They gave the highest priority to actions aimed at improving Crossing safety and function. Funding was the most common limiting factor to implementation of mitigation measures. Hazards are listed below by implementation priorities from highest to lowest, hazard risk rating from highest to lowest, and then alphabetically within each risk category. The Planning Team's priorities for implementation of mitigation measures are:

- Railway Crossings first
- Hazard Risk Rating
- Effectiveness
- Resources/funding already available
- Limitations, and
- Infeasible

MITIGATION MEASURES

RAILWAY CROSSINGS

MAPLE STREET CROSSING (XMS)

MM XMS.1: Enforce speed limits

MM XMS.2: Add turn lanes

S. Maple Street and Marina Way intersection (southbound)

- Planning in progress

Maple Street crossing (northbound)

Limitations:

Funding

MM XMS.3: Install speed cameras

Limitations:

Funding

MM XMS.4: Fix existing gate control and maintain gate in future

Limitations:

BNSF may not see a need

- Expense/Funding
- Staffing

MM XMS.5: Replace current gates with four-quadrant gates

Limitations:

Expense/Funding

MM XMS.6: Install wayside horns

Limitations:

Expense/Funding

MM XMS.7: Install safety barriers in center of road for traffic management

Limitations:

May interrupt industrial & commercial operations

May hinder agricultural traffic

Funding

MM XMS.8: Build an overpass at a new location

Funding in place and measure is in progress

Limitations:

Does not directly address the problem

Walnut Street Railway Crossing (XWS)

MM XWS.1: Increase Visibility

Move BNSF employee parking so vehicles don't block sight lines

Limitations:

Authority

Compliance

Enforcement

MM XWS.2: Upgrade signal lights to LEDs

Limitations:

Expense/Funding

MM XWS.3: Install wayside horns (P)

Limitations:

Expense/Funding

MM XWS.4: Install four-quadrant gates

Limitations:

Expense/Funding

MM XWS.5: Build an overpass at a new location

Funding in place and measure is in progress

Limitations:

Does not directly address the problem

MM XWS.6: Install safety barriers at road center to control traffic

Limitations:

May interrupt industrial operations

Funding

Dickey Farms Road Crossing (XDF)

MM XDF.1: Limit public use

Limitations:

Compliance

- Already signed private property/no trespassing/danger

Enforcement

MM XDF.2: Install crossing arms

Limitations:

Feasibility

- BNSF policy prohibits installation on private crossings

Expense/Funding

MM XDF.3: Build an overpass at a new location

Funding in place and measure is in progress

Limitations:

Does not directly address the problem

Hearn Drive Underpass (XHU)

MM XHU.1: Close crossing during flooding

Limitations:

Authority (private road)

Staffing

MM XHU.2: Install a sunken float valve pump

Limitations:

BNSF may not see a need

- Expense/Funding
- Culvert is on BNSF property

MM XHU.3: Increase Jewett creek culvert size to prevent backups & flooding

Limitations:

BNSF may not see a need

- Expense/Funding
- Culvert is on BNSF property

MM XHU.4: Build an overpass in a new location

Funding in place and measure is in progress

Limitations:

Does not directly address the problem

MM XHU.5: Increase underpass height and width

Infeasible

MM XHU.6: Convert the crossing to an overpass

Infeasible

EARTHQUAKE (EQK)

MM EQK.1: Address in safety plans for individual businesses

MM EQK.2: Pre-stage emergency supplies at individual businesses

Limitations:

Maintenance (regularly replace expired items)

Expense/Funding

MM EQK.3: Encourage storage of personal emergency supplies

In cars/at work stations

Limitations:

Compliance

Accessibility

MM EQK.4: Public education

Maximize use of existing programs

Limitations:

Expense/Funding

MM EQK.5: Seismic building upgrades

Limitations:

Expense/Funding

MM EQK.6: Infrastructure upgrades

Limitations:

Expense/Funding

URBAN FIRE (UFR)

MM UFR.1: Permanently stage covered fire response vehicle in Bingen Point

Bingen Fire Department pump truck supplied

Cover/building still required

Limitations:

Staffing – City staff not available for access weekends/holidays/off-hours

Expense/Funding

MM UFR.2: Address in safety plans for individual businesses

MM UFR.3: Increase personnel (volunteers)

Limitations:

Availability (numbers)

MM UFR.4: Additional training for personnel (employees & volunteers)

Limitations:

Volunteer Availability (time)

MM UFR.5: Acquire additional response equipment

Limitations:

Funding

MM UFR.6: Install sprinkler systems in all buildings

Limitations:

Expense/Funding

Authority – not required for pre-existing structures

WILDFIRE (WFR)

MM WFR.1: Address in safety plans for individual businesses

MM WFR.2: Fuel mitigation

Promote Washington Department of Natural Resources FireWise Communities Programs

Particularly on undeveloped/underused sites

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

MM WFR.3: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

MM WFR.4: Acquire additional response equipment

Limitations:

Funding

TRAFFIC – CARS/TRUCKS & EQUIPMENT/MACHINERY (TRF)

MM TRF.1: Build an overpass in a new location

Funding in place and measure is in progress

MM TRF.2: Stripe internal roads

Limitations:

Funding

MM TRF.3: Install traffic lights at key intersections

Limitations:

Funding

May hamper industrial operations depending on location(s)

DROUGHT (DRT)

MM DRT.1: Water conservation

Limitations:

Authority (beyond local control)

Regulatory (State water law discourages conservation)

- Use it or lose it policies

FLOOD (FLD)

MM FLD.1: Address in safety plans for individual businesses

MM FLD.2: Pre-stage equipment & supplies

Sandbags

Pumps

Limitations:

Expense/Funding

MM FLD.3: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

MM FLD.4: Increase culvert sizes

Limitations:

Expense/Funding

HAZARDOUS MATERIALS SPILL/RELEASE – STORAGE & TRANSPORT (HAZ)

MM HAZ.1: Address in safety plans for individual businesses

Particularly Shelter-In-Place procedures

Pre-stage materials & supplies (pre-cut plastic sheeting)

Emergency supplies (food & water)

MM HAZ.2: Pre-stage equipment & supplies

Containment

Fire suppression

Trailer with foam & pump supplied by BNSF railway

MM HAZ.3: Additional training for personnel (employees & volunteers)

Limitations:

Volunteer Availability (time)

TERRORISM – CHEMICAL/BIOLOGICAL/RADIOLOGICAL/NUCLEAR/EXPLOSION (TER)

MM TER.1: Increase building/business security

People

Systems

Lighting

Fencing

Limitations:

Expense/Funding

Need (Does risk outweigh expense?)

MM TER.2: Educate employees & public

Recognize threats & report

Limitations:

Funding

Profiling

TRAIN DERAILMENT (TDR)

MM TDR.1: Establish system to notify/request BNSF assistance to de-couple/move trains

MM TDR.2: Address in safety plans for individual businesses

UTILITY SUPPLY DAMAGE (USD)

MM USD.1: Address in safety plans for individual businesses

MM USD.2: Install generators for key systems/locations, particularly the Port Offices – a pre-designated Shelter-In-Place location

Limitations:

Expense/Funding

MM USD.3: Install generators for public infrastructure

Particularly for Bingen wastewater plant (avoid sewerage discharge)

Limitations:

Expense/Funding

MM USD.4: Bury power lines

Limitations:

Funding

Railway (physical barrier)

MM USD.5: Infrastructure upgrades

Limitations:

Expense/Funding

UTILITY OUTAGE – POWER/WATER/PHONE (UTO)

MM UTO.1: Install generators at businesses for key systems

Particularly for Port (Pre-designated Shelter-In-Place location)

Limitations:

Expense/Funding

MM UTO.2: Install generators for public infrastructure

Particularly for Bingen wastewater plant (avoid sewerage discharge)

Limitations:

Expense/Funding

SEVERE STORM (SST)

MM SST.1: Address in safety plans for individual businesses

MM SST.2: Pre-stage emergency supplies at individual businesses

Limitations:

Maintenance (regularly replace expired items)

Expense/Funding

MM SST.3: Encourage personal emergency supplies kept in cars/work stations

Limitations:

Compliance

Accessibility

MM SST.4: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

LANDSLIDE & EROSION (L&E)

MM L&E.1: Address in safety plans for individual businesses

MM L&E.2: Encourage personal emergency supplies kept in cars/work stations

Limitations:

Compliance

Accessibility

MM L&E.3: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

SEARCH & RESCUE (S&R)

MM S&R.1: Safety Education (employees, public, responders)

Limitations:

Funding

ACTIVE SHOOTER (ASH)

MM ASH.1: Address in safety plans for individual businesses

MM ASH.2: Pre-stage emergency supplies at individual businesses

Limitations:

Maintenance (regularly replace expired items)

Expense/Funding

MM ASH.3: Encourage storage of personal emergency supplies

In cars/at work stations

Limitations:

Compliance

Accessibility

MM ASH.4: Increase building/business security

People

Systems

Lighting

Fencing

Limitations:

Expense/Funding

MM ASH.5: Educate employees & public

Recognize signs & report

Limitations:

Funding

Profiling

MM SSH.6: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

BOMB THREAT (BTH)

MM BTH.1: Address in safety plans for individual businesses

MM BTH.2: Pre-stage emergency supplies at individual businesses

Limitations:

Maintenance (regularly replace expired items)

Expense/Funding

MM BTH.3: Encourage personal emergency supplies kept in cars/work stations

Limitations:

Compliance

Accessibility

MM BTH.4: Increase building/business security

People

Systems

Lighting

Fencing

Limitations:

Expense/Funding

MM BTH.5: Educate employees & public

Recognize suspicious packages/activity & report

Limitations:

Funding

Profiling

MM BTH.6: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

DAM FAILURE (DFL)

MM DFL.1: Address in safety plans for individual businesses

MM DFL.2: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

ENERGY EMERGENCY (EEM)

MM EEM.1: Install generators at businesses for key systems

Particularly for Port (Pre-designated Shelter-In-Place location)

Limitations:

Expense/Funding

MM EEM.2: Install generators for public infrastructure

Particularly for Bingen wastewater plant (avoid sewerage discharge)

Limitations:

Expense/Funding

MM EEM.3: Emergency local notification backup system, such as a siren

Limitations:

Must not rely on power grid

Expense/Funding

MASS CASUALTY INCIDENT (MCI)

MM MCI.1: Increase emergency services, fire & law enforcement funding

Port property does not contribute funds, but receives services

Limitations:

Difficult to craft a workable mechanism

Political will

MM MCI.2: Construct an overpass

At Walnut street

Limitations:

May interrupt industrial operations

Funding in place and measure is in progress

RADIOLOGICAL EMERGENCY (RAD)

MM RAD.1: Address in safety plans for individual businesses

MM RAD.2: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

FUGITIVE EMISSIONS (FEM)

No mitigation measures identified

ELECTROCUTION (OVERHEAD POWER LINES) (EOP)

MM EOP.1: Maintain powerlines

Clear encroaching vegetation

Inspect & repair poles, lines, fixtures, etc.

Limitations:

Funding

MM EOP.2: Bury power lines

Limitations:

Funding

Railway (physical barrier)

EXPLOSION (EXP)

MM EXP.1: Address in safety plans for individual businesses

MM EXP.2: Pre-stage emergency supplies at individual businesses

Limitations:

Maintenance (regularly replace expired items)

Expense/Funding

MM EXP.3: Encourage personal emergency supplies kept in cars/work stations

Limitations:

Compliance

Accessibility

MM EXP.4: Increase building/business security

People

Systems

Lighting

Fencing

Limitations:

Expense/Funding

MM EXP.5: Educate employees & public to recognize suspicious packages/activity & report

Limitations:

Funding

Profiling

MM EXP.6: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

VOLCANIC ACTIVITY (VOL)

MM VOL.1: Address in safety plans for individual businesses

MM VOL.2: Install a local emergency alert system, such as a siren

Limitations:

Public education – signals and procedures

Instructions need to be bilingual

FALLING OBJECTS/CRUSHING (FOC)

MM FOC.1: Regularly inspect unstable structures/materials storage

Limitations:

Weather

APPENDIX I – AVAILABLE RESOURCES

INTERNAL

EQUIPMENT

Table 1. Internal equipment

SOURCE	RESOURCE	TYPE/DESCRIPTION	#	LOCATION	RESPONSE TIME	LIMITATIONS/NOTES
Bingen	Fire Truck	Details not available[64]	1	Public Works Shop 208 Industrial Road Bingen, WA 98605 (509) 493-1348	<5 min	■ Weekend/evening response times high ■ Uncovered storage location increases maintenance
	Generator	Trailer-mounted (estimate 5,000 Watts)	1			■ To be purchased in 2017 ■ Primarily for well back up power, but if not needed for that purpose could be available for Bingen Point use
		Fixed installation	1	Wastewater Treatment Plant 208 Industrial Road Bingen, WA 98605 (509) 493-3787	<5min	■ Not for extended use ■ If extended, must shut down and curtail flushing in Bingen/ White Salmon until back online
BNSF	HAZMAT Utility & Foam Trailer	250-gallon foam trailer with 750 gallon/minute pump	1	Steuben St. Bingen, WA 98620	<5 min	■ Capacity limited to initial Response only

[64] See possibilities in Table 6 under Bingen Fire Department.

Source	Resource	Type/Description	#	Location	Response Time	Limitations/Notes
Insitu	Radios	Portable UHF/VHF	8	901 E Bingen Point Way (Eagle Point Building) Bingen, WA 98605	<5 min	■ Obstructions (large buildings) block radio frequencies, which limit radio range
		Mobile UHF/VHF	2			
			1	317 W Steuben St. (Winery Building) Bingen, WA 98605	5-10 min	
	Generator	Natural Gas	1	118 E Columbia River Way (Ihop Building) Bingen, WA 98605	<5 min	■ Run time is restricted only by natural gas supply lines ■ IT system backup
		Diesel	1	901 E Bingen Point Way (Eagle Point Building) Bingen, WA 98605	< 5 min	■ 24 hour run time ■ Backup diesel tank on trailer stored in Boardman, OR ■ Emergency services & IT standby
Port of Klickitat	ICP Landlines	Telephone landlines	5	154 E. Bingen Pt. Way, Ste. A (Port Offices) Bingen, WA 98605	<5 min	■ Power required
SDS	Radios (FCC frequencies)	000456.41250000	5	123 Industrial Road (SDS Mill Site) Bingen, WA 98605	<5 min	■ Mobile Station (MO) ■ 2 Watts
		000456.46250000	5			
		000461.22500000	50			■ Mobile Station (MO) ■ 25 Watts
		000466.22500000	50			
		000461.22500000	1			■ Repeater (FB2) ■ 40 Watts
	Backup Power	Uninterrupted Power Supplies	N/A			■ For safe shut down of machinery
		Battery	1			■ For Repeater

Funding

Table 2. Internal funding

Source	Type/Description	Notes
Insitu	VHF radio programming	■ Potential

Human (Personnel)

Table 3. Internal personnel

Source	Resource	Type/Description	#	Location	Response Time	Limitations/Notes
SDS	Emergency Response Teams	■ Blood borne pathogen awareness ■ Confined space ■ HAZMAT	N/A	123 Industrial Road (SDS Mill Site) Bingen, WA 98605	<5 min	■ Multiple persons certified
	Pilot/Escort Vehicle Operators	WSDOT	N/A			

Materials & Supplies

Table 4. Internal materials & Supplies

Source	Resource	Type/Description	#	Location	Response Time	Limitations/Notes
Insitu	Maps/Mapping	GIS	N/A	317 W Steuben (Winery Building) Bingen, WA 98605	Varies	■ Requires power ■ Color ■ Mounting available
Port	ICP Supplies	Equipment, materials & supplies	N/A	154 E. Bingen Pt Way Ste. A (Port Offices) Bingen, WA 98605	<5 min	■ 90% of required items available onsite
SDS	Maps/Mapping	GIS & AutoCAD	2	123 Industrial Way (SDS Mill Site) Bingen, WA 98605	Varies	■ Color ■ 36” max width
			1			■ 24” max width

Systems

Table 5. Internal Systems

Source	Resource	Type/Description	Limitations/Notes
Century Link	Communications	Internet	
		Telephone	
Charter Communications	Communications	Internet	■ Cable
		Telephone	
Gorge Networks	Communications	Internet	
Various Companies	Communications	Cellular	■ Verizon has towers in Bingen & White Salmon

External

Equipment, Facilities & Supplies

Table 6. External equipment, facilities and supplies

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
Bingen Fire Department	Radios	?	Mobile & Portable units	112 Ash St. (City Hall/Fire Hall) Bingen, WA 98605 (509) 493-2122	< 5 min	
	Fire Engine	1	Type 1 – Class A Foam			
		1	Type 2 – Class B Foam			
		1	Type 2 – Class A & B Foam			
	Tender	1	Type 2 – 3000 gallons			
	Brush Truck	1	Type 6 – 200 gallons			
KCDEM	Supplies	2	ICP Supply kits	199 Industrial Way (KCDEM) Goldendale, WA 98620 (509) 773-4545	>30 min	■ Full communications and office capabilities
	Communications Van	1	Mobile Communications Unit			

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
KCFD #1 (Trout Lake)	Ambulance	1	Basic Life Support (BLS)	2483 Hwy 141 Trout Lake, WA 98650 509-395-2043	30 min	■ Volunteer Staffing
	Radios	?	Mobile & Portable			
	Fire Engine	1	Type 1 – 7,500 gallons			
	Tender	2	Type 2 – 4,000 & 2,000 gallons			
	Rescue Truck	1	Details not available			
KCFD #3 (BZ Corners, Husum Snowden, White Salmon areas)	Radios	20	Portable/Mobile VHF	In apparatus or with personnel	< 5 min	■ Distributed county wide with volunteers
	Fire Engine	2	Type 1	Stations #31 & 32 (Husum & Cherry Lane)	5-10 min	■ Response time depends on volunteer availability
		1	Reserve	Station #33 (Mtn. Brook)	30 min	
	Tender	2	Type 1	Stations #31 & 32 (Husum & Cherry Lane)	10-20 min	■ Limited qualified operators ■ Response time depends on availability
	Ambulance	1	BLS	Station #31, Husum (Headquarters) 200 Husum St. Husum, WA 98623 509-493-2996	<5 min	■ Response time depends on availability
KCFD #4 (Lyle)	Radios	19	Kenwood Portables	Lyle Fire Department 514 Washington St. Lyle, WA 98635	20-30 min	■ All-volunteer Dept. ■ Response time depends on availability
		6	Bendix/King (BK) Portables			
	Fire Engine	1	Type 1			■ Type 1 will be replaced with Type 3 in 2017

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
Klickitat County Emergency Services (EMS) District #1 – Hadassah Management Systems (HMS)	Ambulance	2	Advanced Life Support (ALS)	Skyline Hospital 211 Skyline Drive White Salmon, WA 98672 509-493-5106	<5 min	■ 1 unit staffed 24/7 ■ 2nd unit not staffed Response time depends on off-duty staff availability
		1		Dallesport Airport 45 Airport Way Dallesport, WA 98617 509-767-0584	20 min	■ Staffed 24/7
KCFD #13 (Appleton)	Radios	?	Mobile & Portable	839 Appleton Rd Appleton, WA 98602 509-365-3185	>30 min	■ All-volunteer Dept. ■ Response time depends on availability ■ At least 1 tender is 4WD
	Fire Engine	2	Type 2 – 750 gallons			
		1	Type 2 – 1,000 gallons			
	Tender	2	Type 2			
		1	Type 3			
	Brush Truck	3	Details not available			
	Aid Vehicle	1	Details not available			
Life Flight	Helicopter	1	Augusta 119kx Critical Care Transport	Dallesport Base 25 Airport Way Dallesport, WA 98617 503-638-4364 Life Flight Network 1-800-232-0911	15 min	■ Day: 1,000’ ceilings & 3-mile visibility required ■ Night: 1,500’ ceilings & 5-mile visibility required ■ Critical care transport ■ Trauma ■ Burns ■ STEMI (severe heart attack) ■ Stroke
Life Flight Network	Helicopters	3	Augusta 119kx Critical Care Transport	Life Flight Network 1-800-232-0911	30 min	

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
Hood River County Fire Department	Ambulance	2	ALS	1785 Meyer Pkwy Hood River, OR 97031 541-386-3939	10 min	■ Staffed 24/7
		1	4x4 Rescue type			
		2	4x4 Medic type			
	Radios	?	Mobile & Portable			
	Fire Engine	2	Details not available			
	Fire Trucks	1				
	Tower	1				
	Brush Truck	1				
	RTV	1				
Mid-Columbia Fire & Rescue	Ambulance	?	1 ALS; Additional details not available	1400 W 8th St. The Dalles, OR 97058 541-296-9445	30 min	
	Radios	?	Mobile & Portable			
	Fire Engine		Details not available			
	Fire Truck					
Skamania County Public Hospital District (PHD) #1 (Fire Dept.)	Details not available	?	Details not available	253 SW 1st Street Stevenson, WA 98648 509-27-5065	30 min	■ 24/7 Staffing
Skyline Hospital	Hospital	1	Full Service Critical Access	211 Skyline Dr. White Salmon, WA 98672 509-493-1101	<5 min	■ 24/7 Emergency Room ■ Imaging, Laboratory, Screenings ■ Specialty Clinics (Cardiology, General Surgery, Neurology, Orthopedics, Physical Therapy & Sports Medicine, Podiatry) ■ Surgery (General, Pain Management, Infusion Services)

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
White Salmon Fire Department	ICP Landlines	6	VOIP telephone lines	119 NE Church St. (Council Chambers) White Salmon, WA 98672	5-10 min	■ Internet required
	Radios	?	Mobile & Portable			■ Response depends on volunteer availability
	Fire Engine	2	Details not available			
	Tender	2				
	Brush Truck	1				
	Command	1				
WSDOT	Highway Advisory Radio System (HAR)	?	Radios			■ Limited Range
		4	Reader Boards	WSR 14 in Bingen		■ Limited message size

Human (Personnel)

Table 7. External personnel

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
Bingen-White Salmon Police Department	Investigation	6	Accident (Vehicle), Crime Scene, General	White Salmon PD 170 NW Lincoln White Salmon, WA 98672	<5-10	■ Limited number of personnel able to respond within the first few minutes of an incident, but more available with additional time ■ Primary Roles: Assist Klickitat County if a crime is involved Public Safety Traffic control Evacuation
	Emergency Vehicle Operators		Ambulance			
	Firearms		Small Arms			
	First Aid		Includes CPR & AED			
	Flaggers		Trained			
	Law Enforcement		General Authority Law Enforcement Officers			
	Search & Rescue	2	Certified Coordinators			
	Counseling	6	Victim			

SOURCE	RESOURCE	#	TYPE/DESCRIPTION	LOCATION	RESPONSE TIME	LIMITATIONS/NOTES
Bingen Fire Department	Firefighters	?	Volunteer (V): 1 Chief, 1 Assistant Chief Additional details not available	112 Ash St. (City Hall/Fire Hall) Bingen, WA 98605 (509) 493-2122	<5 min – 30 min	■ All volunteer force ■ Limited number available within 1st 5 min ■ Additional numbers available within 20-30 min
Hood River Fire Department	Firefighters & EMT/Paramedics	14	Full Time (FT): 13 Firefighters/EMT-Paramedics + Chief	1785 Meyer Pkwy Hood River, OR 97031 541-386-3939	5-10 min	■ Advanced Cardiac Life Support ■ Pre-Hospital Trauma Life Support, and either ■ Pediatric Advanced Life Support, or ■ Pediatric Education for Pre-hospital Pros.
		12	V: Fire/EMT-Basic		>30 min	
KCDEM	Dispatch Operators	10	Additional detail not available	199 Industrial Way (KCDEM) Goldendale, WA 98620 (509) 773-4545	<5 min	
	Other	3	Director, Operations Chief, Administrative Assistant		>30 min	■ Limited Staff
KCFD #1 (Trout Lake)	Firefighters	24	1 FT Chief + 23 V	2483 Hwy 141 Trout Lake, WA 98650 509-395-2043	>30 min	■
	EMT/Paramedics	7	V: 7			
KCFD #3 (BZ Corners, Husum Snowden, White Salmon areas)	Firefighters	3	FT: 1 Chief & 1 Assistant Chief	Station #31, Husum (Headquarters) 200 Husum St. Husum, WA 98623 509-493-2996 Stations #31, 32 & 33 (Husum, Cherry Lane & Mtn. Brook)	5 min	■ Response limited based on 1st-out apparatus and volunteer availability ■ Volunteer Numbers vary ■ Response depends on volunteer availability
		30	Volunteer		20-30 min	
	EMT & Paramedics	14	FT: 1		5 min	
			V: 13		20-30 min	

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
KCFD #4 (Lyle)	Firefighters	19	V: 19	514 Washington St. Lyle, WA 98635 509-365-2500	20-30 min	■ Numbers vary ■ Response depends on volunteer availability
	EMT/Paramedics	4	V: 4			
KCFD #13 (Appleton)	Firefighters & EMT/Paramedics	?	Details not available	839 Appleton Rd Appleton, WA 98602 509-365-3185	>30 min	■ Numbers vary ■ Response depends on volunteer availability
Klickitat County Sherriff's Office	Investigation	2	Accident (Vehicle), Crime Scene, General	205 S Columbus Ave Rm 108, MS-CH-7 Goldendale, WA 98620	30 min	■ Crime scene investigation ■ Public Safety ■ Traffic control ■ Evacuation (if needed)
	Emergency Vehicle Operators	17	Details not available			
	Firearms	40	Small Arms			
	First Aid	40	Includes CPR & AED			
	Flaggers	?	Details not available			
	Law Enforcement	26	Certified General Authority Law Enforcement Officers			
	Search & Rescue	8	Certified Incident Commanders			
	Counseling	1	Victim			
Life Flight	Pilots	1	Helicopter	Dallesport Base 25 Airport Way Dallesport, WA 98617 503-638-4364 Life Flight Network 1-800-232-0911	15 min	
		1	Fixed Wing			
Mid-Columbia Fire & Rescue	Firefighters	22	FT: 18 + 1 Chief + 3 Division Chiefs	1400 W 8th St. The Dalles, OR 97058 541-296-9445	30 min	
		?	V: Details not available			
	EMT & Paramedic	?	Details not available			

Source	Resource	#	Type/Description	Location	Response Time	Limitations/Notes
Skamania County Public Hospital District (PHD) #1 (Fire Dept.)	Firefighters	?	Details not available	253 SW 1st Street Stevenson, WA 98648 509-27-5065	30 min	
	EMT & Paramedic					
White Salmon Fire Department	Firefighters	1	FT: 1 Chie	119 NE Church St. (Council Chambers) White Salmon, WA 98672	5 min	
		13	V: 12 + Assistant Chief			
	EMT & Paramedics	?	Details not available			
WA State Dept. of Transportation	Traffic Management	?	Details not available			
WA State Patrol						
OR State Dept. of Transportation						
OR State Patrol						
Hood River Police Department						
City of Bingen						
City of White Salmon						
City of Hood River						

Partnership Agreements

Table 8. External partnership agreements

Parties	Resource	#	Type/Description	Limitations/Notes
KCDEM & Insitu	Emergency radio use	3	TAC channels	■

Appendix J – Facilities & Staging Areas

Ambulance Pick Up Options (Staging 1)

- Bingen Wastewater Treatment Plant

  208 Industrial Rd
  Bingen, WA 98605
  (509) 493-3787

- Marina Park

  1051 E Marina Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

- Sailboard Park

  1219 E Columbia River Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

Emergency Helicopter Landing Zones (Staging 2)

- Marina Park

  1051 E Marina Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

- Sailboard Park

  1219 E Columbia River Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

Hospitals (Staging 3)

- Skyline Hospital

  211 Skyline Dr.
  White Salmon, WA 98672
  (509) 493-1101
  911 for emergencies

- Providence Hood River Memorial Hospital

  810 12th St.
  Hood River, OR 97031
  (541) 386-3911

Potential Incident Command Posts (Staging 4 & Staging 5)

- Port of Klickitat

  154 E. Bingen Pt. Way, Ste. A
  (Office)
  Bingen, WA 98605
  (509) 493-1655

- Bingen City Hall

  112 Ash St.
  Bingen, WA 98605
  (509) 493-2122
  911 for emergencies

- White Salmon Fire Hall

  119 NE Church St.
  (Council Chambers)
  White Salmon, WA 98672
  (509) 493-1177
  911 for emergencies

- Grace Baptist Church

  1280 W Jewett Blvd
  White Salmon, WA 98672
  (509) 493-2597

Other potential ICPs

- Pioneer Center

  501 NE Washington St
  White Salmon, WA 98672
  (509) 493-6201

- Columbia High School

  1455 NW Bruin Country Rd
  White Salmon, WA 98672
  (509) 493-1970

- Lyle School

  625 Keasey Ave
  Lyle, WA 98635
  (509) 365-2211

Mass Care Facilities (Staging 6)

- Schools

  White Salmon Valley School District: (509) 493-1500
  Lyle School District: (509-) 365-2211

Pedestrian Pick Up/Drop Off (Staging 7)

Pick Up

- Primary: N side of WSR 14 at Warner Lane
- Secondary: S side of WSR 14 at Mt. Adams Orchard/Underwood Fruit
  6550 WSR 14
  Bingen, WA 98605
  (509) 493-1722

Drop Off

- Primary: Parking lot/former playground (outdoor) at Historic Bingen Elementary (Columbia River Gorge Hostel/Bingen School Inn)

  Corner of Humbolt and Cedar Ave
  Bingen, WA 98605
  (509) 493-3363
- Secondary: Lyle School

  625 Keasey Ave
  Lyle, WA 98635
  (509) 365-2211

Responder Staging Areas (Staging 8 & Staging 9)

- Dock Grade Road Park & Ride
- WSDOT Shop

  6600 WSR 14
  Bingen, WA 98605
  509-493-2338

Other potential Responder Staging Areas

- Columbia High School

  1455 NW Bruin Country Rd
  White Salmon, WA 98672
  (509) 493-1970

- Trailhead Parking Area for Courtenay Road/Coyote Wall (a.k.a. Syncline)

  WSR 14 and Courtenay Road
  East of Bingen, WA

Shelter-In-Place (Staging 10)

- Port of Klickitat

  154 E. Bingen Pt. Way, Ste. A
  (Office)
  Bingen, WA 98605
  (509) 493-1655

- Insitu
  Eagle Point Training Room
  901 E Bingen Point Way
  Bingen, WA 98605
  (509) 365-2191

- SDS (see map for locations)
  Department Gathering Points
  Yard Office
  Fab Shop (Overflow)
  123 Industrial Road
  Bingen, WA 98605
  (509) 493-1444

Sit Tight/Stay Put (Staging 10)

- Port of Klickitat

  154 E. Bingen Pt. Way, Ste. A
  (Office)
  Bingen, WA 98605
  (509) 493-1655

- Insitu

  Eagle Point Training Room
  901 E Bingen Point Way
  Bingen, WA 98605
  (509) 365-2191

- SDS[65]

  Department Gathering Points
  Yard Office
  Fab Shop (Overflow)

  123 Industrial Road
  Bingen, WA 98605
  (509) 493-1444

Triage (Staging 1)

Internal

- Bingen Wastewater Treatment Plant
  208 Industrial Rd
  Bingen, WA 98605
  (509) 493-3787

- Marina Park

  1051 E Marina Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

- Sailboard Park

  1219 E Columbia River Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

External

- Bingen Fire Department bays
  112 Ash St.
  Bingen, WA 98605
  (509) 493-2122 (911 for emergencies)

[65] See locations mapped in Appendix J – Facilities & Staging Areas: Staging 10.

- Daubenspeck Park (outdoor)

  Willow Street
  Bingen, WA 98605
  (509 493-2122)

Water Evacuation Dock Sites (Staging 11)

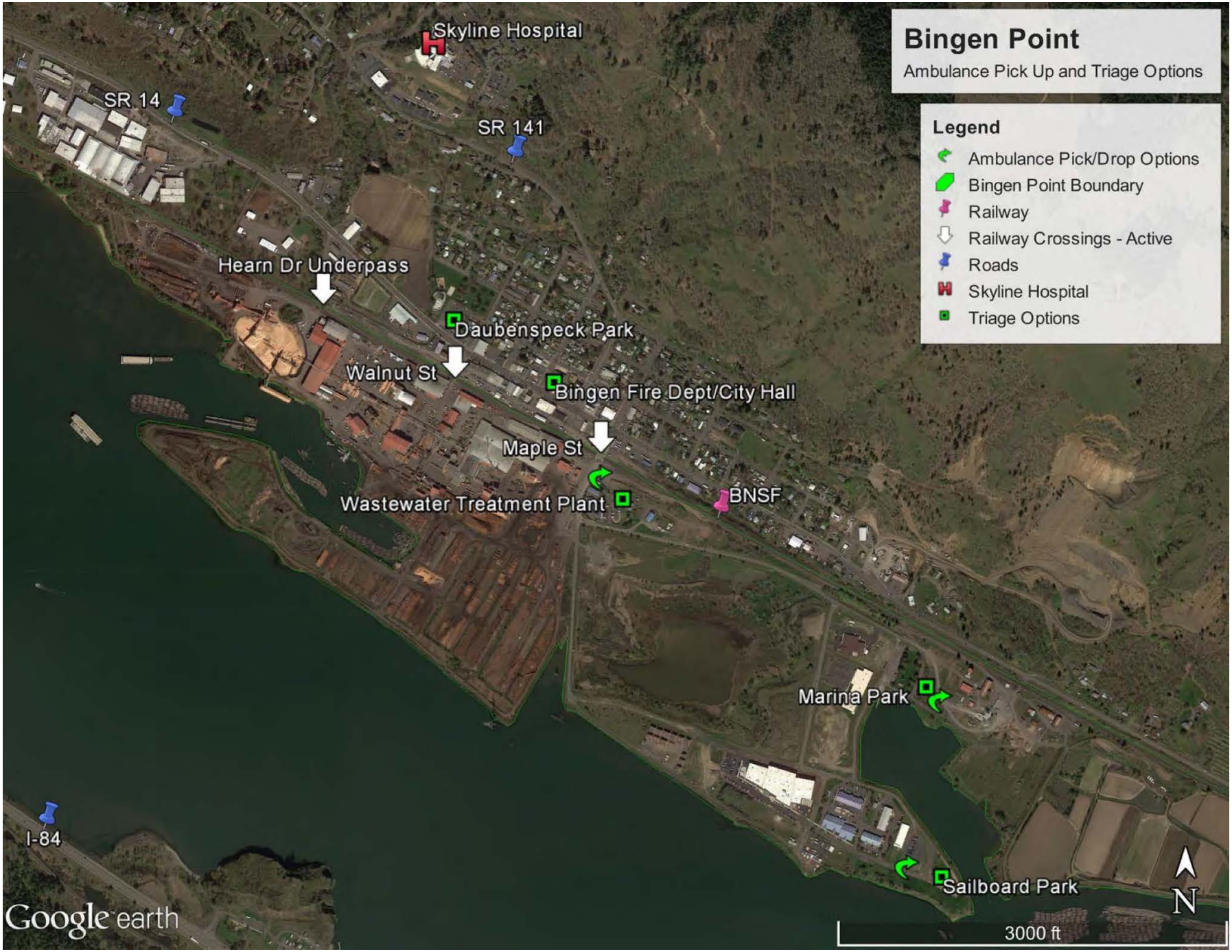
Pick Up

- SDS (see map for locations)
  Lower Dock
  Barge Loading Dock
  123 Industrial Road
  Bingen, WA 98605
  (509) 493-1444
- Bingen Marina
  1051 E Marina Way
  Bingen, WA 98605
  Port of Klickitat
  (509) 493-1655

Drop Off

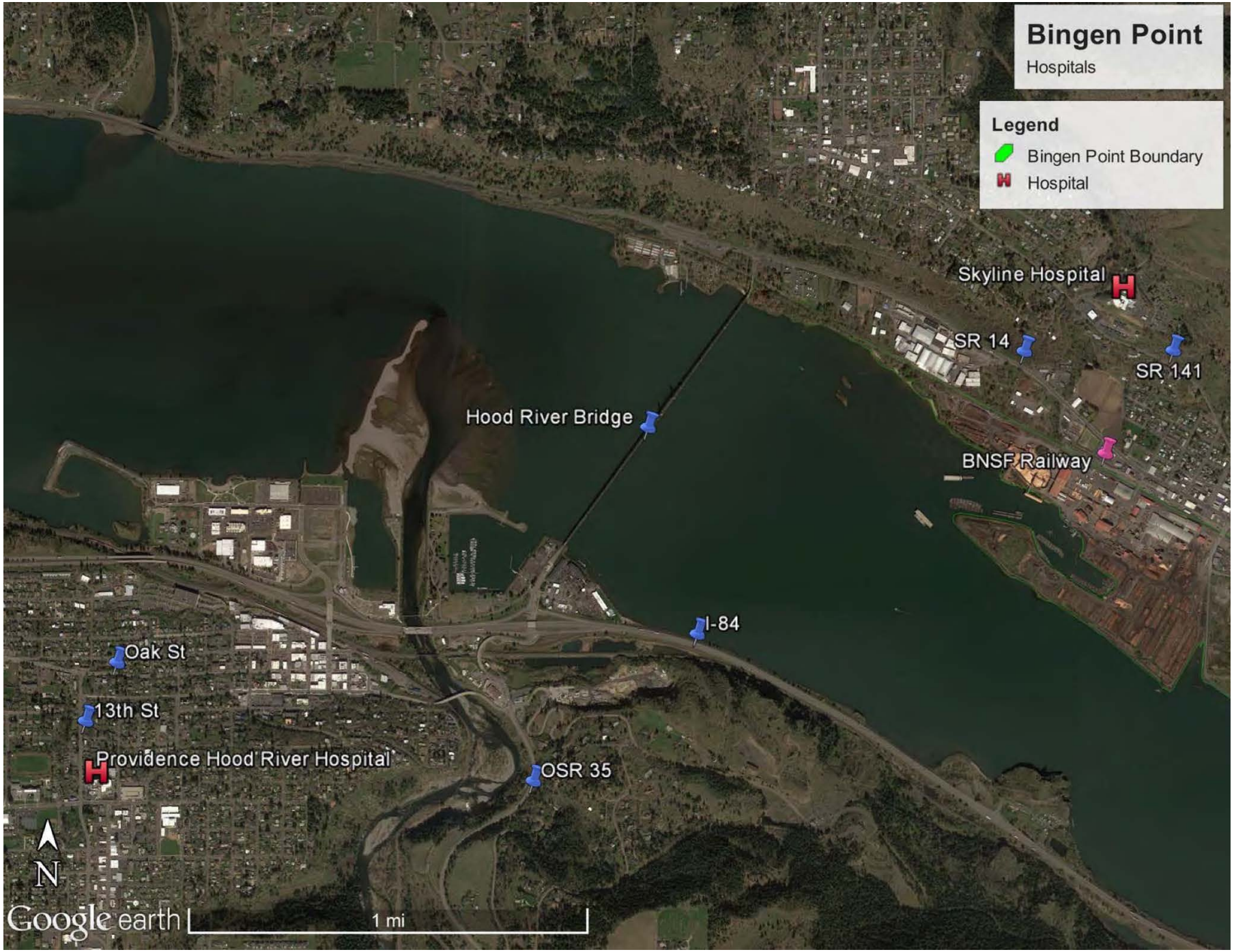
- Hood River Marina

  1000 E Port Marina Dr.
  Hood River, OR 97031
  (509) 386-1645

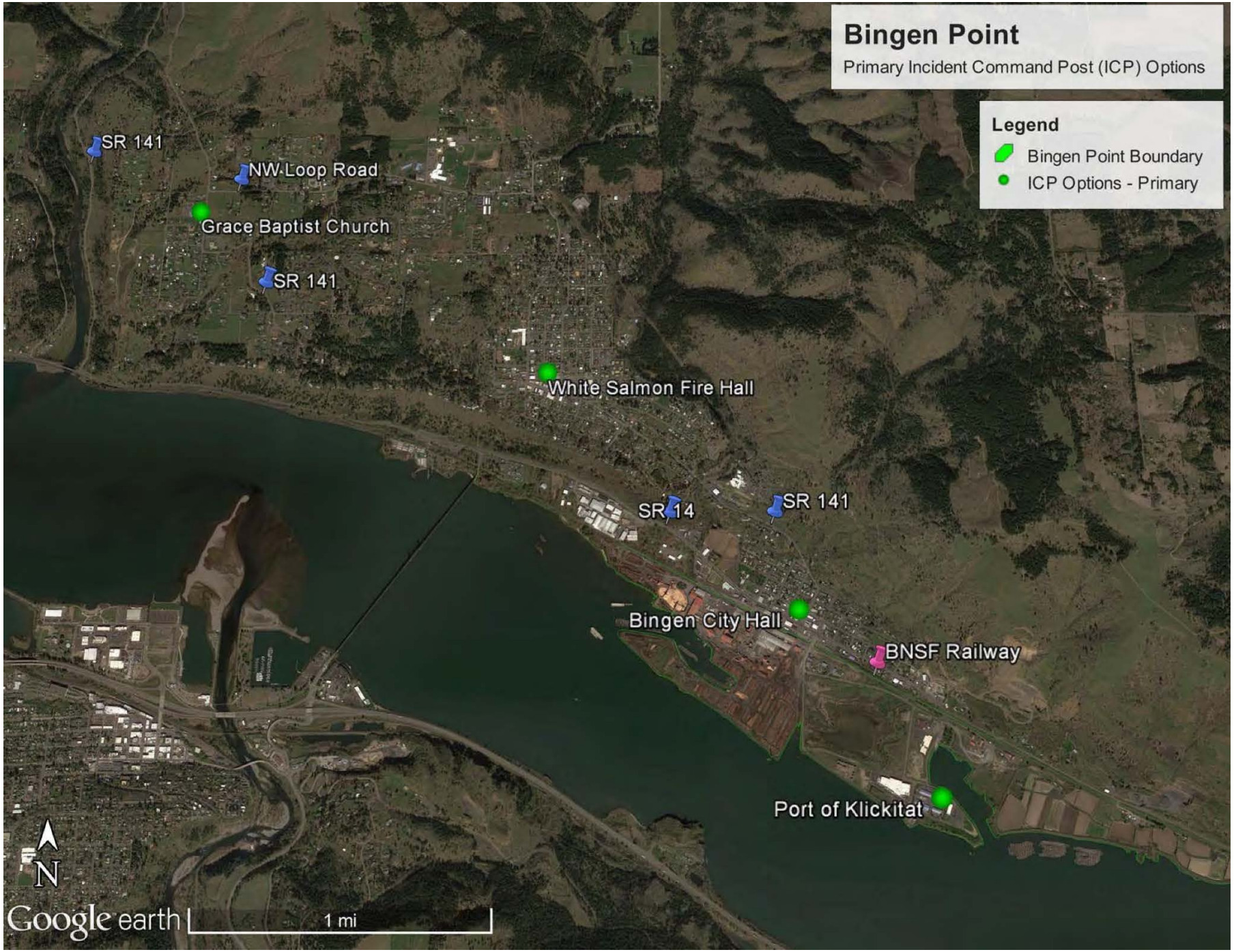


Staging 1. Ambulance & Triage

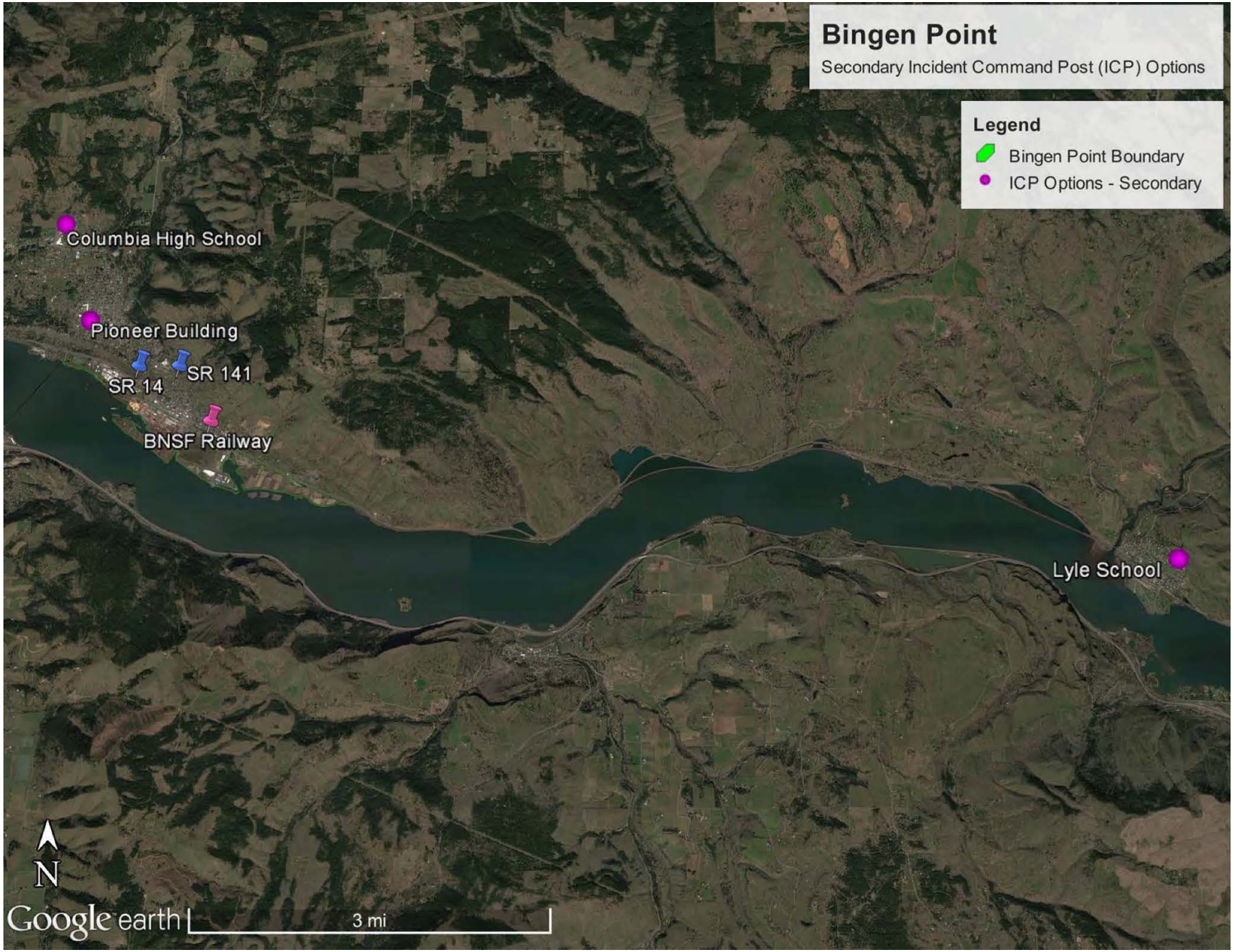
Staging 2. Helicopter Landing Zones



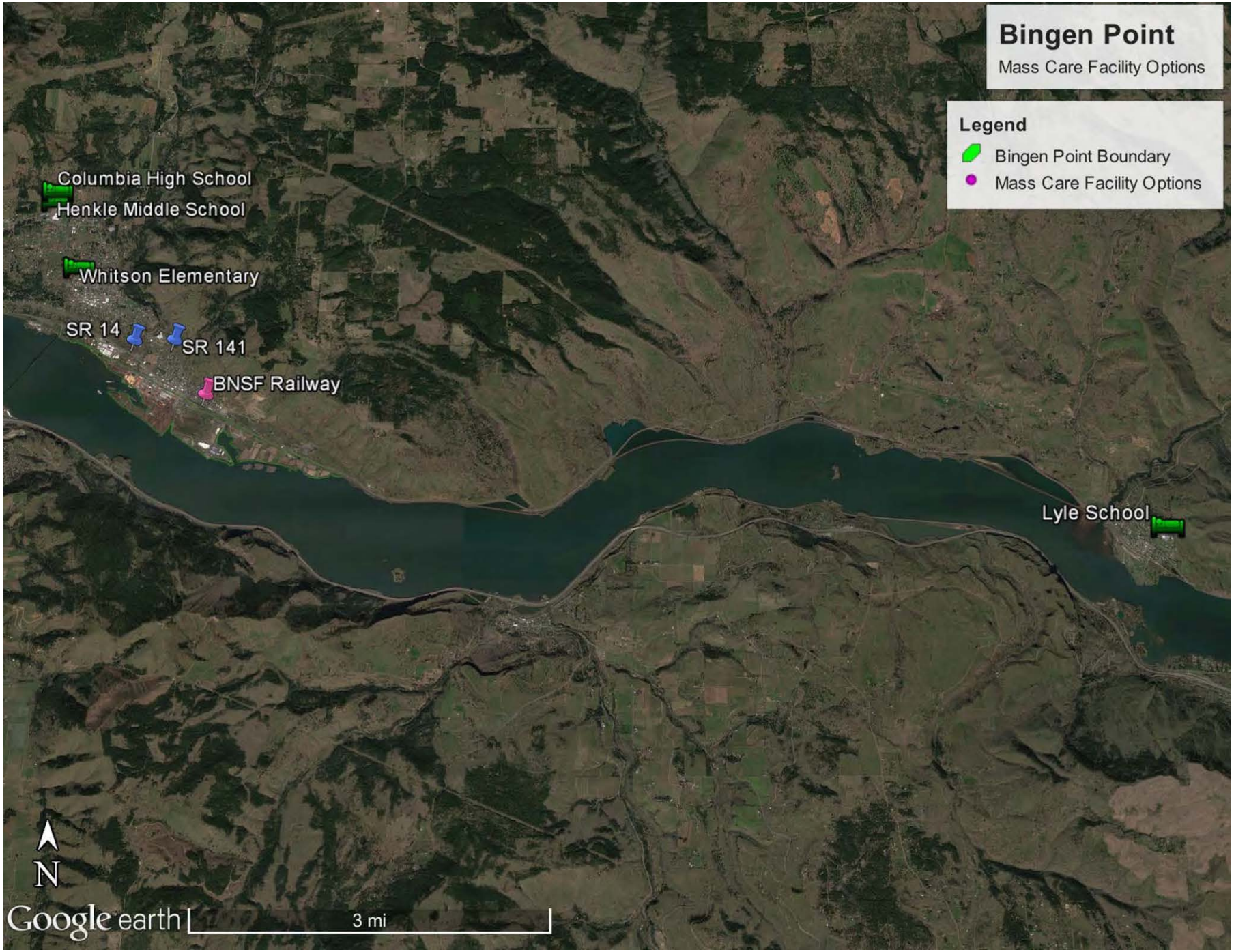
Staging 3. Hospital



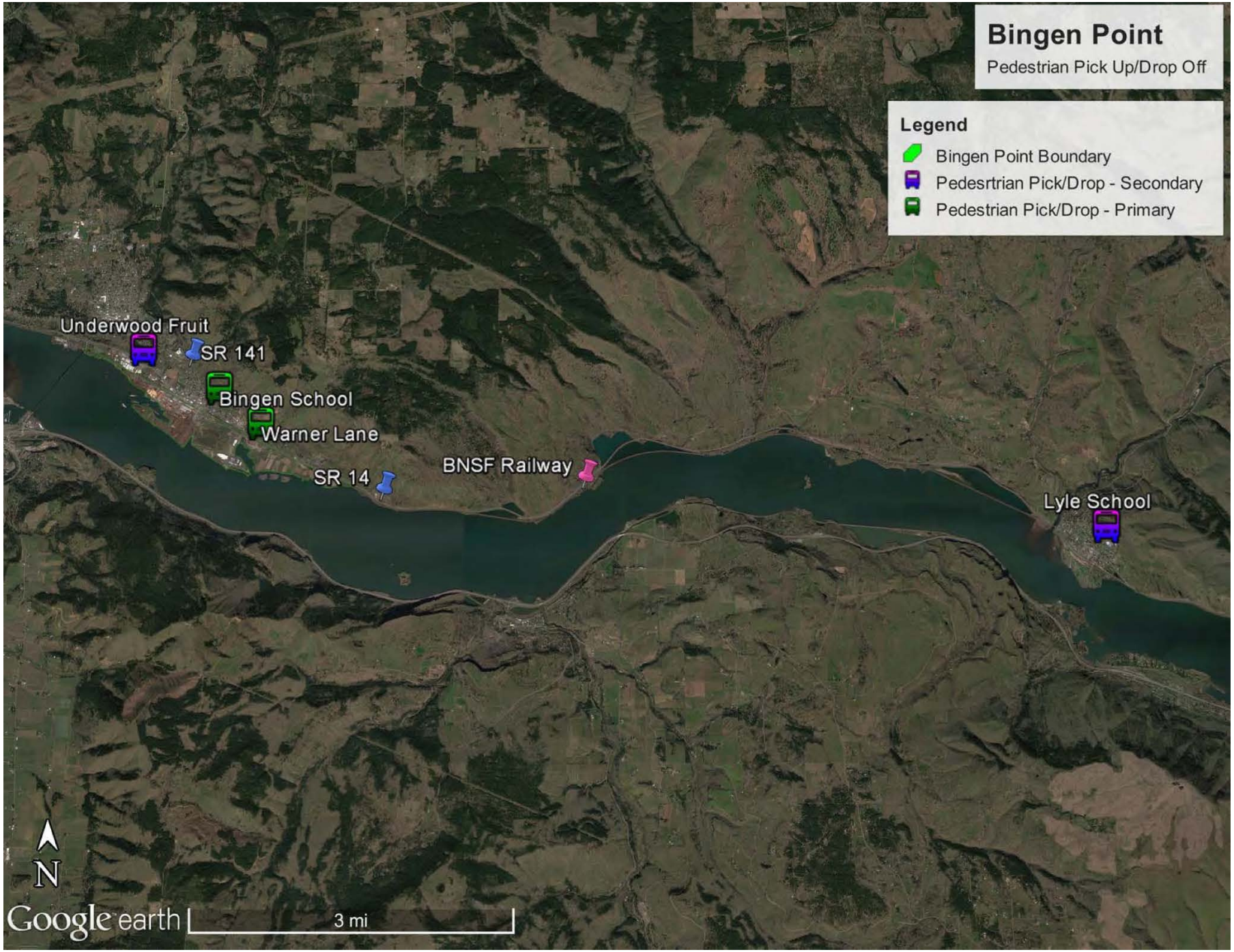
Staging 4. Primary Incident Command Post Options



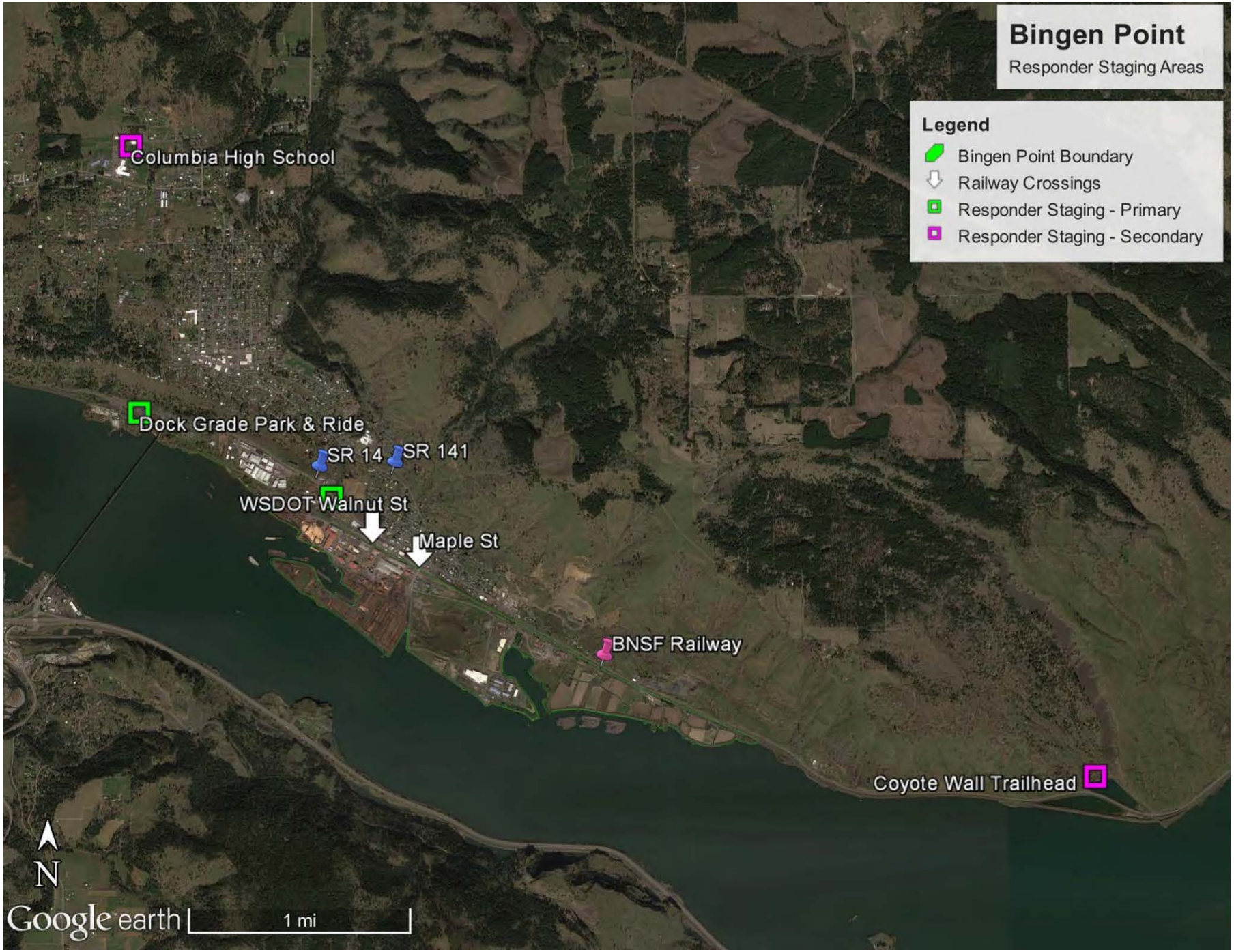
Staging 5. Secondary Incident Command Post Options



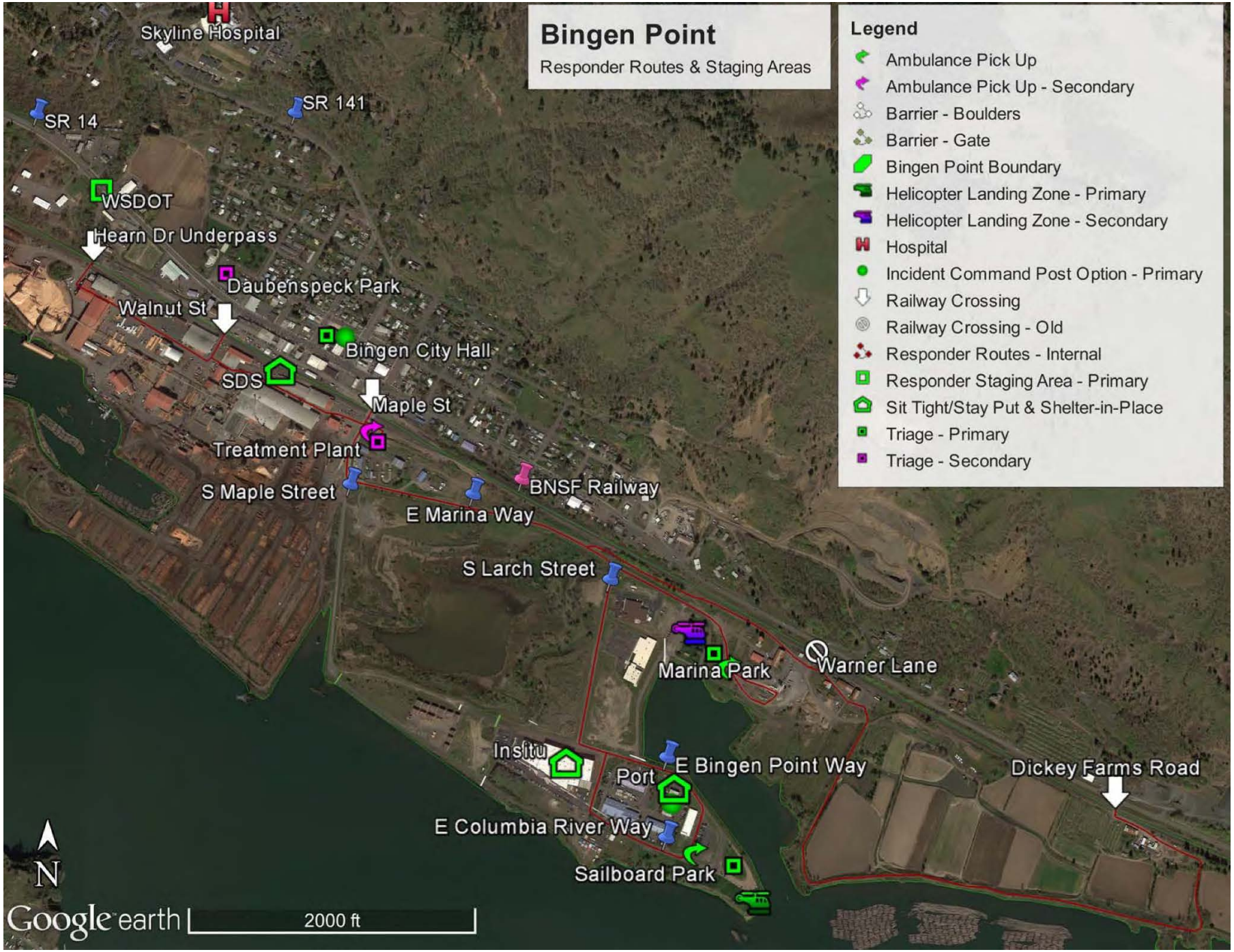
Staging 6. Mass Care Facility Options



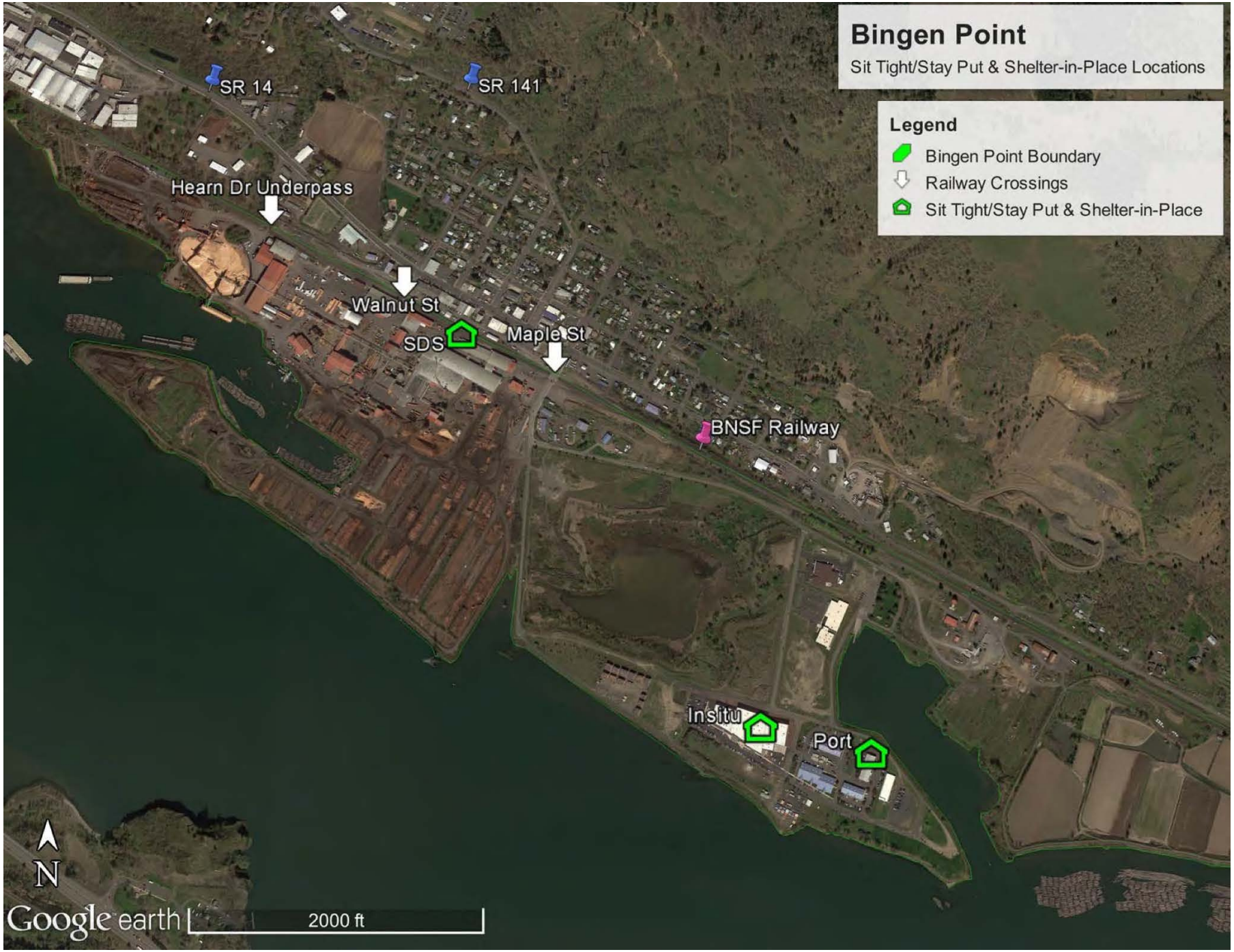
Staging 7. Pedestrian Pick Up and Drop Off



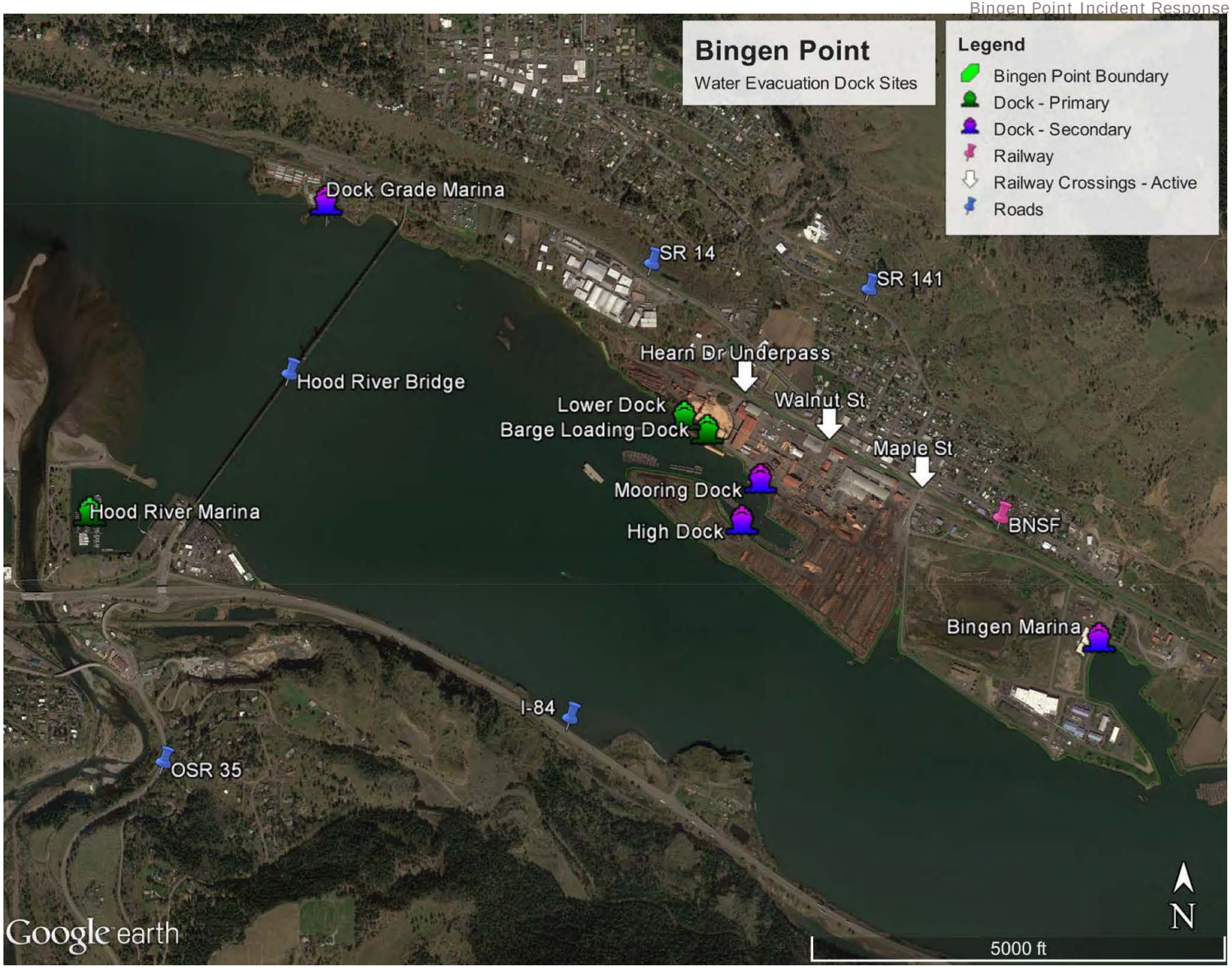
Staging 8. Responder Staging Areas



Staging 9. Responder Routes & Staging Areas



Staging 10. Sit Tight/Stay Put & Shelter-in-Place



Staging 11. Water Evacuation

APPENDIX K – RESOURCE NEEDS

Based on its resource assessment, the Planning Team identified local resource needs. Resources and capability needs are grouped according when they will be used, and how urgently they are required (when/urgency).

ALWAYS/IMMEDIATELY

INTERNAL

- Human (Personnel)
  - Stakeholder training/education
  - Plan protocols & procedures
    - Communications & notifications
    - Evacuation
    - Lockdown
    - Shelter-in-place
    - Sit tight/stay put
    - Traffic & routing
  - Key facility locations

  Stakeholder planning
  - Evacuation
  - Lockdown
  - Shelter-in-place
  - Sit tight/stay put

EXTERNAL

- Funding (Sources)

  Department of Ecology
  - HAZMAT equipment grants
    - for rural fire, police & EMS near transportation routes

  FEMA
  - Hazard mitigation planning grants

  USDOT/WMD
  - Hazard mitigation and emergency preparedness grants
- Human (Personnel)

  Volunteer firefighters, EMTs and paramedics

- Systems
  - Develop/update Responder procedures
    - Evacuation
    - Notifications
    - Sit tight/Stay put
    - Traffic & routing
    - Training & exercises
- Training/education for Responder staff/volunteers
  - Plan protocols
    - Communications & notifications
    - Evacuation
    - Sit tight/stay put
    - Traffic management & routing
  - Key facility locations
  - New/updated procedures

NOW/AS SOON AS POSSIBLE

INTERNAL

- Bingen Point Notifications
  - Contact lists (complete, maintain, update, distribute, etc.)
  - Develop Stakeholder procedures
- Obtain authorization
  - Helicopter emergency landing zones
    - Marina park
    - Sailboard park
- Obtain equipment
  - Radios (updated portable cache of 40 units for mutual aid/volunteers)
  - Generator
    - Port of Klickitat ICP
- Partnership agreements
  - Equipment & services
    - SDS
      - Vessels for evacuation

Key facilities
- Port of Klickitat
  - Marina park
  - Office
  - Sailboard park
- SDS
  - Docks

Notifications
- Radio access[66]
  - SDS

- Quick alert system for evacuations

Siren/other

EXTERNAL

- Obtain authorization

Evacuation routes

Pedestrian pick up/drop off sites

Responder staging areas

Traffic routing

Water evacuation drop off sites

- Obtain equipment

Radio upgrades (30 mobile and portable units for Responders)

Gas detectors/monitors & ongoing maintenance (5 units)

Generator
- Grace Baptist Church ICP

KCDEM mobile Dispatch vehicle

- Partnership agreements

Key facilities
- Bingen
  - City hall/fire department bays
  - Daubenspeck park
- Grace Baptist Church
- Red Cross
  - Schools for mass care facilities
- White Salmon Fire Department

[66] Because of this resource needs assessment, KCDEM and Insitu executed an MOU in August, 2016 granting the company access to three radio frequencies for emergency and cooperative exercise and training use.

Equipment and services
- WSDOT
  - WSR 14 signs
  - Traffic Control staff
  - Radios
- ODOT
  - HR Bridge closure
  - Traffic Control staff

PRIOR TO INCIDENT(S), BUT NOT URGENTLY

INTERNAL

- Assemble ICP facility instructions

  Emergency phone line addition

  Emergency internet access

  Equipment operation
  - Generator
  - Radios
- Equipment & services

  Water evacuation vessels
  - SDS

  Systems operation
  - Internet (access procedures, passwords, etc.)
  - Phones (transfers, outside line access, etc.)

EXTERNAL

- Contractors & Vendors

  Vehicles & drivers for pedestrian transportation
  - School buses
  - Mt. Adams Transportation (Senior's bus)
- Equipment & Services

  Water evacuation vessels
  - Sternwheeler
  - Hood River Marina
  - Port of Hood River

- Assemble ICP facility instructions
  - Emergency phone line addition
  - Emergency internet access
  - Equipment operation
    - Generator
    - Radios
    - Other
  - Standard operating procedures
    - Internet (access procedures, passwords, etc.)
    - Phones (transfers, outside line access, etc.)
    - Other

During or after a major incident or disaster/Immediately

Internal

- Human (Volunteers)
  - Clean up
  - Directing people & traffic
  - Equipment operators
  - Search & rescue
  - Stakeholder evacuation teams
  - Stakeholder shelter-in-place teams

APPENDIX L – BPIRP GOALS & OBJECTIVES

Goals (G) and objectives (OBJ) to achieve[67] BPIRP mission priorities and purpose:

G.1: Enhance Responder safety and minimize incident impacts through advanced planning, preparation and training, coordination, and communication

- **G.1 OBJ 1**: Identify hazards, risks, risk areas, mitigation opportunities
- **G.1 OBJ 2**: Identify, describe and locate available internal and external Resources and capabilities
- **G.1 OBJ 3**: Identify Resource needs

G.2: Improve Stakeholder familiarity with Response issues, needs, and this plan

- **G.2 OBJ 1**: Circulate Revised Draft among Stakeholders and individuals
- **G.2 OBJ 2**: Conduct 3 Planning Team meetings in the local area
- **G.2 OBJ 3**: Distribute the final plan within 60 days of completion to landowners, jurisdictions, Responders, and Planning Team
- **G.2 OBJ 4**: Encourage Stakeholder and individual participation
- **G.2 OBJ 5**: Include at least 10 individuals in each Planning Team meeting
- **G.3 OBJ 6**: Supply a Planning Team Contact List to all participants

G.3: Increase public awareness and emergency preparedness

- **G.3 OBJ 1**: Awareness, preparedness, and safety recommendations
- **G.3 OBJ 2**: Supply a Bingen Point 24/7 Emergency Contact List to Bingen Point landowners, Stakeholders, jurisdictions, Planning Team participants and Port lessees

G.4: Maximize public safety by standardizing Response protocols and procedures

- **G.4 OBJ 1**: Identify Bingen Point-specific protocols for command, key facility siting options, Notifications, preferred evacuation routes, preferred Responder access routes, and traffic & routing
- **G.4 OBJ 2**: Evacuation, lockdown, shelter-in-place procedures

G.5: Maintain the utility and function of this plan and its contact lists

- **G.5 OBJ 1**: Revise plan as needed after every incident
- **G.5 OBJ 2**: Review, update and distribute Bingen Point 24/7 Emergency Contacts, Bingen Point Planning Team Contacts, Master Activity Log as necessary
- **G.5 OBJ 3**: Conduct comprehensive review and update every 5 years; invite Stakeholders and former Planning Team members.

[67] Several BPIRP goals and objectives are met upon completion and distribution of its First Edition, while others are more long term in nature.

APPENDIX M – NIMS & ICS

The following information is general information only. The most up-to-date information should be relied upon as published by the FEMA on their website, in documents, or by other means (FEMA 2008 & 2016a-d).

NIMS OVERVIEW

Incidents typically begin and end locally, and they are managed daily at the lowest possible geographical, organizational, and jurisdictional level (FEMA, 2016c). There are other instances where success depends on the involvement of multiple jurisdictions, levels of government, functional agencies, and/or emergency-responder disciplines. These instances necessitate effective and efficient coordination across this broad spectrum of organizations and activities. By using NIMS, communities are part of a comprehensive national approach that improves the effectiveness of emergency management and response personnel across the full spectrum of potential threats and hazards (including natural hazards, terrorist activities, and other human-caused disasters) regardless of size or complexity.

The NIMS is a systematic, proactive approach to guide communities in working together seamlessly and managing incidents to reduce loss of life, property, and harm to the environment (FEMA, 2016c). Its purpose is to provide a common approach for managing incidents. Its concepts provide a flexible, but standardized set of incident management practices with emphasis on common principles, a consistent approach to operational structures and supporting mechanisms, and an integrated approach to resource management (FEMA, 2016b).

ICS OVERVIEW

The ICS is a management system designed to enable effective and efficient domestic incident management by integrating a combination of facilities, equipment, personnel, procedures, and communications operating within a common organizational structure (FEMA, 2016a). ICS is normally structured to facilitate activities in five major functional areas: Command; Operations, Planning, Logistics, and Finance and Administration. It is a fundamental form of management, with the purpose of enabling incident managers to identify the key concerns associated with the incident—often under urgent conditions—without sacrificing attention to any component of the command system.

System Description

Basic Tenets

- Appointment of an Incident Commander who has overall responsibility of the agency's response
- Pre-defined, clear reporting channels (chain of command)
- Common nomenclature for Command Staff and Section Chief positions
- Pre-defined responsibilities (emergency response functional roles)
- Ability to expand and contract the number and type of positions used to match the scale of the emergency

Core Functions

Five core ICS functions are described as follows:

- Command

  Manages the Operations, Planning, Logistics, and Finance sections
- Operations

  Manages and coordinates the activities of the public health response
- Planning

  Projects ahead, determines future needs, and conveys them to Logistics
- Logistics

  Ensures the availability of appropriate resources required by the other sections
- Finance

  Ascertains that items are paid for, receipts are kept, and claims are submitted

The numerous responsibilities respective to each ICS position can be delegated to subordinates. Each section chief must ensure that all personnel frequently provide status reports if duties are divided and redistributed. Command continuously supervises functions to confirm that all aspects are successfully addressed. Only those functions or positions that are necessary to achieve incident objectives should be filled. Each activated element must have a person in charge, and an effective span of control must be maintained.

Staff Roles & Responsibilities

Incident Commander

The Incident Commander is the individual responsible for overall direction of operations at the scene of an incident. In the case of a multi-jurisdictional, multi-

agency or hazardous materials incident the role of Incident Commander shall be determined by Unified Command.

The Incident Commander is an authorized representative of the designated Incident Command or Unified Command. The incident commander may be the landowner on whose property the incident occurs, first responders, a representative of the Klickitat County Department of Emergency Management or another appropriate person, agency, entity or group.

The Incident Commander/Unified Command is responsible for the following:

- Designation of Key Personnel
- Strategic Decisions – development and implementation
- Incident Objectives
- Incident Priorities
- Resources – ordering and releasing
- Emergency Warnings.
- Approval of Notifications
- Determination and approval of any auxiliary notifications
- Approval of the release of all incident-related information

Other Command Staff

Information Officer

The Information Officer interfaces with the public, media and/or other agencies. This person gathers, verifies, coordinates, disseminates and monitors accurate, accessible, timely information. The Information Officer also carries out all Notifications and any Auxiliary Notifications. Information about any incident should include the:

- Cause
- Size
- Current situation
- Resources committed and
- Other matters of general interest for internal and external audiences.

Safety Officer

The Safety Officer monitors incident operations and advises the Incident Commander/Unified Command on operational safety, including the health and safety of emergency responder personnel. However, individual agencies, organizations or jurisdictions maintain their responsibilities for their own programs, policies and personnel.

The Safety Officer shall carry out the following actions:

- Maintain awareness of active and developing situations
- Expand support staff as needed to meet multiple incident sites and/or specialized safety requirements
- Identify potentially unsafe situations
- Correct unsafe acts or conditions through the regular line of authority when time permits
- Retain emergency authority to stop or prevent unsafe acts immediately threatening life or health
- Develop incident safety plans as required.

Liaison Officer

A Liaison Officer may not be required for all Bingen Point incidents. The Liaison Officer is the Incident Command or Unified Command point of contact for representatives of other entities concerned with the incident response effort, but who have no jurisdiction or legal authority. This person coordinates the activities of those assisting or cooperating in the response effort.

Secondary Command Staff

Secondary Command Staff assist Incident Command/Unified Command in responding to the incident. Secondary Command Staff consists of those persons responsible for the functional aspects of the Incident Command Structure. A Section Chief may be designated to coordinate activities within each area of responsibility. Section Chiefs may have one or more deputies. Areas of responsibility typically include:

- Operations
- Planning
- Logistics
- Finance/Administration.

For any Bingen Point incident the Planning, Logistics and Finance/Administration staff shall be designated by Incident Command/Unified Command as appropriate. The Operations role shall be fulfilled as outlined below.

Operations

Operations is responsible for all tactical activities focused on reducing the immediate hazard, saving lives and property, establishing situational control, and restoring normal operations. Lifesaving and Responder safety will always have the highest priority.

Depending on the location, type and scope of Bingen Point incident, the responsibility for Operations may vary. Typically, the Operations role shall be carried out by the landowner or major lessee on whose property the incident occurs. Each landowner or major lessee shall be responsible for identifying its own Operations staff for any Bingen Point incident. Operations staff should be identified to and coordinate with Incident/Unified Command.

The person or persons responsible for fulfilling the Operations role are identified below for each landowner or major lessee:

PLANNING

Planning is responsible for gathering and disseminating information and intelligence critical to the incident, unless Incident Command/Unified Command places this function elsewhere. Planning also assembles the Incident Action Plan (IAP), which includes overall incident objectives and strategies established by Incident Command/Unified Command. In the case of a Unified Command the IAP must adequately address the mission and policy needs of each jurisdictional agency, as well as interaction between jurisdictions, functional agencies, and private organizations. The IAP also addresses tactics and support activities required for the planned operational period, generally 12 to 14 hours.

FEMA provides standardized forms for several IAP components. ICS forms can be downloaded from http://training.fema.gov/EMIWeb/is/ICSResource/icsforms.htm. The IAP typically includes the following components:

- Incident Objectives (Form ICS 202)
- Organization Assignment List or Chart (Form ICS 203)
- Assignment List (Form ICS 204)
- Incident Radio Communications Plan (Form ICS (205)
- Medical Plan (Form ICS 206)
- Incident Maps
- General Safety Message/Site Safety Plan

Other components may also be included in the Incident Action Plan as appropriate:

- Air Operations Summary
- Traffic Plan
- Decontamination Plan
- Waste Management or Disposal Plan
- Demobilization Plan
- Investigative Plan
- Evidence Recovery Plan
- Evacuation Plan
- Sheltering/Mass Care Plan
- Other (as required)

LOGISTICS

Logistics is responsible for all service support requirements to facilitate effective and efficient incident management. Functions provided by logistics include:

- Ordering resources from off-incident locations
- Facilities for Incident Command
- Supplies for Incident Command
- Security for the Incident Command facilities and personnel
- Food for the Incident Command personnel
- Communications support
- Information Technology support
- Emergency Responder Medical Services, including inoculations.

FINANCE/ADMINISTRATION

A Finance/Administration Section is established when the incident management activities require on-scene or incident-specific finance and other administrative support services. Close coordination with Planning and Logistics is required to reconcile operational records with financial documents. Some functions performed by Finance/Administration include:

- Recording personnel time
- Maintaining Vendor contracts
- Administering compensation and claims
- Conducting an overall cost analysis for the incident.

APPENDIX N – JOB ACTION SHEETS

Following is a SAMPLE Emergency Response Job Action Sheet. This sheet is based upon those developed by the Westchester County Department of Health in New York State for the Public Health Incident Command System (PHICS, 2016).

Interactive sheets for the sample position that follows, and other NIMS ICS positions may be found online at http://www.ualbanycphp.org/pinata/phics/guide/phics0802.cfm. This is just one possible resource for obtaining, modifying, or creating Job Action Sheets. This sample is not intended to replace any existing Job Action Sheets that may already be in use by organizations that may operate within Bingen Point.

Note that on the PHICS website, each JAS has some blank lines with check boxes (PHICS, 2016). This is where incident-specific tasks can be quickly added if necessary. Additionally, any tasks on the JAS that are not needed during the event can be crossed out by the person issuing the JAS to a responder.

Incident Command System Emergency Response Job Action Sheet

LOGISTICS SECTION CHIEF

REPORTS TO: Incident Commander_____

LOGISTICS COMMAND CENTER LOCATION: _____TELEPHONE: _____

MISSION: Organize, direct and coordinate those operations associated with maintenance of the physical environment (facilities), security, personnel deployment (movement) and provide for adequate levels of shelter and supplies to support the mission's objectives.

Immediate:

- Receive appointment from the Incident Commander & obtain packet containing Section's Job Action Sheets
- Read this entire Job Action Sheet
- Obtain briefing from Incident Commander
- Confer with Appointed Unit leaders and insure the formulation and documentation of an incident-specific section action plan as approved by the Command Staff
- Add additional (or delete) tasks and distribute Job Action Sheets
- Distribute the corresponding Job Action Sheets with incident specific tasks
- Establish Logistics Section Center in proximity to ICC
- Advise IC on current logistical service and support status

Intermediate:

- Update Section staff of new developments and receive Section status reports
- Secure areas as needed to limit unauthorized personnel access
- Obtain information and updates regularly from unit leaders and officers; maintain current status of all areas
- Review IAP and estimate section needs for next operational period or shift through Liaison Officer, initiate contact with DES for EMS, Fire and Police assistance when necessary
- Prepare to manage large numbers of potential volunteers
- Confer with PIO to establish areas for media personnel
- Obtain supplies as requested by Planning or Operations

Extended:

- Maintain documentation of all actions and decisions on a continual basis – forward completed unit activity log to Administrative Section Chief
- Participate in the development and execution of the demobilization and make recommendations to IC as necessary
- Observe all staff for signs of stress, report issues to Safety Officer
- Provide rest periods and relief for staff
- Prepare end of shift report and present to oncoming Incident Commander and Logistics Section Chief
- Plan for the possibility of extended deployment

APPENDIX O – COMMAND PROTOCOLS

UNIFIED COMMAND

At a minimum, Unified Command will be responsible for the following Incidents:

- Multi-jurisdictional and/or multi-agency incidents
- All HAZMAT incidents
  - Procedures & actions specified in WAC 296-62-40115(2)
  - Safety Officer required (WAC 296-62-40115(2)
- All evacuations (per RCW 38.52)

For simplicity, this plan will use the terms Incident Command or Incident Commander to cover both Incident and Unified Command/Commander.

INCIDENT COMMAND

The following priorities will aid in making Incident Command determinations:

NEI

- Jurisdiction/Landowner/Lessee initiating incident
- Entity with authority over incident
- Entity with the appropriate resources/training to address incident
- Landowner/Lessee of incident site
- Landowner/Lessee/Jurisdiction nearest incident site

ALL OTHER INCIDENT TYPES

- Follow established protocols.

APPENDIX P – ICP SUPPLIES

Following is a sample checklist of ICP equipment and supplies. Bingen Point Stakeholders have committed to bring items to the ICP as needed and available. KCDEM also has two mobile ICP kits.

- Bingen Point Incident Response Plan copy
- Clerical Supplies
  - ☐ Writing Utensils
  - ☐ Paper
  - ☐ Tape Recorder
- Electronics
  - ☐ Phones, minimum of 2 lines with outside access and cellular backup
  - ☐ AM/FM Radio
  - ☐ Radios with access to all operational emergency channels
  - ☐ TV set with Audio/Visual connection ports
  - ☐ Fax Machine
  - ☐ Copy Machine
  - ☐ Video Projector and Screen
  - ☐ Wall Clocks
  - ☐ Computers
  - ☐ Printers
  - ☐ Digital Camera
  - ☐ Video Camera
- Emergency/Backup Power and Lighting
- First Aid Kit
- Furniture
  - ☐ Work tables
  - ☐ Chairs
- Maps
  - ☐ Bingen Point
  - ☐ The immediate Bingen Point Vicinity
  - ☐ Klickitat County
  - ☐ Washington and
  - ☐ Oregon
- Plans
  - ☐ All Bingen Point buildings
  - ☐ Incident Command Post locations
- Personnel Directory
  - ☐ Include cell phone numbers
- Sanitation Facilities
  - ☐ Augmentation of existing facilities may be required
- Status Boards
  - ☐ Easels
  - ☐ Flip Charts
  - ☐ Dry Erase Boards
  - ☐ Markers/Chalk/Erasers

APPENDIX Q – NOTIFICATION PROTOCOLS

RESPONSIBLE PARTY

NEI

Since NEIs may not always require an Incident Command designation or an Incident Commander, Notifications should be completed by another entity per the following priorities:

- Jurisdiction/Landowner/Lessee initiating incident
- Entity with authority over incident
- Entity with the appropriate resources/training to address incident
- Landowner/Lessee of incident site
- Landowner/Lessee/Jurisdiction nearest incident site

ALL OTHER INCIDENT TYPES

Notifications should be completed by the:

- Incident Commander
- OR
- Designated Information Officer

NOTE – PORT OF KLICKITAT

The Port is responsible for Notification of its tenants and members of the public using its parks or other property.

NOTE – HAZMAT

For spill or release of stored HAZMAT, the facility or entity on whose property the spill or release happens is responsible for completing Notifications.

HAZMAT spills or releases occurring in transit will most likely be observed by the transport agent, the public and/or Responders. Responders will limit their actions to those specified for the HAZMAT response qualification level they are trained and currently qualified for.

KINDS

- Initial Notification
- Auxiliary Notification
- Instructions for Protective Actions
  - Sit Tight/Stay Put
  - Prepare to Evacuate

- Evacuate
- Lockdown
- Shelter-In-Place

- Routing Instructions
  - Use Alternate Routes
  - Northbound Hood River Bridge Closure
  - Route Closure
  - Staffing Request
  - Train Traffic Modification Request
- Incident Updates
- Incident Stabilized
- Termination Notification

TRIGGERS

LOCATION

Bingen Point Notifications should be issued for all incidents occurring in or near the following locations:

- Any Bingen Point railway crossing
- Anywhere within the Bingen Point boundary
- Immediately adjacent to Bingen Point, including:
  - BNSF Railway between Hood River Bridge and Lyle, WA
  - WSR 14 between Hood River Bridge and Lyle, WA
  - WWSR 141 between Bingen and White Salmon
  - Anywhere in Bingen
- Within the vicinity, including:
  - Between Cascade Locks and The Dalles, OR
  - Between Carson and Dallesport, WA
  - Between Hood River and Parkdale, OR
  - Between Bingen and Trout Lake, WA

DURATION

- All incidents exceeding 1 hour in duration for incidents within or adjacent to Bingen Point as described above

IMPACT

- All incidents resulting in blockage of:
  - Walnut Street Railway Crossing

AND/OR

Maple Street Railway Crossing

- All incidents requiring rail traffic modifications such as:

  Stop

  OR

  Delay

  AND/OR

  Move

  - Blocked crossings
  - Blocked siding
- All emergency incidents (Type 1 through Type 5)
- Any non-emergency incident as needed

RECIPIENTS

The following Stakeholders should receive all Bingen Point Notifications[68]:

- BNSF Railway Company

  High Priority Notification if train traffic or position requires modification
- Bingen – White Salmon Police
- City of Bingen
- Custom Interface, Inc.
- Dickey Farms
- Insitu
- KCDEM
- Klickitat County Sheriff's Office
- Mt. Adams Orchard Corporation
- Port of Klickitat
- SDS Lumber Company

NOTE – HAZMAT

The following must receive Notification of all HAZMAT incidents:

- Local Responders
- Washington State Emergency Response Commission; and
- National Response Center.

[68] See Notification Contacts in Appendix B – Contacts.

Auxiliary Notifications

- Follow existing protocols[69].

Timelines

Initial Notification

NEI - Planned

- At least 24 hours ahead, if possible

  OR

- As soon as possible before the incident starts.

NEI - Unplanned

- Completed within the first 1 hour of the incident

Auxiliary Notifications

- Within the first 2 hours of the incident
- At the same time as any subsequent Notifications as needed

Instructions for Protective Actions

Sit Tight/Stay Put

- Included with Initial Notification for all Type 1 through Type 5 Incidents;

  OR

- Within 30 minutes after a determination of need is made
- Repeat with all Incident Updates until action is no longer required or alternate instructions are issued

Prepare to Evacuate

- Within 30 minutes of expected evacuation start time
- Repeated every 5 minutes until Evacuation Notification

Evacuate

- At designated Evacuation start time
- Repeated every 15 minutes until evacuation is complete

Lockdown

- Immediately upon determination such action is required

- [69] See potential Auxiliary Notification contacts in Appendix B – Contacts.

- Regular Updates every 15 minutes until action is terminated or an Evacuation Notification is ordered

Shelter-In-Place

- Immediately upon determination such action is required
- Regular Updates every 15 minutes until action is terminated or an Evacuation Notification is ordered

Routing Instructions

Use Alternate Routes

- Within 15 minutes of the incident duration exceeding 1 hour

Northbound Hood River Bridge Closure

- Within 15 minutes of the incident duration exceeding 1 hour

Route Closure

- Within 15 minutes of any determination to close additional routes

Staffing Request

- At the same time as any Routing Instructions

Rail Traffic Modification Request

- As soon as possible once a determination that action is needed is made

Incident Updates

- As needed

  OR

- At least 1 per hour

Incident Stabilized

- Within 30 minutes of incident stabilization

Termination Notification

- As soon as it is safe to resume normal activities in affected areas

Distribution Methods

Preferred methods for completing Notifications are prioritized below:

Planned NEI

- E-mail
- Telephone
- Radio

Unplanned NEI

- Telephone or Fax
- Radio
- E-mail

All Other Incident Types

- Request Dispatch issue a Klickitat County Emergency Notification System (KCENS) alert by phone call, text message and/or e-mail
- Telephone or Fax
- Radio
- E-mail
- Television
- Internet

Repeat Notifications

- Request Dispatch issue a Klickitat County Emergency Notification System (KCENS) alert by phone call, text message and/or e-mail
- Radio
- Television
- Internet

Vendors & Other Support contacts

- Follow established protocols
- Use established contacts

Documentation

- Follow established protocols

APPENDIX R –SAMPLE NOTIFICATIONS

The following sample Notifications are provided as examples only. There is no boilerplate Notification capable of conveying the necessary information required for every possible incident. The Incident Commander and/or Information Officer should use their best judgement in crafting Notification messages. Bold portions of the message are to be filled in, underlined sections indicate choices to be selected.

NEI

INITIAL NOTIFICATION

"This is **(name and title)**. At **(time) (day)**, **(responsible party)** report/reports a Non-Emergency Incident will/has occur/occurred. **(Describe situation)**. The incident will/has occur/occurred at **(location)**. No impact to the public/The following impacts is/are expected. **(Describe impact)**. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your voice and/or text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

TERMINATION NOTIFICATION

"This is **(name and title)**. At **(time)** today local emergency officials reported the Non-Emergency Incident at **(location)** is terminated. All persons in **(location vicinity)** may return to the area in an orderly manner. Please observe normal traffic laws." (REPEAT MESSAGE)

ALL OTHER NEI NOTIFICATIONS

- See sample text provided below

ALL OTHER INCIDENT TYPES

INITIAL & AUXILIARY NOTIFICATIONS

"This is **(name and title)**. At **(time) (day)**, **(responsible party)** reports a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. **(Describe situation)**. The incident occurred at **(location)**. The following impact/impacts to the public is/are expected. **(Describe impact(s))**. No evacuation is required. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

INSTRUCTIONS FOR PROTECTIVE ACTIONS

SIT TIGHT/STAY PUT

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred at **(location)**. All persons in the **(location vicinity)** should remain at their current location and await further instructions. Normal activities may continue at your current location. No evacuation is required. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

PREPARE TO EVACUATE

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. This a potentially serious condition. **(Describe situation)**. The incident occurred at **(location)**. All persons in the **(location vicinity)** should remain indoors and Prepare to Evacuate. Gather any necessary medication or other necessities that you require and have with you. Do not evacuate at this time. You should locate your copy of the Bingen Point Incident Response Plan and review evacuation routes and procedures. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for further instructions. The next report will be given in **(time)** minutes." (REPEAT MESSAGE)

EVACUATE

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. This a potentially serious condition. **(Describe situation)**. The incident occurred at **(location)**. All persons in the **(location vicinity)** should evacuate the area in an orderly manner. Drive or walk toward **(evacuation routing)** from where you are. Watch for emergency response personnel along this route to direct you to an Evacuation Shelter. Please observe normal traffic laws." (REPEAT MESSAGE)

LOCKDOWN

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Lockdown Incident. This a potentially serious condition. **(Describe situation)**. The incident occurred at **(location)**. All persons in the **(location vicinity)** should remain indoors until you are officially instructed that you can leave safely. If you are in the **(location)** area lock all windows and doors. If you are outside a building, proceed to the nearest building and lock all window and doors. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for further instructions in 15 minutes. Please do not call 911 for information." (REPEAT MESSAGE)

SHELTER-IN-PLACE

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Shelter-In-Place Incident. This a potentially serious condition. **(Describe situation)**. The incident occurred at **(location)**. All persons in the **(location vicinity)** should remain in a closed building until you are officially instructed that you can leave safely. If you are in the **(location)** area, turn off your heating and cooling systems, and window or attic fans. Close all windows, doors and vents, and cover cracks with tape or wet rags. If you are outside a building, cover your nose and mouth with a handkerchief or other cloth and proceed to the nearest closed building. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for further instructions in 15 minutes. Please do not call 911 for information." (REPEAT MESSAGE)

ROUTING INSTRUCTIONS

USE ALTERNATE ROUTES

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred 1 hour ago at **(location)**. All persons should avoid the following routes **(routes).** Routes should be avoided until the incident is terminated. No evacuation is required. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

NORTHBOUND HOOD RIVER BRIDGE CLOSURE

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred 1 hour ago at **(location)**. The Hood River Bridge has been closed to all northbound traffic. All persons should use alternate routes until the incident is terminated. No evacuation is required. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

ROUTE CLOSURE

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred at **(location)**. All traffic on **(routes)** has been halted. All persons should use alternate routes until the incident is terminated. No evacuation is required. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

STAFFING REQUEST

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred at **(location)**. Traffic on **(routes)** has been restricted or closed. Traffic management staff is requested from **(agency)**. Contact **(name and title)** by **(method)** at **(contact information)** immediately to receive instructions

TRAIN TRAFFIC MODIFICATION REQUEST

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred at **(location)**. Modification of rail traffic is requested from **(agency)**. Traffic on the BNSF railway at **(street crossings)** in Bingen, Washington has been restricted/closed. Halt inbound trains immediately/Delay inbound trains for (time)/Assistance to move cars is requested. Contact **(name and title)** by **(method)** at **(contact information)** immediately to receive further instructions

INCIDENT UPDATES

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred at **(location)**. The incident has **(Describe update)**. This is an update. No evacuation is required. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

INCIDENT STABILIZED

"This is **(name and title)**. At **(time) (day)**, local emergency officials reported a Type 5/Type 4/Type 3/Type 2/Type 1 Incident. The incident occurred at **(location)**. The incident has been stabilized. **(Describe update)**. No evacuation is required. Maintain your current status and await further instructions. Appropriate **(emergency response organizations/entities)** have been informed of this incident and are managing the situation. Please **(check your text messages/listen to your AM radio/monitor your e-mail/etc.)** for updates. Please do not call 911 for information regarding this incident." (REPEAT MESSAGE)

TERMINATION NOTIFICATION

"This is **(name and title)**. At **(time)** today local emergency officials reported the Type 5 Incident at **(location)** is terminated. All persons in **(location vicinity)** may return to the area and return to normal activity in an orderly manner. Please observe normal traffic laws." (REPEAT MESSAGE)

APPENDIX S - TRAFFIC & ROUTE PROTOCOLS

Traffic management and routing instructions will likely be required for all Bingen Point incidents. The Planning Team identified overall traffic and route priorities as well as protocols for normal operations, NEI and the following four emergency incident scenarios:

- Normal operations (N)
- All incidents (A)
- Incidents >1-hour Duration (D)
- Incidents where the Maple Street crossing is compromised (1)
- Incidents where the Maple and Walnut Street crossings are compromised (2)

Traffic and route actions presented are cumulative. In other words, actions for incidents over one hour in duration should be implemented in addition to actions for all incidents. And, actions for incidents lasting over an hour with the Maple Street crossing compromised should be implemented in addition to actions for incidents over one hour in duration and those for all incidents. Finally, actions for incidents with both Maple and Walnut Street crossings blocked should be implemented in addition to actions for the previous three scenarios. Crossing designations (RC DES) of primary, secondary, and alternate uses for active and old Crossing sites are presented (RC DES) for each incident scenario.

RAILWAY CROSSING DESIGNATIONS

HEARN DRIVE UNDERPASS (HDUP)

N RC DES HDUP.1 – Alternate public route

A RC DES HDUP.1 – Alternate Responder route

2 RC DES HDUP.1 – Primary Responder route

WALNUT STREET (WSXG)

N RC DES WSXG.1 – Secondary public route

A RC DES WSXG.1 – Secondary Responder route

1 RC DES WSXG.1 – Primary Responder route

MAPLE STREET (MSXG)

N RC DES MSXG.1 – Primary public route

A RC DES MSXG.1 – Primary Responder route

Dickey Farms Road (DFRX)

N RC DES DFRX.1 – Alternate public route

A RC DES DFRX.1 – Secondary Responder route

A RC DES DFRX.2 – Primary public vehicle egress route

A RC DES DFRX.3 – Alternate pedestrian route

D RC DES DFRX.1 – Secondary Responder route

2 RC DES DFRX.1 – Secondary Responder route

Warner Lane (WNLN)

N RC DES WNLN.1 – Closed

A RC DES WNLN.1 – Primary pedestrian egress route

A RC DES WNLN.2 – Primary pedestrian evacuation route

Mt. Adams Orchard/Underwood Fruit (MAUF)

N RC DES MAUF.1 – Unsafe; do not use

A RC DES MAUF.2 – Secondary pedestrian evacuation route

All Incidents

Traffic Management Priorities (TM PRI)

A TM PRI.1 – Crossings

- Maple Street
- Walnut Street
- Hearn Drive Underpass

A TM PRI.2 – Internal roads

A TM PRI.3 – Closure locations

A TM PRI.4 – Detour locations

A TM PRI.5 – WSR 14 at

- Hearn Drive
- Hood River Bridge
- Other Bingen intersections/roads
- Dickey Farms Road intersection with WSR 14
- WSR 197

A TM PRI.6 – WSR 141 at

- Skyline Hospital
- Other White Salmon intersections

A TM PRI.7 – Hood River, OR at

- Hood River Bridge Toll Booth
- I-84 on/off ramps
- Other intersections

TRAFFIC MANAGEMENT TRIGGERS (TM TRI)

A TM TRI.1 – Incidents >1 hour

A TM TRI.2 – Incidents with blocked crossings

A TM TRI.3 – Safety needs

A TM TRI 4 – Congestion

A TM TRI 5 – Evacuations (full or partial)

TRAFFIC MANAGEMENT ACTIONS (A TM ACT)

A TM ACT.1 – Implement closures

A TM ACT.2 – Implement detours

A TM ACT.3 – Request use-alternate-route Notifications

A TM ACT.4 – Deploy personnel to direct traffic as needed

A TM ACT.5 – Request additional personnel as needed

PEDESTRIAN TRANSPORTATION TRIGGERS (PT TRI)

A PT TRI.1 – Evacuations (full or partial)

A PT TRI.2 – Incidents >1 hour

A PT TRI.3 – All crossings blocked

A PT TRI.4 – Safety needs

A PT TRI.5 – Congestion

Pedestrian Transportation Actions (PT ACT)

A PT ACT.1 – Activate pedestrian transportation options

A PT ACT.2 – Activate internal pedestrian staging areas

A PT ACT.3 – Marshall pedestrians at Sit Tight/Stay Put locations

A PT ACT.4 – Encourage group travel timed 30 minutes apart

A PT ACT.5 – Direct traffic at pick-up and drop-off locations as needed

A PT ACT.6 – Deploy personnel to direct and marshal pedestrians as needed

A PT ACT.7 – Deploy additional personnel as needed

Responder Routing Priorities (RR PRI)

A RR PRI.1 – Internal paved roads

A RR PRI.2 – Direct Walnut – Maple Street route through SDS mill

A RR PRI.3 – Maple Street crossing

A RR PRI.4 – Walnut Street crossing

A RR PRI.5 – Hearn Drive Underpass

A RR PRI.6 – Dickey Farms Road crossing

Personal Vehicle Routing Priorities (VR PRI)

A VR PRI.1 – Avoid internal paved roads whenever possible

A VR PRI.2 – Avoid high-traffic/staging areas

A VR PRI.3 – Yield to Responders and pedestrians

Pedestrian routing priorities (PR PRI)

A PR PRI.1 – Avoid internal paved roads

A PR PRI.2 – Avoid designated Responder and personal vehicle routes

A PR PRI.3 – Warner Lane egress

A PR PRI.4 – Mt. Adams Orchard/Underwood Fruit egress

Routing Triggers (RT TRI)

A TM TRI.1 – Incidents >1 hour

A TM TRI.2 – Incidents with blocked crossings

A TM TRI.3 – Safety needs

A TM TRI 4 – Congestion

A TM TRI 5 – Evacuations (full or partial)

Routing actions (RT ACT)

A RT ACT.1 – Issue routing Notifications with instructions

A RT ACT.2 – Provide regular status updates

A RT ACT.3 – Implement traffic management protocols as needed

Helicopter Priorities (HC PRI)

A HC PRI.1 – Critical care transport

A HC PRI.2 – Others requiring assistance at Incident Commander's discretion only

A HC PRI.3 - Inbound Responder transport at Incident Commander's direction only

Helicopter Triggers (HC TRI)

A HC TRI.1 – Activate as needed

Helicopter Transportation Options (HC TRO)

A HC TRO.1 – Lifeflight, Dallesport

A HC TRO.2 – Lifeflight Network

A HC TRO.3 – Airlift NW

A HC TRO.4 – United States Coast Guard (USCG)

A HC TRO.5 – United States National Guard (USNG)

Helicopter Actions (HC ACT)

A HC ACT.1 – Activate helicopter transportation options as needed

A HC ACT.2 – Activate landing zones as needed

A HC ACT.3 – Deploy personnel to activated landing zones to maintain a clear landing zone, direct and marshal patients and, receive aircraft

Incidents Over 1 Hour Duration

Traffic Management Actions (TM ACT)

D TM ACT.1 – Close all railway crossings to inbound traffic

D TM ACT.2 – Request activation of WSR 14 reader boards from WSDOT

- Display message: *Use Alternate Routes*
- Locations

  WSR 14 at SR 197 – Westbound

  AND

  WSR 14 at Hood River Bridge, WA – Eastbound

  AND

WSR 14 at Washougal, WA – Eastbound

D TM ACT.3 – Request activation of I-84 reader boards from ODOT

- Display Message: *Use Alternate Routes*
- Locations

  I-84 at The Dalles, OR – Westbound

  AND

  I-84 at Cascade Locks, OR – Eastbound

D TM ACT.4 – Request Hood River Bridge northbound closure from Port of Hood River

D TM ACT.5 – Request Hood River Bridge southbound closure from Port of Hood River, except for Bingen Point egress/evacuation

D TM ACT.6 – Issue Sit Tight/Stay Put advisory

D TM ACT.7 – Issue regular route adjustment/closure update Notifications

D TM ACT.8 – Deploy personnel to direct traffic at closure locations

D TM ACT.9 – Deploy additional personnel to direct internal and/or external traffic as needed

Incidents with Maple Street Crossing Blocked

Traffic Management Actions (TM ACT)

1 TM ACT.1 – Issue Sit Tight/Stay Put advisory

1 TM ACT.2 – Provide regular route adjustment/closure instructions and updates

1 TM ACT.3 – Detour all inbound traffic to Walnut Street

1 TM ACT.4 – Deploy personnel to direct traffic at detour location and along detour route as needed

1 TM ACT.5 – Direct Responder traffic through SDS mill between Maple and Walnut Street crossings along designated route[70]

1 TM ACT.6 – If authorized by Incident Commander, direct personal vehicle traffic to Dickey Farms Road crossing along designated route[70]

[70] See preferred routes in Appendix W – Evacuation.

Incidents with Maple & Walnut Street Crossings Blocked

Traffic Management Actions (TM ACT)

2 TM ACT.1 – Close all crossings to inbound traffic

2 TM ACT.2 – Detour all inbound traffic back to WSR 14

2 TM ACT.3 – Deploy personnel to direct traffic at closure locations and along detour route(s) as needed

2 TM ACT.4 – Direct Responder traffic through SDS mill along designated route[71] as needed

[71] See preferred routes in Appendix W – Evacuation Routes.

APPENDIX T – LOCKDOWN PROCEDURES

In case of a violent threat, everyone should:

- Seek refuge indoors
- Go into an inner room
- Close and lock the door
- Barricade the door if it can be done quickly
- Hide under a desk, in the corner away from doors and windows
- Stay as silent as possible
- Remain hidden until authorities say it is safe to leave

APPENDIX U – SHELTER-IN-PLACE PROCEDURES

Shelter-In-Place procedures should be followed as quickly as possible to ensure maximum safety. Shelter-in-place procedures are:

- Remain indoors – do not drive or walk outdoors; do not leave
- If outdoors, cover mouth and nose with a cloth and quickly move into a closed building
- Remain calm
- Close the business
- Proceed to a central location in the building

  An interior room with few windows, if possible
- Close and lock as many doors and windows between you and the outside air as possible
- Close air vents and fireplace dampers, turn off fans, air conditioning, and forced air heating systems

  Systems that automatically provide exchange of inside air with outside air need to be turned off, sealed or disabled
- Take any emergency supplies, including food and water, with you unless you have reason to believe they have been contaminated
- Gather all persons and disaster supplies together in a safe indoor environment

  Select interior rooms that have adequate space for everyone to sit, preferably above ground-floor with the fewest windows or vents possible

  Select several rooms to avoid over-crowding, if necessary

  Large storage closets, utility rooms, pantries, copy and conference rooms without exterior windows work well

  Avoid rooms with mechanical equipment such as ventilation blowers or pipes as these may not be sealed from outdoor air

  Ideally, the room(s) should have a hard-wired telephone
- Seal all windows, doors and air vents with 2 to 4 mm-thick plastic sheeting and duct tape

  Consider measuring and cutting sheeting in advance to save time
  - Heavier than food wrap
  - Cut several inches wider than openings so that it lies flat against the wall or ceiling
  - Label each sheet with where it fits

  Duct tape plastic at corners first, and then tape down all edges

Improvise and use what you have on hand to seal gaps to create a barrier between you and any contamination such as garbage bags for sheeting and/or damp towels under doors

- If there is a danger of explosion, close window shades, blinds or curtains
- Watch TV, listen to the radio, or check the Internet often for official news and instructions as they become available

  Local officials may call for evacuation of areas at greatest risk
- Obey all emergency instructions, including directions to evacuate or seek medical treatment
- Unless there is an imminent threat, ask employees, customers, clients, and visitors to call their emergency contact to let them know their location and that they are safe
- Turn on call-forwarding or alternative telephone answering systems or services
- Change voice-mail recordings to indicate the business is closed, and that staff and visitors are remaining in the building until authorities advise it is safe to leave
- Write down names of everyone in the room and call the designated emergency contact to report those present and their affiliation with the business (employee, visitor, client, customer)

NOTE – HAZMAT PROCEDURES

HAZMAT spill or release procedures are:

- Sit Tight/Stay Put
- If outdoors, cover mouth and nose with a cloth and quickly move to a closed building
- Remain calm
- Await further instructions
- Obey all instructions, including directions on how, when and where to evacuate, whether to shelter-in-place, when it is safe to resume normal activities, and/or seek medical treatment.

APPENDIX V – EVACUATION PROTOCOLS

CONSIDERATIONS

During any evacuation scenario, the following facts should be considered:

- Some evacuees will leave by routes other than those designated
- People who evacuate may require shelter in a mass care facility
- Some in unaffected areas may also evacuate spontaneously
- Typically, the voluntary HAZMAT evacuation rate is 80%of the affected population when advised by local authorities (WMDEMD, 2013); voluntary evacuation rates are lower for other incident types

SCOPE

Many incidents will not require full evacuation of all persons within Bingen Point. The incident Commander will determine whether the evacuation scope (partial or full) and select appropriate evacuation actions (EV ACT)

EVACUATION ACTIONS

EV ACT.1 – Determine evacuation scope

- If partial, determine the area to be evacuated

EV ACT.2 – Select appropriate evacuation method(s)

- If multiple methods will be used, determine who should use each one

EV ACT.3 – Determine appropriate evacuation assistance requirements and deploy qualified personnel as needed

EV ACT.4 – Initiate Notifications and Auxiliary Notifications, particularly, but not limited to:

- Sit Tight/Stay Put
- Train Traffic Modification
- Staffing Request
- Prepare to Evacuate, and
- Evacuate

EV ACT.5 – Select and deploy personnel to direct traffic along appropriate evacuation routes for each evacuation method to be used[72]

[72] See preferred routes in Appendix W – Evacuation Routes.

EV ACT.6 – Select appropriate staging areas[73] and deploy personnel to assist evacuees and/or Responders as needed

EV ACT.7 – Select and implement appropriate traffic and route protocols[74]

EV ACT.9 – Issue Prepare to Evacuate Notifications

EV ACT.10 – Issue Evacuation Notifications

EV ACT.11 – Initiate evacuation

Evacuation Methods

Evacuation may be completed by the following methods:

- Air (AE),
- Foot/Pedestrian (PE),
- Rail (RE),
- Vehicle (VE),

AND/OR

- Water (WE).

Protocols for each evacuation method are presented below.

All Evacuation Methods (A EV)

NOTE: The best first action for all evacuees is to proceed to pre-designated Sit Tight/Stay Put locations and await further instructions. These sites are also designated public Shelter-In-Place locations, information hubs, and marshalling areas. Potential triage and ambulance pick up sites are also located nearby.

Actions for All Evacuation Methods (A EV ACT)

A EV ACT.1 - Open gates and remove other barriers as needed along designated evacuation routes[72]

A EV ACT.2 – Deploy personnel to direct evacuees

- ALL significantly-injured evacuees to Triage FIRST
- Uninjured/minor injuries (cuts/bruises) to Sit Tight/Stay Put locations

A EV ACT.3 – Select and activate Triage sites[73]

A EV ACT.4 – Provide emergency medical treatment as needed

A EV ACT.5 – Screen individuals for appropriate evacuation methods and assistance

[73] See recommended staging area locations in Appendix J – Facilities & Staging Areas.
[74] See protocols in Appendix S – Traffic & Route Protocols.

A EV ACT.6 – Direct pre-screened individuals to appropriate staging areas/routes[75]

TRIAGE ACTIONS (ACT TRGE)

A EV ACT TRGE.1 – Identify patients requiring air or ambulance transport to emergency medical facilities

A EV ACT TRGE.2 – Stabilize patients awaiting transport to emergency medical facilities

A EV ACT TRGE.3 – Provide emergency medical treatment as able

PATIENT SCREENING PRIORITIES (PRI SCRN)

A EV PRI SCRN.1 – Critical care patients for helicopter transportation

A EV PRI SCRN.2 – Critical care patients for ambulance transport

A EV PRI SCRN.3 – Urgent care patients for ambulance transport

A EV PRI SCRN.4 – Urgent care patients stable for water transport

A EV PRI SCRN.5 – Urgent care patients stable for personal vehicle transport, if available

A EV PRI SCRN.6 – Ambulatory patients stable for evacuation by foot

PREPARE TO EVACUATE ACTIONS (ACT PTEV)

A EV ACT PTEV.1 - Assign evacuation methods to individuals per appropriate priorities

A EV ACT PTEV.2 - Marshall evacuees by assigned evacuation method

A EV ACT PTEV.3 – Provide route instructions and directions

EVACUATION ACTIONS (ACT EVAC)

A EV ACT EVAC.1 – Marshall evacuees into groups by assigned evacuation method

A EV ACT EVAC.2 – Time group departures at 30 minute intervals to avoid crowding

A EV ACT EVAC.3 - Stagger departures of groups assigned to different evacuation methods to avoid confusion

A EV ACT EVAC.4 – Deploy personnel at high traffic areas to direct evacuees

- Marina Park
- Sailboard Park
- SDS Mill
- Intersections of evacuation routes for different methods

[75] See recommended staging area locations and preferred evacuation routes in Appendix J – Facilities & Staging Areas; and Appendix W – Evacuation Routes.

External Route Priorities (PRI RUTE)

A EV PRI RUTE.1 – Avoid returning to Bingen/White Salmon city centers

A EV PRI RUTE.2 - East/West routes

- Washington State Route 14 (WSR 14)
- Columbia River
- Interstate 84 (I-84)/Oregon State Route 30
- Burlington Northern Sante Fe (BNSF) rail lines

A EV PRI RUTE.3 – North routes

- Washington State Route 141 (WSR 141)
- Dock Grade Road

A EV PRI RUTE.4 – South routes

- Hood River Bridge
- Oregon State Route 35 (OSR 35)
- Oregon Route 281 (OR 281)

Air Evacuation Priorities (H EV PRI)

Note: There are currently no formally-approved internal helicopter landing areas.

H EV PRI.1 – Critical care patients

H EV PRI.2 – Urgent care patients, at Incident Commander's discretion

H EV PRI.3 - Mobility impaired, at Incident Commander's discretion

H EV PRI.4 – Others requiring assistance, at the Incident Commander's discretion

H EV PRI.5 – Inbound Responder transport, at Incident Commander's discretion.

Air Evacuation Actions (H EV ACT)

H EV ACT.1 – Mark landing zones so they are clearly visible from the air

H EV ACT.2 – Maintain a clear landing zone

- Use personnel and/or physical barriers as available

H EV ACT.3 – Deploy personnel to receive/load helicopters as needed

H EV ACT.4 – Establish marshalling areas a safe distance from landing zones

H EV ACT.5 – Continue emergency medical treatment while awaiting transport as needed

H EV ACT.6 – Direct ALL injured evacuees to Triage FIRST

FOOT/PEDESTRIAN EVACUATION PRIORITIES (P EV PRI)

NOTE: Pedestrian evacuees will require transportation from external pedestrian staging areas to external triage and/or other staging areas[76].

P EV PRI.1 – Marshall evacuees at Sit Tight/Stay Put locations[77]

ROUTE PRIORITIES (PRI RUTE)

P EV PRI RUTE.1 – Port to Warner Lane (0.6 miles)

P EV PRI RUTE.2 – Insitu to Warner Lane (0.6 miles)

P EV PRI RUTE.3 – SDS to Mt. Adams Orchard/Underwood Fruit (1.0 miles)

P EV PRI RUTE.4 – Insitu to Mt. Adams Orchard/Underwood Fruit (1.5 miles)

P EV PRI RUTE.5 – Port to Mt. Adams Orchard/Underwood Fruit (1.6 miles)

RAIL EVACUATION PRIORITIES (R EV PRI)

NOTE: The Incident Commander determines whether rail evacuation is a viable option. However, in general, it lacks flexibility required for evacuations.

R EV PRI.1 – Evacuation by rail is not recommended.

PERSONAL VEHICLE EVACUATION ACTIONS (V EV ACT)

NOTE: The public evacuation method of choice is personal vehicle. Even if directed to other methods, some will still try to leave by personal vehicle.

V EV ACT.1 – Permit personal vehicle evacuation only specifically authorized by the Incident Commander

V EV ACT.2 – Limit total number of vehicles evacuating (i.e. car pool)

V EV ACT.3 – Maintain open roadways for Responder through-traffic

V EV ACT.4 – Direct vehicles to Dickey Farms Road crossing by designated route[78]

WATER EVACUATION ACTIONS (W EV ACT)

NOTE: Evacuation by water has several advantages[79], but may not always be possible due to weather conditions.

W EV ACT.1 – Request vessels as needed

W EV ACT.2 – Deploy personnel to load and receive vessels and marshal evacuees

W EV ACT.3 – Deploy personnel to unload and receive vessels and evacuees

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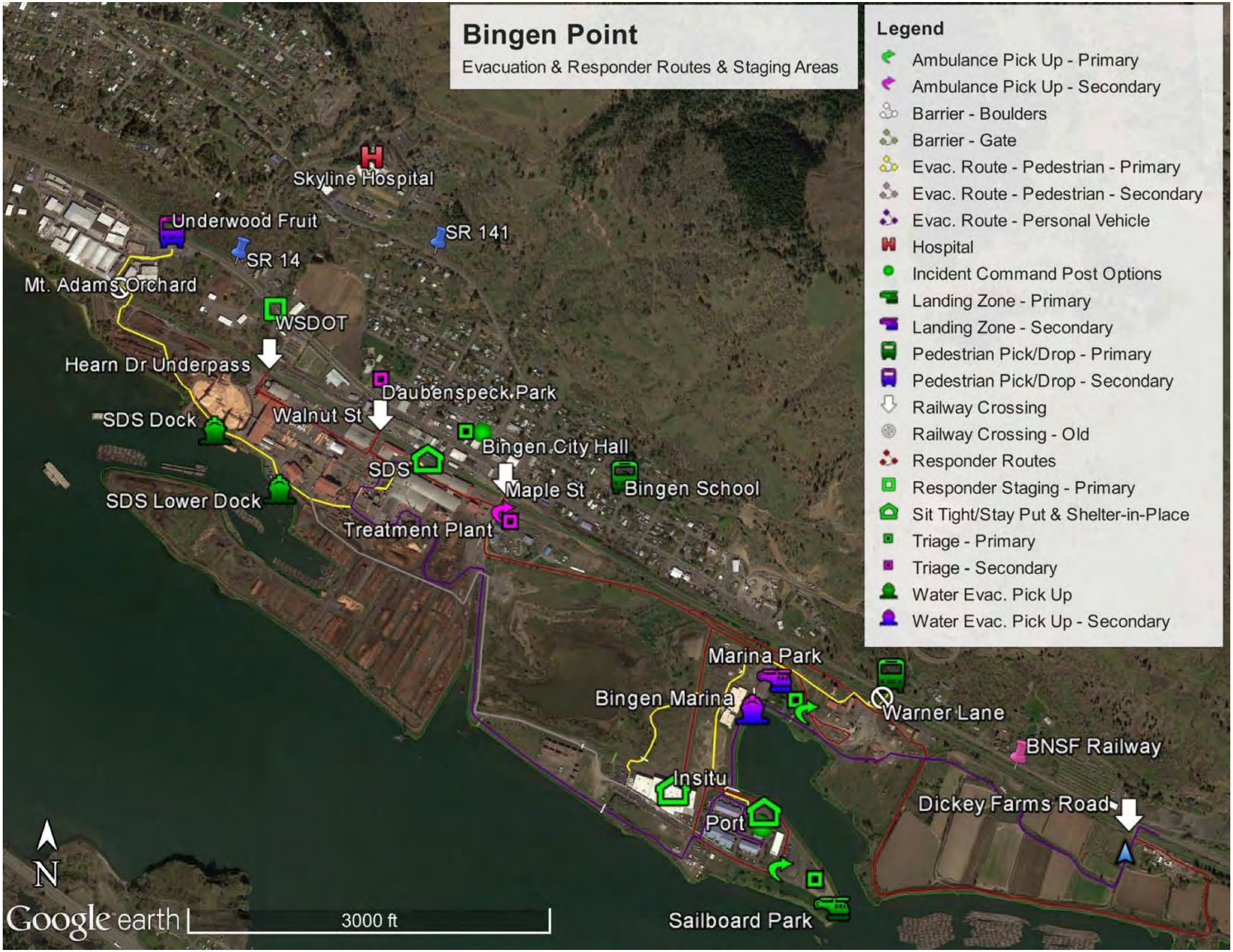
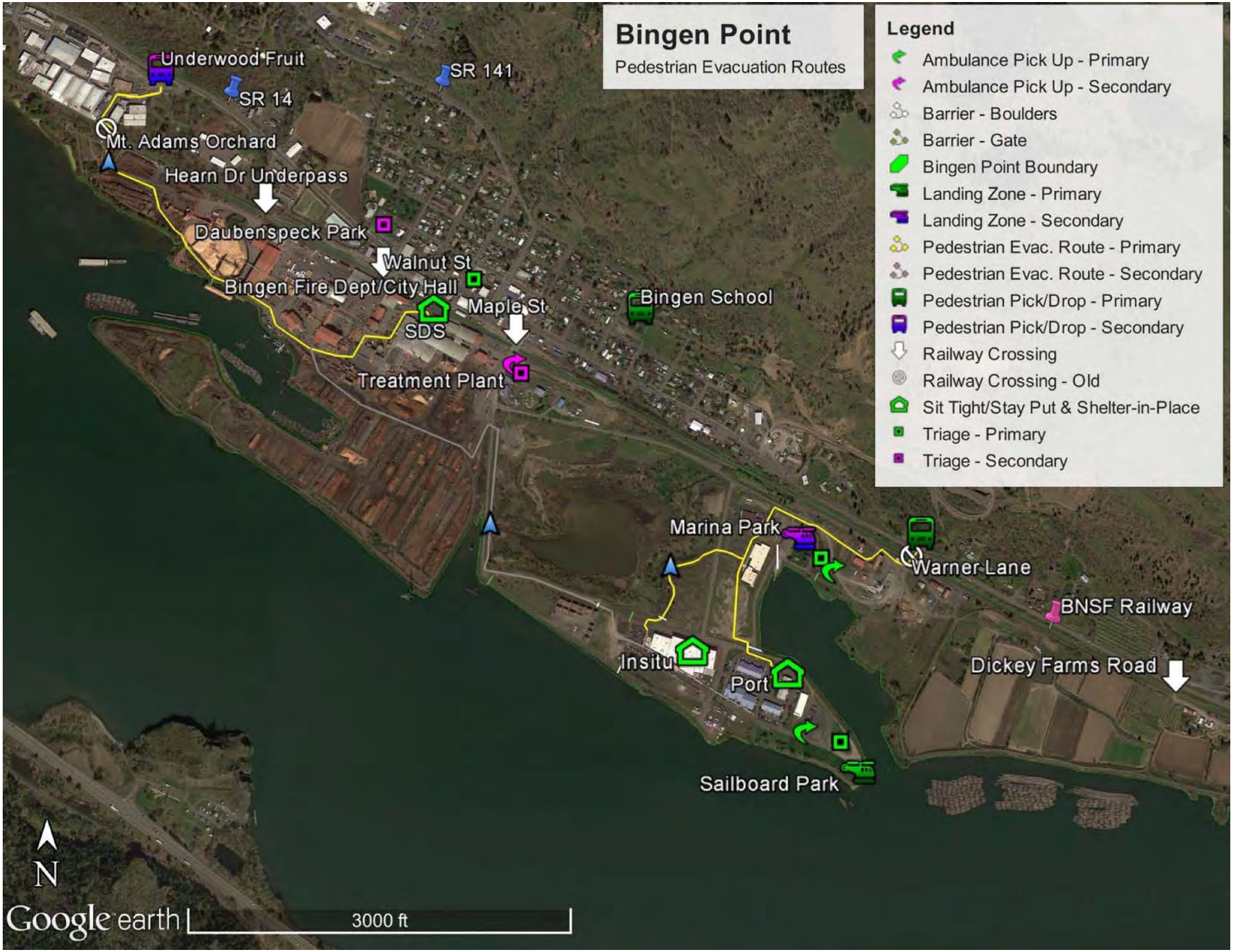
[76] See Appendix S – Traffic & Route Protocols; and Appendix J – Facilities & Staging Areas.
[77] See Appendix J – Facilities & Staging Areas.
[78] See Appendix W – Evacuation Routes.
[79] For example, it avoids most, if not all, designated Responder routes, high risk hazard areas, and adjacent traffic corridors.

APPENDIX W – EVACUATION ROUTES

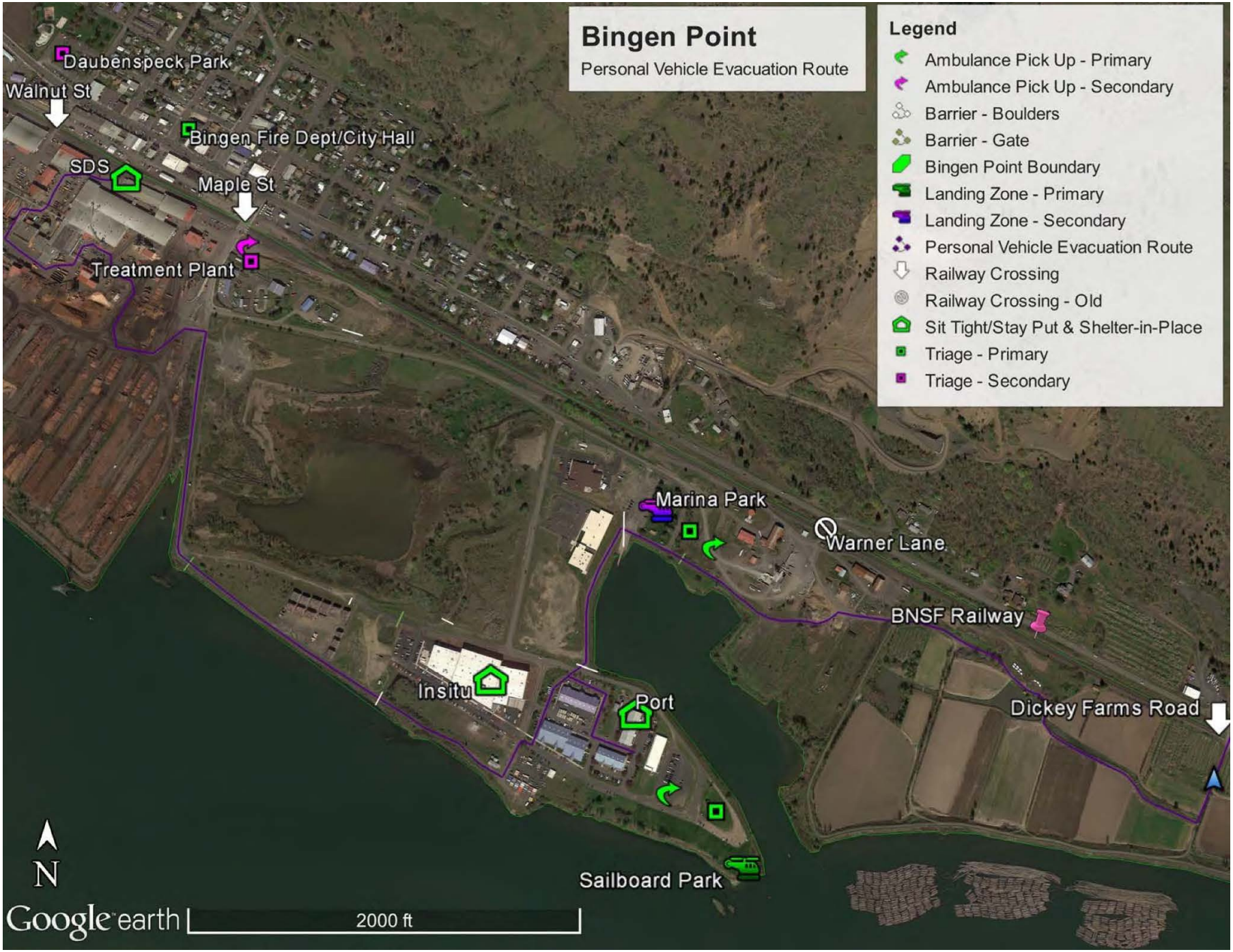
- Evacuation Routes 1. Responder & Evacuation & Staging Areas
- Evacuation Routes 2. Pedestrian
- Evacuation Routes 3. Personal Vehicle



Evacuation Routes 1. Responder & Evacuation & Staging Areas



Evacuation Routes 2. Pedestrian



Evacuation Routes 3. Personal Vehicle

APPENDIX X – EVACUATION PROCEDURES

Priorities for all evacuees are:

- Sit Tight/Stay Put until evacuation instructions are received
- Avoid unnecessary travel by any method
- Follow all instructions
- Use only designated methods and routes
- Limit the number of vehicles evacuating.
- Evacuate in an orderly and timely manner
- Evacuate together

Evacuation procedures are:

- Sit Tight/Stay Put until evacuation instructions are received
- Avoid unnecessary travel by any method
- Follow all instructions including:
  - Use only designated methods
  - Use only those routes designated for your evacuation method
  - Proceed by foot to pre-designated staging areas unless physically unable to do so
  - Wait for your area's official evacuation start time
  - Seek medical treatment when advised to do so
- Remain calm and act on instructions in an orderly and timely manner
- DO NOT use personal vehicles unless specifically directed by local officials
  When authorized
  - Use as few vehicles as possible
  - Use only approved *public* vehicle evacuation routes and crossings
  - Avoid interior Bingen Point paved roads – these are for Responders
- Evacuate together

APPENDIX Y – PLAN PROTOCOLS (PP)

INCIDENT DEBRIEFING (IDB)

PP IDB.1 – Follow existing protocols

PP IDB.2 – Include discussion of plan functionality/accuracy in Bingen Point incident debriefings

PP IDB.3 – Consider whether plan changes are necessary based on experience(s)

PP IDB.4 – Consider whether any information needs updating

AFTER ACTION REPORTS (AAR)

PP AAR.1 – Follow existing protocols

PP AAR.2 – Document any necessary plan changes/updates and why needed

REVISIONS (REV)

PP REV.1 – Complete formal plan review at least once every five years

PP REV.2 – Invite Bingen Point Planning Team and Stakeholders to participate

PP REV.3 – Combine plan review with other relevant plan revision processes

- Klickitat County Hazard Mitigation Plan revision

RECORDS (CHG)

PP CHG.1 – Create a Change Record to detail necessary plan changes/revisions/updates as needed

PP CHG.2 – Document all revisions/changes/updates in plan Master Activity Log

PP CHG.3 – Create distribution list(s) for relevant recipients

PP CHG.4 – Document distribution list(s) in plan Master Activity Log

PP CHG.5 – Distribute revisions/changes/updates as appropriate

APPENDIX Z – REFERENCES

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