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IA 9 – Transportation Accident

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IA 9. Transportation Accident**1 Purpose**

- The purpose of this annex is to provide a framework of coordination among agencies to help ensure the safety of life and property during transportation incidents affecting Klamath County.
- It defines roles, responsibilities, and organizational relationships of government and private agencies in response to transportation incidents.
- The primary focus of this annex is transportation incidents and the effect they could have on the safety and security of the population and on economic and business activity within the county.

2 Situation and Assumptions**2.1 Situation**

- Klamath County is a west coast conduit for several transportation lines between the northwest and California. All rail traffic on the West's two principal Class I railroads (Union Pacific and Burlington Northern Santa Fe) travels the north to south route through the county. Much of the traffic for the two companies shares the same right-of-way, which concentrates the risk of major disruption. Amtrak's Seattle to Los Angeles daily passenger train travels the same route twice a day, with an average load factor of around 300 passengers and crew in each direction. Highway 97 bisects the county north to south and is the major interstate truck route for the west coast. This is a two-lane highway with a high accident rate.
- All natural gas from the northwest to California and Nevada comes down transmission lines through Klamath County.
- Power transmission from and to California and the Northwest is dependent on the Bonneville Power Administration (BPA) high voltage transmission lines. The Malin Substation in Oregon is the major hub for controlling all power between the two regions.
- The dependence of society on safe and reliable transportation is steadily expanding. Klamath County, like any other county, is vulnerable to the disruption of the transportation of vital utilities, goods, and services.
- Serious transportation incidents may occur without warning in the county at any time. Transportation incidents may result from any of the following causes:

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- Ice, snow, high winds, landslides or wildland fires may cause serious accidents and close roads, highways, or transmission lines.
 - Floods or earthquakes could destroy critical highways, rail lines, or transmission lines.
 - Vandals or terrorists could attack transportation infrastructure or transmission lines, causing lengthy delays and an adverse impact on public safety and the economy.
 - Natural gas and power transmission lines are vulnerable to natural disasters and terrorist acts.
- Transportation incidents often occur along with other serious disruptions, such as heat waves, cold snaps, windstorms, snow storms, and other severe weather phenomena. Resources can be stretched to the limit, degrading response and recovery operations.
 - Transportation incidents could impact Klamath County through the loss of critical utilities, goods, and services to citizens, businesses, and government agencies. This could threaten life safety, disrupt security, severely impact businesses, and interrupt vital government services.

2.2 Assumptions

- Nearly all transportation incidents occur without warning.
- Restoration of transportation services will lead to stabilization of the county and region's economy.
- As urbanization and dependence on vital transportation links increases, the potential problems and impacts that transportation incidents can have on County resources will be compounded.
- All County equipment and personnel should be available to cope with emergency conditions. Assistance through mutual aid agreements may be necessary.
- Additional resources may be obtained by contracting with local vendors.

3 Roles and Responsibilities**3.1 General**

Duties and responsibilities are assigned in the Basic Plan and Emergency Support Function (ESF) Annexes. In addition, it is recommended that the transportation companies and utilities do the following:

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- Train their critical personnel in the safe and effective fulfillment of emergency duties.
- Ensure that contingency plans and procedures are established and tested to respond to and recover from transportation incidents.
- Provide liaison representatives to the County Emergency Operations Center (EOC), if it is activated.
- Participate in emergency drills and exercises.
- Maintain internal notification/call rosters.
- Establish internal lines of succession.
- Protect vital records.

3.2 Task Assignments**3.2.1 Public Works Department**

- The Public Works Department is responsible for maintaining and implementing departmental contingency plans in the event of transportation incidents.
- Public Works (Roads) should ensure that they are trained and prepared to assist in response and recovery from transportation incidents in the County.

3.2.2 Sheriff's Department

- The Sheriff's Office is responsible for maintaining and implementing departmental contingency plans in the event of transportation incidents.

3.2.3 Klamath County Emergency Management Agency

- Monitor the impact of the transportation incident throughout the county. Coordinate closely with the transportation company or utility concerned and alert department heads and other key staff of the status and expected duration of the incident.
- If the EOC is not activated, the Klamath County Emergency Management Agency is responsible for ensuring inter-department and inter-agency coordination.
- Inform Oregon Emergency Management (OERS) of the status of the transportation incident and efforts to respond to, and recover from, any emergency conditions.

IA 9. Transportation Accident**3.3 Interagency Coordination**

The company or public utility concerned will serve as the lead agency and will respond to the accident and recover transportation service. During large emergencies when the County EOC is activated, a liaison from the company or utility concerned should be available in the County EOC.

4 Concept of Operations**4.1 General**

- Restoration of transportation resources is the responsibility of both the private and public sectors, including Klamath County Emergency Management Agency, County Public Works, Oregon Department of Transportation (ODOT), Klamath County Sheriff, Oregon State Police, railroad carriers and utilities. These entities maintain and test emergency plans that will enable response to, and recovery from, transportation incidents.
- County Emergency Management Agency and some County departments need to have contingency plans for transportation incidents.
- Planning for and coordinating the response to transportation incidents is primarily the responsibility of Klamath County Emergency Management Agency. Other County departments are responsible for planning to recover and maintain their own operations and services if they are affected by a transportation incident.
- Under most circumstances, response to and recovery from transportation incidents will be managed through any County Department director that is affected.
 - Depending on the scope of the incident, the County EOC may be activated and some assistance from other departments may be needed in the EOC.
 - Some circumstances may require a Unified Command (UC). For example, joint efforts of the County Incident Commander (IC), other Law Enforcement agencies, Fire Districts, a utility company and/or the transportation company UC may be needed to more efficiently manage response and recovery resources.
 - Representatives of the transportation carriers or utilities affected should have positions in the EOC.

IA 9. Transportation Accident**4.2 Response****4.2.1 Public Works Department**

- The Public Works Department is responsible for maintaining and implementing departmental contingency plans in the event of transportation incidents.
- Public Works (Roads) should ensure that they are trained and prepared to assist in response and recovery from transportation incidents in the County.

4.2.2 Sheriff's Department

- The Sheriff's Office is responsible for maintaining and implementing departmental contingency plans in the event of transportation incidents.

4.2.3. Emergency Services

- Monitor the impact of the transportation incident throughout the County. Coordinate closely with the transportation company or utility concerned and alert department heads, and other key staff of the status and expected duration of the incident.
- If the EOC is not activated, Emergency Services is responsible for ensuring inter-department and inter-agency coordination.
- Inform Oregon Emergency Management (OERS) of the status of the transportation incident and efforts to respond and recover from any emergency conditions.

4.2.4 Interagency Coordination - Transportation incidents

- The company or public utility concerned will serve as the lead agency and will respond to and recover transportation service. During large emergencies when the County EOC is activated, a liaison from the company or utility concerned should be available in the County EOC.

5 Appendices

- Appendix A – Transportation Accident Incident Checklist

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Appendix A – Transportation Accident Incident Checklist

Phase of Activity	Action Items	Supplemental Information
PRE-INCIDENT PHASE	<input type="checkbox"/> Participate in County preparedness activities, seeking understanding of interactions with participating agencies in a major transportation incident scenario.	
	<input type="checkbox"/> Ensure that emergency contact lists are current and establish a pre-event duty roster allowing for 24/7 operational support to the County EOC.	
	<input type="checkbox"/> Inform the Emergency Manager of any major developments that could adversely affect response operations (e.g., personnel shortages, loss of equipment, etc.).	
	<input type="checkbox"/> Arrange for personnel to participate in necessary training and exercises, as determined by the County Emergency Manager and Fire Districts.	
	<input type="checkbox"/> Assess the County’s transportation infrastructure (e.g. roads, bridges, and traffic control devices) and implement an emergency transportation route plan.	
	<input type="checkbox"/> Develop alternate routes based on assessment of hazard threats (railroad, roadways) that can damage transportation infrastructure and on input from ODOT, and other road owners.	
	<input type="checkbox"/> Notification of the occurrence of a transportation incident will be issued by one of the 911 Dispatch Centers or observance by field personnel.	
RESPONSE PHASE	<input type="checkbox"/> Conduct a scene assessment to determine the appropriate level of emergency medical, transportation, and HazMat response. Based on the location of the accident, mass casualty, and/or evacuation procedures may be required.	<i>ICS Form 209: Incident Status Summary</i>
	<input type="checkbox"/> Determine the type, scope, and extent of the HazMat incident (<i>recurring</i>). Verify reports and obtain estimates of the area that may be affected.	<i>See IA 8 Hazardous Materials</i>
	<input type="checkbox"/> Develop alternate routes based on assessment of damages to county transportation infrastructure and on input from ODOT and other road owners on the countywide damage situation. Estimate emergency staffing levels and request personnel support.	
	<input type="checkbox"/> County personnel should not attempt removal of accident-related debris from the accident area except as necessary to facilitate fire suppression, rescue, and emergency medical care.	
	<input type="checkbox"/> KCSO or city Police Departments have the authority to secure the crash site to maintain the integrity of the accident site (after fire suppression and victim rescue operations are complete).	
	<input type="checkbox"/> Contact the NTSB prior to removing deceased victims or moving aircraft wreckage. Call: NTSB Safety Office 425-227-2000 (24 hrs)	
	<input type="checkbox"/> For railroad accidents, the IC should contact the railroad company’s emergency response center, as well as the NTSB, prior to removing any victims or wreckage.	

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Phase of Activity	Action Items	Supplemental Information
	<input type="checkbox"/> Coordinate the collection, storage, and disposition of all human remains and their personal effects from the crash site.	
	<input type="checkbox"/> If the situation warrants, request activation of the County EOC via the IC through the Emergency Manager.	
	<input type="checkbox"/> Establish Incident Command or UC, as appropriate. Staffing levels vary with the complexity and needs of the response. At a minimum, staff will include the IC, all Section Chiefs, Resource Coordinator and management support positions.	
	<input type="checkbox"/> If appropriate, the IC (or designee) will activate the EAS by contacting the NWS (453-4561/2081) to initiate a public broadcast message. Radio and television stations will copy the message and interrupt regular programming for the emergency broadcast.	
	<input type="checkbox"/> Develop work assignments for ICS positions (<i>recurring</i>).	<i>ICS Form 203: Organization Assignment List</i>
	<input type="checkbox"/> Identify local, regional, and/or State agencies that may be able to mobilize resources and staff to the County EOC for support.	
	<input type="checkbox"/> Notify supporting emergency response agencies, ODOT, NTSB, and FAA if the accident involves an aircraft.	
	<input type="checkbox"/> Notify command staff, support agencies, adjacent jurisdictions, coordinators, and/or liaisons of any situational changes.	
	<input type="checkbox"/> Confirm or establish communications links among County EOC, and other AOCs, as applicable. Confirm operable phone numbers and verify functionality of alternative communication equipment/channels.	
	<input type="checkbox"/> Ensure that all required notifications have been completed. Consider other local, County, regional, State, and Federal agencies that may be affected by the incident. Notify them of the status.	<i>Established emergency contact lists</i>
	<ul style="list-style-type: none"> ▪ For incidents occurring on State highways, ensure that ODOT has been notified. 	
	<ul style="list-style-type: none"> ▪ Contact appropriate key stakeholders and partners if the incident poses an actual or potential threat to State parks, recreational areas, historical sites, environmentally sensitive areas, tourist routes, or other designated areas. 	
	<ul style="list-style-type: none"> ▪ If agricultural areas and livestock are potentially exposed or impacted, notify local extension services (OSU), Oregon Department of Agriculture, and the State Veterinarian. 	<i>ESF 11 Annex of the County EOP</i>
	<input type="checkbox"/> Appoint a PIO to formulate emergency public information messages and media responses, utilizing “one message, many voices” concepts (<i>recurring</i>).	
	<input type="checkbox"/> Public information focusing on transit access points, control, and traffic control will be reviewed by the Sheriff (or designee). Information will be approved for release by the IC and Lead PIO prior to dissemination to the public.	
	<input type="checkbox"/> If necessary, establish a JIC staff by PIOs from various agencies.	

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	<input type="checkbox"/> Allow the airline or agency affected by the accident to confirm casualties and to notify the next of kin via prescribed methodology.	
	<input type="checkbox"/> Advise the County EOC and ODOT of road restrictions and resource/support needs.	
	<input type="checkbox"/> Coordinate provision of up-to-date information to friends and family of victims. Consideration should be giving to keeping all such people in a central location protected from the press and where information can be provided as it becomes available.	
	<input type="checkbox"/> Support the removal of debris in coordination with, or under the direction of, investigative agencies such as the TSA, NTSB, or FBI.	
	<input type="checkbox"/> Submit a request for emergency/disaster declaration, as applicable.	<i>Chapter 1 and Appendix A of the County EOP</i>
	<input type="checkbox"/> If necessary, determine the need to conduct evacuations and sheltering activities.	
	<input type="checkbox"/> Coordinate with the American Red Cross to provide Shelter and Family Referral Services through the EOC.	
	<input type="checkbox"/> Determine the need for additional resources and request as necessary through appropriate channels.	
	<input type="checkbox"/> Develop an IAP (<i>recurring</i>). This document is developed by the Planning Section and approved by the IC. The IAP should be discussed at regular intervals and modified as the situation changes.	<i>ICS Form 202: Incident Objectives</i>
	<input type="checkbox"/> Implement objectives and tasks outlined in the IAP (<i>recurring</i>).	
	<input type="checkbox"/> Record all EOC and individual personnel activities (<i>recurring</i>). All assignments, person(s) responsible, and actions taken should be documented in logbooks.	<i>EOC Planning Section job action guide</i>
	<input type="checkbox"/> Record all incoming and outgoing messages (<i>recurring</i>). All messages, and the names of those sending and receiving them, should be documented as part of the EOC log.	
	<input type="checkbox"/> Produce situation reports (<i>recurring</i>). At regular intervals, the EOC Controller and staff will assemble a Situation Report.	<i>ICS Form 209: Incident Status Summary</i>
	<input type="checkbox"/> Ensure that all reports of injuries, deaths, and major equipment damage due to fire response are communicated to the IC and/or Safety Officer.	

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Phase of Activity	Action Items	Supplemental Information
RECOVERY/ DEMOBILIZATION PHASE	<input type="checkbox"/> Coordinate with the American Red Cross to assist families affected by the transportation incident.	
	<input type="checkbox"/> Ensure an orderly demobilization of emergency operations, in accordance with current demobilization plans.	<i>ICS Form 221 - Demobilization Plan</i>
	<input type="checkbox"/> Release mutual aid resources as soon as possible.	
	<input type="checkbox"/> If necessary, provide critical incident stress management to first responders.	
	<input type="checkbox"/> Conduct post-event debriefing to identify success stories, opportunities for improvement, and development of the After Action Report/Improvement Plan.	
	<input type="checkbox"/> Deactivate/demobilize the County EOC.	
	<input type="checkbox"/> Implement revisions to the County EOP and supporting documents based on lessons learned and best practices adopted during response.	
	<input type="checkbox"/> Correct response deficiencies reflected in the Improvement Plan.	
	<input type="checkbox"/> Submit valuable success stories and/or lessons learned to the Lessons Learned Information Sharing website (www.llis.gov)	