

INTERAGENCY AGREEMENT AMENDMENT

The above-referenced Agreement between the Washington State Patrol (WSP) and the Washington State Department of Transportation (WSDOT) is hereby amended as follows:

- a. Exhibit A-1, State Route 16 Corridor Incident Response Work Plan, is revised and replaced by Exhibit A-2, Revised Work Plan, which is attached hereto and incorporated herein.
- b. Exhibit B-1, Budget, is revised and replaced by Exhibit B-2, Revised Budget, which is attached hereto and incorporated herein.
- c. The budget for the third year of tolling operations is \$281,940 and the fourth year of tolling operations is \$283,460. The maximum agreement amount is \$565,400.

All other terms and conditions of this Agreement remain in full force and effect.

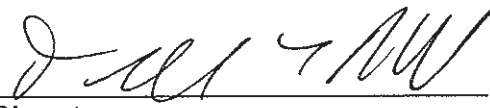
THIS AMENDMENT is executed by the persons signing below, who warrant that they have the authority to execute this Amendment.

STATE OF WASHINGTON  
WASHINGTON STATE PATROL

  
\_\_\_\_\_  
David Karnitz, Deputy Chief

10-21-09  
\_\_\_\_\_  
Date

STATE OF WASHINGTON  
DEPARTMENT OF TRANSPORTATION

  
\_\_\_\_\_  
Signature

10/27/09  
\_\_\_\_\_  
Date

## REVISED WORK PLAN

This work plan defines incidence response procedures, strategies, plans, agreements, and staffing for improved incidence response and toll enforcement activities for the State Route 16 (SR 16) Corridor during the start up of tolling operations. The intent is to safely and quickly clear highway incidents and provide toll enforcement activities along the SR 16 Corridor to better meet public expectations for improved service while paying tolls.

In consideration that WSDOT and WSP are interested in providing rapid on-scene WSP and WSDOT Incident Response Team (IRT) response to incidents and early scene assessments to effectively manage the Incident Response and Service Patrol resources.

WSDOT and WSP mutually agree to the following:

1. During the first year of tolling operations (estimated July 07 through July 08) the following will be implemented:

i) Call out Incident Response Team (IRT)

Location: Interstate 5 (I-5) to Olympic – I-5 to SR 16 vicinity Mile Post (MP) 11.2

Hours: Call out Incident Response Service will be used as needed to provide response as needed to partner with WSP on incident management,

Roles: During major incidents, the priorities for IRT's are to first, coordinate with WSP and other emergency responders, second, provide traffic control for a safe incident zone, and third, provide incident and traffic condition information to the Tacoma Traffic Management Center.

Funding: WSDOT Programs Q and M will provide funding for this service. Funding will commence July 1, 2007.

ii) Provide Roving / Stationary Service Patrol Tow Truck

a) Location: I-5 to Jackson - MP 0.1 to 4.5 (4.4 miles)

Hours: Weekdays – Peak traffic hours of 5AM to 9 PM.

Weekends– 7 AM to 6 PM

After Hours – Incident Response Call out and expedited tow service would cover off peak times of 9 PM to 5 AM weekdays, and 6PM to 7AM weekends

b) Location: Jackson to Olympic, MP 4.5 to MP 11.2 (4.5 Miles)

Hours: Weekdays – Peak traffic hours of 5AM to 9 PM. (May be roving or parked at the west end of the bridge in the morning, and at the east end in the evening)

Weekends– 7AM to 6PM

After Hours – Incident Response Call out and expedited tow service would cover off peak times of 9 PM to 5 AM weekdays, and 6PM to 7AM weekends

Funding: The Tacoma Narrows Bridge will provide reimbursement for those activities associated with Jackson to Olympic and Program B will provide reimbursement funding for the remaining toll service agreement activities. Funding will commence July 1, 2007.

iii) Provide Roving WSP Troopers (2 FTE's) - Incident Response & Toll Enforcement:

Location: I-5 to Olympic - MP 0.1 to 11.2 (8.9 miles), including the new tolling plaza located between 36<sup>th</sup> street and the new eastbound Tacoma Narrows bridge.

Hours: Weekdays – Roving and/or Stationary Incident Response Service will be used to cover peak traffic hours of 5 AM to 10AM Eastbound, and 3PM to 8PM Westbound or as jointly agreed to by WSP and WSDOT

Weekends & After Hours – WSP will provide Incident Response coverage as needed via call outs using existing resources.

Of the above noted hours, coverage needs for roving and stationary toll enforcement in the first three months of start-up activities are expected to require a higher emphasis and are estimated at about 20 hours per week. For the remainder of the first year, we anticipate this enforcement activity to require approximately 10 hours per week.

Roles: Coordinating and managing incident response needs including IRT's, roving tow trucks, or expedited tow service and to enforce potential traffic violations and provide a positive reinforcement to toll violators.

Funding: The Tacoma Narrows Bridge project will fund 1.5 FTE's and Program B will fund .5 FTE's to support this activity. Funding will commence July 1, 2007.

iv) Provide Toll Enforcement/Citation Coverage: WSP Sergeant (1 FTE) & 4 Cadets for approximately 30 hours per Cadet per week coverage:

Location: New Tolling Administrative Building, 24<sup>th</sup> street

Hours: *Proposed WSP Coverage of 24 hours per day for 5 day week during start-up:*

Roles: To provide a positive reinforcement to toll violators by issuing notice of infraction citations as needed to enforce toll violations.

Funding: Program B will provide funding reimbursement for the Sergeant and Cadets. Funding will commence July 1, 2007.

v) WSDOT to share Toll Operations Administration Office to provide WSP office space:

One outfitted office and 4 outfitted cubicles, (ie, computers for toll citation activities, phone, workspace, chair) , with appropriate parking, will be provided at the Toll Administrative Building to support WSP incident response and toll enforcement activities. Program B, Toll Operations, will provide space and outfitting needed to support toll citation activities. WSP will provide cell

phones and radio communications to support incident response and enforcement communication needs.

2. During the second year of tolling operations (July 08 through July 09) the following will be implemented:

i) Call out Incident Response Team (IRT)

Location: I-5 to Olympic – I-5 to SR 16 (vic MP11.2)

Hours: Call out Incident Response Service will be used as needed to provide response as needed to partner with WSP on incident management,

Roles: During major incidents, the priorities for IRT's are to first, coordinate with WSP and other emergency responders, second, provide traffic control for a safe incident zone, and third, provide incident and traffic condition information to the Tacoma Traffic Management Center.

Funding: WSDOT Programs Q and M will provide funding for this service

ii) Roving / Stationary Service Patrol Tow Truck

Location: I-5 to Olympic - MP 0.1 to 11.2 (8.9 miles)

Hours: Weekdays – Peak traffic hours of 5AM to 9 PM.

Weekends– 7 AM to 6 PM

After Hours – Incident Response Call out and expedited tow service would cover off peak times of 9 PM to 5 AM weekdays, and 6PM to 7AM weekends

Funding: Program B will provide reimbursement funding for the toll service agreement activities.

Funding: Program B is to provide funding for this 1 FTE

iii) Provide Toll Enforcement/Citation Coverage: WSP Sergeant (1 FTE) & 2 Cadets for approximately 30 hours per Cadet per week coverage:

Location: Tolling Administrative Building 24<sup>th</sup> street

Hours: *Proposed WSP Coverage of 8 hours per day for 5 days per week:*

Roles: To provide a positive reinforcement to toll violators by issuing notice of infraction citations as needed to enforce toll violations.

Funding: Program B will provide funding reimbursement for the Sergeant and Cadets. Funding will commence July 1, 2008.

iv) WSDOT to share Toll Operations Administration Office to provide WSP office space:

One outfitted office and 2 outfitted cubicles, (i.e., computers for toll citation activities, phone, workspace, chair), with appropriate parking, will be provided at the Toll Administrative Building to support toll citation activities.

3. During the third & fourth year of tolling operations (July 09 through July 11) the following will be implemented:

i) Provide Toll Enforcement/Citation Coverage: WSP Sergeant (1 FTE) & 2 Cadets for approximately 30 hours per Cadet per week coverage:

Location: Tolling Administrative Building 24<sup>th</sup> street

Hours: *Proposed WSP Coverage of 8 hours per day for 5 days per week:*

Roles: To provide a positive reinforcement to toll violators by issuing notice of infraction citations as needed to enforce toll violations.

Funding: Program B will provide funding reimbursement for the Sergeant and Cadets. Funding will commence July 1, 2009.

ii) WSDOT to share Toll Operations Administration Office to provide WSP office space:

One outfitted office and 2 outfitted cubicles, (i.e., computers for toll citation activities, phone, workspace, chair), with appropriate parking, will be provided at the Toll Administrative Building to support toll citation activities.

4. Development of Joint Communication Strategy

Prior to the start up toll operations, WSDOT and WSP will work together to jointly develop a communication strategy, plan, and key messaging for communicating planned incident response and toll enforcement activities. Messages should include the agreement to share work spaces and provide better WSP coverage in the Gig Harbor Vicinity etc. Costs of this messaging will be jointly shared by the parties.

5. Communication / Coordination / Direction

The following parties are identified as key representatives for the purposes of aligning responsibilities, making decisions, making changes in the work plan, and issue resolution:

WSDOT:

Ted Trepanier – State Traffic Engineer  
John Nisbet – Asst. Region Administrator for Maintenance and Operations  
David Powell – Director of Tolling Operations  
Lucinda Broussard – Toll Systems Operations Manager  
TNB Project Representative  
Hdqts. Traffic Office Representative

WSP:

Asst. Chief Les Young  
Captain Mike DePalma  
Lieutenant Dale Alexander

Coordination meetings between the OR Traffic and Operations office, WSP representatives, Tolling staff, and TNB project staff shall be held on a quarterly basis effective July 07 to assess work plan operations and expectations, and make adjustments as necessary. Meetings will be coordinated by John Nisbet.

Suggested work plan changes or issue resolution that is needed in advance of a quarterly meeting will be coordinated through John Nisbet.

Routine day-to-day communication for incident response or enforcement activities shall be coordinated through the Olympic Region traffic management center.

#### 6. Reporting & Payment:

A monthly report of hours worked, with a breakdown by hours of coverage for the various types of services provided (i.e. Roving Trooper, Roving Cadet, toll enforcement, HOV enforcement, or traffic enforcement) will be submitted with an invoice for reimbursable costs to John Nisbet, ARA for Operations and Maintenance.

WSP Service Cadets, as a component of WSDOT's Incident Response Program, are considered to be functionally accountable to the Olympic Region Incident Response Supervisor. As such, Service Patrol Cadets shall report their activities into WITS as per existing expectations, standards, and procedures.

#### 7. Program Assessment and Potential for Cost Reductions

Overall, there is the expectation that accident rates will decline throughout the corridor as construction activities are completed and levels of congestion reduce. Further, geometric features such as full width shoulders (10 ft.) will be in place through much of the corridor, significantly reducing the impact disabled vehicles and minor incidents will have on traffic flow.

For these reasons it is anticipated that the Incident Response and Toll Enforcement needs in the corridor may reduce over time as motorists become accustomed to each of the two bridge completion phases. Planned assessments of Incident Response program needs should occur 6 months following the initial opening of the new bridge, and 3 months following final completion.

#### Cadet Coverage - Olympic to SR 302

As this is a no new cost operation, a reduction in operation was not assumed. However, it is possible that the WSP cadet coverage area will be modified or otherwise redefined as conditions warrant. This may include providing supplemental coverage in I-5 to Jackson section. No cost reduction was assumed.

Exhibit B-2

REVISED BUDGET

GIG0			TOTAL COSTS - 2010	
Estimator 2010	2 Cadets AA	Sergeant - AG		
Salaries - AA & AG	81600		81600	163200
Benefits - BA	4800		0	4800
- BB	4800		4800	9600
- BC	3600		1200	4800
- BD	18000		8400	26400
- BH	1200		1200	2400
Total Salaries and Benefits	114000		97200	211200
Vehicle Maintenance	7200		3600	10800
Total Expenditures	121200		100800	222000
Support costs - TA	32724		27216	59940
TOTAL COSTS - 2010	153924		128016	281940

Estimator 2011	2 Cadets	Sergeant	TOTAL COSTS - 2011	
Salaries AA & AG	81600		81600	163200
Benefits - BA	4800		0	4800
- BB	4800		4800	9600
- BC	3600		1200	4800
- BD	18000		9600	27600
- BH	1200		1200	2400
Total Salaries and Benefits	114000		98400	212400
Vehicle Maintenance	7200		3600	10800
Total Expenditures	121200		102000	223200
Support costs - TA	32720		27540	60260
TOTAL COSTS -2011	153920		129540	283460

Estimated Costs for 2010 and 2011 565400