Planning for a Cascadia Subduction Zone Event

Presentation to the Senate Ways and Means Committee

Robert Ezelle and LTC Clay Braun
NIMS/ICS Across All Levels of Government

On-scene Command

Off-scene Coordination

Requests and Information

Resources

Joint Field Office with Unified Coordination Group

State Emergency Operations Center and elected officials

City/County Emergency Operations Center and elected officials

Incident Command Post with Incident Command/Unified Command/Type III, II, or I Incident Management Team

Delegation of Authority

Mutual Aid:
- EMAC, PNEMA
- WAMAS
- LE, Fire, EMS
What Has Been Done So Far

- Regional Catastrophic Planning
- Statewide Catastrophic Incident Planning Team
- WSDOT Lifeline Corridor Initiative
- Resilient Washington
- National Guard Response Plan
**Base Tier/Type Concept**

**FEMA Basing Terms:**

**ISB – Incident Support Base** – First level of logistical distribution. Provides distribution to FSAs. All handled commodities belong to FEMA until assigned to an FSA. One ISB is tentatively allocated to Wash State in CSZ.

**FSA – Forward Staging Area** – Second level of distribution, provides distribution to State Staging Areas. Doctrine is changing to create three sub-types of FSA (Type, 1, 2, 3, based on capacity). Two FEMA FSAs are tentatively allocated to Wash State in the CSZ.

**RBC – Responder Base Camp** – Third level of FEMA basing. This is where out-of-state responders are based upon arrival. These are the State’s responsibility to manage.

**CPOD – Community Point of Distribution** – This is the final step in the logistical distribution. It is the responsibility of the local EM / IC to coordinate.

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**Tier 1**
(ISB, BSI, or Type 1 FSA)

- Based on existing airports
  - Largest capability (747/C5)
  - Identified now
  - Preplan usage now
  - Pre-coordinate design now
  - Acts as all Tiers
  - Provides distribution to local communities
  - Responder Base Camp
  - JRSOI / RIP Location

**Tier 2**
(Type 2 FSA)

- Based on existing airports
  - 2nd largest capability (C17/C130)
  - Identified now
  - Preplan usage
  - Pre-coordinate design
  - Serves as log base and RBC
  - Provides distribution to local communities
  - Responder Base Camp
  - JRSOI / RIP Location

**Tier 3**
(Type 3 FSA w/Runway)

- Based on existing airports
  - 3rd largest capability (<C130)
  - Identified now
  - Preplan usage
  - Pre-coordinate design
  - Serves as log base and RBC
  - Provides distribution to local communities
  - Responder Base Camp
  - JRSOI / RIP (-) Location

**Tier 3**
(Type 3 FSA, No Runway)

- Rotary Wing / Vertical Lift
  - Same capabilities, less capacity
  - Location selected ICW local EM
  - Template now, confirm later
  - Responder Base Camp

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**Flow of Logistics and Inbound Resources**

**National Level “Point of Origin”**

- Final Point of Distribution
- Identified by Local EM
- Established daily

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**WASHINGTON MILITARY DEPARTMENT - SAFEGUARDING LIVES AND PROPERTY IN WASHINGTON STATE**
Basing Concept

- Tier 1 (C5, 747-400, IFR capable)
- Tier 2 (C17, C130, IFR capable)
- Tier 3 (< C130 (C23) capable, IFR)
- Tier 3 (< C130 (C23) capable, VFR) Rotary Wing
- Base
Establish Tier 2 Bases:
Tier 1 (or assets from elsewhere across the nation) resources push forward into affected area and establish Tier 2s. This action occurs nearly simultaneous to establishment of Tier 1s to quickly establish a support network in the affected area.
Establish Tier 3 Bases

Establish Tier 1-3 Logistic Support Bases:
Initiate distribution networks from tiered bases.
Ground distribution networks service accessible areas. Rotary wing expand the network to areas that are isolated or non-reachable by ground.

USN/USMC assets integrate in coastal areas when available, and are coordinated through the JFO/UCG and DCO.

<C130 Capable, IFR>  <C130 Capable, VFR>

Rotary Wing / Vertical Lift Only
Cascadia Rising 16

• Joint Federal, State, Local Exercise conducted 7 to 10 June, 2016
• National Linkage
• Focus Areas:
  – Operational Coordination
  – Operational Communication
  – Situational Awareness
  – Mass Care
  – Public Health and Medical Services
  – Critical Transportation
• State After Action Report – Finalized-ready for release
Cascadia Rising 2016
Strategic Observations

• Time is of the essence
  – Massive National/International response required
  – Needs and immediacy are overwhelming
• Detailed Planning is imperative
• Transportation infrastructure is the lynchpin of successful response
• Effective, survivable communication is essential
• Public preparedness is crucial
• CSZ is a National Issue
Where We Need to Focus Going Forward

• Response Planning
  – ESF-6 Mass Care and Sheltering
  – ESF-8 Public Health and Medical
  – ESF-1 Transportation
  – ESF-2 Communications
  – ESF-12 Energy

• Mitigation Planning
  – Focused on building resiliency in our critical infrastructure, in particular our lifeline sectors - transportation, communications, energy
  – Family and personal preparedness/resiliency

• Recovery Planning
  – Washington Restoration Framework
Planning Concept

• State-led detailed planning, coordinated across all levels of government (tribal, local, state, federal) and whole of community
• Pre-identify resource needs and develop plans to deliver the required commodities where and when needed
• Build a logistics database
• Ensure enabling capabilities (transportation, communications, fuel)
• Timeline – 3 to 4 years to accomplish baseline plans for the 5 ESFs, exercise the plans in 2021
• Continue to refine plans and focus on additional ESFs
  – 12 years to accomplish appendices for all ESFs
Required Planning Resources

- Planning is an iterative process – plan, train, exercise, adjust, repeat. It’s never finished!
- Baseline capability
  - 2 Planners $186,000
  - 2 Exercise Planners $170,000
  - National Guard State Active Duty $200,000
  - Goods and Services $20,000
  - Total $576,000 annually
  - $1,152,000 biennially
Questions and Discussion