

# Statewide Catastrophic Incident Planning Team (SCIPT)

5 September 2019, 1:00 – 4:00 PM

Camp Murray, Building 20 SEOC

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## MEETING NOTES

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**Attendees:** Serena Segura, Michael Roberson, Jason Biermann, Brittany Miller, Kirk Holmes, Jennifer Rosenberger, Sandi Duffey, Jason Hetherington, Eli King, Lucia Schmit, Lloyd Kimball, Celia Taylor, Sandy Eccker, Nicole Johnson, Quinn Butler, Jim Buck, Tom Sharp, Taylor Hennessee, James White, Sue Vezeau, Scott Johnson, Anthony, Craig Ginn, Casey Beene, Elenka Jarolimek

The meeting focused on updates of the Critical Transportation Outreach, identification and prioritization of the next outreach efforts, updates on RRAPs, the RCPGP award to Snohomish County, fuel planning, and an overview of PDMAAs.

### **Notes:**

**Critical Transportation Outreach Update, Schedule, and Q&A:** The Outreach is the kick-off to Critical Transportation planning for catastrophes. Use of the BSST will not be available for the Outreach but will be introduced as a tool that will be available soon. The BSST data points will eventually be housed in WISE and can be used as a planning tool. Seven of the nine HLS Regions are scheduled, and the first will be on September 17<sup>th</sup> in HLS Region 6. This Outreach is also an opportunity to reach out to public works, transportation, and emergency managers to get people to meetings.

**Outreach Program Projections, Prioritization, Current and Future Planning, Sequence of Outreach Programs:** There was discussion about having water as the next Outreach Program. However, the Framework section on Water and Waste Water is not complete, and they are starting a RRAP that focuses on water systems in western and central Washington. An issue identified for planning and preparing for water shortages is local jurisdictions/cities cannot purchase water filters pre-event. They would like the opportunity to stockpile filtration.

Gap – WSDOT doesn't have all gaps that the local jurisdictions have regarding public works. This is a gap coming out of the first outreach effort

### **RRAP Project Updates:**

**Transportation:** The RRAP is in year 3 of the project. This is the implementation year. It is the final year of this RRAP. Things aren't moving as quickly for implementation as anticipated, but the project is moving forward with the BSST by incorporating local bridges. This data will become public data and able to be used for local planning. Data is also being loaded against multiple seismic incidents.

Clallam County needs marine transport via ferries including fuel. There will not be road transportation. Rail is also a gap.

3<sup>rd</sup> Fleet wants 10 locations identified. Mark Douglas (EMD Logistics) needs lats/longs from locals to coordinate with 3<sup>rd</sup> Fleet. The Navy is not bringing ships into Puget Sound.

**Water:** The kick-off meeting has not occurred but is being planned for the fall of 2019. CISA sent the TAG a letter regarding the RRAP. It states, "...that the State of Washington has been selected to receive a Fiscal Year 2019 Department of Homeland Security Regional Resiliency Assessment Program (RRAP) project. [...] The focus of the RRAP project is on the ability of the water systems in western and central Washington to sustain expected service demands following a catastrophic Cascadia Subduction Zone earthquake. The project's outcomes will inform emergency plans with threats to interdependencies and mitigation possibilities for the State of Washington and the surrounding region."

**Airports:** The proposed RRAP is to assess the logistical survivability of airports identified as federal/state staging areas. This is a continuation of other federal and state staging area assessments. The kick-off will be in October 2019.

**Regional Catastrophic Preparedness Grant Program (RCPGP) Award Briefing:** Jason Biermann briefed on the RCPGP award they received. The award is for a three-year project. Snohomish submitted on behalf of Seattle and eight Puget Sound Regions. It is under the Community Lifeline for Logistics and Supply Chain Management. The project will focus on trying to close the gap and to think differently in order to address the 66 population islands. It may change the way we do business and planning on how to bring in bulk commodities and how to move the least amount of miles. CPODs – what good are they if there are no supplies coming to them? CPODs are a science and need to narrow down to critical areas. The project will create tools that are transferrable to other counties. It will also include training and/or toolkit. It will focus on the final mile, such as clearing routes to CPODs. The Navy and the private sector will use waterways.

**Fuel Planning Update:** Fuel planning is not ready to move to catastrophic planning. The focus is basic fuel planning to establish a baseline. It is starting at a smaller level and shortest in HLS Regions around vehicles. It is also looking at a waiver for demand on petroleum and supply directly to responders. The Fuel Planning Workgroup has met twice, and Eli King has been presenting at HLS Meetings on Regional Fuel Planning. The planning defines shortage and aligns with core capabilities. Emergency Managers and Tribes all agree on the priority for fuel for vehicles. There will be a 4<sup>th</sup> quarter workgroup meeting after GridEx (November 13). There is a proposal for a catastrophic regional framework. The group that will work on this is: State Energy Office with the Department of Commerce, DHS CISA, Utah, Montana, Washington, Oregon, Idaho, and British Columbia. Eli is already working with Oregon to align priorities and planning and includes allocation of fuel to states. Natural gas and power grid – working to get funding to hire another planner to focus on these topics. Reliance will be on the state to plan regionally then for a catastrophe (same approach as fuel). Eli is talking with state agencies through iCOOP. We need to think about Critical Infrastructure restoration differently. One infrastructure is not more important than another. Restoration can be done to all at once, but many different levels of restoration may be happening simultaneously. The local fuel needs assessment will be debuted at WSEMA. It has COOP components instead of response components. It will be drafted by mid-2020 and then workshops to identify local liquid fuel distribution will start.

**PDMA Overview:** Slides provided via email on September 5, 2019. Mark Douglas and the National Guard will work with JW White on this project. PDMA are not scenario specific. There is a cost but no context. The state identifies the need(s) that cannot be met by anyone else. If PDMA are drafted and the location changes, the PDMA can be submitted within 15 minutes instead of taking three days. During Cascadia Rising 2016 Exercise (CR16), PDMA were used and it shortened the timeline for the execution schedule.

Clallam County – the CR16 partnership that Clallam had with the feds is no longer in place. FEMA is rewriting their plan to match the PDMA the state is putting together. The Washington National Guard is still using Geographical Task Forces, however, during a Cascadia Subduction Zone Earthquake and Tsunami personnel will come from another state via an EMAC request. For local incidents the Special Ops Pacific Geographical Task Force is still tied to Clallam County.

**Administrative Items:**

- a. Framework v2
  - Department of Health (DOH) will be ready to look at their portion of the Framework by July 2020. DOH is focusing on patient transport from west to east. They are identifying incident gaps. This should be done by the next budget period (July 2020).
- b. **Next Meeting: November 21, 2019**
  - Jason Biermann is not available