Statewide Catastrophic Incident Planning Team (SCIPT)
Q3 Meeting Agenda

Wednesday, October 20th, 2021
2:00 P.M. – 4:00 P.M.
Conducted via Microsoft Teams

Join on your computer or mobile app
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Or call in (audio only)
+1 253-372-2181
Phone Conference ID: 174 367 735#

Topic	Time	Presenter
I. Welcome, Administrative Announcements, and Introductions	2:00 p.m.	*Shane Moore, WA EMD* *Nichole Benardo, WA EMD* *Michael Roberson, WA EMD – SCIPT Chair* *Kirk Holmes, Perteet Inc. – SCIPT Co-Chair*
II. Significant Events and Updates 1. Regional Catastrophic Planning Team (RCPT) a. Snohomish County b. King County 2. Private Sector and Critical Infrastructure Program a. RRAP Updates b. Business Emergency Operations Center Planning 3. Energy Office – Fuel Planning 4. Cascadia Rising 2022 Exercise	2:10 p.m.	*1a. Amy Lucas, Snohomish DEM* *1b. Sasha Rector, King OEM* *2. Taylor Hennessee, WA EMD* *3. Eli King, COM-EO* *4. Rob Sabarese, WA EMD & Patrick Niles, WA EMD*
Break	3:00 p.m.	
III. Critical Transportation Outreach Update on the progress of the ongoing work to identify the priority routes of local jurisdictions	3:10 p.m.	*Shane Moore, WA EMD* *Nichole Benardo, WA EMD*
IV. & V. Mass Care Services & Water Infrastructure Systems Workshops Update on the progress of the statewide workshops & key takeaways so far	3:25 p.m.	*Shane Moore, WA EMD* *Nichole Benardo, WA EMD*
VI. Good of the Order/ Open Forum **1. Comments, Feedback, Suggestions**	3:55 p.m.	*Shane Moore, EMD*

STATEWIDE CATASTROPHIC INCIDENT PLANNING TEAM

2021 Q3 MEETING

10/20/2021

AGENDA

I. **WELCOME, ADMINISTRATIVE ANNOUNCEMENTS, AND INTRODUCTIONS**

II. **SIGNIFICANT EVENTS AND UPDATES**

1. REGIONAL CATASTROPHIC PLANNING TEAM UPDATE
    1. SNOHOMISH COUNTY
    2. KING COUNTY
2. PRIVATE SECTOR AND CRITICAL INFRASTRUCTURE PROGRAM
3. ENERGY OFFICE UPDATE
4. CASCADIA RISING 2022 EXERCISE

BREAK

III. **CRITICAL TRANSPORTATION**

1. OUTREACH UPDATE

IV. **MASS CARE SERVICES**

1. REGIONAL WORKSHOPS UPDATE

V. **[WATER] INFRASTRUCTURE SYSTEMS**

1. REGIONAL WORKSHOPS UPDATE

VI. **GOOD OF THE ORDER/OPEN FORUM**

1. COMMENTS, FEEDBACK, SUGGESTIONS

I. WELCOME, ADMINISTRATIVE ANNOUNCEMENTS, AND INTRODUCTIONS

Welcome

Administrative Announcements

II. SIGNIFICANT EVENTS AND UPDATES

1. REGIONAL CATASTROPHIC PREPAREDNESS GRANT PROGRAM (RCPGP)

Snohomish County

SNOHOMISH COUNTY RCPGP 2019 UPDATE

FY 2019 RCPGP Outcome

Increase capability level within the Food, Water, and Sheltering Community Lifeline

- Rapidly Assess Population mobility post event
- Evaluate needs for food and water distribution post earthquake
- Prioritize and activate viable Community Points of Distribution (CPOD) sites based on need and population locations

- Rapidly Assess Critical Infrastructure impacts post catastrophic event
- Evaluate priority routes for debris clearing, quick repair and temporary connections
- Identify population islands that will need long term CPOD assistance

- Rapidly Assess Critical Transportation effects post catastrophic event
- Evaluate priority routes and temporary connections for resupply of CPOD sites and private sector retailers
- Reduce resource gaps for food and water by engaging in communication throughout regional public and private sector partnerships

FY 2019 RCPGP Process

- Viable CPOD sites
  - Pre-screen for site selection indicators
  - Assess Roadway Transportation network using recent RRAP models
  - Refine site selection with additional indicators
- Utilizing a Maritime Superhighway
  - Mapping navigable rivers along Puget Sound Region with routes
  - Mapping deep water port assets within Maritime Areas

FY 2019 RCPGP Process

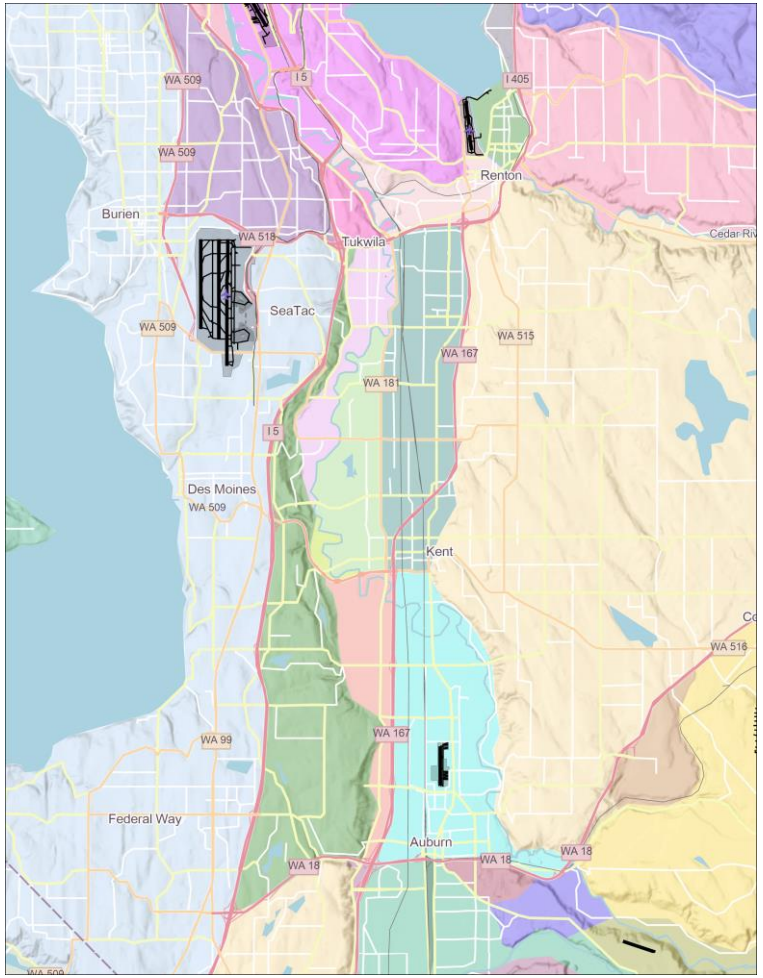
- Final Mile Distribution
  - Mapping Priority Routes for Debris Clearing
  - Barges to Bridges
    - Connecting Population Islands within major distribution routes with barges across waterways
  - Mapping Maritime Areas
    - Shipping assets available
    - Large docks, mobile cranes and specialty vessels

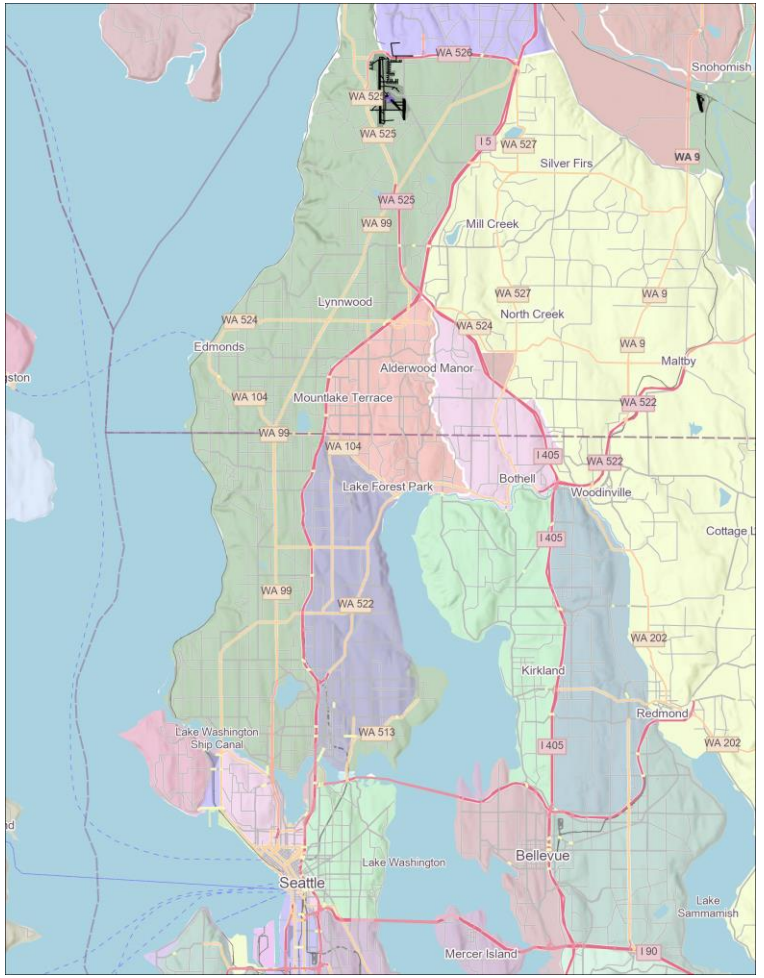
FY 2019 RCPGP Product Updates

- Critical Transportation Mapping – completed
- Viable CPOD sites Mapping – completed
- Regional CONOPs – kicking-off in December
- Tabletop Exercise in April
- Regional Training Program Summer 2022
- All program products and activities adapted to a virtual format

Critical Transportation Mapping

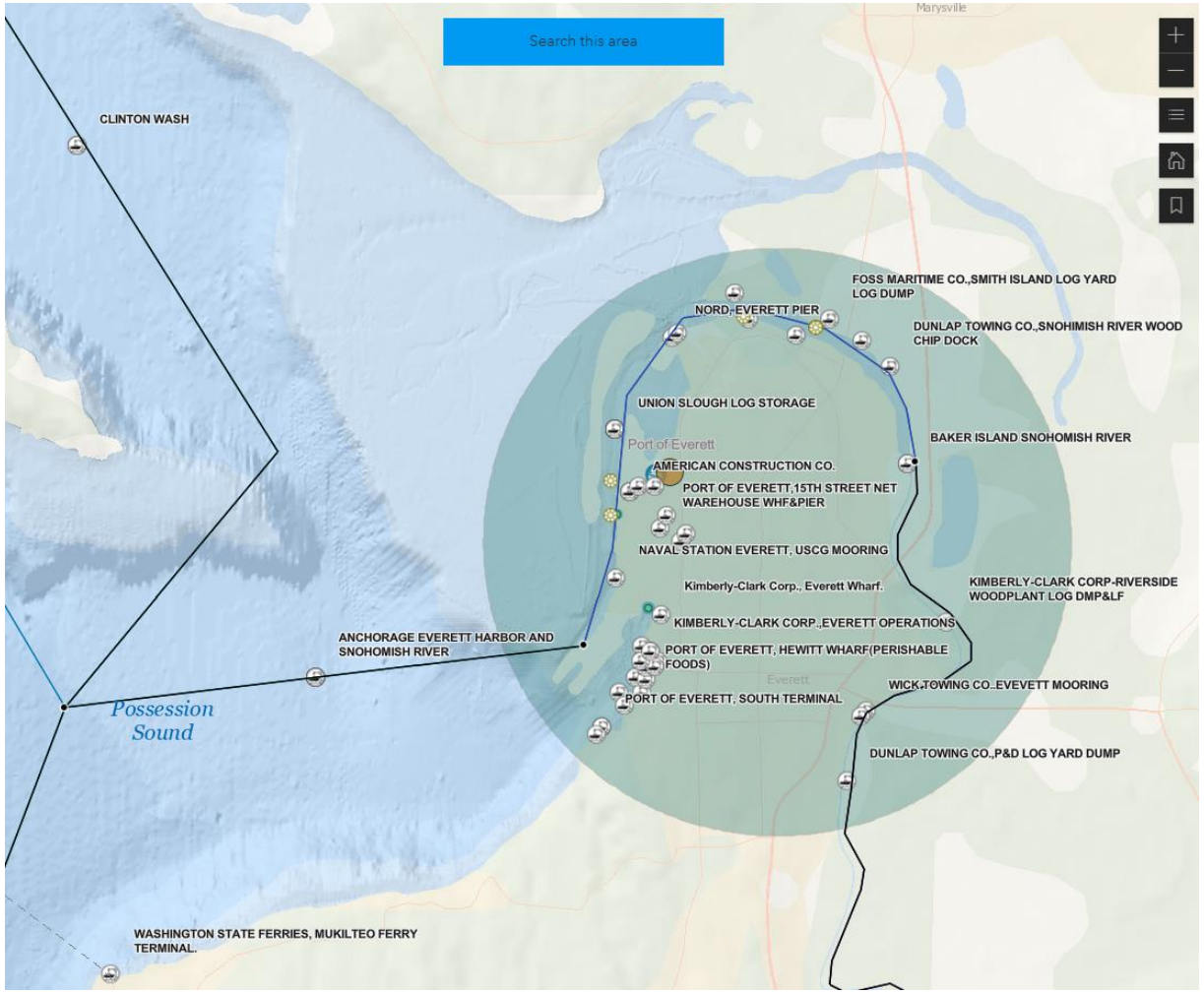
- Roadway System
  - Population Islands created from RRAP results (bridge and highway)
  - WSDOT and Local Priority Routes mapped for debris clearing
  - Local Alternate Routes if available
  - Maritime inputs near bridges for barge traffic





Critical Transportation Mapping

- Maritime System
  - Maritime Superhighway – trunk and tree system map
  - Identifies Deep Water inputs and navigable rivers for cargo/freight traffic



CONOPs Planning and Scoping

- CONOPs Structure
  - Process of developing methodology for viable CPOD sites
  - Guidance on how to select sites from pre-selection post disaster
  - SOP – Authorities, Roles/Responsibilities, Contracts, Staffing, Equipment, Resupply, Demobilization
  - Annexes – Jurisdiction specific
    - Templates for Level 2 partners

Critical Transportation Table Top Exercise Planning

- Half Day Exercise – virtual with Zoom and ESRI Story Maps
  - Plenary Intro
  - Break-out Session 1 – Critical Infrastructure Objectives
  - Plenary Report in with State/Federal feedback panel
  - Break-out Session 2 – Mass Care/Supply Chain Objectives
  - Plenary Report in with State/Federal/Private Sector feedback panel

Regional Training Program

- Virtual program that can be modified for small group in-person training
  - Jurisdiction specific if Level 1 partner
  - Templates for other partners
- Roll-out Summer 2022

Looking Forward

- Participating Counties can utilize maps and prioritization app for real world responses
- FY 2021 RCPGP grant awarded to King County
  - Continues building framework for freight shipments within Maritime Areas
  - Refines maps with additional stakeholder input
- FY 2022 RCPGP grant awarded to Pierce County
  - Building additional food and water distribution capacity post event within region
  - Connecting the local food supply to the larger supply chain
  - Mapping local food supply assets

II. SIGNIFICANT EVENTS AND UPDATES

1. REGIONAL CATASTROPHIC PREPAREDNESS GRANT PROGRAM (RCPGP)

King County

KING COUNTY RCPGP 2020 UPDATE

WORKSHOPS ARE IN DEVELOPMENT

- PLANNED FOR JANUARY – MARCH 2022
- INITIAL PLANNING MEETINGS ARE SET FOR BELLINGHAM AND BREMERTON MARITIME AREAS
- ADDITIONAL MEETINGS ARE BEING SCHEDULED FOR THE REMAINING MARITIME AREAS

RCPT

- EXPLORING THE OPTIONS FOR WHERE TO HOUSE THE PRODUCTS FROM THIS EFFORT
- BEGINNING STAGES OF DEVELOPING THE SKELETON OF THE FRAMEWORK

PRODUCTS

- CONTINUATION OF THE FY19 PRODUCTS AND TOOLS
- FRAMEWORK
  - RESULTS OF THE ASSESSMENTS AND STRATEGY DEVELOPMENT
  - RECOMMENDATIONS FOR ORGANIZATIONAL ELEMENTS TO ACHIEVE THE DESIRED OUTCOME
  - IDENTIFICATION OF NEEDED EQUIPMENT AND SUPPLIES
  - TRAINING, EXERCISE, AND EVALUATION COMPONENTS NEEDED TO SUSTAIN THE CAPABILITY

II. SIGNIFICANT EVENTS AND UPDATES

2. PRIVATE SECTOR AND CRITICAL INFRASTRUCTURE PROGRAM

- Water Regional Resiliency Assessment Program (RRAP) & Airport RRAP Update
- 2022 RRAP Submission – Fuel Distribution
- Private Sector Integration and Business Emergency Operation Center
- Business Re-entry Registration Framework

II. SIGNIFICANT EVENTS AND UPDATES

2. PRIVATE SECTOR AND CRITICAL INFRASTRUCTURE PROGRAM

Water Regional Resiliency Assessment Program (RRAP) & Airport RRAP Update

- Water RRAP – Final Outbrief Q4 2021 / Implementation Activity 2022
- Airport RRAP
- 2022 Submission – Fuel Distribution

II. SIGNIFICANT EVENTS AND UPDATES

2. PRIVATE SECTOR AND CRITICAL INFRASTRUCTURE PROGRAM

Business Emergency Operation Center (BEOC) – Private Sector Integration

Working with Idaho and Oregon to submit NEP application for Workshop and Drill support

Test communication tool – CEST P3 platform for bi-directional communication

II. SIGNIFICANT EVENTS AND UPDATES

2. PRIVATE SECTOR AND CRITICAL INFRASTRUCTURE PROGRAM

Business Re-entry –

Re-tooling phase

- Local jurisdiction needs and access authority
- Exploring 2022 Re-entry exercise

II. SIGNIFICANT EVENTS AND UPDATES

4. DEPARTMENT OF COMMERCE – ENERGY OFFICE

- Regional Multi-State Effort is continuing
- Engagement with Petroleum industry Continuing
- Will be drafting AAR from this summer's fuel shortage, processing corrective actions
- Refining trigger conditions
- Refining understanding of how to prioritize damage assessments
- Developing language for remote coordination

II. SIGNIFICANT EVENTS AND UPDATES

5. CASCADIA RISING 2022 EXERCISE

WA CR22

Way Forward

WA CR22 / NLE Core Capabilities

Critical Transportation

- *Objective:* Provide transportation for response priority objectives, including evacuation and delivery of essential services.

Mass Care Services

- *Objective:* Provide life-sustaining and human services to the affected population, evacuation support, reunification and emergency supplies.

Supporting Core Capabilities:

- Operational Coordination, Operational Communication, Situational Assessment, and Logistics and Supply Chain Management

WA CR22 / NLE Core Capabilities

Critical Transportation

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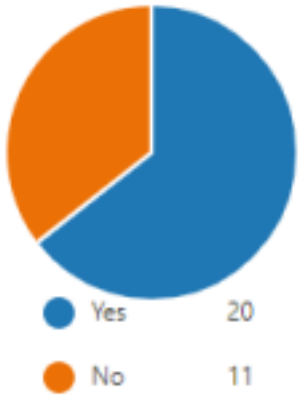

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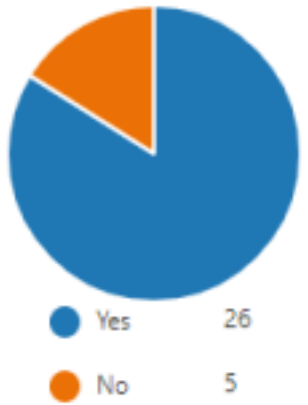

Supporting Core Capabilities:

- Operational Coordination, Operational Communication, Situational Assessment, and Logistics and Supply Chain Management

Survey results are current as of 101821 at 1000 hrs

WA CR22 Way Forward

Critical Transportation Main Session (Monday, Jun ***13***, 0900-

❑ Welcome and Administration	EMD Dir, FEMA Administrator, EMD Ex Tm	10 min
❑ 0-96 Hour Brief (CT Lens)	CT, Scenario, and Design Ex Wkgps	20 min
❑ FEMA Region 10 Exercise Brief	FEMA RX Ex Branch	15 min
❑ Breakout room guidance	EMD A&E Exercise Team	5 min
❑ BREAK		10 min
❑ CT Break-out Room HLS R 1, 5, 6 ❑ CT Break-out Room HLS R 2, 3, 4 ❑ CT Break-out Room HLS R 7, 8, 9		1030-1500 (4.5 Hrs)
❑ HLS Regional Report Out		1530-UTC

DRAFT

WA CR22 Way Forward

CT – MCS Cross-Over Main Session (Tuesday, Jun ***14***, 0900-

❑ Welcome and Administration	EMD Ex Tm	10 min

- ❑ CT Brief out on State Priority route identifications
- ❑ Local Jurisdiction priority route identification
- ❑ Challenges / Opportunities
- ❑ GIS Overlay of Shelter/CPOD(s) vs. Priority Routes
- ❑ MCS Questions / Comments / Concerns
- ❑ Concerns with locations of shelter to priority routes

DRAFT

WA CR22 Way Forward

Mass Care Services Main Session (Wednesday, Jun ***15***, 0800-

❑ Welcome and Administration	EMD Dir, FEMA Administrator, EMD Ex Tm	10 min
❑ 0-96 Hour Brief (CT Lens)	CT, Scenario, and Design Ex Wkgps	20 min
❑ FEMA Region 10 Exercise Brief	FEMA RX Ex Branch	15 min
❑ Breakout room guidance	EMD A&E Exercise Team	5 min
❑ BREAK		10 min
❑ CT Break-out Room HLS R 1, 5, 6		
❑ CT Break-out Room HLS R 2, 3, 4		0930-1500 (5.5 Hrs)
❑ CT Break-out Room HLS R 7, 8, 9		
❑ HLS Regional Report Out		1530-UTC

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WA CR22 Way Forward

Hotwash (Thu, Jun ***16***, 0900-

❑ Welcome and Administration	EMD Dir, FEMA Administrator, EMD Ex Tm	10 min
❑ CT Hotwash	EMD Facilitated	60 -90 min
❑ BREAK		15 min
❑ MCS Hotwash	EMD Facilitated	60-90 min
❑ FEMA Region 10 Exercise Brief	FEMA RX Brief Out	30 min
❑ CR22 Next Steps	EMD Facilitated	15-20 min
❑ Closing Comments	EMD Dir, FEMA Administrator, EMD Ex Tm	

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WA CR22 Workgroups

Pre-Oct 1: Seven (7) workgroups

- Critical Transportation:
- Mass Care Services:
- Documentation and Evaluation:
- Meeting Planning: (examples: MPM, MSEL, FPM, etc.):
- Design and Control:
- Scenario and Player Briefs:
- Week of Play

Post-Oct 1: Three (3) workgroups:

- Critical Transportation
- Mass Care Services
- Design and Planning
  - Planning Meetings and Documentation
  - Exercise Scenario (0-96) and Design

WA CR22 Ongoing Initiatives

NED supported

- Washington Restoration Framework
- State Food and Nutritional Services Support Plan
- Continuity (COOP / COG)

FEMA RX and State supported

- Unified Coordination Group (UCG) Exercise Series

- RCPG Logistics TTX (September 2022)

BREAK

WHEN REJOINING THE MEETING, PLEASE REMEMBER:

- ENSURE THAT YOUR VIDEO AND MICROPHONE ARE MUTED UNLESS SPEAKING
- IF YOU HAVE QUESTIONS, PLACE THEM IN THE CHAT OR WAIT FOR THE Q&A PORTIONS
- DURING THE Q&A PORTIONS PLEASE RAISE YOUR HAND IF MORE THAN ONE PERSON IS TRYING TO SPEAK

III. CRITICAL TRANSPORTATION OUTREACH

III. CRITICAL TRANSPORTATION OUTREACH

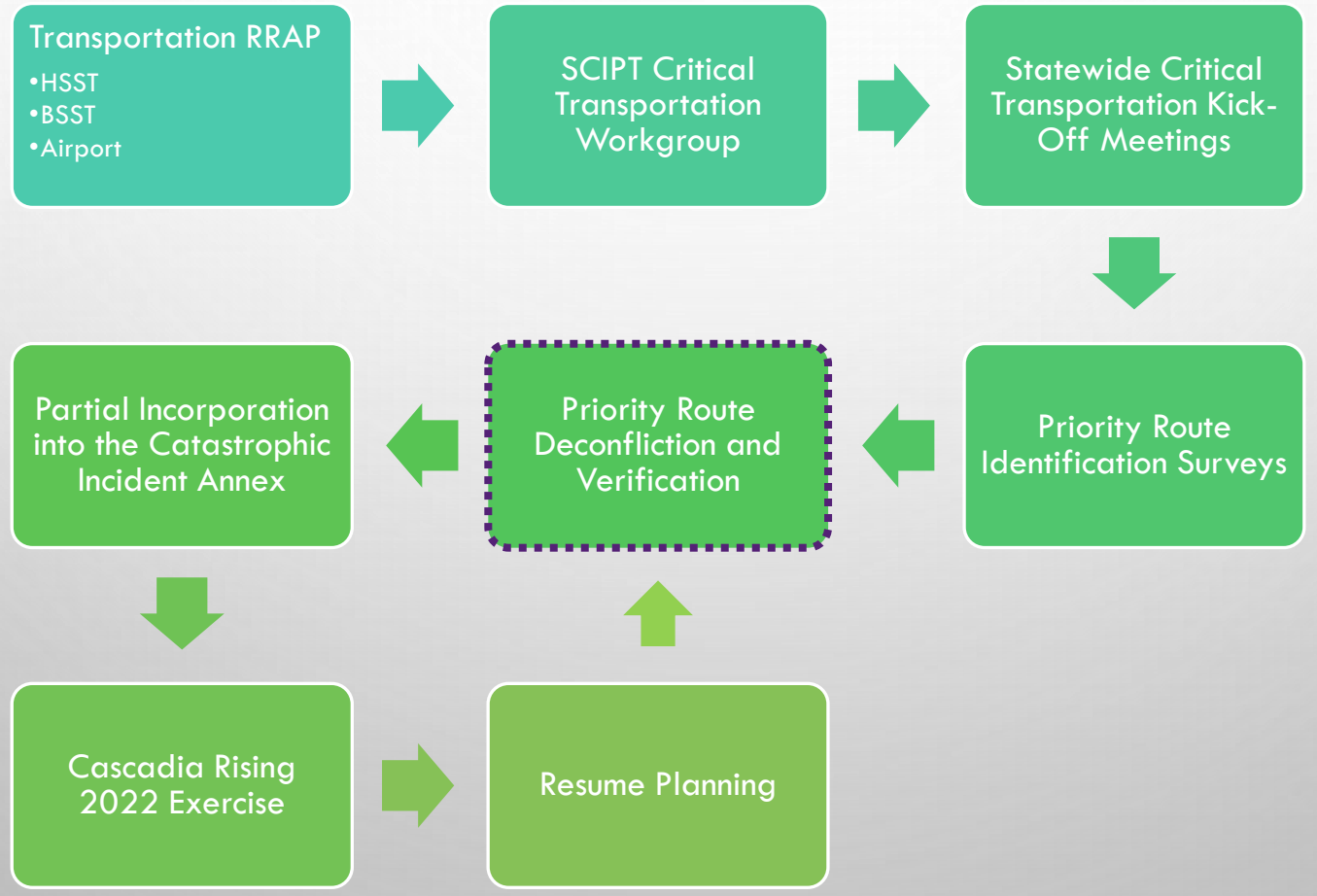
Desired Outcome and End State

Critical Transportation

- Identify the response priority of each state route
- Identify the routes that are considered high priority for local response
  - Local routes should include those that connect to state routes
  - Local routes should also connect with:
    - Critical infrastructure necessary for incident response
    - Mass care locations (shelters, CPODs, etc.)
    - Neighboring jurisdictions

III. CRITICAL TRANSPORTATION PLANNING

Current Progress



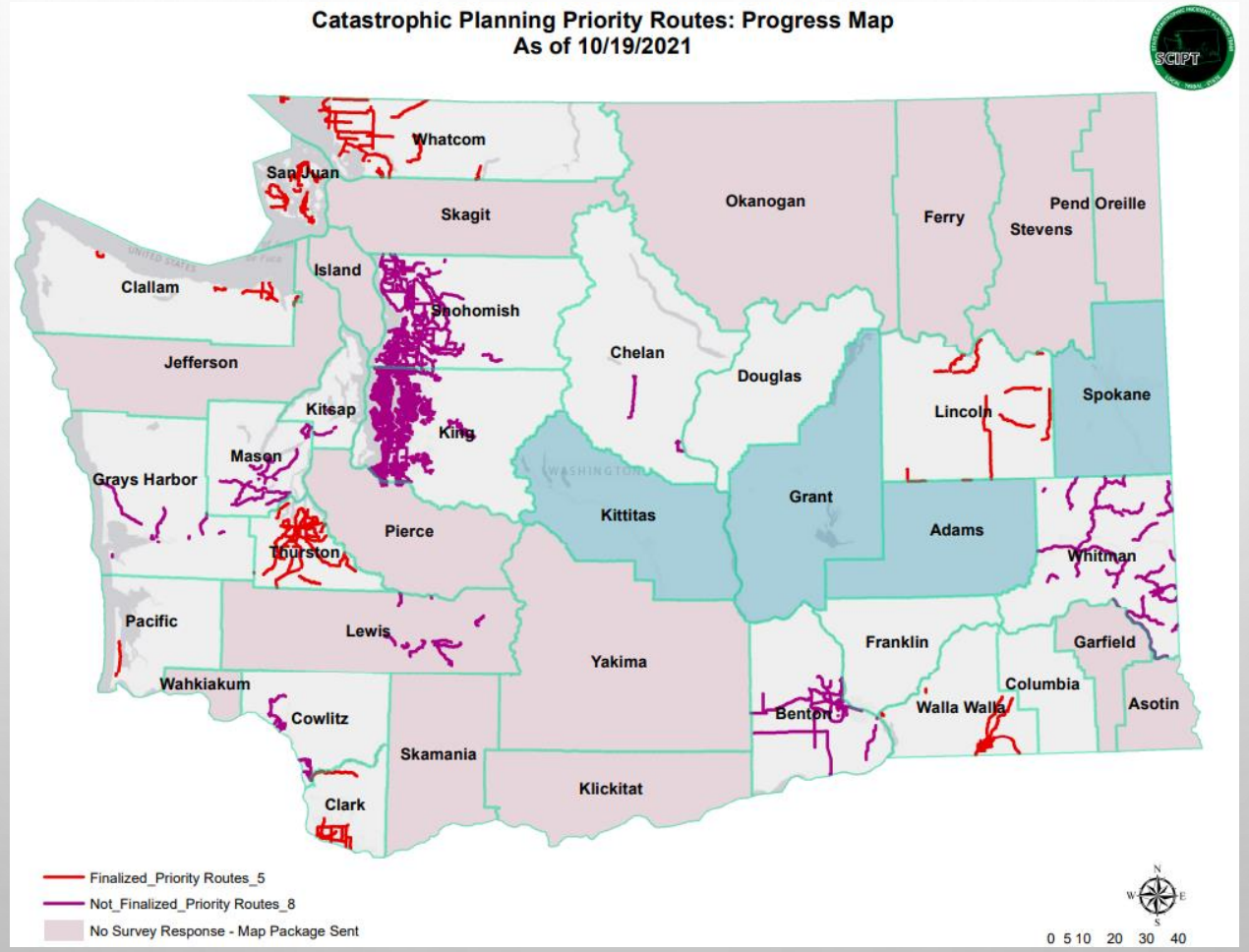
III. CRITICAL TRANSPORTATION OUTREACH

Follow-up from Q2 Meeting - Next Steps:

1. Continue outreach with local jurisdictions and Tribal partners to gather data
   - Deconfliction of routes that may not be survivable or cannot be prioritized
   - Continue synchronization with FEMA RX Response and Logistics planners
2. Continue to develop maps to incorporate into response planning
   - Including GIS layers
3. Incorporate Airport Regional Resiliency Assessment Program (RRAP) findings as appropriate

III. CRITICAL TRANSPORTATION OUTREACH

LOCAL JURISDICTION PRIORITY ROUTE PROGRESS MAP
IDENTIFICATION, DECONFLICTION, VERIFICATION, & FINALIZATION



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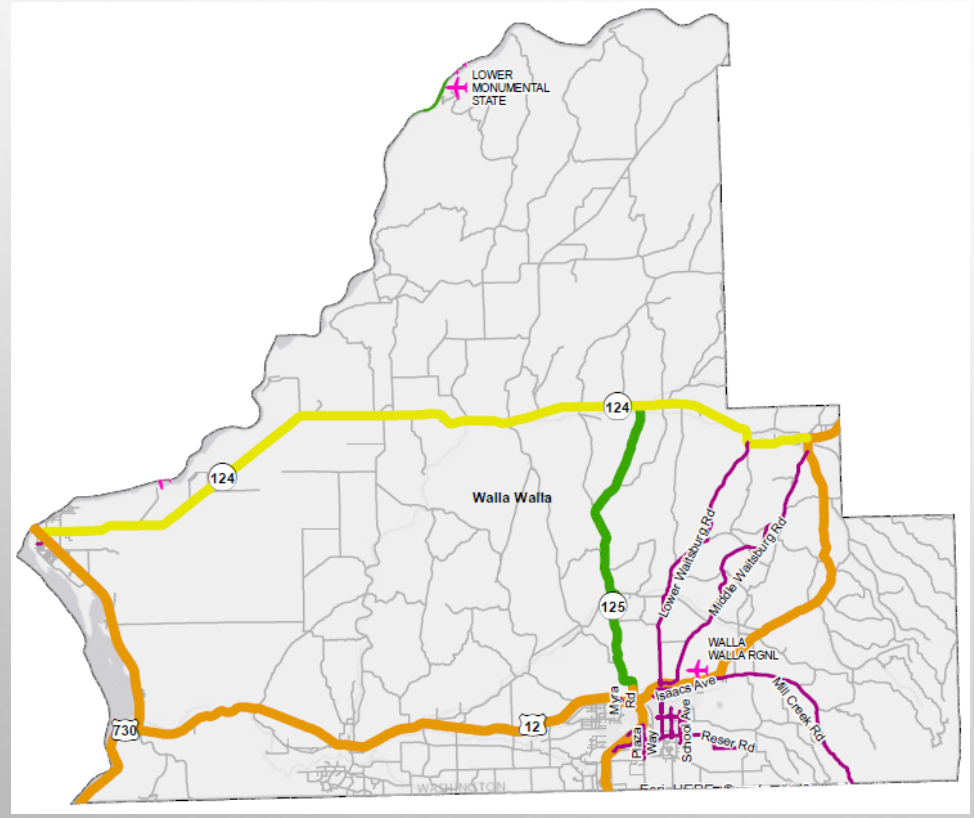
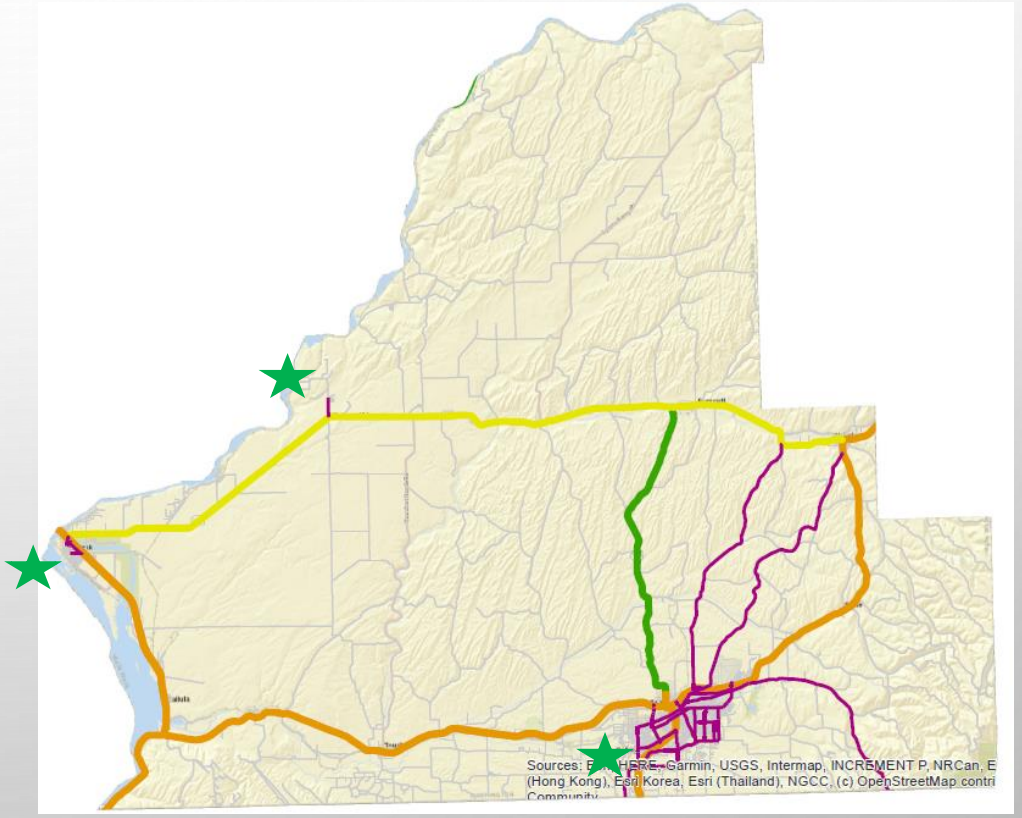


Initial Routes Identified through survey response



Routes after deconfliction & verification discussion

III. CRITICAL TRANSPORTATION OUTREACH

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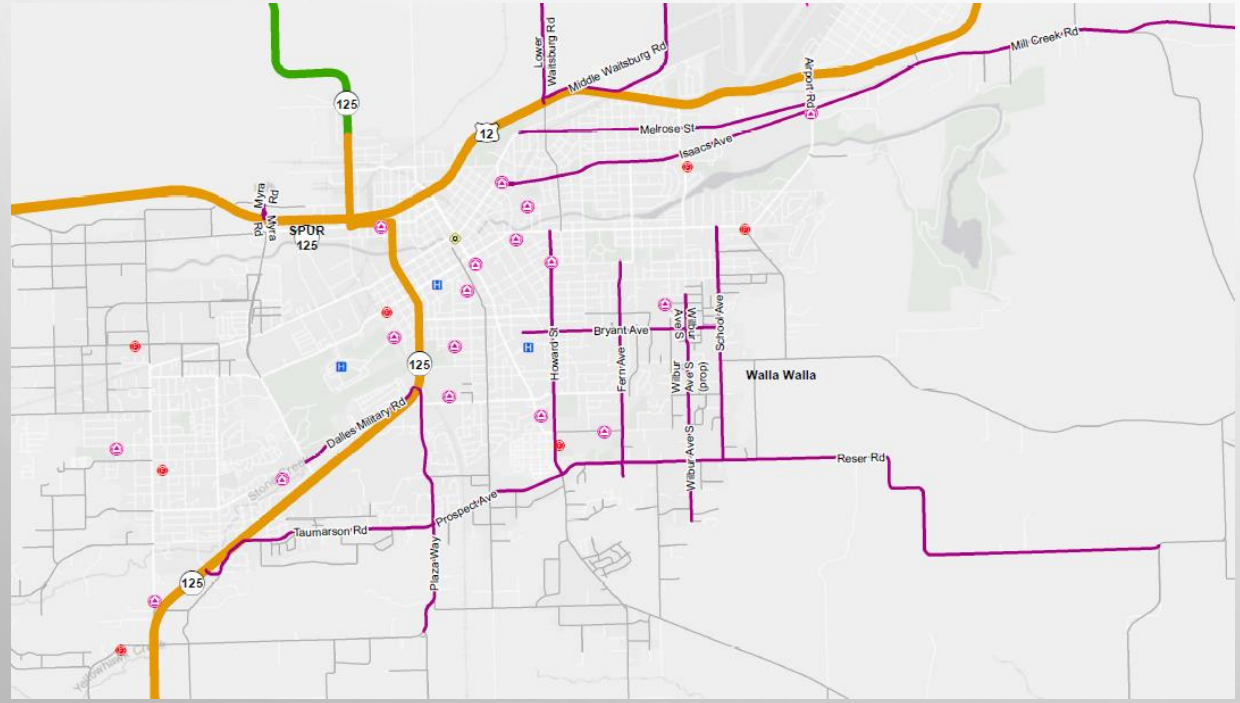
IDENTIFICATION, DECONFLICTION, VERIFICATION, & FINALIZATION



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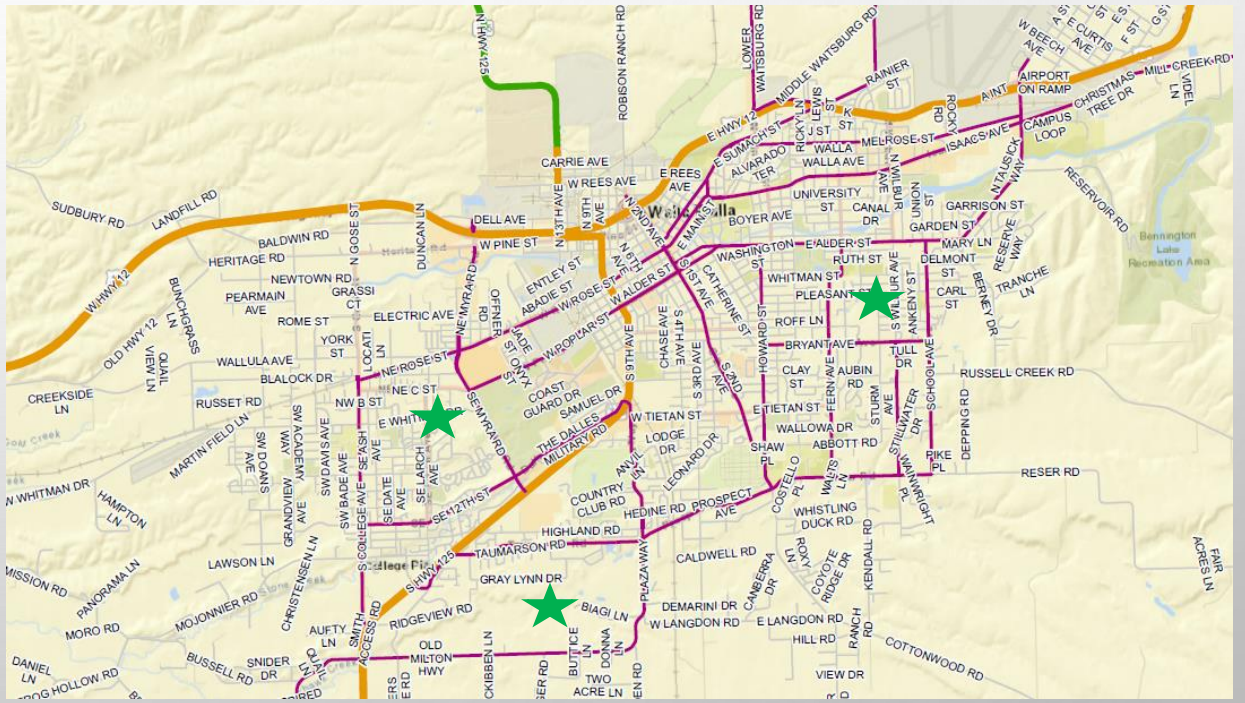

Routes after deconfliction & verification discussion

III. CRITICAL TRANSPORTATION OUTREACH

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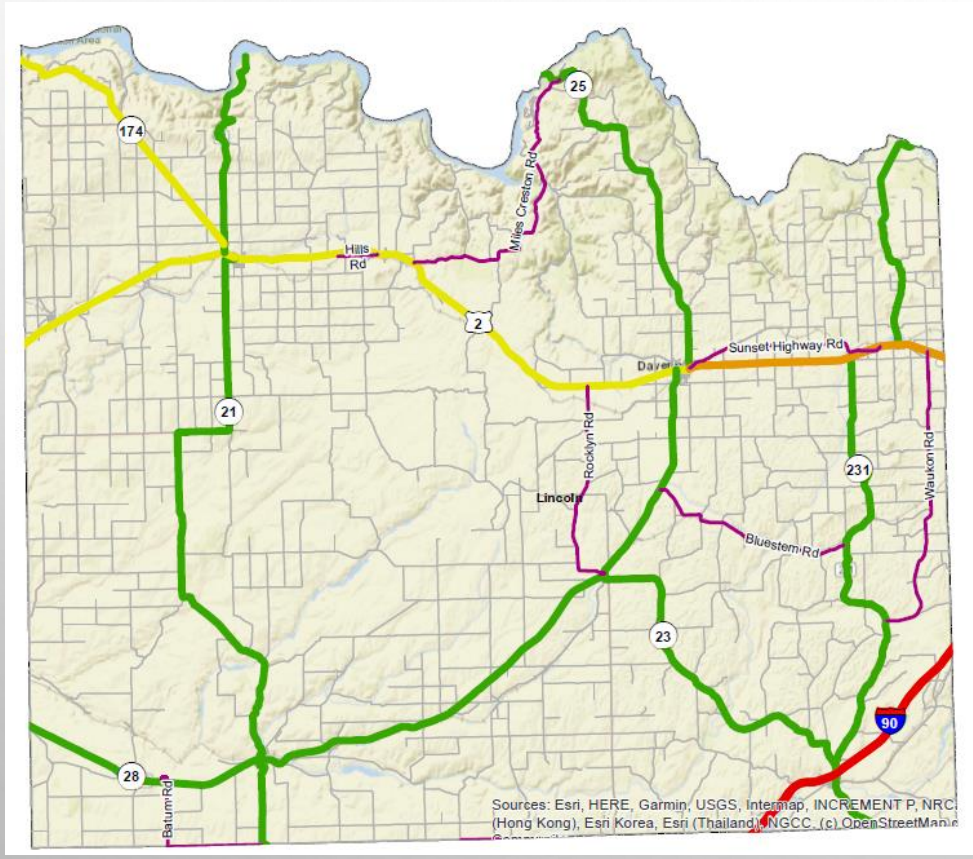

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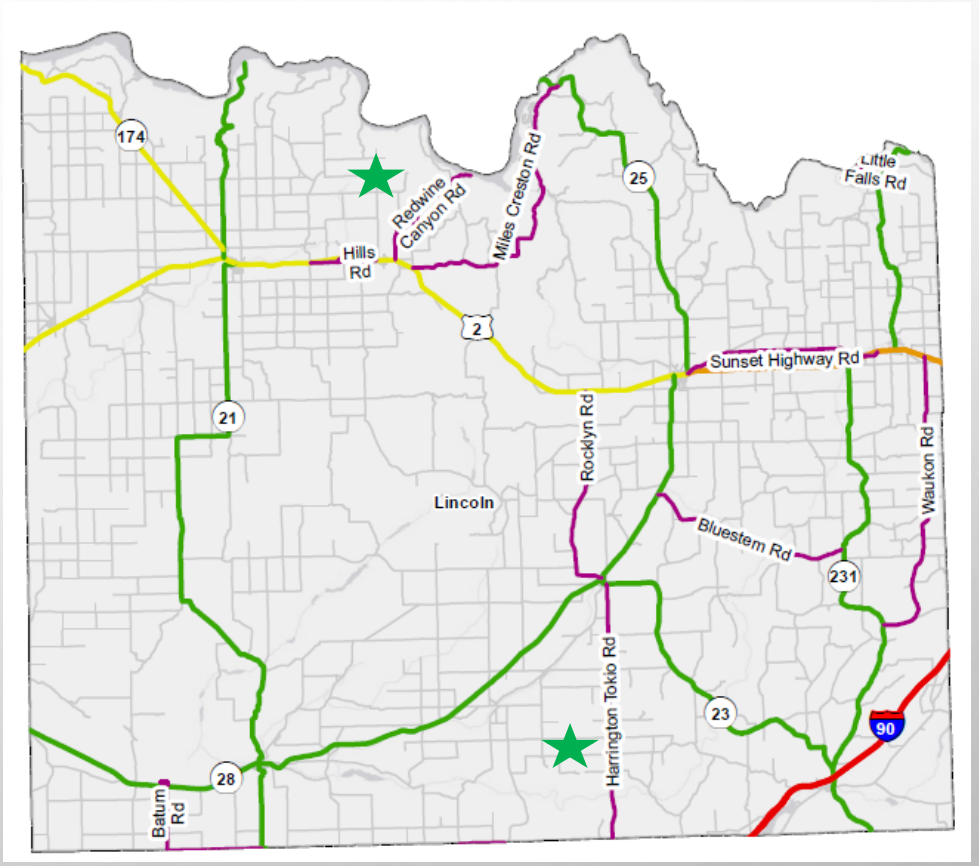
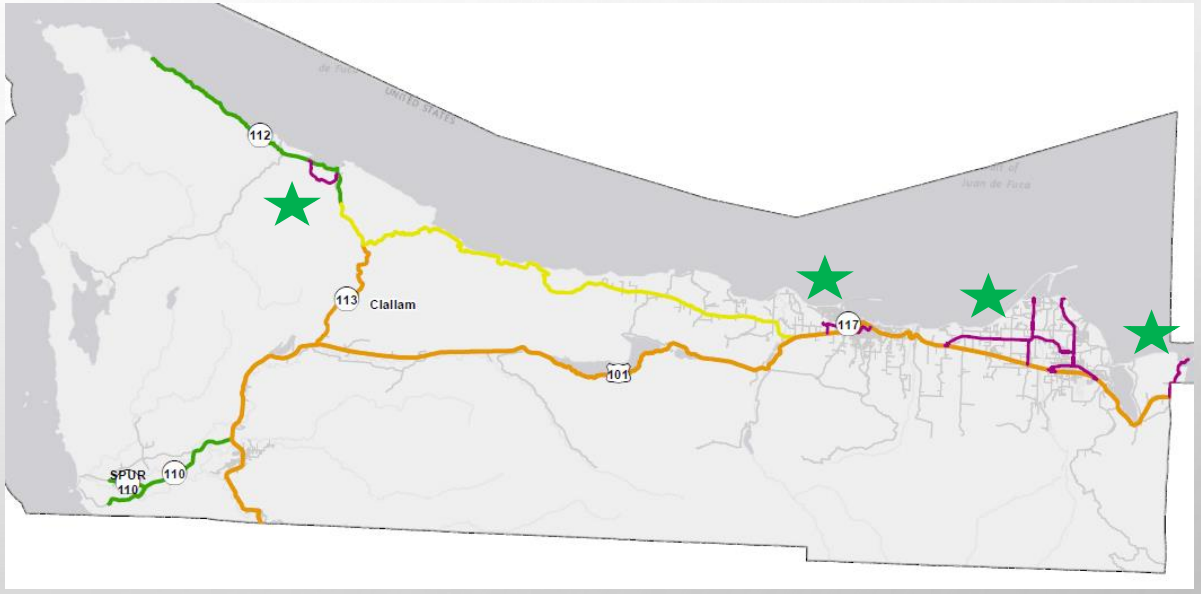


Routes after deconfliction & verification discussion

III. CRITICAL TRANSPORTATION OUTREACH

LOCAL JURISDICTION PRIORITY ROUTE PROGRESS MAP
IDENTIFICATION, DECONFLICTION, VERIFICATION, & FINALIZATION

Map Packages being sent to those that have not had time to fill out the survey.



Finalized Priority Routes after Deconfliction & Verification Meeting

III. CRITICAL TRANSPORTATION OUTREACH

Next Steps:

1. Continue outreach with local jurisdictions and Tribal partners to gather data
   - Deconfliction of routes that may not be survivable or cannot be prioritized
   - Continue synchronization with FEMA RX Response and Logistics planners
2. Continue to develop maps to incorporate into response planning
   - Including GIS layers
3. Incorporate Airport Regional Resiliency Assessment Program (RRAP) findings as appropriate

IV. MASS CARE SERVICES

IV. MASS CARE SERVICES

Desired Outcome and End State

Mass Care Services

- Assessment of each county's capabilities in providing for life saving mass care services
  - Identification of any capability gaps local jurisdictions are facing
  - Identification of the external resource needs that would be required to save and sustain life
  - Identification of C-POD locations (will be adding these to the Priority Route Mapping being done)

IV. MASS CARE SERVICES

Lessons Learned / Gaps (so far):

- NO ASSESSMENT PROCESS FOR THOSE WHO ARE NOT WITHIN THE SHELTERING SYSTEM (SIP OR TRAVELING)
  - IDENTIFICATION OF THOSE WITH AFN WHO MIGHT NEED ADDITIONAL ASSISTANCE OUTSIDE OF A SHELTER SYSTEM (EACH COUNTY USES A DIFFERENT
- OVER-ESTIMATION OF OUR ABILITIES AS SURVIVORS POST DISASTER TO RESPOND
- ARC NSS DATABASE IS LARGELY UNKNOWN TO LOCAL JURISDICTIONS
  - SHELTERS WITHIN THE SYSTEM APPEAR TO BE UNKNOWN TO THE EM'S
  - SHELTERS USED FOR A CATASTROPHIC INCIDENT, MIGHT NOT BE THOSE WITHIN THE SYSTEM DUE TO RESOURCE SCARCITY
- LACK OF FUNDING FROM ELECTED OFFICIALS INHIBITS PLANNING, MITIGATION, AND THEREFORE RESPONSE EFFORTS
- CONVERSATIONS AROUND THE RELAXATION OF REGULATIONS ARE STINTED BECAUSE OF AN INABILITY TO IMAGINE THE WORST CASE SCENARIOS OR THINK IN 'WHAT IFS'
- COST INCURSIONS FOR USE OF FACILITIES BY ARC FOR DISASTERS (ARC BEING BILLED FOR USE OF FACILITIES)
  - PLACES EM IN POLITICAL POSITION
  - PA DOES NOT REIMBURSE COUNTY OWNED FACILITIES BEING UTILIZED FOR ARC SHELTERS
- NO MASS FOOD STORAGE IN ANY REGIONS THUS FAR LEADS TO KNOWLEDGE THAT WE WILL NEED TO IMMEDIATELY GET THE SUPPLY CHAIN UP AND RUNNING
- LIVESTOCK HAVE NOT BEEN FACTORED INTO CATASTROPHIC MASS CARE PLANNING EFFORTS
  - SOME REGIONS RELY HEAVILY ON LIVESTOCK AND COULD INCUR CATASTROPHIC LOSSES

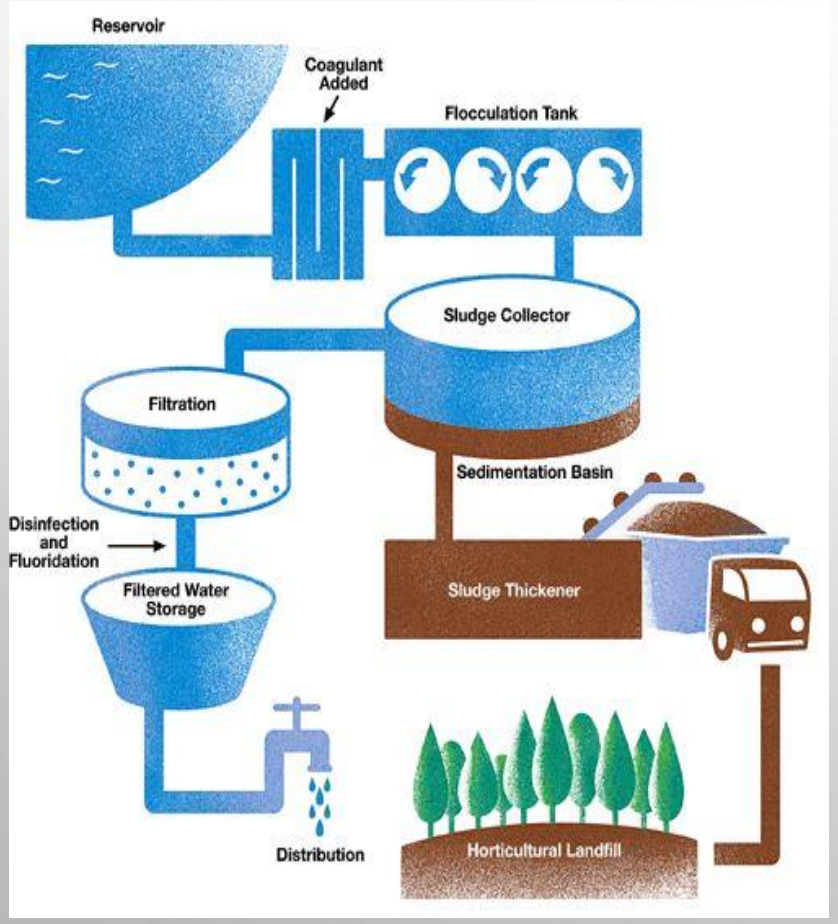
IV. MASS CARE SERVICES

Next Steps:

- CONTINUATION OF REGIONAL OUTREACH AND INCORPORATION OF IDENTIFIED GAPS INTO GAP ANALYSIS
- E-MAIL OUT TO ARC REGARDING THE NSS DATABASE TO DISCUSS SOME OF THE DATA AND ATTRIBUTES
- IDENTIFICATION OF LOCAL JURISDICTION C-POD LOCATIONS THROUGH POTENTIAL INDIVIDUAL OUTREACH (MUCH LIKE THE CRITICAL TRANSPORTATION)
- BEGIN DISCUSSIONS ON HOW LIVESTOCK ARE FACTORED INTO CATASTROPHIC MASS CARE PLANNING EFFORTS

V. [WATER] INFRASTRUCTURE SYSTEMS

Infrastructure Systems Water Workshops



V. [WATER] INFRASTRUCTURE SYSTEMS

Desired Outcome and End State

[Water] Infrastructure Systems

- Assess the likely impact to each counties water systems
- Assess those areas in each county that dense urban settings will have the greatest need for water services within 1 day
- Identify the capabilities of each county to provide water services to impacted populations
  - Capabilities through infrastructures likely to survive
  - Capabilities through services to provide water where systems are non-functional
- Identify alternative water sources
- Identify alternative methods to provide water

V. [WATER] INFRASTRUCTURE SYSTEMS

Water Infrastructure Systems Workshop Participants

(as of 10/20/21)

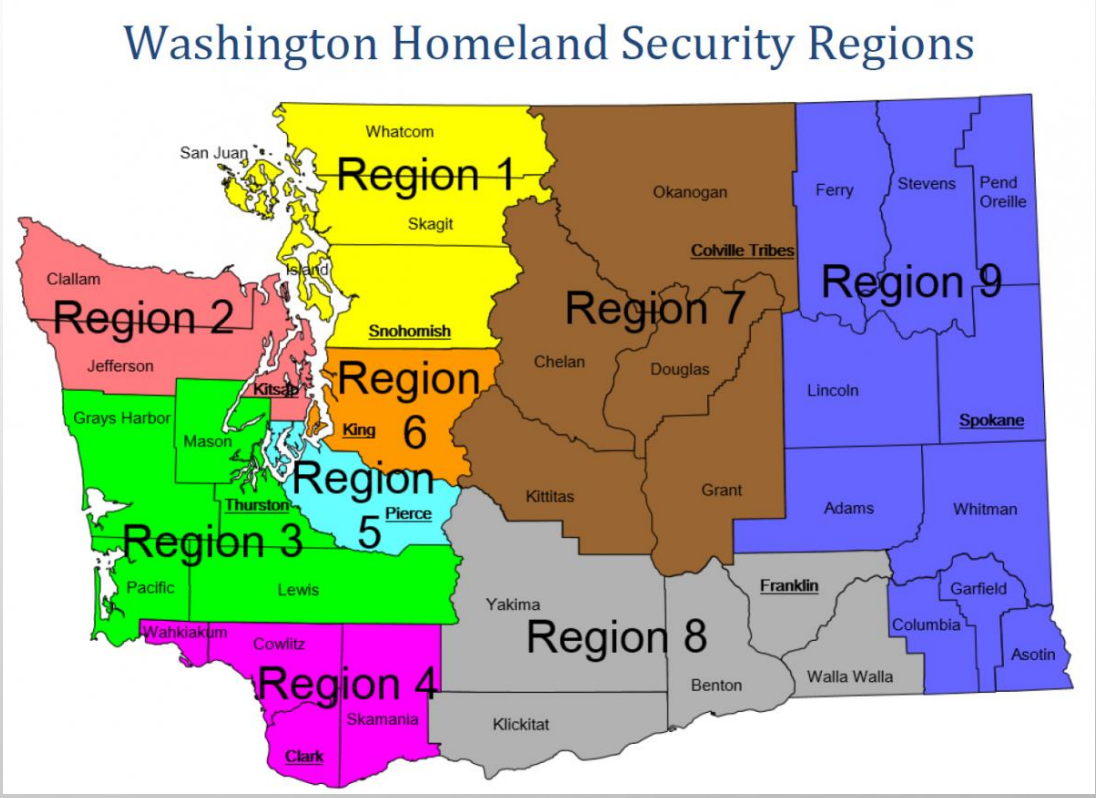
HLS Region 3
Scheduled for 10/29

HLS Region 4
Clark
Cowlitz
Skamania

HLS Region 5
Pierce

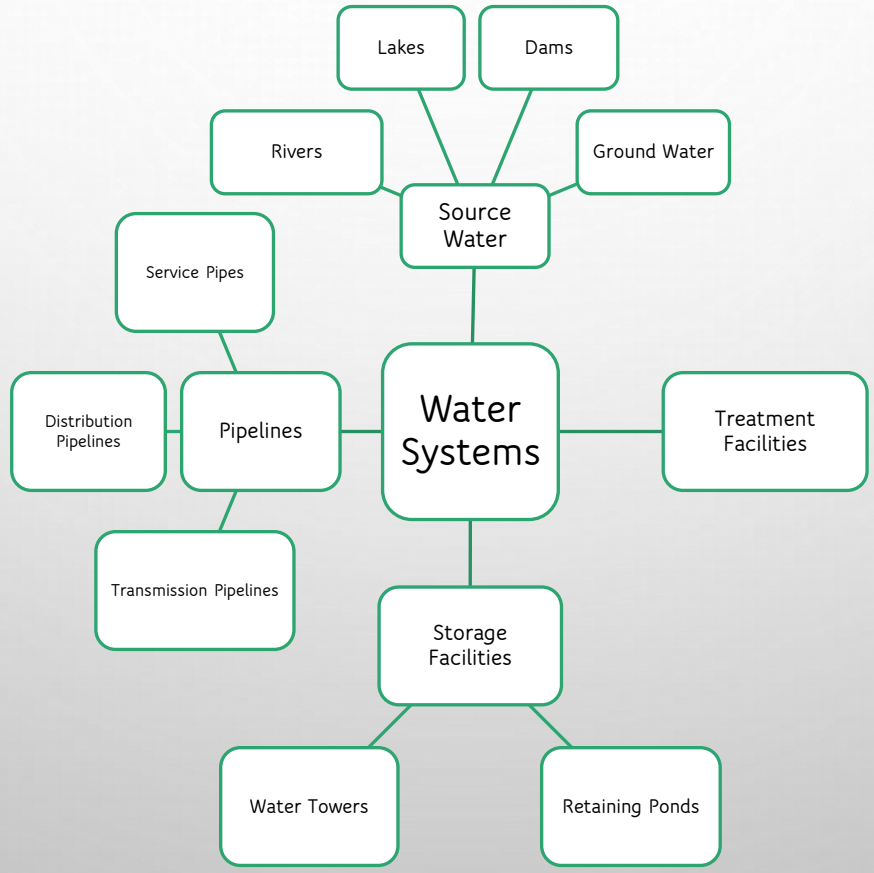
HLS Region 6
King

HLS Region 8
Benton
Franklin
Klickitat
Walla Walla
Yakima



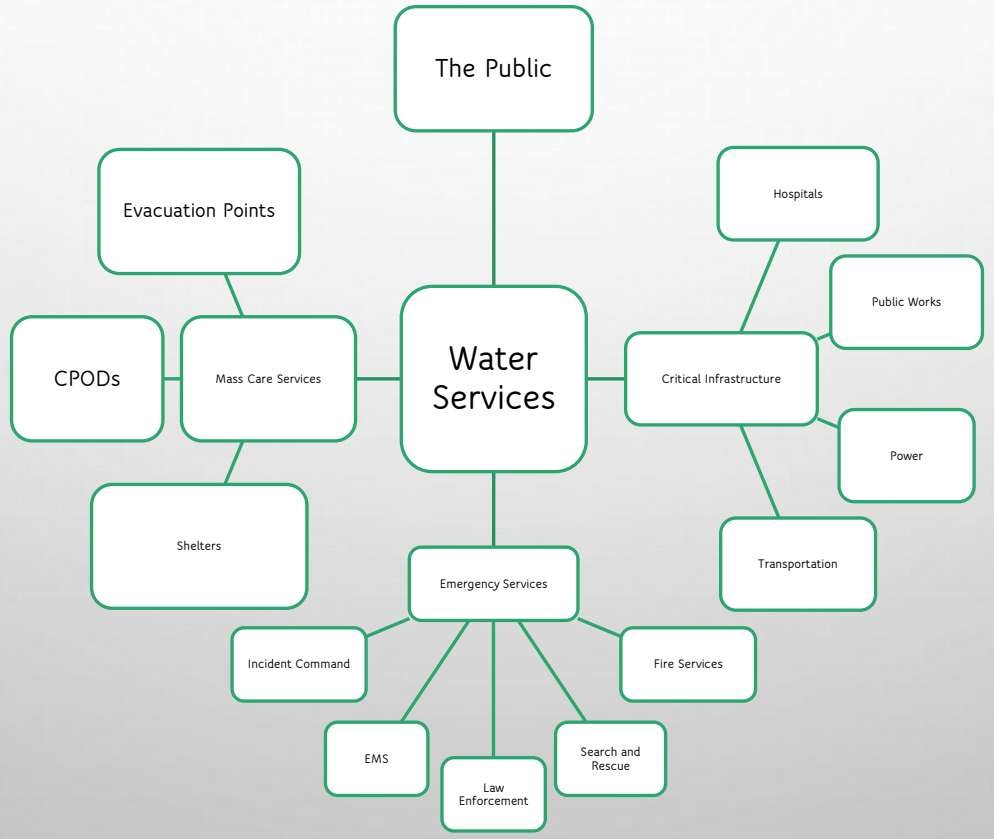
V. [WATER] INFRASTRUCTURE SYSTEMS

Water Systems



V. [WATER] INFRASTRUCTURE SYSTEMS

Water Services



V. [WATER] INFRASTRUCTURE SYSTEMS

Water Systems vs. Water Services

Water Systems

- Restoring water flow before potability
- Lengthy timelines for restoration
- Requires specialized resources
- Many potential points of failure throughout the different components of the system
- Spans into long-term Recovery

Water Services

- Providing water through multiple methods
- Adaptable
- Quicker than repair and restoration
- Supports Mass Care Services
- Resource intensive

V. [WATER] INFRASTRUCTURE SYSTEMS

Lessons Learned / Gaps (highlights so far):

- GREAT COORDINATION EXISTS BETWEEN WATER PROVIDERS THROUGH SEVERAL MECHANISMS
  - REGIONAL AND SUB-REGIONAL GROUPS
  - WIDESPREAD WA-WARN MEMBERSHIP
  - EXISTING RELATIONSHIPS AND COORDINATION BETWEEN EMERGENCY MANAGEMENT AND COUNTY PUBLIC UTILITY DISTRICTS
- LIMITED EXERCISES THAT HAVE ADDRESSED THE RESTORATION OF THE SYSTEM AND THE PROVISION OF WATER SERVICES
  - SOME LOCAL REAL-WORLD INCIDENTS TO DRAW ON FOR EXPERIENCE
  - RESTORATION ESTIMATES ARE LARGELY AN UNKNOWN THROUGHOUT THE STATE
  - NO INFORMATION ON AREAS THAT MAY EXPECT TO EXCEED LIFE-SUSTAINMENT GOALS BASED ON SYSTEM SURVIVABILITY AND LOCAL ALTERNATIVE RESOURCE AVAILABILITY
- SEISMIC RESILIENCY MITIGATION IS OCCURRING, BUT MOST WATER INFRASTRUCTURE IS CURRENTLY VULNERABLE TO DISRUPTION
- LOCAL ALTERNATIVE RESOURCES FOR WATER SERVICES HAVE BEEN IDENTIFIED
  - UNKNOWN IF THESE ALTERNATIVES WOULD BE SUFFICIENT TO MEET THE NEED OF A LARGE SCALE OR CATASTROPHIC INCIDENT
  - SOME RESOURCES HAVE COST/FEASIBILITY LIMITATIONS
- THE PIPING MATERIALS IN THE GROUND REPRESENT A MIX OF TYPES IN EVERY JURISDICTION
- MOST JURISDICTIONS HAVE NOT DISCUSSED RESOURCE DECONFLICTION
- CRITICAL TRANSPORTATION PLANNING DOES NOT CURRENTLY CAPTURE THE NEEDS OF THE UTILITY TO ACCESS INFRASTRUCTURE
- AREAS OF CONCERN:
  - PROVISION OF FUEL FOR WATER PROVIDER'S ON-SITE GENERATORS
  - POST-INCIDENT WATER QUALITY TESTING AND TESTING TIMELINES
  - UNKNOWN ABILITY TO RESTORE THE SYSTEM AND ASSIST WITH WATER SERVICES

V. [WATER] INFRASTRUCTURE SYSTEMS

Next Steps:

- INCORPORATE OTHER PLANNING EFFORTS INTO THESE FINDINGS
  - CRITICAL TRANSPORTATION
  - MASS CARE SERVICES
  - STATE FUEL PLANNING
  - RCPGPS
- CONTINUE TO COORDINATE WITH CISA FOR ADDITIONAL RRAPS
- COORDINATE WITH FEMA RX ON CONTINUED DEVELOPMENTS TO THE REGION X CATASTROPHIC PLAN
- DEVELOPMENT OF A WATER INFRASTRUCTURE SYSTEMS CAPABILITY GAP ASSESSMENT FOR EACH REGION
- DEVELOPMENT OF PRE-SCRIPTED MISSION PACKAGES BASED ON GAP ASSESSMENTS DONE HERE
- REENGAGEMENT OF REGIONS AND COUNTIES FOR ADDITIONAL MAPPING AND PLANNING.

VI. GOOD OF THE ORDER/OPEN FORUM

1. COMMENTS, FEEDBACK, SUGGESTIONS

WE VALUE YOUR INPUT

2021 QUARTERLY SCIPT MEETING SCHEDULE

Quarterly Meeting	Month	Date	Venue
Q1	March	February 24th, 2021	MS Teams
Q2	May	May 26th, 2021	MS Teams
Q3	~~August~~ October	~~August 25th, 2021~~ October 20th, 2021	MS Teams
Q4	December	December 16th, 2021	MS Teams

THANK YOU ATTENDING!

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Statewide Catastrophic Incident Planning Team (SCIPT)

20 October 2021, 1400-160 PM

Virtual Teams Meeting

Meeting Notes

Welcome, Administrative Announcements

Significant Events and Updates

- **Regional Catastrophic Planning Team (RCPT)**
    - Amy Lucas, Snohomish County
        - FY 2019 RCPGP Outcome
            - 8 county, 4 city regional project, funded by grant program in Region 10
            - Objectives
                - 3 capability targets, focused on mass care, to increase capability levels within the Food, Water, and Sheltering Community Lifelines
                - Population
                    - Aiming to rapidly assess population after a 9.0 Cascadia Subduction Zone Event
                    - Evaluate need for food and water after an earthquake
                    - Prioritize and activate CPOD Locations based on site needs and population location
                - Critical Infrastructure
                    - Need to rapidly assess critical infrastructure impacts after the event
                    - Evaluate priority routes for debris clearing, quick repair, and temporary connections
                    - Identify population islands that may need long term CPOD assistance
                - Critical Transportation
                    - Rapidly assess critical transportation post event
                    - Evaluate priority routes and temporary connects for resupplying CPOD sites and private sector retailers (Walmart, Albertsons, etc.)
                    - Reduce resource gaps for food and water by engaging in communication throughout regional public and private sector partnerships
            - 3 Emphasis of the Grant
                - Viable CPOD Sites
                    - Pre-screening sites

                - Proximity to transit, debris clearance, hazmat, etc.
            - Assess Roadway Transportation network using recent RRAP models
            - Refine site selection with additional indicators
        - Utilizing a Maritime Superhighway
            - Building block for FY 2020 grant
            - Mapping navigable rivers along Puget Sound Region
            - Mapping deep water port assets within Maritime Areas
        - Final Mile Distribution
            - Mapping priority routes for debris clearing
            - Barges to Bridges
                - Where are the bridges going out long term, where can they be quickly repaired, and where do we need barges as a short-term solution?
            - Mapping Maritime Areas
                - Shipping assets available
                - How well can people and equipment move around in the area
                - Large docks, mobile cranes, and specialty vessels.
                - Will be handed off to King County and the 2020 grant to develop
- Product Updates
    - Critical Transportation mapping complete
        - Produced a model of population islands and where breaks are expected
    - Viable CPOD sites mapping and screening complete
        - Partners have learned how to use the mapping app
        - In a period of final QA/QC
    - Regional CONOPs working groups will be kicking off in December/early January
    - Tabletop exercise in April focused on Critical Transportation
    - Regional Training Program Summer 2022
    - All program products and activities adapted to a virtual format
- Critical Transportation Mapping
    - Roadway System
        - Refer to slide 9 for maps
        - Internal map
        - Zoomed into corridors in region
        - Left: corridor for grocery distributors and routes they take for distro
        - Right: Critical transportation lifeline and where we expect state/FEMA assistance
        - Colors are the islands

        - Maritime input comes from where bridge breaks are, either through repairs or movement of supplies
    - Maritime System Map
        - Refer to slide 10 for map
        - Superhighway that has been identified
        - Trunk and tree system
        - Circle is the port area, no geographic boundary—encompasses where the assets are located for large freight and cargo traffic
            - Mostly deep-water inputs, docks, freight traffic
- Upcoming
    - CONOPs Structure
        - Methodology for developing CPOD site selection
        - Guidance for selecting site
        - SOPs for authorities, roles/responsibilities, contracts, staffing equipment, resupply, demob
        - Annexes that are jurisdiction-specific
            - Templates for partners that need additional support
- Tabletop Exercise Plan
    - Half-day exercise—virtual with Zoom and ESRI story maps
        - Plenary Intro
        - Break-out Session 1—Critical Infrastructure Objectives
            - Have not decided groupings yet
            - Goal for it to be a ramp up exercise
        - Plenary Report in with State/Federal feedback panel
        - Break-out Session 2—Mass Care/Supply Chain Objectives
        - Plenary Report in with State/Federal/Private Sector feedback panel
- Regional Training Program
    - Late summer of 2022
    - Virtual that can be modified for small in person meetings
    - Jurisdiction-specific for level 1 partners
    - Templates for other partners
- Looking Forward
    - Participating Counties can utilize maps and prioritization apps for real world response
    - FY 2021 RCPGP grant awarded to King County
    - FY 2022 RCPGP grant awarded to Pierce County
- Questions/Comments
    - [2:29 PM] House, Jim (DSHS/WASILC)
        - Regarding critical transportation: Those travel advisories that use radios are not accessible to everyone. If you use travel advisories, please also use electronic message boards. Thanks.

- Sasha Rector, King County EM
  - Workshops are in development for January—March 2022
    - Bremerton, Bellingham, Tacoma, Seattle, Olympia, and Everett for workshops. Bremerton and Bellingham already scheduled.
      - Logical meetings in progress, reach out if you're interested in being involved
      - If you want to participate, reach out to Sasha
    - All workshops will be the same.
    - Once they are complete, there will be a 7th regional workshop to report out on what was found.
    - Hoping to do them in person but planning on hybrid meetings.
      -
  - Workshop Topics
    - Overviewing projects, hazard and threat impacts of earthquakes and tsunamis, anticipated impact on key assets in local areas, damage assessment protocols, communication and information sharing, best practices, and suggestions from the maritime stakeholders about what needs to be added.
  - RCPT is the steering committee
    - Where to house
      - State plan, under logistics
    - Going through the framework to understand what this is going to look like
  - Going Forward
    - Products will be a continuation of the FY 19 products and tools from maritime work, framework
      - Results of the assessment and strategy development
      - Recommendations for organization elements to achieve the desired outcome
      - Identification of needed equipment and supplies
      - Training, exercise, and evaluation components needed to sustain the capability
    - Missing piece: communication between all stakeholders, including those not identified yet
    - Just getting started with FY 20, will have more information in later reports
- **Private Sector and Critical Infrastructure Program—Taylor Hennessee, EMD**
  - Water Regional Resiliency Assessment Program (RRAP) and Airport RRAP Update
    - Water RRAP
      - Finished with this project
        - Reminder: focused on post-CSZ viability of existing water sources in Department of Health's NW Drinking Water Region (Whatcom, Skagit, Snohomish, King, Pierce, San Juan, and Island Counties)
      - Incorporated tools and data from transportation RRAP to inform county emergency managers and water utilities transportation planning efforts

- 7 Key Findings that will be explained in final report (will be released by end of year)
    - Ranging from preparedness to impediments to resiliency to infrastructure failures
    - A lot that can be learned from these findings
- Implementation activities throughout 2022
    - Workshops for counties involved to explain findings and job aids

- Airport RRAP
    - Completed
    - Project complimented transportation RRAP
        - Assessed resilience of surface transportation systems and transport of emergency response systems after a catastrophic Cascadia Subduction Zone earthquake
    - In the process of starting to share it internally, stakeholders who need it at this time. Public release date coming
    - Assessed 20 airports and their ability to support logistics after 9.0 earthquake
        - [2:39 PM] Banks, Dan
            - Surface Transportation _ Bridges (2018) in Map form https://wsdot.maps.arcgis.com/apps/webappviewer/index.html?id=030c578820454709938ac966957069dc
    - Findings
        - Runway liquefaction screening analysis
            - Major concern on western side of state. Quantified the relative risk of runway pavements to catastrophic Cascadia Subduction Zone liquefaction and permanent ground displacement.
            - Methodology looked at potential, slope, distance to fault, ratings for runway location. Built out risk matrix to help see different levels of risk.
            - Appendix shows 20 different airport characteristics and level of risk each site has, and the various infrastructure at each site.

- 2022 RRAP Submission—Fuel Distribution
    - Will build upon work the Energy Office has already conducted, look at local fuel planning at the last mile
    - Still working with EMD leadership to see if there are any other submissions they want to include
- Private Sector Integration and Business Emergency Operations Center
    - Working with Idaho and Oregon to submit NEP application for Workshop and Drill Support for 2022
        - Support planning for private sector integration in disaster response
        - Deep dive into bi-directional communication in a response

        - Testing a tool being created through Consortium of Emergency Services Technology—Public-Private Partnership Platform.
            - Framework, tool, platform being creating to help build a consistent way to communicate with private section at the regional level.
            - When a private sector partner comes to a state, there will be similarities on how they access information so they can better make decisions.
    - Business Re-Entry Re-tooling Phase
        - State level framework, creating leading up to 2019
            - Data base was set up, but once this was set up, COVID happened and there wasn't a lot of capacity to take tool to the next level
            - Need to go to local jurisdictions and discover their needs
                - Reaching out to the east side of the state to find ways to strengthen the tool and better improve the access and strengthen re-entry tool
        - Exploring 2022 Re-entry exercise
- **Department of Commerce, Energy Office—Johanna Hanson**
    - Western States (Washington, Oregon, Idaho, Montana, California, Utah, Nevada, Arizona) continue to have quarterly meetings to work through regional and multi-state coordination
    - WA will host first 2 meetings in 2022
    - Now that wildfire season and fuel and driver shortages have resolved, will resume petroleum engagement. Working so closely with industry partners over the summer makes us hopefully for higher engagement from the industry.
    - Used parts of draft fuel plan over the summer, will refine from what was learned
        - Triggers, damage assessment process, impact assessments, fuel request process
- **CR22 Exercise—Rob Sabarese and Patrick Niles, EMD**
    - Welcoming Niles to the Exercise and Assessment Team
    - WA CR22/NLE Core Capabilities
        - Engaged in convos with R10 regarding where we're going with CR22
        - For the state, still focusing on Critical Transportation and Mass Care Services, along with water component
            - Cross-functional Core Capability as well
        - During initial planning efforts for exercise, were in functional/full-scale exercise
            - Moving to 2 tabletop exercises—1 for Critical Transportation and 1 for Mass Care
        - Survey Results from Local Jurisdictions
            - Critical Transportation
                - 31 responses, 20 plan to continue with Critical Transportation tabletop with State
            - Mass Care Services
                - 31 responses, 26 want to continue with Mass Care Services with State
        - Timeline for Week of Play
            - June 13-16

        - 13th: Critical Transportation Tabletop Exercise
            - Potential recommendations for critical routes and state/jurisdiction level to help inform decision makers
        - 14th Critical Transportation-Mass Case Services Crossover Day
            - Smaller group of specialists will come in and talk through from an exercise design perspective, help inform Mass Care Services Tabletop Exercise on day 3
        - 15th: Mass Care Services Tabletop Exercise
        - 16th: Hotwash
            - Special Session for each
            - Want to give dedicated time for each
    - Day 1 Plan
        - Hour talking through 0-96HR marks
        - Breakout areas
            - 4.5 hours, each breakout room will have 1-4 modules, specific for breakout room
            - Talk through objectives, impacts to geographic areas
                - R 1, 5, 6 (I5 Corridor)
                - R 2, 3, 4 (Coast)
                - R 7, 8, 9 (East Side)
        - Come back at end of day and discuss
    - Day 2 Plan
        - Critical Transportation-Mass Care Services Crossover
        - What route identification is, recommendations, challenges, potential impacts
        - Gives Mass Care Services exercise participants a chance to ask questions
    - Day 3 Plan
        - Similar to Day 1: morning brief outs, breakout areas
        - 5.5 hours for breakout series, more time needed within shelter, water, and feeding areas that need to be discussed
    - Day 4 Plan
        - Hot Wash for top priorities identified, success areas discussed
        - 60-90 minutes
        - FEMA R10
        - CR22 Next Steps
- Workgroups
    - Seven workgroups condensed to 3: Critical Transportation, Mass Care Services, Design and Planning (planning meetings and documentation; exercise scenario (0-96 hour) and design
- On-going activities
    - National Exercise Division Supported
        - WA Restoration Framework
        - State food and nutritional services support plan with ESF

        - Continuity (COOP/COG)
    - FEMA RX and State Supported
        - Unified Coordination Group (UCG) Exercise Series
        - RCPG Logistic TTX (September 2022)
- Deliverables
    - Design space for operational based exercise: controller and evaluator handbooks, Exercise Evaluator Guides, will no longer be needed. Situation guides will still be in place.

Critical Transportation Outreach – Shane Moore and Nichole Bernardo, WA EMD

- Desired Outcome and End State
    - Work continues to move forward.
    - Critical Transportation is the cornerstone of much of our other planning.
    - Where we want to see and get an identification of priority route and how that connects to the state transportation system, and how that connects with local jurisdiction.
    - Looking for routes that connect with critical infrastructure.
    - Access to neighboring jurisdictions.
- Current progress
    - Started with Transportation RRAP, which lead to the formation of the SCIPT Critical Transportation Workgroup.
    - Kick-off meetings for each Homeland Security Region launched outreach and priority route identification surveys.
        - Limitations on in person meetings led to needing surveys.
        - Surveys had some shortcomings but helped lead to great conversations.
    - Currently meeting one on one with counties for deconfliction and clarification.
        - Go over survey results, get additional routes, get some clarity on what may have changed from survey.
    - Next will be incorporation into the state CIA
        - May not have completely done by CR22 but will have a good picture.
    - After CR22, will resuming planning and continue to update.
    - This is a continual process as we go into other core capabilities will have to be revisited in order to incorporate new lessons.
- Follow-Up from Q2 meeting
    - Continue to reach out to counties and develop maps that are useful to our planning efforts and useful to counties and other state agencies.
    - Will incorporate Airport RRAP results as relevant.
- Priority Route State Map
    - Working with cities and counties to help identify routes.
    - Red lines: routes that have been finalized
    - Purple lines: counties that are still in verification and deconfliction stage. Routes not finalized.
    - Pink Counties: initial map package sent; counties did not respond to survey. Includes WSDOT priority routes and critical infrastructure. Hope to start conversations using these packages.

    - Blue Counties: Areas that were sent a letter from Robert. Counties are critical to CR22 planning effort.
    - Some counties (Douglas, Franklin, and one other county) will be getting a map package soon.
    - State routes not included, makes it difficult to visualize
- Snapshots of Counties
    - Walla Walla
        - Before deconfliction and after.
        - Highlights difficulty in initially trying to map routes through just surveys.
        - Green stars are where changes were made, after discussing finer points to planning.
            - Seasonal farm workers have routes that need to be a priority, in order to meet mass care service needs.
        - Internal routes in city became more developed once deconfliction meeting happened.
    - Close shot of Walla Walla
        - Shows internal city routes becoming more developed.
    - Lincoln County
        - Bypass route that wasn't previously identified.
        - Route that connects to neighboring jurisdiction.
            - Allows less reliance on state system
        - Sometimes multiple meetings are needed. One we meet with Adams County, need to see if priorities match.
    - Clallam
        - Not everyone was able to complete survey, only have done meeting.
        - Unique consideration: rely heavily on state transportation system
            - Need to identify areas where the state highway system will suffer severe impacts and local routes will be needed to bypass.
- Next Steps
    - Continue with outreach
        - Will stay in sync with FEMA R10 Response and Logistics planners
    - Continue to map in GIS
        - Nichole sends updated map packages to county, Energy Office, and WSDOT
        - Trying to provide useful products to give back to people, looking beyond EMD's needs.

Mass Care Services and [Water] Infrastructure Systems Workshops – Shane Moore and Nichole Bernardo, WA EMD

- Mass Care Services
    - Desired Outcome and End State
        - Assessment of each county's capabilities in providing for life saving mass care services.
            - Identifying gaps local jurisdictions are facing.
            - Identifying what the state can do to help with these gaps.

        - Identifying CPOD locations, which will be critical in priority route mapping.
- Lessons Learned
    - No specific assessment process for those who are not in the shelter system (Shelter in Place at home, stuck in vehicle, at work, etc.)
        - Can be an issue, particularly for those with AFN needs
    - Over estimation on our ability survivors to respond
    - ARC NSS is largely unknown to local jurisdictions at this time.
        - Jurisdictions tend to be unaware of what shelters are listed.
        - ARC does own outreach for resources that can be used in smaller events (IE apartment fire) but not for a catastrophic event.
        - A lot of local jurisdictions won't want to have many small shelters, so how do we work around that?
    - Multiple political difficulties
        - Lack of funding from elected officials.
        - Conversations around the relaxation of regulations are stinted because of an inability to image the worst-case scenario or think in "what ifs".
        - Cost incursions for use of facilities by ARC for disasters. ARC being billed for the use of a facility, which puts emergency mangers in an awkward position, and Public Assistance will not reimburse county own facilities being utilized for ARC shelters.
    - No mass food storage in any regions thus far leads to knowledge that we will need to immediately get the supply chain up and running.
    - Livestock considerations have not been planned for, which is big for rural communities. We look at pets and service animals, but not livestock. We will need to figure out how they link, because some people may not evacuate if livestock are in trouble.
    - Questions/Comments
        - Elenka Jarolimek Does FEMA Region 10 look at warehousing for mass care? Other regions have them, do we?
            - Katelyn Grant: Will need to ask ESF 6 representative. Not aware of anything outside of local commodities. May be some stuff in Alaska, but not down here. Will do some more digging.
                - [3:38 PM] Grant, Katelyn (Guest)
                    - From our Log Planner: We do not have any Warehouses in Region 10. We would pull from Region 9 (keeping in mind Region 9 would also be affected by CSZ).
                - [3:46 PM] Grant, Katelyn (Guest)
                    - Just some more follow up from the question asked....this reply is from our ESF 6 Rep Terri Giles: (Generally no-our closest supplies are CA-inventory is on HQ SharePoint- Red Cross does have warehouses of MC supplies in Region, not

sure of current quantity. But honestly we don't have that much in way of MC supplies on hand generally. We would likely have to MA, Purchase or Contract

- Shane Moore: Something we have come across is that when we start pulling the sheltering registry, you think there are a lot of shelter and we're in a good position. There may be an identified shelter, but staffing can be an issue. IF you don't consider the available staff, the number of shelters you see is working against you.
    - Nichole Bernardo: Most jurisdictions have identified staffing as a potential problem early on.
- Michael Roberson: Issues are pretty wide, based on time of day. How many people will be displayed on the other side of the river in Vancouver; people commuting into Seattle/King County; daytime event vs evening or weekend. Planning considerations can vary widely, with regards to how many people you'll need to have mass care services for. They're important considerations, and we'll need to give some more thought about how we'll plan for multiple time of day scenarios.

- Next Steps
    - Regional Outreach will continue, some of the regions still need to schedule meetings.
    - Reaching out to ARC to discuss shelter data and attributes. Have a set of questions that have come out the regions regarding the data.
        - Steve Finley: Do any counties know or use FEMA NSS? Our information dumps into that system, ARC isn't the only one that hold onto that information.
            - Nichole: I pulled information from the ARC FEMA NSS.
            - Steve: Jurisdictions should be able to have access to FEMA data to see shelter populations, even if they don't have access to the ARC data.
            - Nichole: Access? GII portal.
            - Steve: Our NSS Database updates into FEMA regularly (maybe every 15 minutes) so they have an idea of what's going on. Counties should be able to access that.
    - Looking at local jurisdiction CPODs. Haven't gotten a lot of information yet on CPOD locations, but that's going to be a next step. It's a link to critical transportation, making sure you have a priority route going there.
    - Having discussions around livestock and how they factor into this.
- Questions
    - [3:42 PM] Smith, Byron (MIL)
        - Is here any consideration of facilities and PODs counted for shelter, but not seismically hardened and likely lost?
        - If a school gym is an emergency shelter but isn't hardened, an EQ of any magnitude could damage it.

        - Nichole: We are working on a new HAZUS run.
        - Maximilian: Shelters are difficult, because we don't know that agreements are in place, needs, power available, who can open the shelter, etc. Based on updated HAZUS runs, after setting up some simple criteria for what HAZUS looks at for buildings, can do a better assessment. As for walking through shelters, would need to know when it was built, building type, and a number of other things. By going through that and your staffing availability and agreements, it'll give you a better idea of what shelters may be viable after CSZ. You should steer thinking back towards what buildings would be desirable that haven't been considered that you may want to look at.
        - [3:43 PM] Dixon, Maximilian (MIL)
            - Each shelter will also need to be assessed.
    - Elenka: Would consider lack of warehousing capability to be a gap. With local CPOD locations, how is that different that RCPGP project?
        - Nichole: That project is mostly focused on certain counties, would want to expand it to the whole state. Trying to use a similar methodology on how they identified their population islands to expand to whole state.
    - Robert Lance Brazil: Yes, when it comes to commodities, we've done a gap analysis for what our HAZUS and possible impacted populations may be, and what they'll require when it comes to commodities. We would be pulling from our distribution centers but also on ARC. A lot of pull from a lot of places. We've been looking into it, and you can contact me if you have any more questions or need support.
- [Water] Infrastructure Systems
    - Desired Outcomes and End State
        - Trying to get an idea from local jurisdictions if they know what kind of impacts to their county water systems will be. Sometimes have Ems and public works, sometimes just Ems. We've been getting a better understanding of the geological, transportation concerns they have around their water systems.
        - Trying to get an idea of their densely populated urban settings and their needs.
        - Any obvious gaps.
        - Capability to provide water systems
            - Duality to this planning: restoring the system and providing water services while the system is being restored.
        - Want an understanding of their infrastructure's capability to survive, what they expect to be damaged, how long will repairs take, and how will you provide in the meantime.
        - What are alternative water systems and what can we do to provide alternatives.
    - Schedule
        - Have worked with Regions 4, 5, 6, and 8.
        - Region 3 is upcoming on 10/29.

        - Working to schedule with 1, 7, and 9.
            - 7 and 9 are difficult to schedule for due to how many counties are in the regions.
        - Trying to push the regional approach to planning, to better understand mutual aid needs.
    - Water Systems graphic on slide 48
        - Water systems are complex and underappreciated,
        - Any one of these areas are a potential point of failure, which can strain the system.
    - Water Services graphic on slide 49
        - Services are equally complicated with many elements
        - Ability to provide services is going to be impacted by the conflicted interest of water personnel to restore the system and personnel needed to set up services. Trying to look at how we do both.
        - If you don't work on the system as much as possible, you're delaying incident stabilization and depleting your other sources.
    - Water Infrastructure graphic on slide 50
        - A balance/duality exists. What are you going to look at first?
        - Water Systems
            - Often require specialized resources to repair, which will be in competition with out parts of critical infrastructure.
            - Focus on water systems extends into long-term recovery.
        - Water Services
            - Highlight of catastrophic plan
            - How do we use every available method to supply water in a quick timeline?
                - Have a 3-day window to do this.
    - Lessons Learned/Gaps
        - A lot of great lessons, tried to fit as many as possible.
        - Great coordination between water providers.
            - Regional and sub-regional groups
            - Widespread membership in Washington WARN
            - Existing relationships between emergency management and public utilities.
        - Limited exercises have been conducted
            - Some local real-world instances have given experience, but they are short and not good estimates for wide-scale capability.
            - Restoration estimates are huge gaps in planning. Some groups have done the work, but it's costly.
            - No information on areas that may expect to exceed life-sustainment goals based on system survivability.
        - Seismic resiliency mitigation is happening, but there's a lot of infrastructure out there to mitigate against.

        - Local alternative resources have been identified, but it's unknown if the alternatives are sufficient to meet the needs of large incidents
            - Some resources have cost limitations. How do you justify expensive equipment? Do you move it around to places that may need it now, but puts it far away from where it would be needed in a catastrophic incident?
        - Piping materials in the ground are mixed in jurisdictions, and it's expensive to replace.
        - Most jurisdictions have not done resource deconfliction and identified resources in the area.
        - CT does not capture the need of utilities to reach infrastructure, but we're working on it.
        - Areas of concern
            - Provision of fuel for water provider's on-site generators
            - Post-incident water quality and testing timelines
            - Unknown ability to restore the system AND assist with water services.
    - Next Steps
        - Incorporate new studies that come out, and build upon it
        - Incorporate lessons learned from exercises and events
        - Keep groups updated on progress.

Good of the Order/Open Forum – Shane Moore, EMD

- Michael Roberson
    - We have significant momentum and are making progress in multiple planning areas. Looking forward to future efforts in these areas.
- Kirk Holms
    - Thanks to everyone for joining us, and to Shane and the team for the work that has gone into this.
- [4:04 PM] Grant, Katelyn (Guest)
    - Thanks Team WA EMD for having us!!! Great presentation today. Yes lots of momentum. And of course we want partner where ever we can and help with the identification of solution sets. The Food Supply Chain is also something we have been looking at and perhaps a great area to partner in