



Statewide Catastrophic Incident Planning Team (SCIPT)

SCIPT 2022 Q1/Q2 Meeting Agenda

Monday, April 25th, 2022

1:00 P.M. – 4:00 P.M.

Conducted via Microsoft Teams (w/ASL Services)

Join on your computer or mobile app

[Click here to join the meeting](#)

Or call in (audio only)

[+1 253-372-2181](tel:+12533722181)

Phone Conference ID: 683 538 397#

Topic	Time	Presenter
I. Welcome, Administrative Announcements, and Introductions	1:00 p.m.	<i>Shane Moore, WA EMD</i> <i>Michael Roberson, WA EMD – SCIPT Chair</i> <i>Kirk Holmes, Perteet Inc. – SCIPT Co-Chair</i>
II. Significant Events and Updates 1. Regional Catastrophic Planning Team (RCPT) a. Pierce County b. Snohomish County c. King County	1:10 p.m.	<i>1a. Amy Gillespie, Pierce DEM</i> <i>1b. Amy Lucas, Snohomish DEM</i> <i>1c. Sasha Rector, King OEM</i>
III. Next Steps for Catastrophic Planning a. Current Planning b. Future Planning	1:40 p.m.	<i>Shane Moore, WA EMD</i>
IV. Overview of the Catastrophic Incident Annex a. Structure b. Utility & Integration	2:00 p.m.	<i>Shane Moore, WA EMD</i>
Break	2:30 p.m.	
IV. Overview of the Catastrophic Incident Annex c. Critical Transportation d. Mass Care Services e. Infrastructure Systems f. Supporting Core Capabilities g. Incident- and Hazard-Specific	2:40 p.m.	<i>Shane Moore, WA EMD</i>
VI. Good of the Order/ Open Forum 1. Comments, Feedback, Suggestions	3:45 p.m.	<i>Shane Moore, EMD</i>

STATEWIDE CATASTROPHIC INCIDENT PLANNING TEAM

2022 Q1 / Q2 MEETING

04/25/2022



EMERGENCY MANAGEMENT DIVISION

“A disaster-ready and resilient Washington State”

AGENDA

I. WELCOME, ADMINISTRATIVE ANNOUNCEMENTS, AND INTRODUCTIONS

II. SIGNIFICANT EVENTS AND UPDATES

1. REGIONAL CATASTROPHIC PLANNING TEAM UPDATE

- A. PIERCE COUNTY
- B. SNOHOMISH COUNTY
- C. KING COUNTY

2. NEXT STEPS FOR CATASTROPHIC PLANNING

- A. CURRENT PLANNING
- B. FUTURE PLANNING

III. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

- A. STRUCTURE
- B. UTILITY & INTEGRATION

III. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

- C. CRITICAL TRANSPORTATION
- D. MASS CARE SERVICES
- E. INFRASTRUCTURE SYSTEMS
- F. SUPPORTING CORE CAPABILITIES
- G. INCIDENT- AND HAZARD-SPECIFIC

VI. GOOD OF THE ORDER/OPEN FORUM

- 1. COMMENTS, FEEDBACK, SUGGESTIONS

BREAK

I. WELCOME, ADMINISTRATIVE ANNOUNCEMENTS, AND INTRODUCTIONS



Welcome



Administrative
Announcements

II. SIGNIFICANT EVENTS AND UPDATES

1. REGIONAL CATASTROPHIC PREPAREDNESS GRANT PROGRAM (RCPGP)



PIERCE COUNTY RCPGP 2021 UPDATE

PIERCE COUNTY FY 2021 REGIONAL CATASTROPHIC PROJECT

Lead Agency: Pierce County Department of Emergency Management (DEM)

Project Title: Sustaining Survivors After A Catastrophic Incident: Understanding Food Processing Capabilities to Support Life-Sustaining Commodities.

Gap: 359,600 people will require shelter and 1,681,016 will require food and water after a CSZ incident.

Pierce County DEM's project includes the following components:

- Identifying key local food production companies to include the agriculture sector.
- Identifying existing barriers and restrictions that would limit the response of the food production companies responding during a disaster.
- Facilitating private-private planning and preparedness to ensure surviving supply capacity can effectively feed survivors in the aftermath of a catastrophe.
- Identifying resources, the private sector would need from the public sector to provide food to communities after a catastrophic earthquake.

EMERGENCY MANAGEMENT DIVISION

"A disaster-ready and resilient Washington State"

2021	2022	2023	2024
<p>Hire one Emergency Management Coordinator. (Project Manager)</p>	<p>Hire a contractor.</p> <p>Contractor to conduct research.</p> <p>Contractor to meet with individual businesses and organizations.</p>	<p>Conduct four workshops.</p> <p>Conduct two trainings.</p> <p>Produce draft planning framework.</p> <p>Design and develop the information sharing portal</p>	<p>Conduct one tabletop exercise.</p> <p>Conduct an after-action meeting.</p> <p>Produce after-action report.</p>

II. SIGNIFICANT EVENTS AND UPDATES

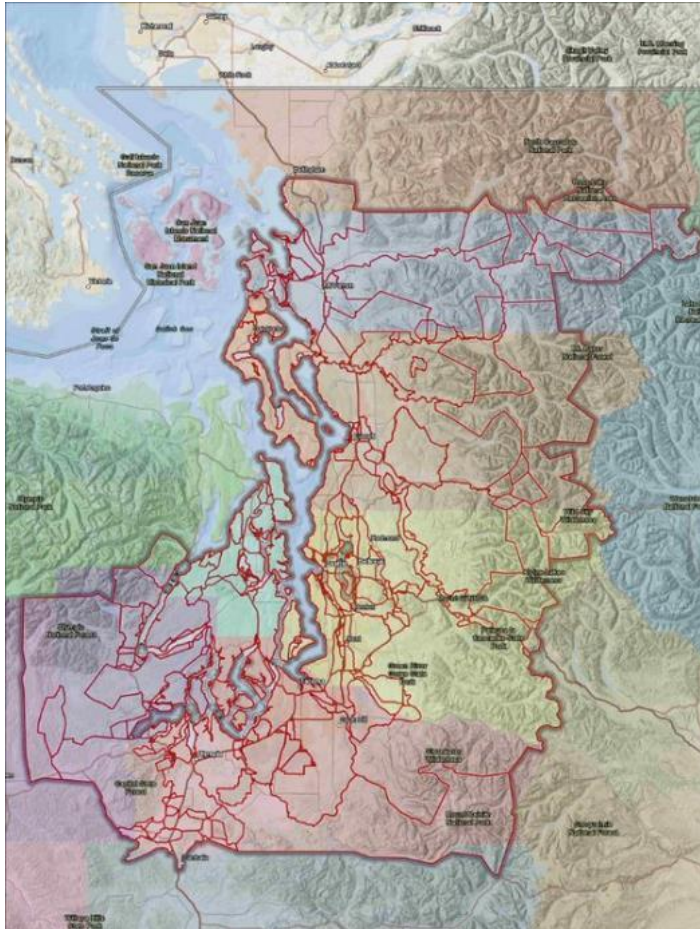
1. REGIONAL CATASTROPHIC PREPAREDNESS GRANT PROGRAM (RCPGP)



SNOHOMISH COUNTY RCPGP 2019 UPDATE

RCPGP Hazard Scenario

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



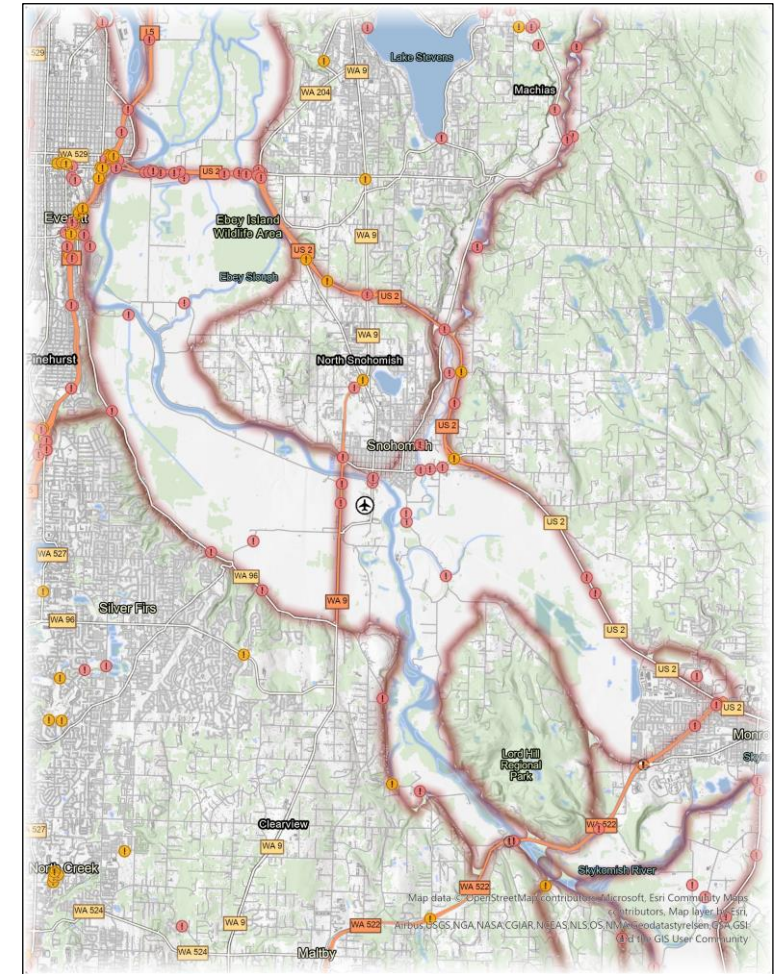
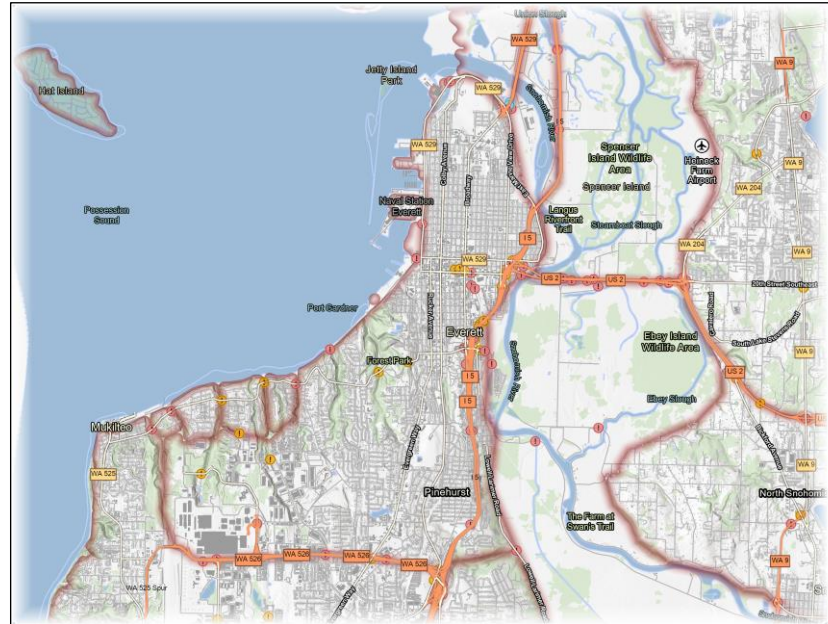
- Cascadia Subduction Zone M 9.0
- Worst Case Scenario
- Complete infrastructure damage
- Population island results

FY 2019 RCPGP Product Updates

- ❑ Critical Transportation Mapping – **completed**
- ❑ Viable CPOD sites Mapping – **completed**
- ❑ Maritime Workshops – **completed**
- ❑ Critical Transportation Workshop – **completed**
- ❑ Regional CONOPs – **Underway**
- ❑ Maritime Mapping – **Underway**
- ❑ Tabletop Exercise in May
- ❑ Train the Trainer - August 2022
- ❑ CPOD SOP and Training – Fall 2022
- ❑ All program products and activities adapted to a virtual format

Critical Transportation Mapping

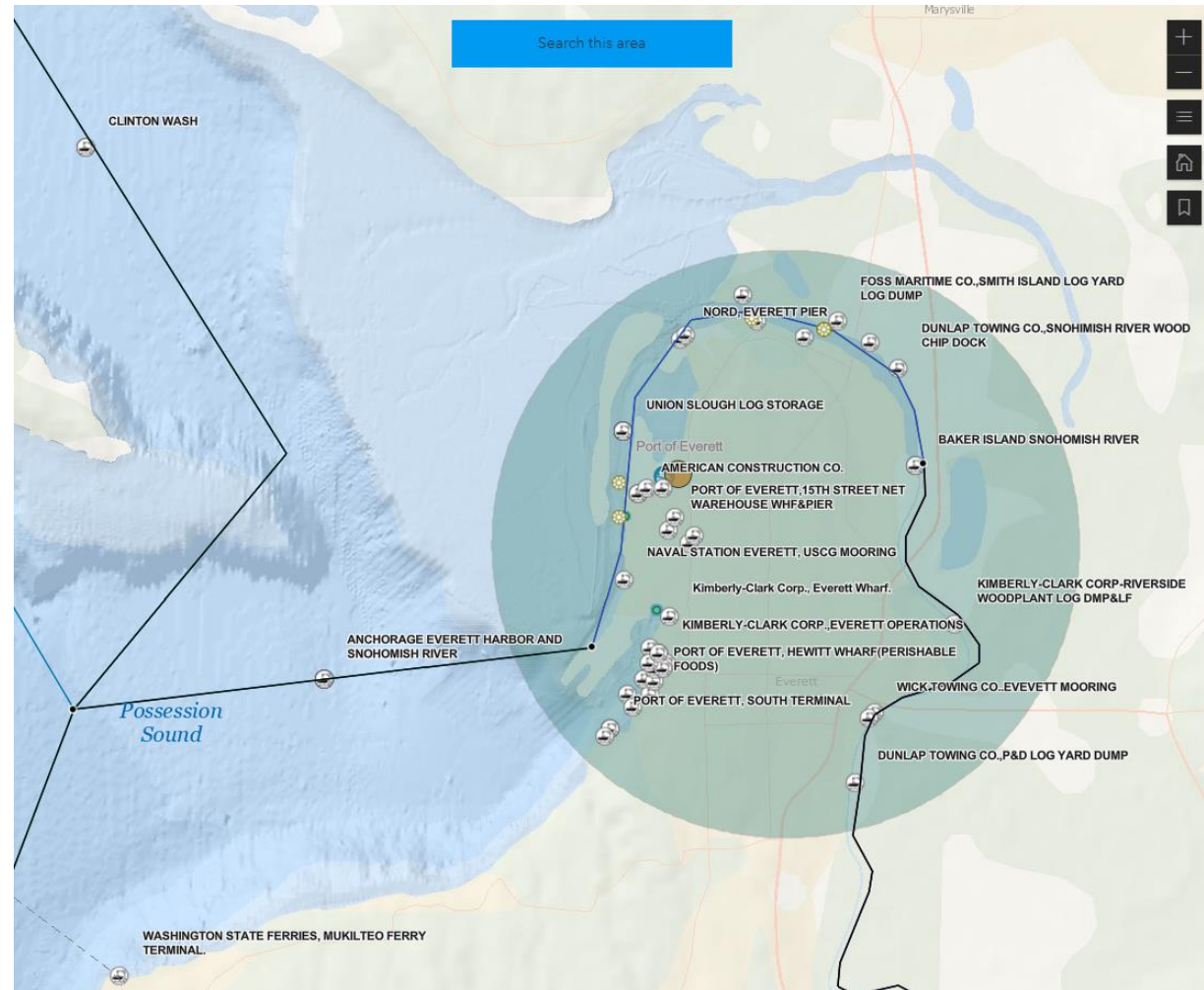
- ❑ Roadway System
- ❑ Lifeline Network
- ❑ WSDOT and Local Priority Routes mapped for debris clearing
- ❑ Local Alternate Routes if available
- ❑ Maritime inputs near bridges for barge traffic



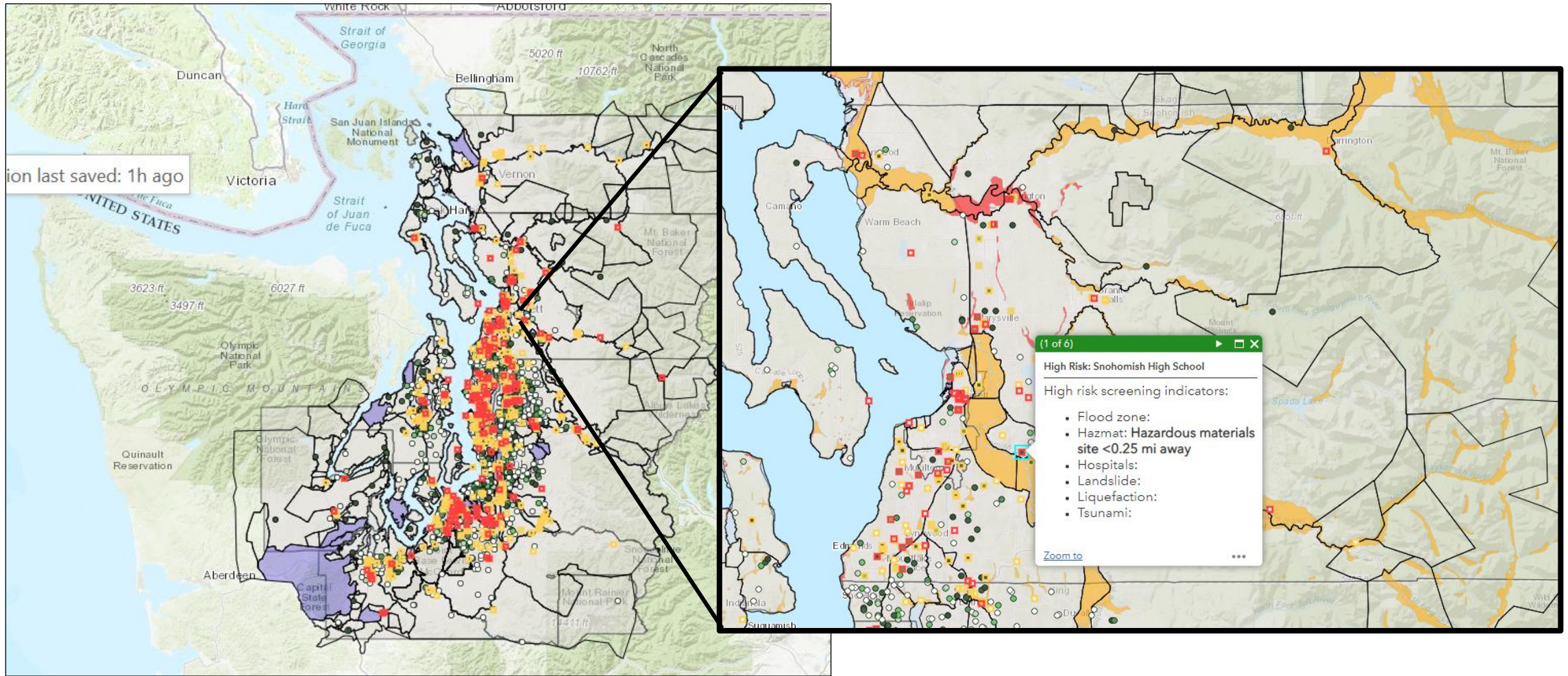
Critical Transportation Mapping

❑ Maritime System

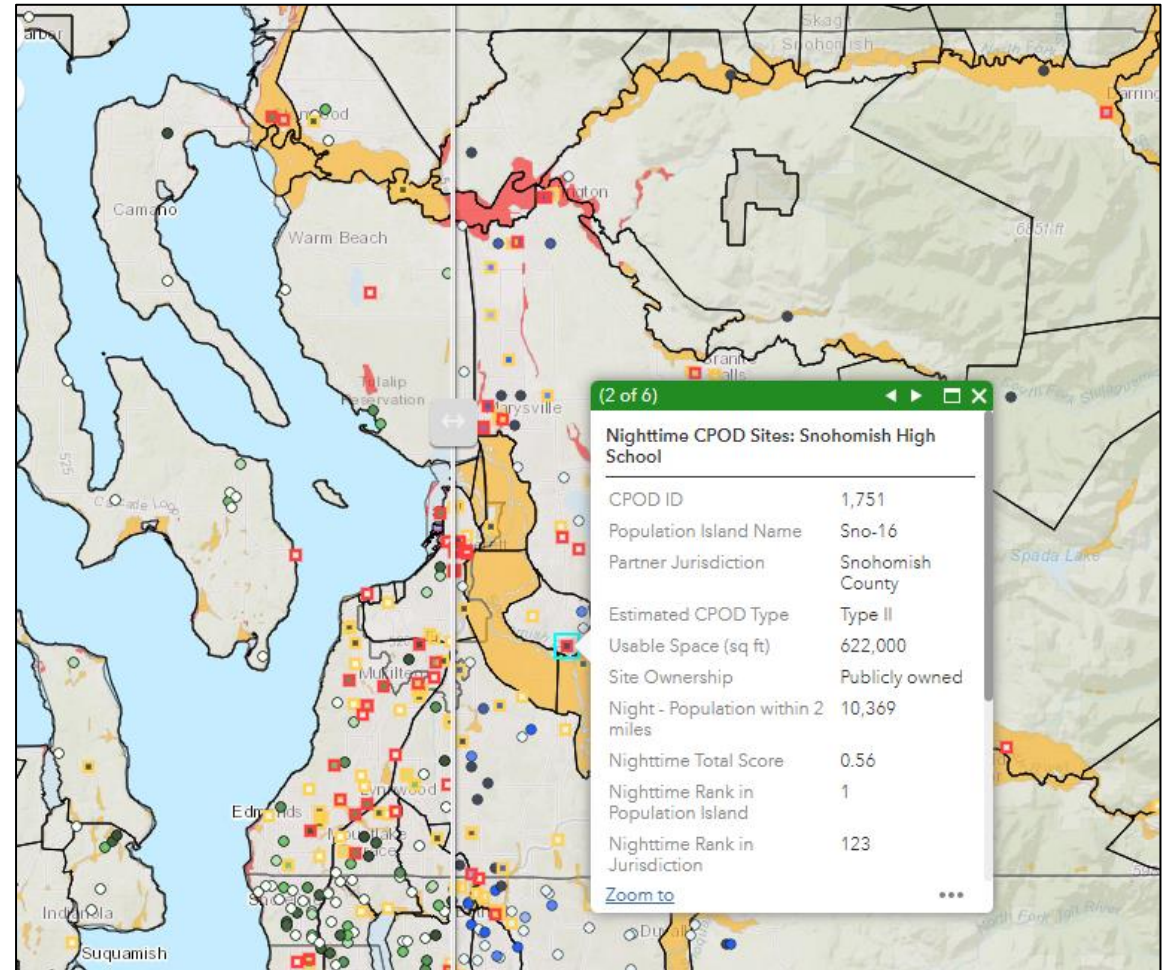
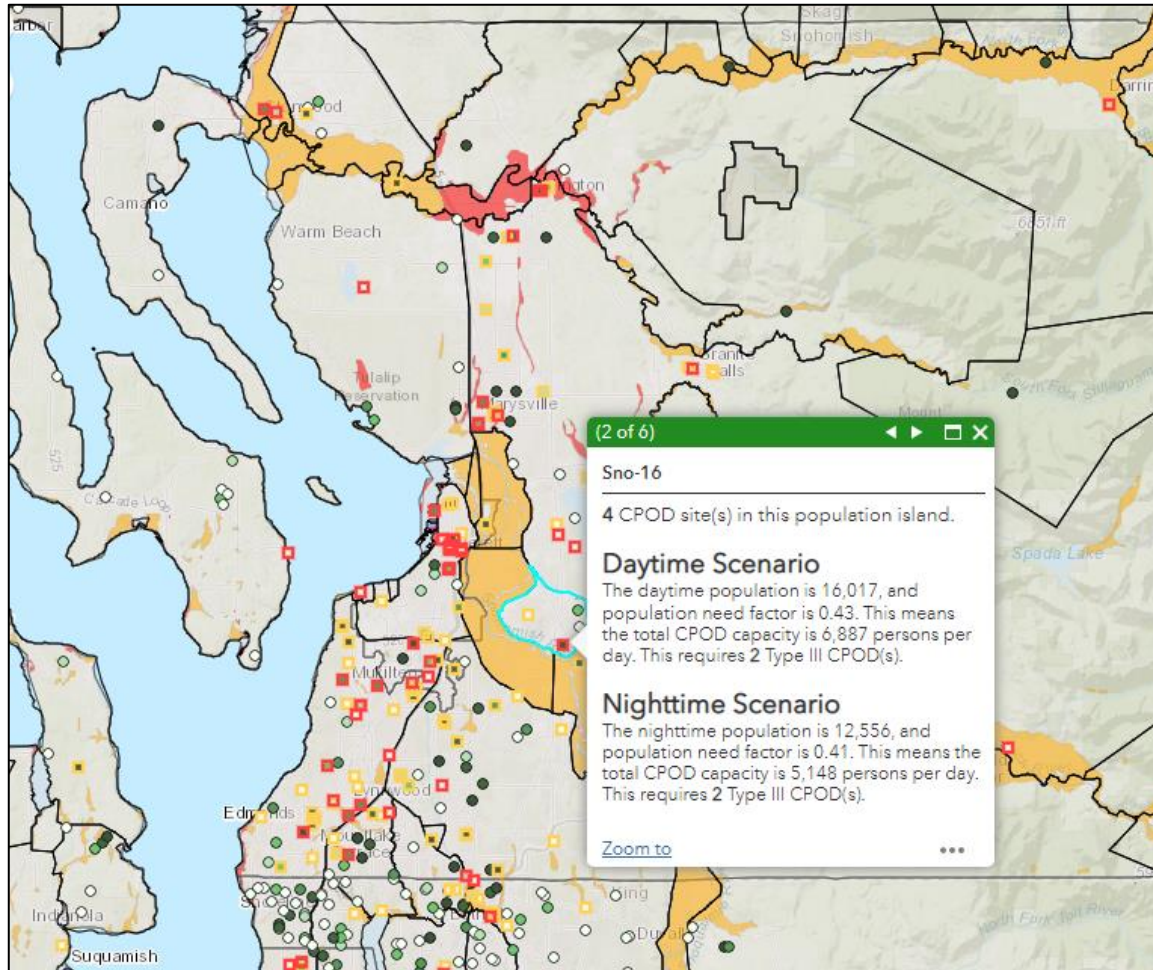
- ❑ Maritime Superhighway – trunk and tree system map
- ❑ Identifies Deep Water inputs and navigable rivers for cargo/freight traffic



Puget Sound RCPGP CPOD Prioritization Site Viewer



Puget Sound RCPGP CPOD Prioritization Site Viewer



CPOD Site Selection Tool

Excel CPOD_SiteSelectionTool_v3 - Saved

Search (Alt + Q)

File Home Insert Draw Page Layout Formulas Data Review View Help Editing

Share Comments Catch up

Calibri 11 A B I Merge General \$ 0.00 0.00 Conditional Formatting Styles Format As Table Format Σ Z

C3 Snohomish

Select a Jurisdiction
Snohomish

Select a Population Island
All

TOTALS						
Population islands with need <i>fully met</i>	Population islands with need <i>partly met</i>	Population islands with need <i>not met</i>	Population islands <i>reallocated</i>	Daytime need met	Nighttime need met	Other need met
0	0	0	0	0%	0%	NA

Daily Need

Total number of CPODs selected	Daytime CPODs	Nighttime CPODs	Other CPODs
0	0	0	NA

Selected CPODs

Population Islands				Daytime				Nighttime				Other Scenario				
Jurisdiction	ID	Name	Local Name	Reassigned	Total Need (D)	CPODs Selected (D)	Need Met (D)	% Need Met (D)	Total Need (N)	CPODs Selected (N)	Need Met (N)	% Need Met (N)	Total Need (O)	CPODs Selected (O)	Need Met (O)	% Need Met (O)
Snohomish/ S	8	Ska-Sno-1			1059	0	0		2098	0	0		0	0		
Snohomish/ S	17	Sno-Ska-1			763	0	0		881	0	0		0	0		
Snohomish/ S	19	Ska-Sno-2			7	0	0		19	0	0		0	0		
Snohomish/ S	20	Ska-Sno-3			6	0	0		16	0	0		0	0		
Snohomish/ S	21	Ska-Sno-4			1262	0	0		1940	0	0		0	0		
Snohomish	22	Sno-1			1004	0	0		2230	0	0		0	0		
Snohomish	23	Sno-2			24	0	0		84	0	0		0	0		
Snohomish	24	Sno-3			44	0	0		78	0	0		0	0		
Snohomish/ S	25	Ska-Sno-5			13650	0	0		4567	0	0		0	0		
Snohomish	35	Sno-4			37	0	0		120	0	0		0	0		
Snohomish/ S	37	Sno-Ska-2			4406	0	0		4331	0	0		0	0		
Snohomish	38	Sno-5			12251	0	0		13016	0	0		0	0		
Snohomish	39	Sno-6			256	0	0		781	0	0		0	0		
Snohomish	40	Sno-7			6792	0	0		13962	0	0		0	0		
King/ Snohon	41	Sno-Kin-1			21	0	0		3	0	0		0	0		
Snohomish	42	Sno-8			65	0	0		40	0	0		0	0		

ReadMe Dashboard 1. IndicatorThemes_Weights 2. Poplsl_Scoping 3. CPOD_Selector 4. CPOD_Selection Dashboard Data Indicator Data Table +

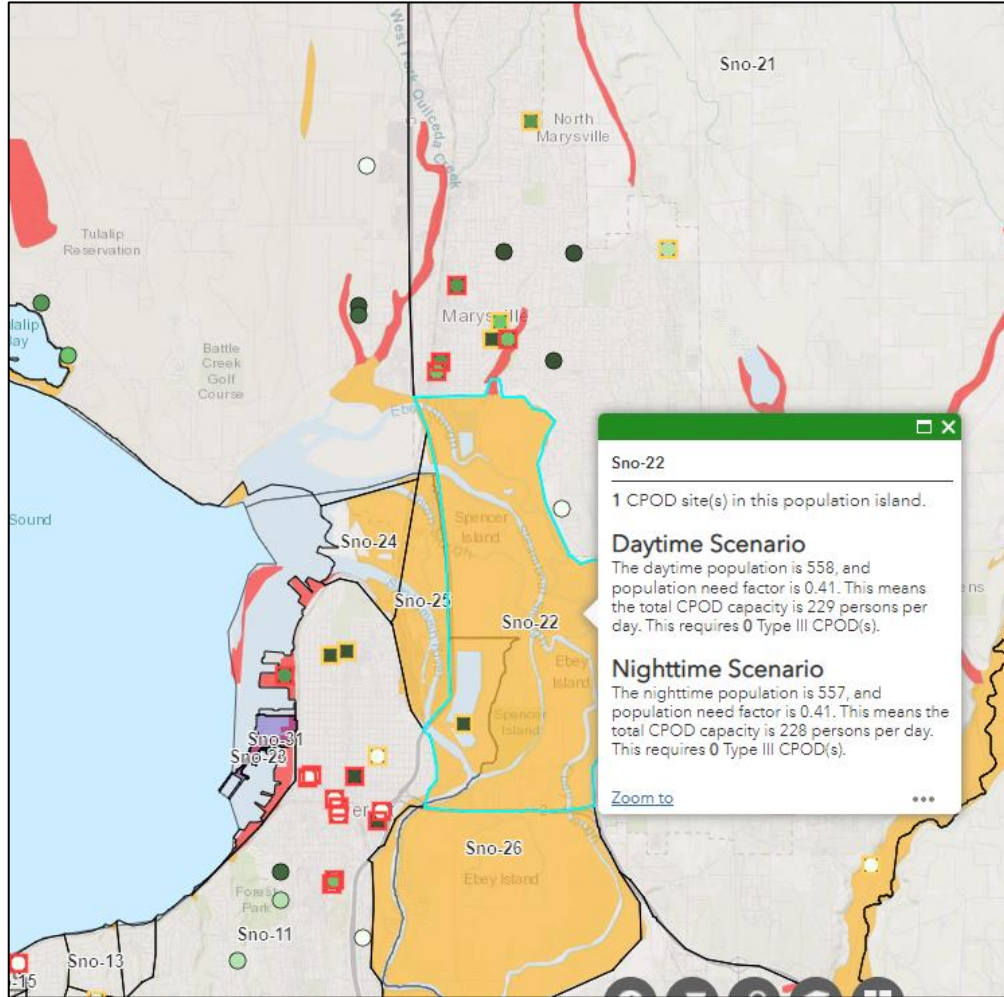
CPOD Site Selection Tool

I. Themes and Indicators Weighting Table

This table allows you to adjust baseline scores to customize the weights that your indicators have, by changing the weights for entire themes (column A), or for individual indicators (column E). Columns I, J, and K will show the change in weights from the baseline based on your new scores.

Your value	Theme Name & Weight		Indicator ID & Weight		Indicator ID Name	Metric	Total Score Influence	Baseline Influence	Difference	
	Regional	Theme	ID	Your value						
40	40	Site Characteristics	SC1	35	35	Proximity to major transportation	Routed distance to state highway or any 4-lane freight road (straight line distance)	14.0%	14.0%	⇒
			SC2	25	25	Usable site area	Calculated area (sf) usable for CPOD site	10.0%	10.0%	⇒
			SC3	20	20	Site Ownership/Usage	Selection from CPOD site layer dropdown	8.0%	8.0%	⇒
			SC4	12	12	Proximity to public transit	# of transit stops or park and rides within 2 miles	4.8%	4.8%	⇒
			SC5	8	8	On-site storage	Selection from CPOD site layer dropdown	3.2%	3.2%	⇒
30	30	Population / AFN	PA1	29	29	Total Social Vulnerability Index (SVI) Score	Population weighted average SVI score for tracts within 2 miles of CPOD site	8.7%	8.7%	⇒
			PA2	28	28	Population within 2 miles	Total population within 2 miles of CPOD site	8.4%	8.4%	⇒
			PA3	15	15	SVI Household Composition Score	Population weighted average SVI score for tracts within 2 miles of CPOD site	4.5%	4.5%	⇒
			PA4	11	11	SVI Minority Status and Language Score	Population weighted average SVI score for tracts within 2 miles of CPOD site	3.3%	3.3%	⇒
			PA5	9	9	Population without vehicle access	Count of population (or households) without vehicles	2.7%	2.7%	⇒
			PA6	8	8	Population in close proximity	Total population within 0.5 miles of CPOD site	2.4%	2.4%	⇒
16	16	Food Availability	FA1	29	29	Grocery stores in neighborhood	# of accessible grocery stores in 2-mile radius	4.6%	4.6%	⇒
			FA2	22	22	Proximity to emergency water distribution	Closest bulk water distribution point	3.5%	3.5%	⇒
			FA3	19	19	Proximity to community food aid	# of food pantries, other food aid centers in 2-mile radius	3.0%	3.0%	⇒
			FA4	19	19	Food insecure population	Average CNA food insecurity score for tracts within 2 miles of CPOD site	3.0%	3.0%	⇒
			FA5	11	11	Nearest grocery store	Closest store to CPOD by routed distance, taking into account barriers	1.8%	1.8%	⇒
14	14	Other	OR1	29	29	Ad-hoc shelter space	Sum public parcel area, exclusive of buildings within 2(4?) miles of CPOD site	4.1%	4.1%	⇒
			OR2	27	27	Nearest air/maritime transportation	Closest airport, heliport, marina, or port to CPOD by routed distance, taking into account barriers	3.8%	3.8%	⇒

CPOD Site Selection Tool



2. Population Island Scoping Table

In this table, you can review all the population islands by jurisdiction and change underlying assumptions about daytime and nighttime populations and need factors (ReallocatePopIsl). To adjust daytime or nighttime population levels, type new values in columns F and H. To customize day and night need factors for each island, type new values in columns N (Other Scenario Population) and column O (Other Scenario Need Factor). Daily need (in ppl/day) is calculated as follows:

Population Islands				Daytime Population		Nighttime Population		Day Need	
Jurisdiction	PopIsl_ID	PopIslName	LocalName	ReallocatePopIsl	User Pop (D)	Baseline (D)	User Pop (N)	Baseline (N)	User NF (D)
Snohomish	193	Sno-21				140614		161902	
Snohomish	194	Sno-22			558			557	

- Customizable:
- Can move populations between islands based on evacuation status
- Both Daytime and Nighttime need factors are adjusted

CPOD Site Selection Tool

2. Population Island Scoping Table

Review all the population islands by jurisdiction and change underlying assumptions about daytime and nighttime populations and need factors. To reallocate population from one island to another, select the new island from the dropdown in column E. To adjust daytime or nighttime population levels, type new values in columns F and H. To customize day and night need factors for each island, type new values in columns J and L. To add alternate scenarios with different population levels and need factors, add data to columns N (Other Scenario Population) and column O (Other Scenario Need Factor). Daily need (in ppl/day) is calculated based on new user values, or baseline values if no custom values are set.

Population Islands			Daytime Population		Nighttime Population		Day Need Factor (NF)		Night Need Factor (NF)		Other Scenario		Daily Need (ppl/d)		
PopIslName	LocalName	ReallocatePopIsl	User Pop (D)	Baseline (D)	User Pop (N)	Baseline (N)	User NF (D)	NF (D)	User NF (N)	NF (N)	User Pop (O)	User NF (O)	Day	Night	Other
93	Sno-21		141172	140614	162459	161902		0.41		0.42			57416	67695	
94	Sno-22	Sno-21	0	558	0	557		0.41		0.41			0	0	

Select a Jurisdiction

Snohomish

Select a Population Island

Sno-21

TOTALS

Population islands with need <i>fully met</i>	Population islands with need <i>partly met</i>	Population islands with need <i>not met</i>	Population islands <i>reallocated</i>	Daytime need met	Nighttime need met	Other need met	Daily Need
0	0	0	0	111%	95%	NA	

Total number of CPODs selected	Daytime CPODs	Nighttime CPODs	Other CPODs	Selected CPODs
9	9	9	NA	

Population Islands					Daytime				Nighttime			
Jurisdiction	ID	Name	Local Name	Reassigned	Total Need (D)	CPODs Selected (D)	Need Met (D)	% Need Met (D)	Total Need (N)	CPODs Selected (N)	Need Met (N)	% Need Met (N)
Snohomish	193	Sno-21			57416	9	64000	111.5%	67695	9	64000	94.5%

CPOD Activation Toolkit

- CPOD Prioritization Viewer
- CPOD Site Selection Tool
- CPOD Activation Tool
- CPOD Resourcing Tool

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
 - ❑ Authorities, Roles/Responsibilities, Contracts, Staffing, Equipment, Resupply, Demobilization
 - ❑ Annexes – Jurisdiction specific
 - ❑ Templates for Level 2 partners
 - ❑ SOP and Training program – Fall 2022

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

II. SIGNIFICANT EVENTS AND UPDATES

1. REGIONAL CATASTROPHIC PREPAREDNESS GRANT PROGRAM (RCPGP)



KING COUNTY RCPGP 2020 UPDATE

Regional Catastrophic Preparedness Grant Program FY20

- Area Workshop Recap
- Regional Workshop
- Framework



Area Workshops

Area Workshop Dates

- Everett – February 3
- Tacoma – February 10
- Bellingham – March 3
- Olympia – March 7
- Seattle – March 24
- Bremerton – April 14

Regional Workshop

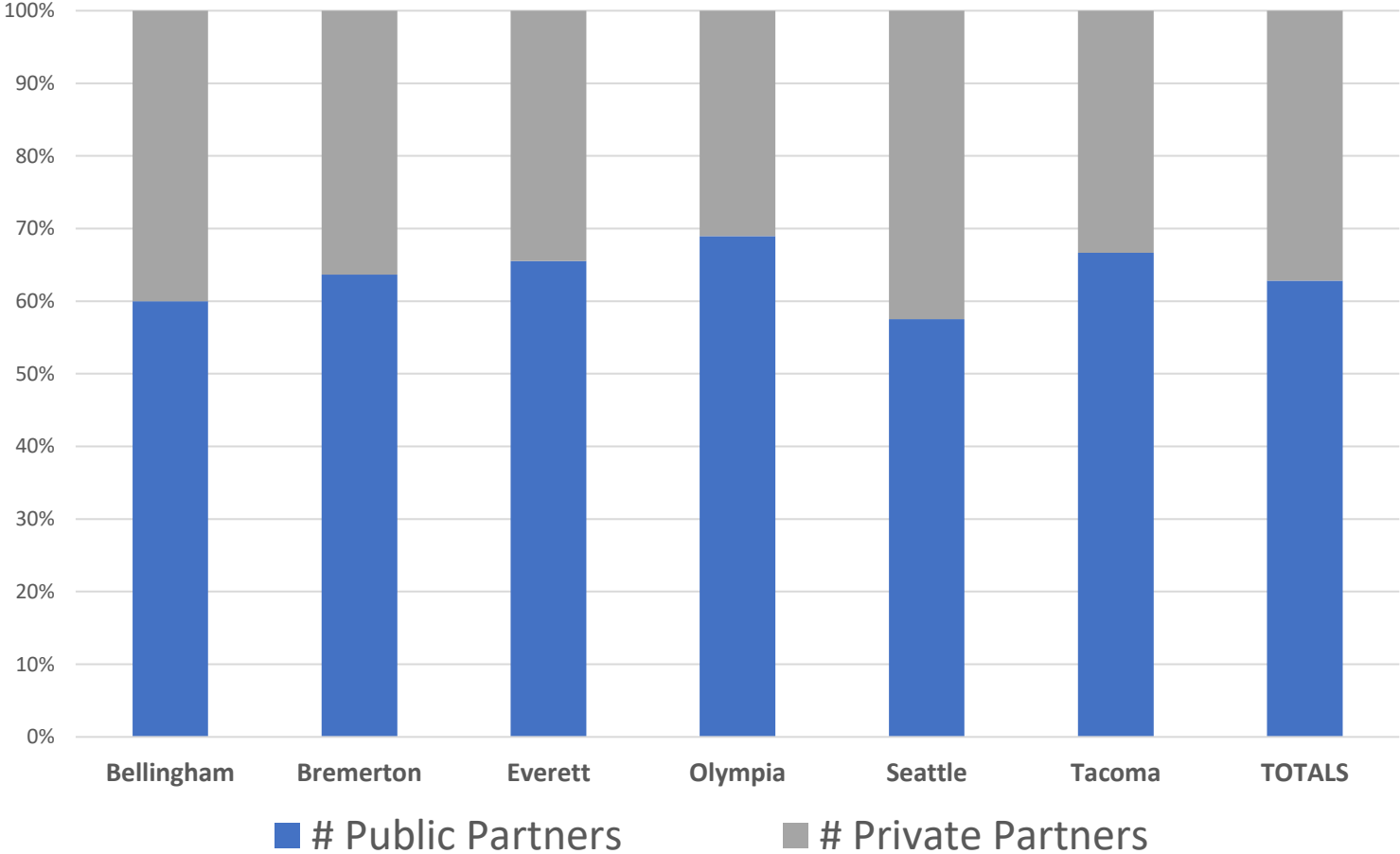
- May 24 - Tacoma



King County
Emergency Management

Area Workshops

Public/Private Participation



Total of 199



Workshop Overview

- **Participants**

- Emergency Management, Public and Private Marine Organizations, Port Operations, US Coast Guard

- **WA EMD and WA Geological Survey**

- **Best Practices**

- Workforce rally points, updates to volunteer management programs, changes in plans and mindset following the assessment conducted by WA EMD

- **Communications**

- Identification of communications options especially during loss of power

Regional Workshop

- May 24, (9a-3p) – Foss Maritime Center, Tacoma
- Table discussion - recap of the 6 area workshops
- Overview of CPOD site mapping and maritime mapping
- Emergency Management Perspectives
- Maritime Perspective
- USCG – Roles and responsibilities
- Next steps for framework development
- Communications and information sharing



King County
Emergency Management

Framework

Continued development

1. Identification of smaller ports, possible landing sites for transfer of supplies from water assets to land assets
2. Resiliency of assets
3. Identification of additional planning efforts
4. Developing strategies to close identified gaps



King County
Emergency Management

Framework

Framework:

- Methods and resources for moving supplies
- Physical Structure
- Roles and Responsibilities
- Essential Functions
- Coordinating Structures and Integration
- Relationship to Other Response Activities
- Operational Planning
- Framework Sustainment

Annexes to include:

- Workshop summaries
- Mapping
- Additional resources and planning initiatives



King County
Emergency Management

III. NEXT STEPS FOR CATASTROPHIC PLANNING

April/May

- Catastrophic Incident Annex Review
- "Executive Summary"

June

- Cascadia Rising 2022
- CR22 Hotwash

July and
Beyond

- Remaining Core Capabilities
 - Public Health, Healthcare, and EMS
 - Fatality Management Services
 - Infrastructure Systems

III. NEXT STEPS FOR CATASTROPHIC PLANNING

April/May

- Catastrophic Incident Annex Review
- “Executive Summary”

The Catastrophic Incident Annex Review

- CIA Base Plan
- Tab A: Critical Transportation
- Tab B: Mass Care Services
- Tab C: Infrastructure Systems
- Tab F: Operational Coordination
- Tab G: Situational Assessment
- Tab H: Logistics and Supply Chain Management
- Tab I: Operational Communications
- Appendix 1: Cascadia Subduction Zone

Assistance requested from the SCRIPT to help review these documents.

Options:

- Choose 1 or more parts of the plan to review.
- Review Appendix 1: Cascadia Subduction Zone
- Review 1 Tab and its corresponding section within the CSZ Appendix

To sign-up, please use the link below

MS Forms Survey Link:

<https://forms.office.com/g/cBsxFyyVLz>

III. NEXT STEPS FOR CATASTROPHIC PLANNING

April/May

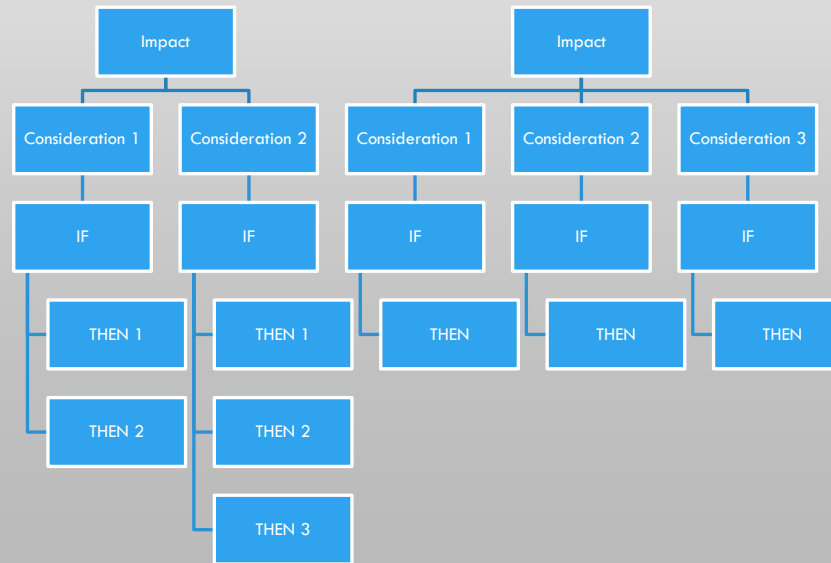
- Catastrophic Incident Annex Review
- “Executive Summary”

“Executive Summary”

A document which highlights:

- Important background information
- Key decisions
- Policy considerations
- Strategic objectives

A document that provides decision-making tools:



IMPACT



ACTION 1

ACTION 2

ACTION 3

IMPACT



ACTION 1

ACTION 2

III. NEXT STEPS FOR CATASTROPHIC PLANNING

June

- Cascadia Rising 2022
- CR22 Hotwash

CASCADIA RISING 2022

PORTIONS OF THE CIA TESTED

- Critical Transportation
- Mass Care Services

CR22 HOTWASH

INITIAL FEEDBACK

- How did the concepts used in plan development hold-up during the exercise?
- Where was there confusion?
- Identification of areas for revision
- Did the products make sense and were they used?

III. NEXT STEPS FOR CATASTROPHIC PLANNING

July and Beyond

- Remaining Core Capabilities
- Public Health, Healthcare, and EMS
- Fatality Management Services
- Infrastructure Systems

REMAINING CORE CAPABILITIES

Public Health, Healthcare, And EMS

Fatality Management Service

Infrastructure Systems

Wastewater

Energy (Fuel)

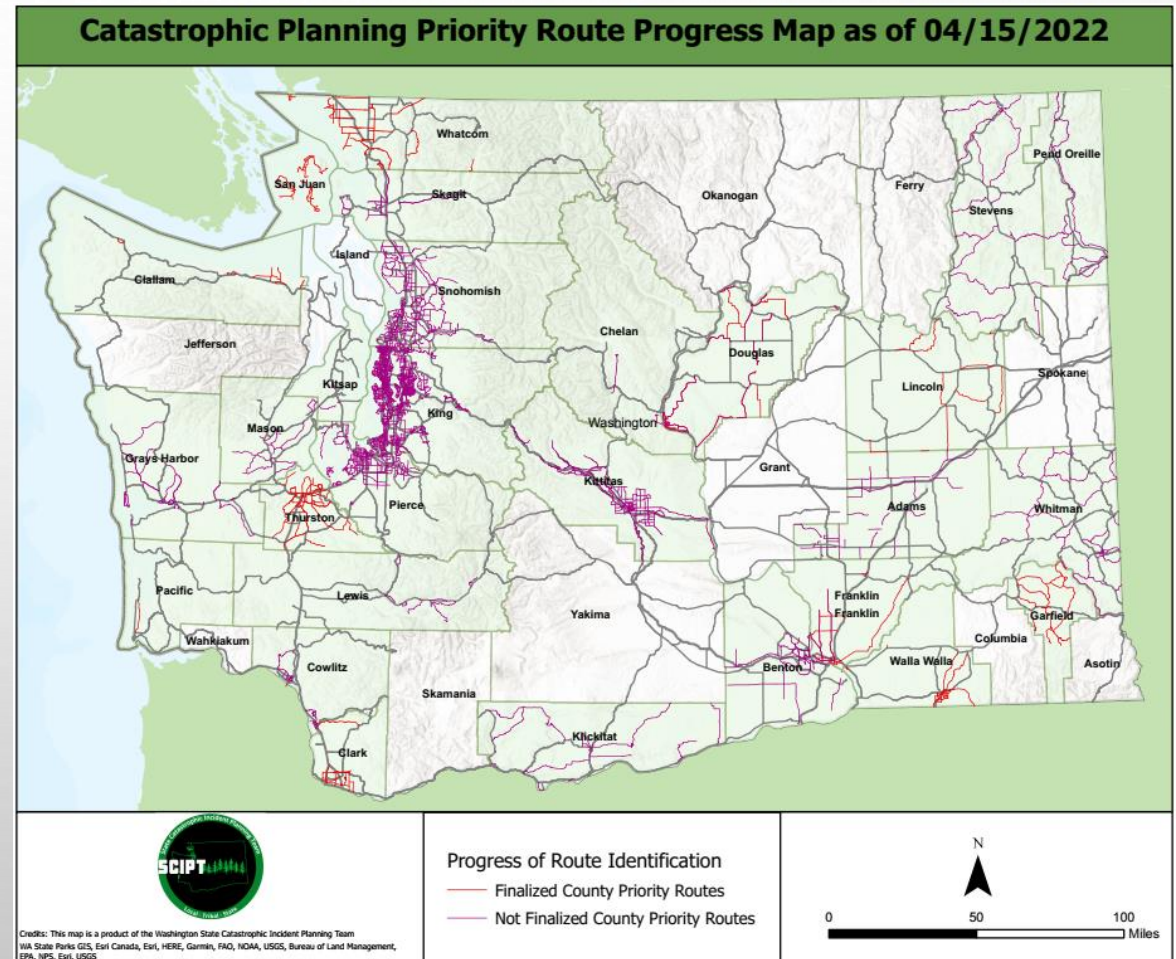
Information Communications Technology (ICT)

III. NEXT STEPS FOR CATASTROPHIC PLANNING

CURRENT PLANNING

Critical Transportation – Priority Routes

- On-going work to identify local jurisdictional routes, integrate them into the GIS database, and conduct deconfliction.
- Revisit after mass care and other planning efforts to highlight additional considerations for routes.

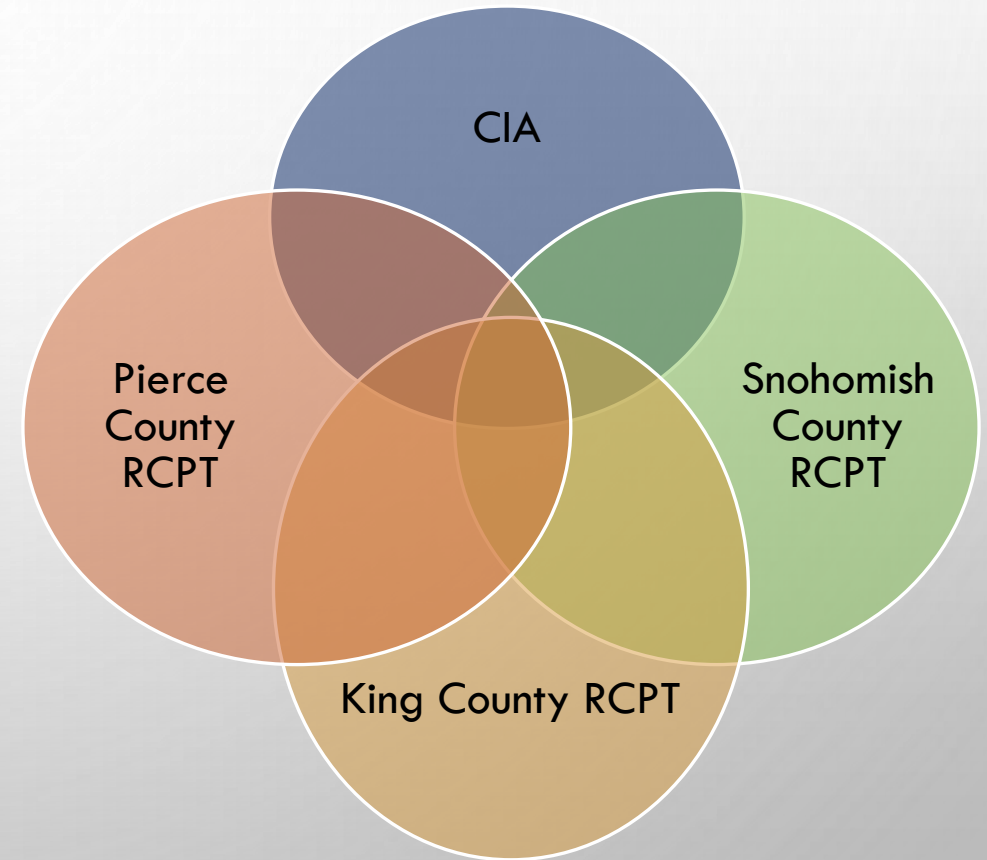


III. NEXT STEPS FOR CATASTROPHIC PLANNING

CURRENT PLANNING

Regional Catastrophic Planning Teams

1. Identify how the planning and products produced during regional planning can reproduced and applied for other regions or jurisdictions.
2. Integrate appropriate planning elements and findings into state-level plans.
3. Continue to support ongoing planning initiatives.



III. NEXT STEPS FOR CATASTROPHIC PLANNING

FUTURE PLANNING

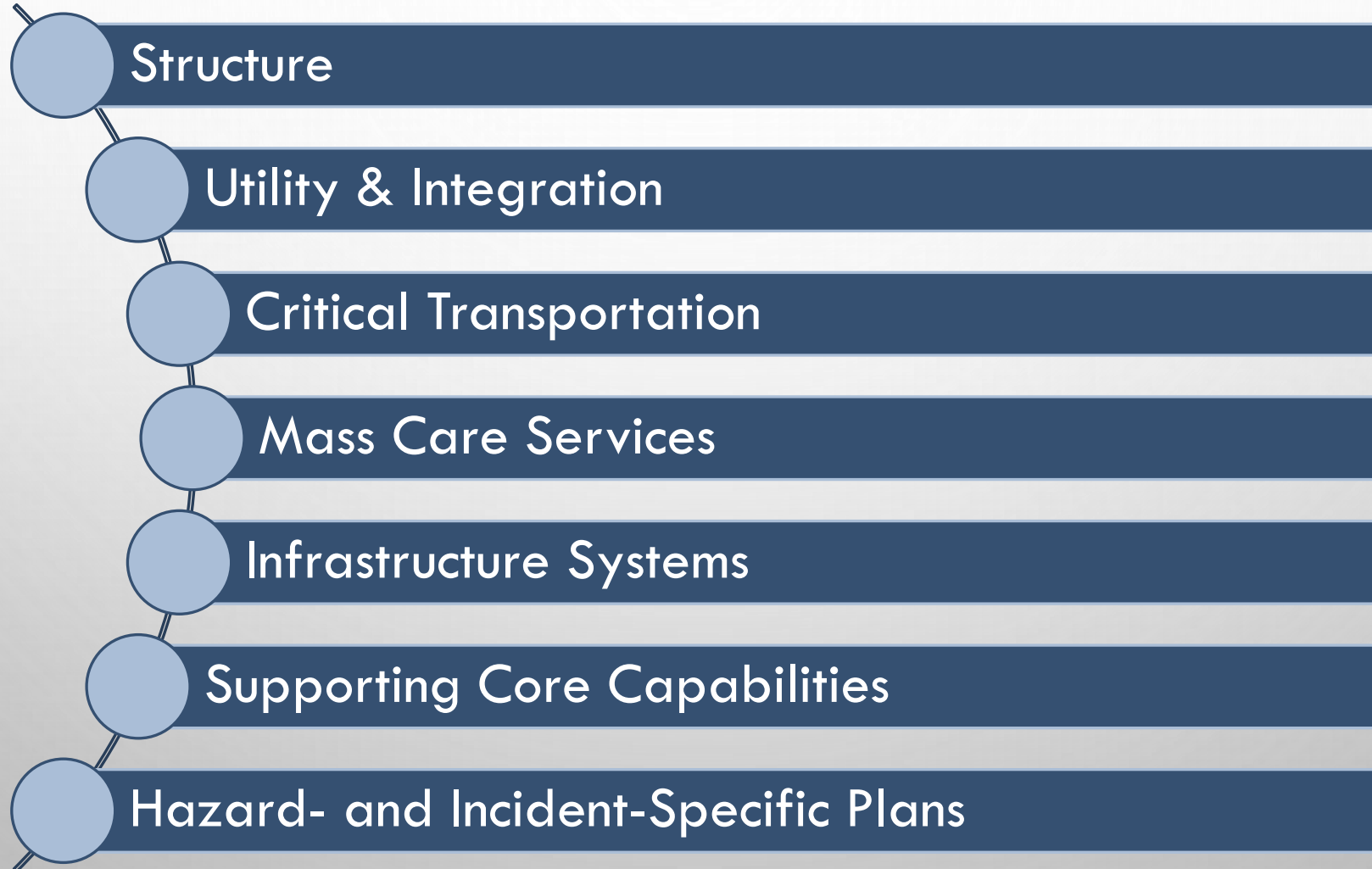
Decision for the next SCIPT Meeting

Which Core Capability is next?

- ➔ Public Health, Healthcare, and EMS
- ➔ Fatality Management Services
- Infrastructure Systems
 - ➔ Wastewater
 - ➔ Energy (Fuel)
 - ➔ Information Communications Technology (ICT)



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



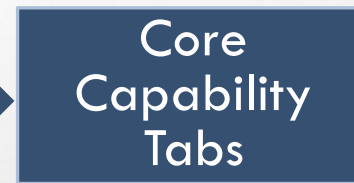
IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

- Structure
- Utility & Integration
- Critical Transportation
- Mass Care Services
- Infrastructure Systems
- Supporting Core Capabilities
- Hazard- and Incident-Specific Plans

Describes the approach to incident management catastrophic incidents



Defines strategic objectives and outlines how each core capability is sustained during an incident



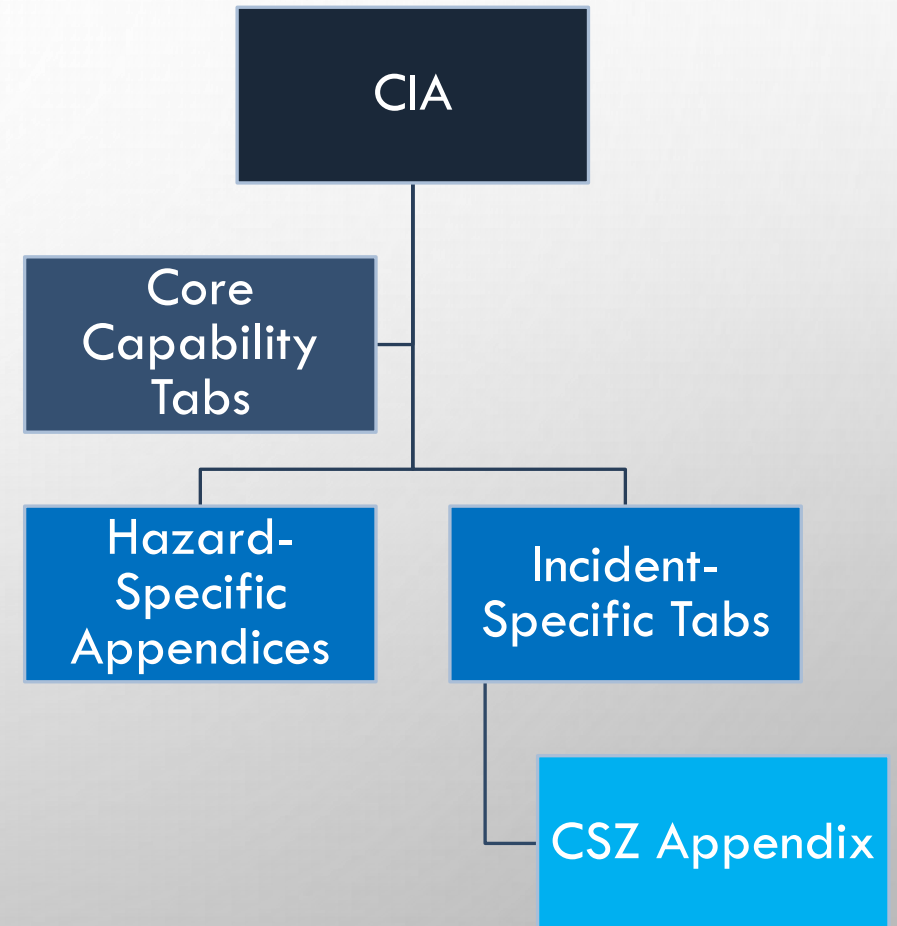
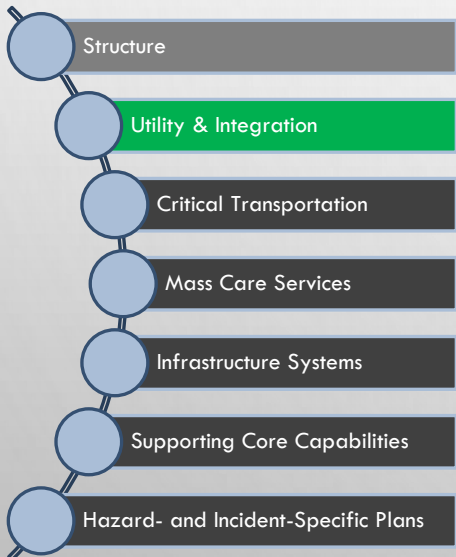
Describes the response to a particular hazard and discusses unique considerations for the core capabilities



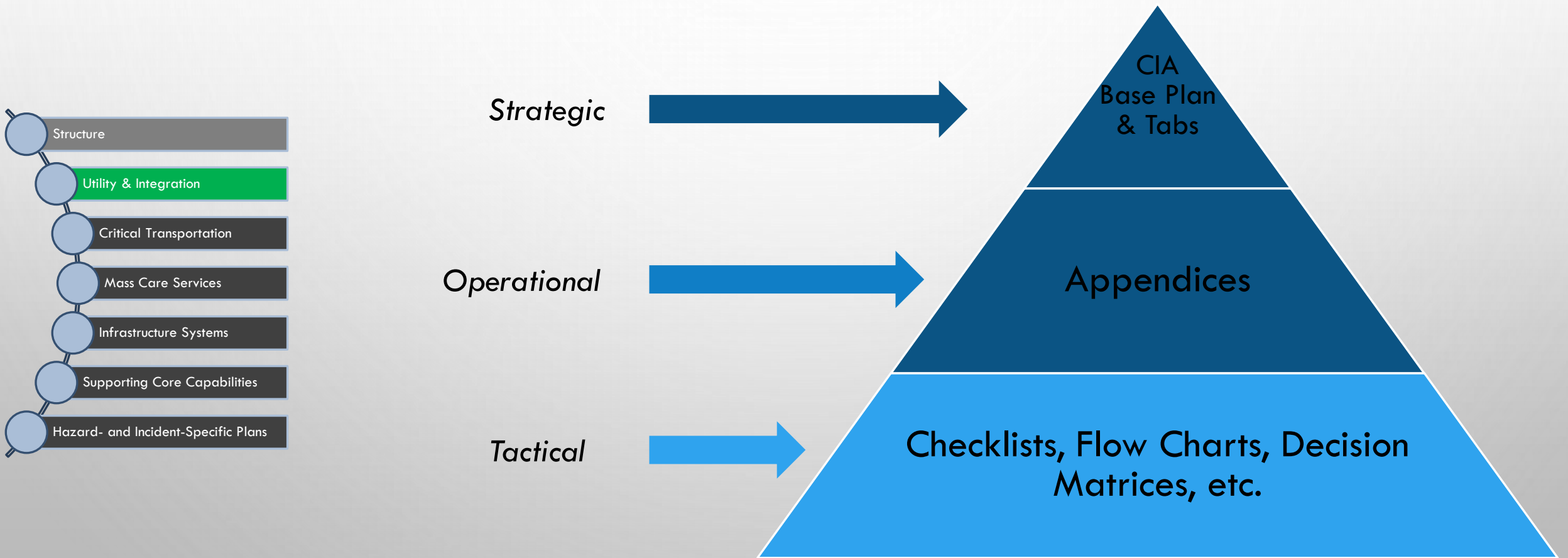
IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Modular Design

- Plan management (revisions and updates)
- Allows for independent development of portions of the plan
- Hazard- and Incident-specific appendix development can pull relevant information from Tabs to identify how the conditions and response considerations are unique to the hazard and identify how the approach needs to be modified and additional considerations included/addressed
 - Allows for the creation of subsequent plans without recreating an entire planning process or re-purposing or adapting a different plan
- Easier to read, easier for SMEs to focus on relevant content, easier for adaptation for other stakeholders



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



QUESTIONS AND COMMENTS

- Does this make sense from your perspective (federal, state agency, tribal partner, local jurisdiction)?
- What barriers or limitations do you see with this approach?
- What benefits do you see with this approach?

BREAK

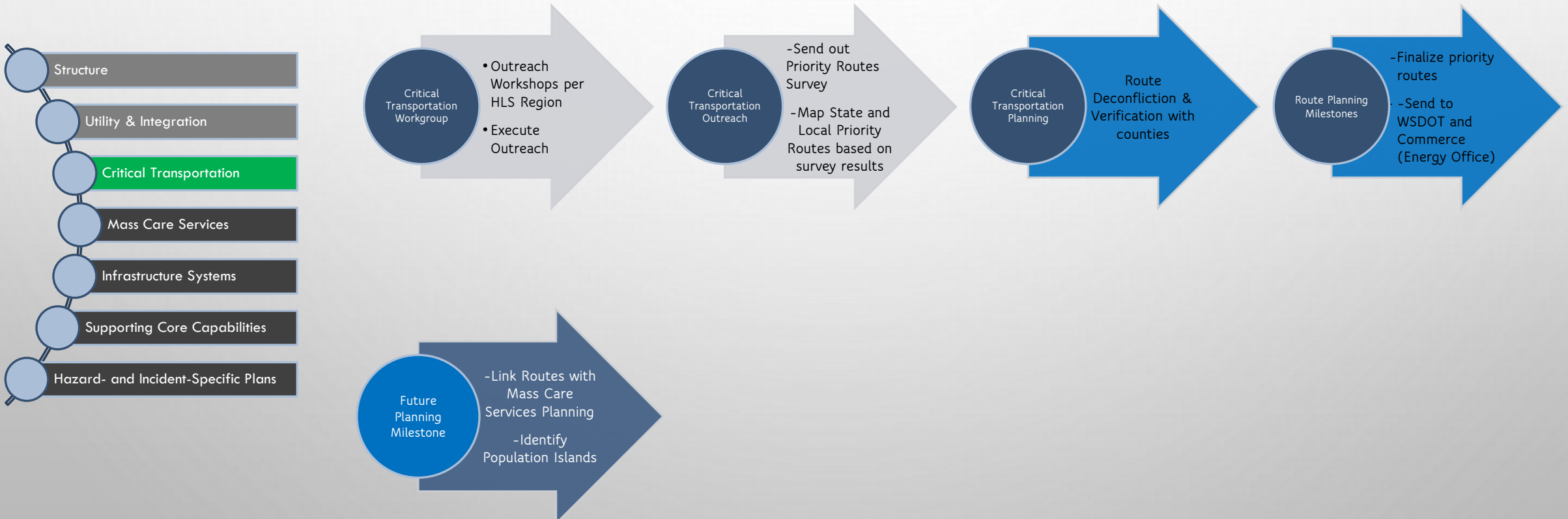
WHEN REJOINING THE MEETING, PLEASE REMEMBER:

- 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

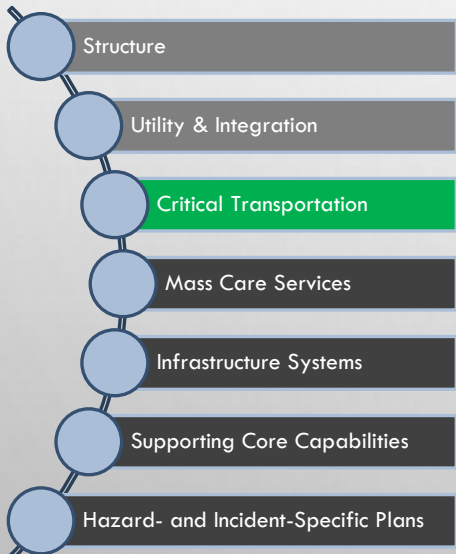


IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Critical Transportation

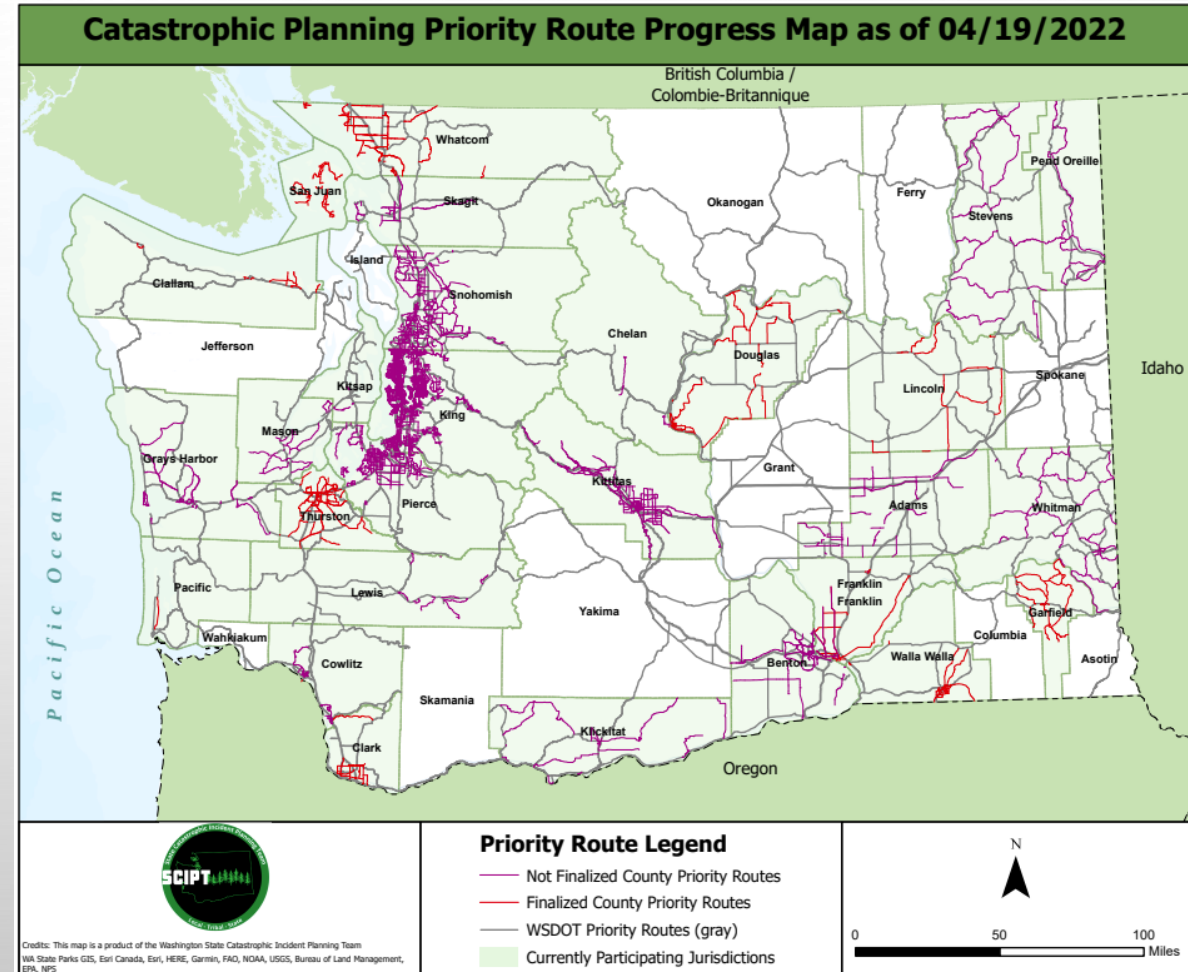


IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

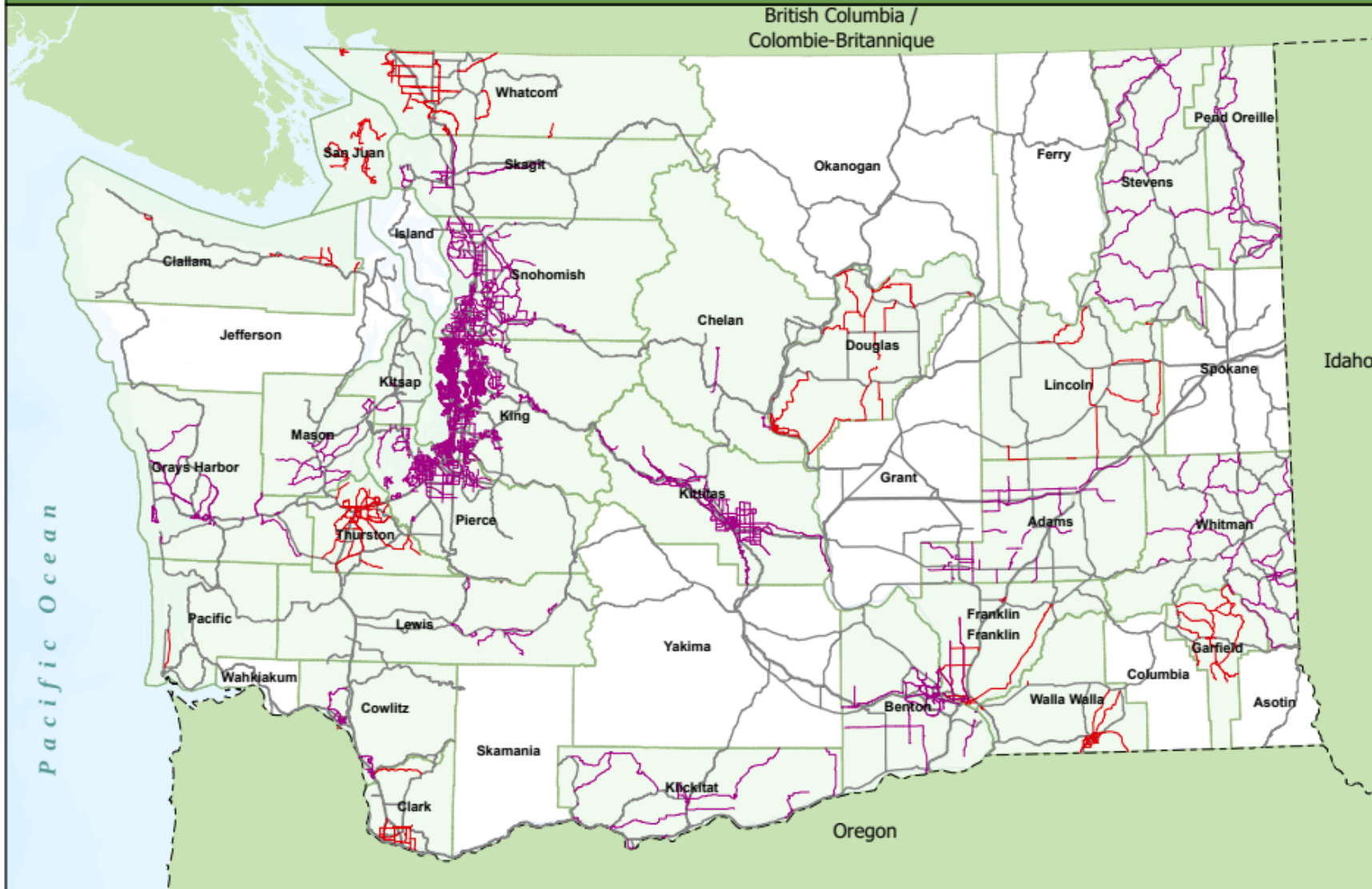


Planning will continue to work with local jurisdictions to identify their priority routes.

Future planning for other core capabilities will need to revisit priority route planning to ensure alignment.

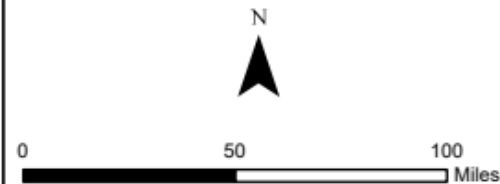


Catastrophic Planning Priority Route Progress Map as of 04/19/2022



Priority Route Legend

- Not Finalized County Priority Routes
- Finalized County Priority Routes
- WSDOT Priority Routes (gray)
- Currently Participating Jurisdictions



Credits: This map is a product of the Washington State Catastrophic Incident Planning Team
 WA State Parks GIS, Esri Canada, Esri, HERE, Garmin, FAO, NOAA, USGS, Bureau of Land Management,
 EPA, NPS

IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Strategic Goals

Life Safety

Priority Routes

1. Identify the routes critical for response including routes to hospitals, emergency services, mass care shelters, CPODs, staging area, and points of entry including connections to adjacent communities, the states “Seismic Lifeline Routes” and air and water ports.
2. Coordinate the deployment of resources that can assist local jurisdictions with assessment and inspection of transportation infrastructure needed for response operations.
3. Coordinate debris clearance from priority routes needed for response operations.

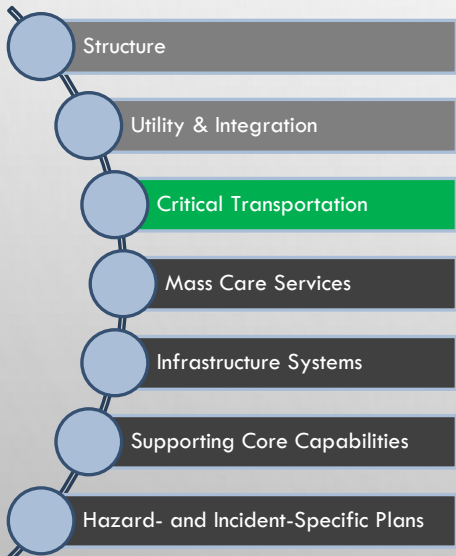
Incident Stabilization

Situational Awareness

1. Assess the condition of the transportation network starting with priority routes and situational requirements.
2. Determine resource shortfalls.
3. Determine effects to the Community Lifelines due to impacted transportation infrastructure.

Temporary Repair

Remove debris and make necessary emergency repairs to reestablish at least one lane of traffic on state priority routes and establish bypass routes where necessary.



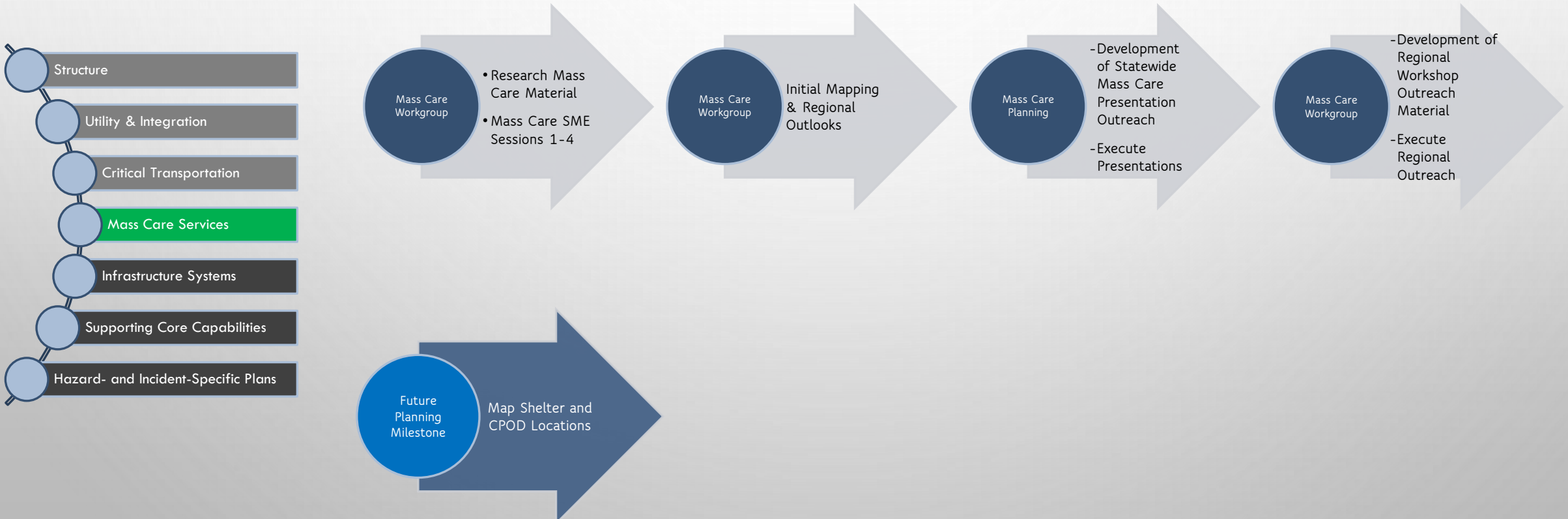
QUESTIONS AND COMMENTS

From your perspective as a state agency, local jurisdiction, Tribal partner, critical infrastructure provider, NGO, and any other:

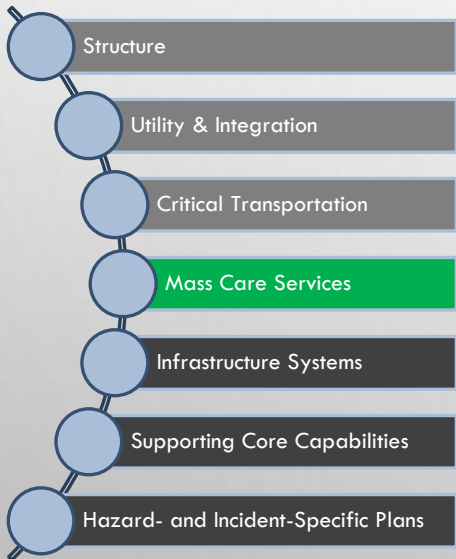
- What do you anticipate to be a challenge with Priority Route planning?
- Should we be making additional considerations in our approach?

IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Mass Care Services



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



Outreach Conclusions

Additional planning is needed at the local levels to identify sheltering sites which meets the demands of a catastrophic incident. To include:

Current State

Updates for the state ESF 6: Mass Care, Emergency Assistance, Temporary Housing and Human Services

Future Goals

Revisit Mass Care Services after planning has occurred for Public Health, Healthcare, and EMS; and Infrastructure Systems

Verification of which shelters would be used

Identification of the [minimum] staffing requirements based on expected shelter establishment

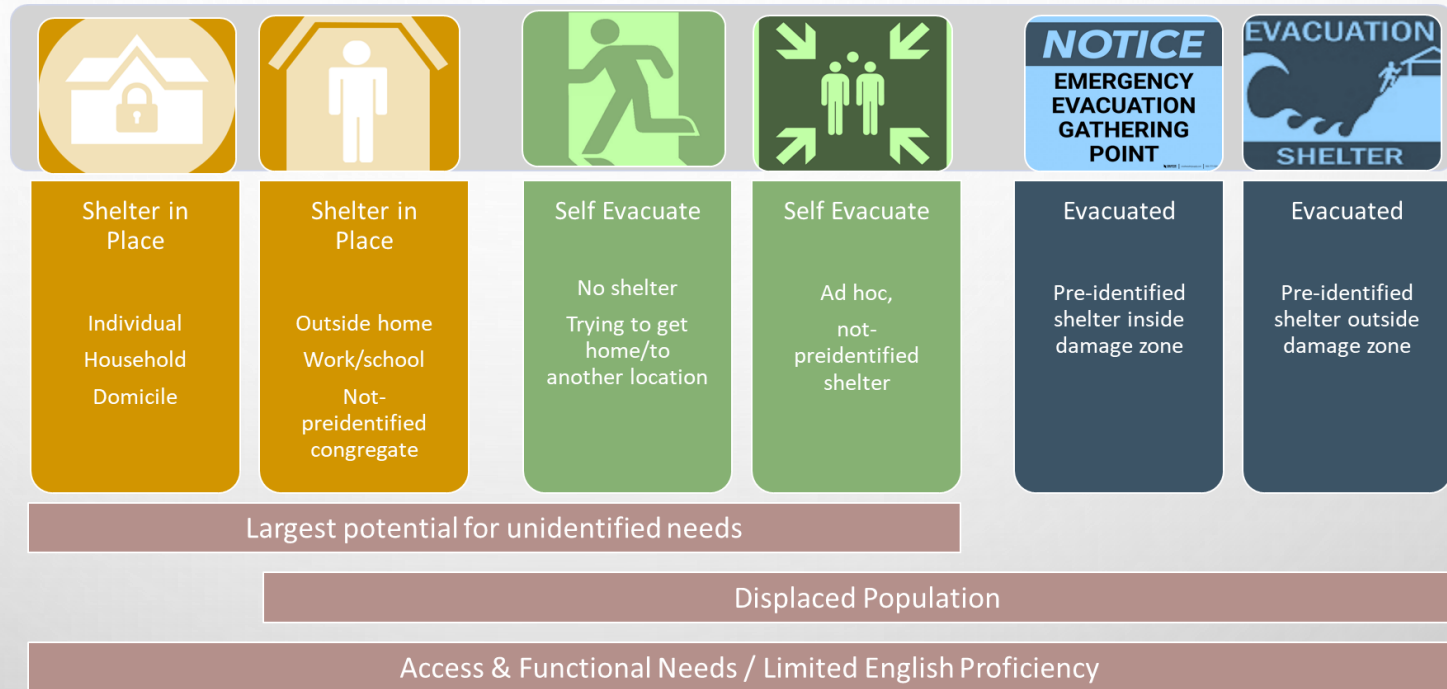
Assessment of what internal capacities exist to staff and supply shelters with locally available resources

Assessment of available resources to provide for Access and Functional Needs mass care services

Resource and capability gap identification

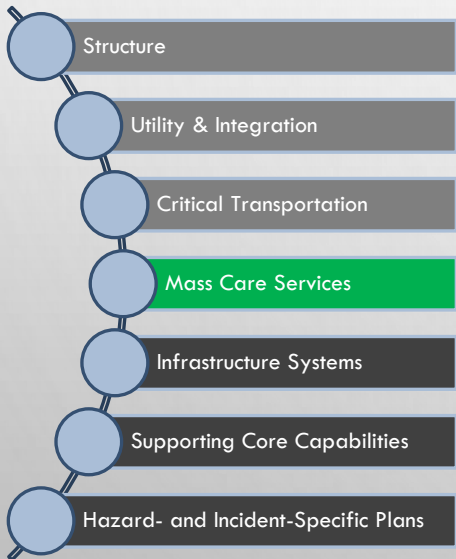
IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

- Structure
- Utility & Integration
- Critical Transportation
- Mass Care Services**
- Infrastructure Systems
- Supporting Core Capabilities
- Hazard- and Incident-Specific Plans



As we continue to address additional core capabilities and functional areas, planning should consider how mass care needs will be influenced by the movement of people.

IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



Life Sustaining Resources

Mass Care <ul style="list-style-type: none">• Shelter• Feeding• Hydration• Bulk Distribution• Emergency First Aid• Disaster Welfare Information	Emergency Assistance <ul style="list-style-type: none">• Mass Evacuation (life sustainment)• General, Specialized, Medical, and nonconventional Shelters• Household Pets and Service Animals• Facilitated Reunification	Temporary Housing <ul style="list-style-type: none">• Transportation to other locations	Human Services <ul style="list-style-type: none">• Personal assistance services – case management, especially AFN
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These functional areas within Mass Care Services will require the significant planning from state, local, and tribal partners. They should remain at the forefront of our minds as we discuss mass care for catastrophic incidents.

IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Strategic Goals

Life Safety

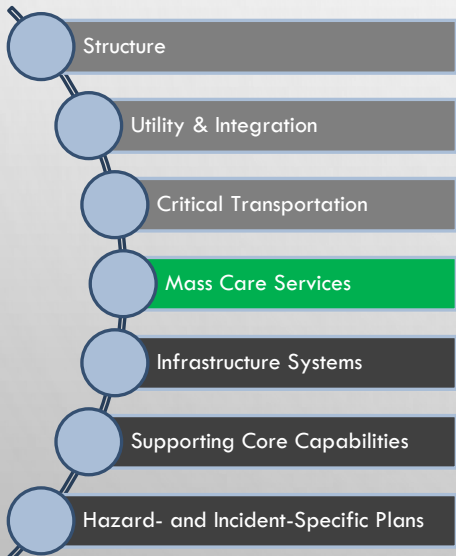
Priority Activities

1. Provide assistance with local and Tribal sheltering needs through available state resources and facilities.
2. Provide assistance with feeding and hydration for local and Tribal needs through procurable resources.
3. Provide assistance with the bulk distribution of disaster supplies to impacted communities through existing government programs and services.
4. Facilitate the movement of mass care resources from donated, procured, and federal sources into local and Tribal staging areas.

Incident Stabilization

Situational Awareness

1. Monitor shelter conditions across all activated shelters.
2. Monitor and assess sheltering shortfalls for capacity, personnel, equipment, supplies, accessibility, and specialty needs.
3. Continuously assess sheltering needs, food and hydration availability, and bulk distribution through local and Tribal situation reports, the shelter manager or the regional shelter manager/supervisor .
4. Monitor supply chain deficiencies for mass care resources (as reported by local and Tribal jurisdictions, vendors involved in state procurement, and federal logistics support).



QUESTIONS AND COMMENTS

From your perspective as a state agency, local jurisdiction, Tribal partner, NGO:

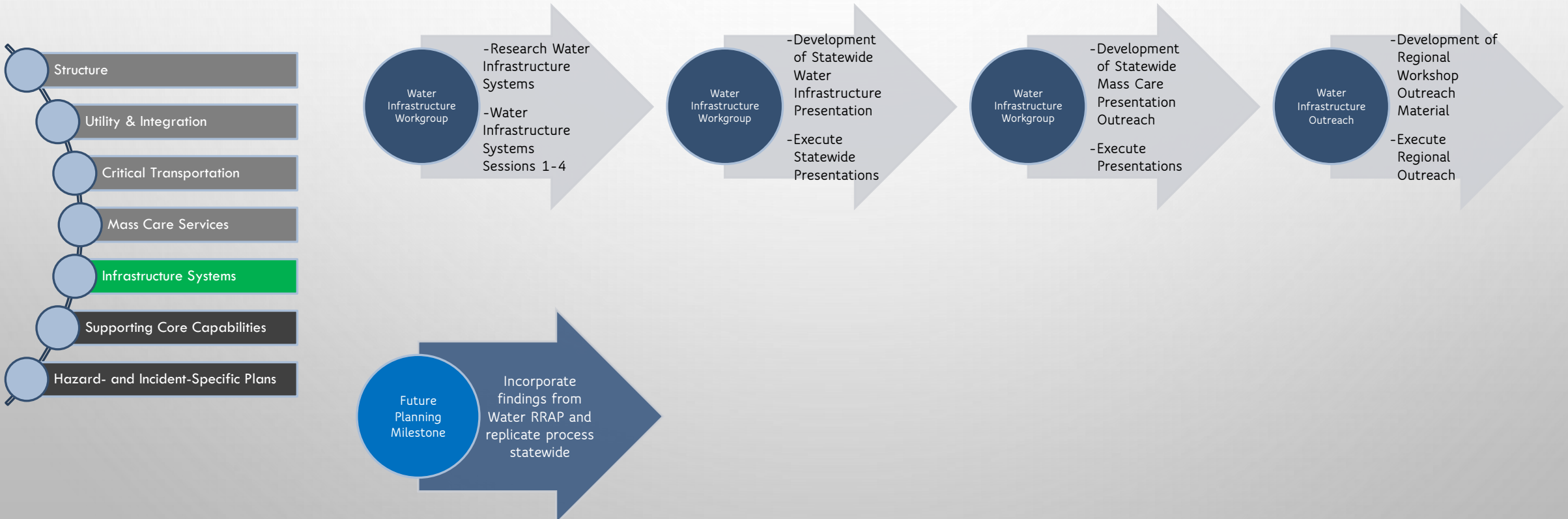
- How can the SCRIPT support and champion catastrophic mass care planning?

Bonus Question

- If an area or community cannot sustain life with available resources, should it be evacuated? Is it feasible? If an entire county had to be evacuated, what's a realistic timeline?

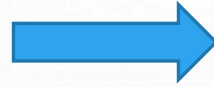
IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Infrastructure Systems [Water Infrastructure]



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Complete



Water



Wastewater

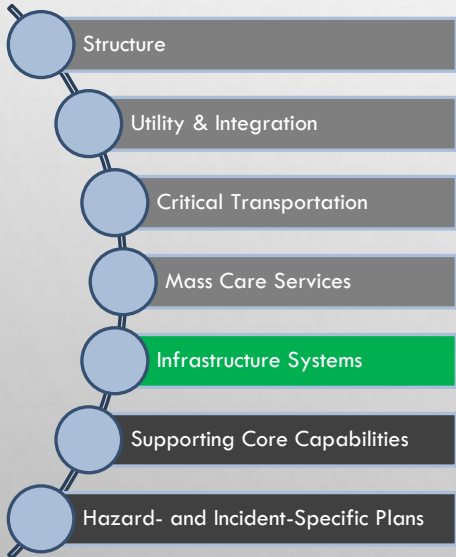


Energy

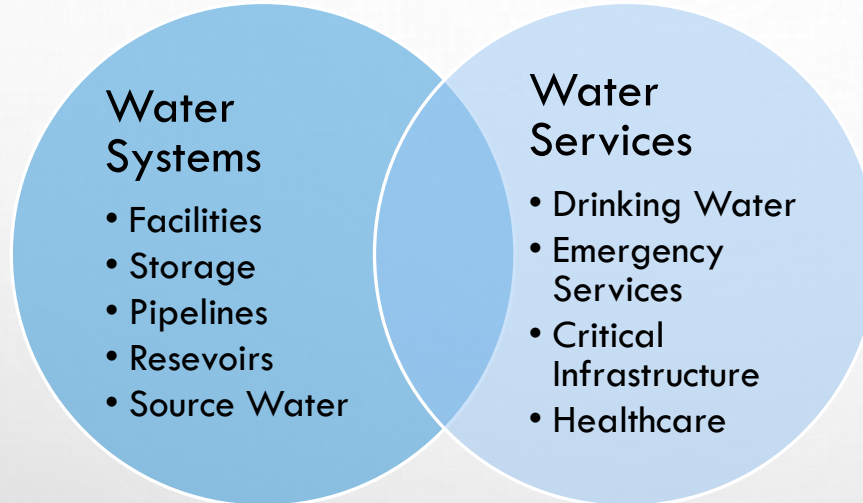
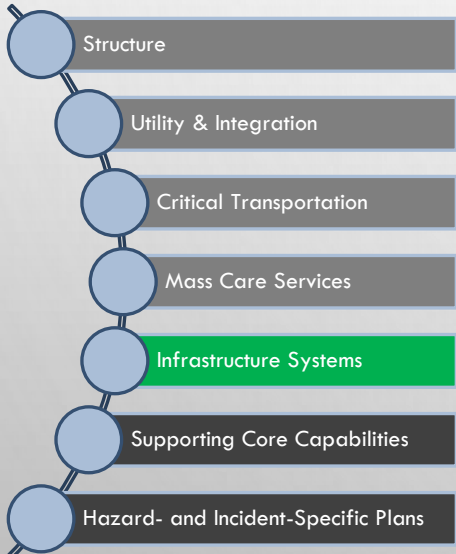


Information and Communications Technology

Future Planning Efforts

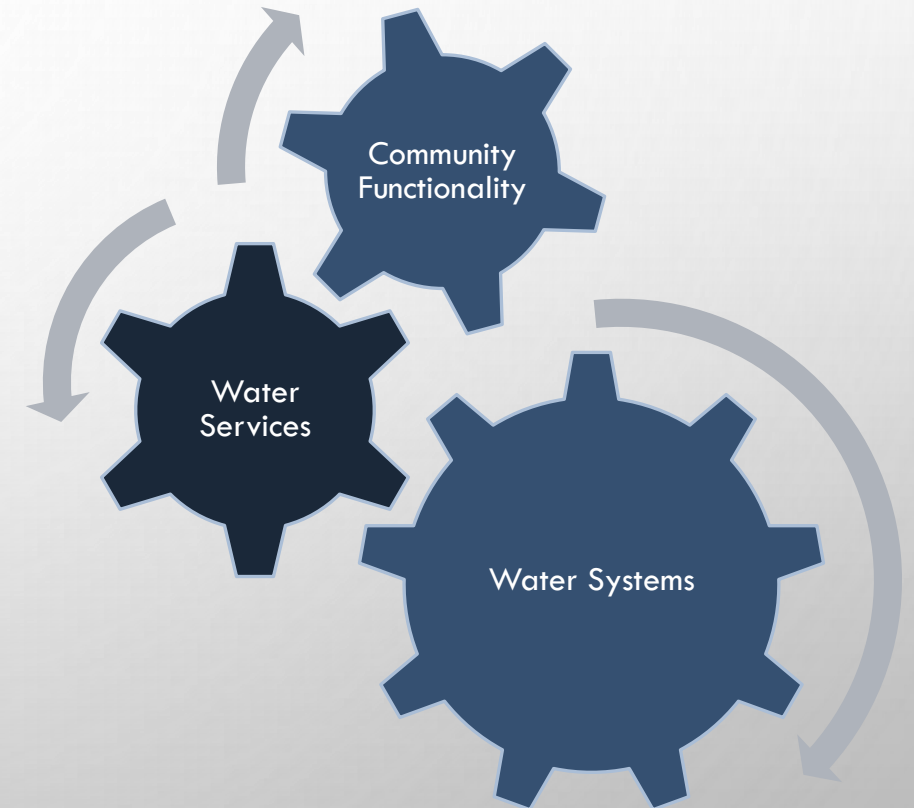


IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



Water Systems are the provider of water services; however, Water Services can be temporarily provided independently to support drinking water needs.

Water Services supplied independently of Water Systems will struggle to support the functionality of healthcare facilities and individual community member needs following a catastrophic incident.



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Strategic Goals

Life Safety

Water Services

1. Provide sufficient and sustained support for water services to meet life-sustainment incident objectives.

Water Systems

1. Assist local jurisdictions with the prioritization of water system restoration by those critical consumers who are needed to respond to and stabilize the incident.
2. Identify local jurisdiction resource needs for system restoration and assist to the extent possible under legal guidelines for providing resources to public and private entities.

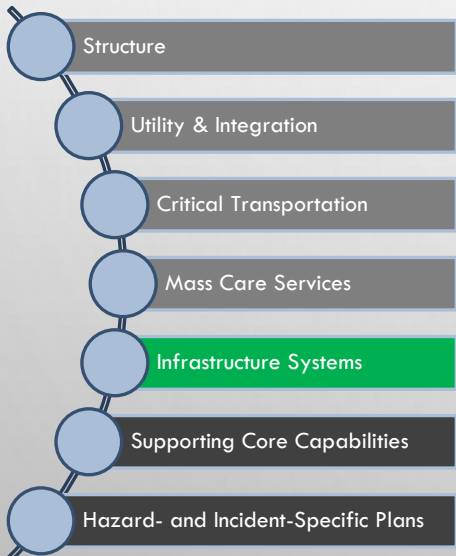
Incident Stabilization

Water Services

1. Sustain water resource assistance to protect life and safety of the Whole Community.

Water Systems

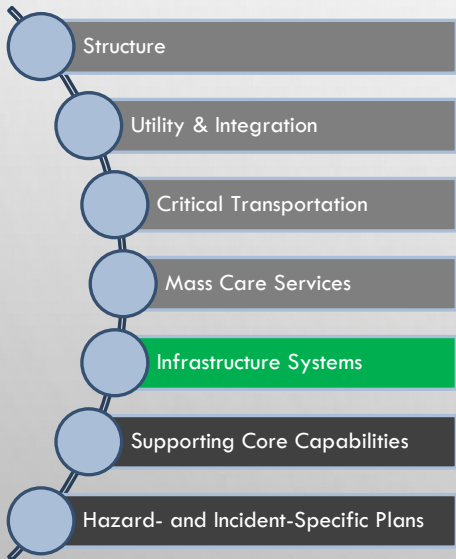
1. Identify funding sources to assist local jurisdictions in repair of water systems to meet the needs of impacted communities and restore the functionality of the system.
2. Assist local jurisdictions with mutual aid resource requests to restore the functionality of community systems.
3. Assist local jurisdictions with meeting approved water quality standards.
4. Assist local jurisdictions by addressing environmental impacts degrading water source impacts.



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Response Objectives

Short-Term	Provide potable water to impacted jurisdictions which meet immediate life safety needs.
Incident Stabilization	Coordinate the restoration of water quality to approved standards
	Provide potable water to impacted jurisdictions which address life sustainment gaps
Long-Term Response	Identify long-term solutions for jurisdictions anticipating extended outages in service
	Coordinate and facilitate mutual aid for the restoration of systems
	Monitor for and address supply chain disruptions
Transition to Recovery	Identify triggers and other conditions needed for a transfer to a Recovery Support Function.
End State	Provide sufficient and sustained water services to meet life-sustainment incident objectives.

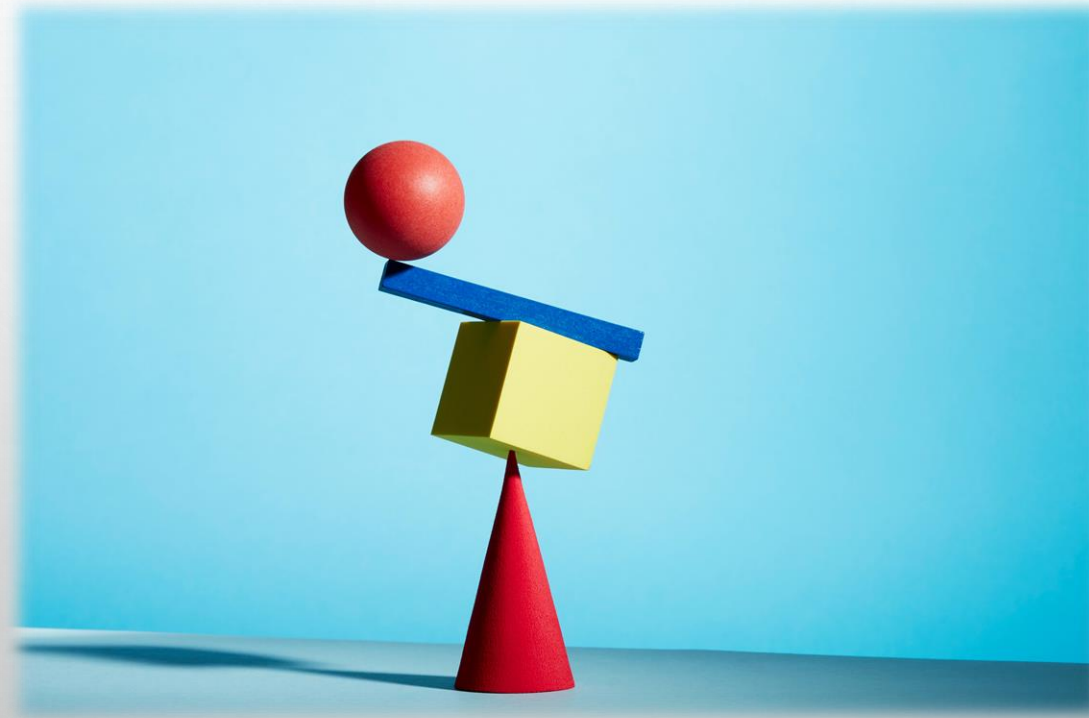
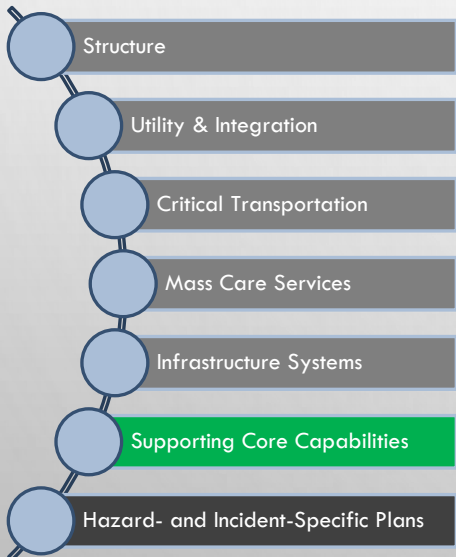


QUESTIONS AND COMMENTS

- How can we continue to constructively engage critical infrastructure partners in plan development?
- What should we not do (or expect to happen)?

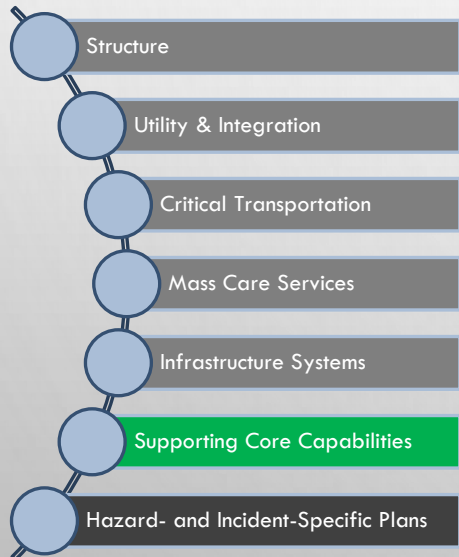
IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Supporting Core Capabilities



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Supporting core capabilities are integrated within all primary core capability Tabs and actions and activities within the responsibility section are aligned to each.



Example

Mass Care Services– Operational Coordination

- How coordination is achieved

Mass Care Services – Situational Assessment

- Information needs and reporting

Mass Care Services – Logistics and Supply Chain Management

- Resource movement to support activities

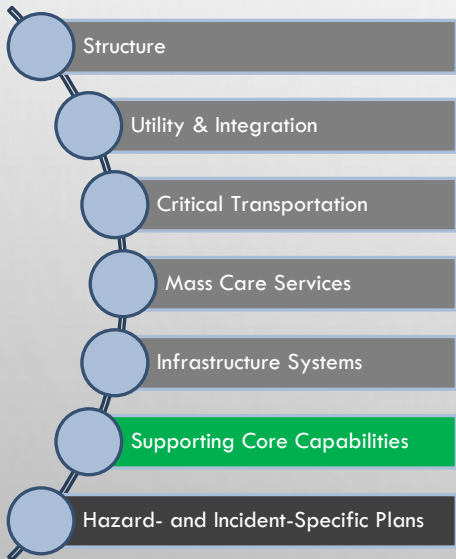
Mass Care Services – Operational Communications

- Communications processes and considerations

IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX

Each supporting core capability also has its own Tab

The independent Tabs discuss something specific that doesn't directly translate to a primary but discusses a concept that is essential during a response or are concepts which broadly apply to all.



Operational Coordination

- The overarching direction, control, and coordination used to manage incident response and enable actions and activities that take place under all Tabs

Operational Communications

- The communications processed used to establish and maintain statewide communications (PACE)

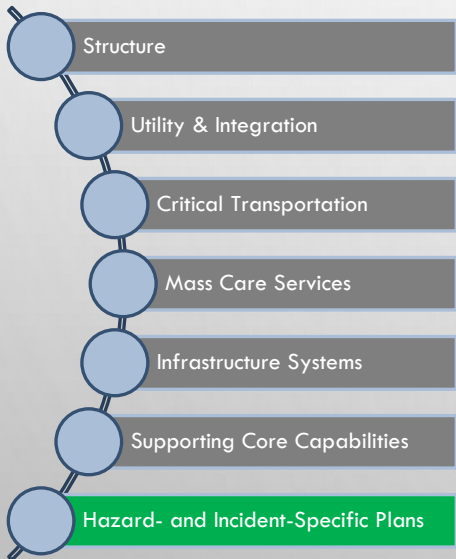
Logistics and Supply Chain Management

- State and Federal Staging Areas

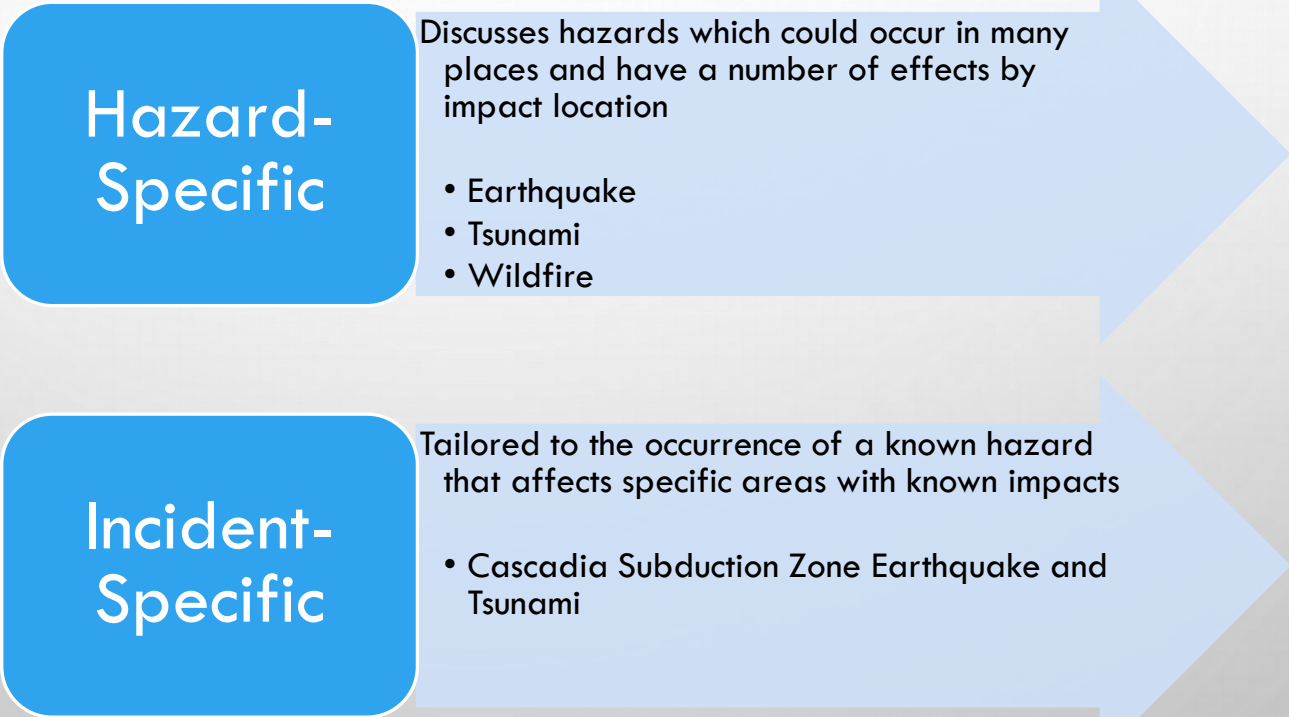
Situational Assessment

- Implementation of Community Lifelines as a means of establishing and sustaining situational awareness and as a means of reporting to incident response and policy makers

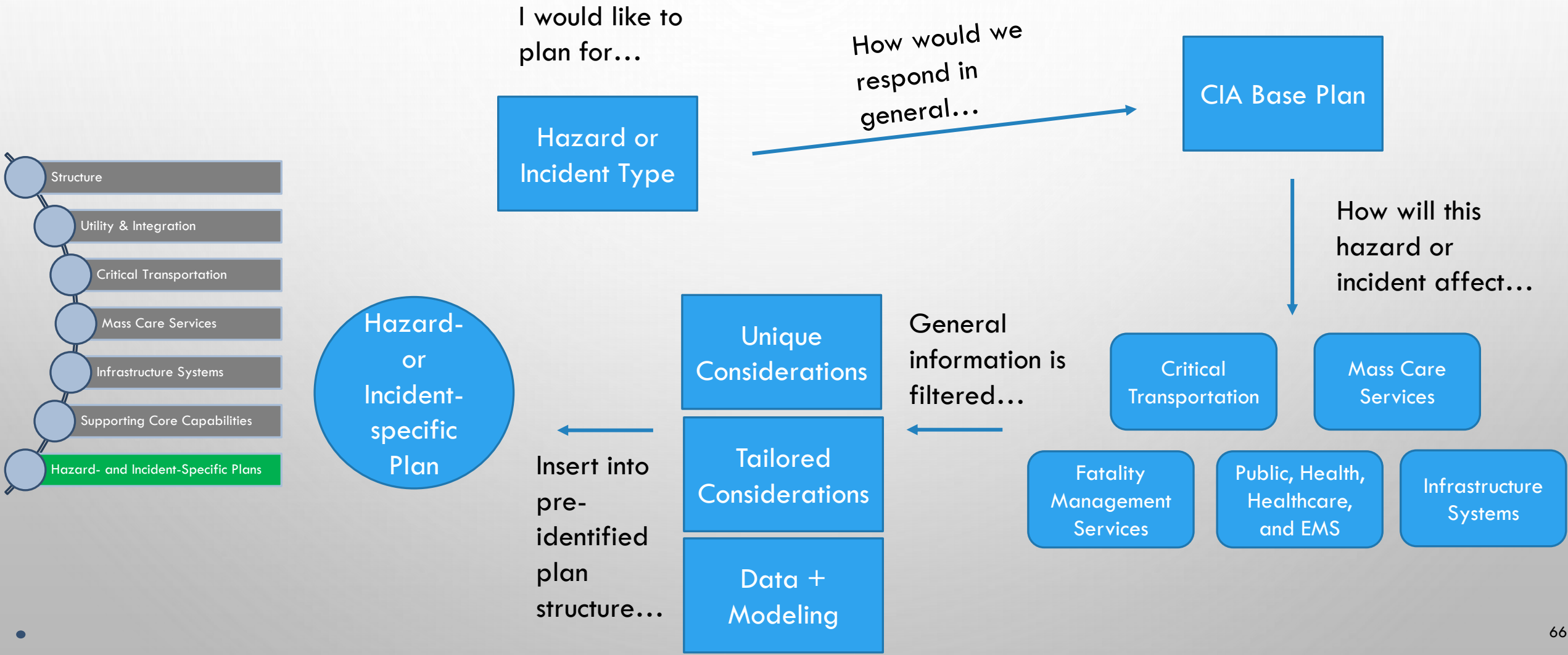
IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



Hazard- and Incident-specific Appendices



IV. OVERVIEW OF THE CATASTROPHIC INCIDENT ANNEX



VI. GOOD OF THE ORDER/OPEN FORUM

1. COMMENTS, FEEDBACK, SUGGESTIONS

WE VALUE YOUR INPUT

2022 QUARTERLY SCIPT MEETING SCHEDULE

Quarterly Meeting	Month	Date	Venue
Q1	February	February 10th, 2022	MS Teams
Q2	April	April 25 th , 2022	MS Teams
Q3	July	July 19 th , 2022	MS Teams
Q4	October	October 18 th , 2022	MS Teams

THANK YOU ATTENDING!

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Statewide Catastrophic Incident Planning Team (SCIPT)

25 April 2022, 1300-1600 PM

Virtual Teams Meeting

Meeting Notes

Welcome, Administrative Announcements – Shane Moore, EMD

Significant Events and Updates - Shane Moore, WA EMD

Regional Catastrophic Planning Team Updates

- **Pierce County – Amy Gillespie, Pierce DEM**

- Pierce County, DEM working on a catastrophic project to sustain survivors after a catastrophic earthquake;
- Identifying local food production companies and processors;
- Working with WSDA
- Looking forward to working with private sector to identify what barriers and restrictions that get in their way and limit their response; and how can government leverage what we have locally to fill in that gap;
- Will be having 1:1 meetings with key food producers and processors early on
- Working on opening lines of communication between public and private sector
- Will decide if existing portals or new portals for information sharing will be most beneficial;
- **Chat Discussion after Pierce County presentation:**
 - [1:11 PM] King, Elizabeth (COM) - There is a lot of work happening right now with public private partnerships and we should ensure that is coordinated with this work; range of work is at the multi-state level for coordination with the private sector
 - [1:12 PM] Roberson, Michael (MIL) - Amy Gillespie This is a great project and I hope to be able to leverage what you learn to do similar projects across the State.
 - [1:12 PM] Amy Gillespie - King, Elizabeth (COM) It would be great to hear more about the work you are referencing, but our work is very focused.
 - [1:17 PM] King, Elizabeth (COM) - We have been working with OR, ID, and within WA to develop a system/process for the private sector including grocery chains to report out situational awareness with the state we do have an exercise to test this process and the platform this June. The majority of the private sector have requested a single contact to reduce the duplication of their efforts in reporting to the state and filtering info down to the counties.
 - [1:20 PM] Roberson, Michael (MIL) - King, Elizabeth (COM) We would love to see anything you are documenting on there processes.
 - [1:21 PM] King, Elizabeth (COM) - Alisha is the current state POC for this effort for all other private sector partners beyond energy. We will keep everyone posted as we move through the exercise and the effectiveness of the process and system

- **Snohomish County – Amy Lucas, Snohomish DEM**

- Trying to address the gap in the THIRA of distributing food and water;
- Are in the final year of the project and in discussions with FEMA to get a 6 month extension

Statewide Catastrophic Incident Planning Team (SCIPT)

- Working off worst case scenario of 9.0 earthquake and looking at complete infrastructure damage based on BSST/HSST;
- Review of RCPGP Project Timeline and current status of products coming out of the project.
- Critical Transportation Mapping is focusing on where populations may be isolated after an earthquake based on the REPGP Critical Transportation work.
 - Have included WSDOT, local priority routes, debris clearing information, maritime inputs from bridges to barge traffic;
 - Maritime system including navigable rivers and deep-water inputs being incorporated into a map'
- Viable CPOD site prioritization
 - Developed a site viewer that will allow you to identify CPOD sites and hazards in and near that site;
 - See the Viewer site at:
 - Puget Sound RCPGP CPOD Prioritization Viewer Link - <https://rcpgp-snoco-gis.hub.arcgis.com/apps/f6126aef23b9425b82dc353338df5650/explore>
- Question from Shane: Clarification on the weighting system used to identify CPODs within a neighborhood; this is based on 4-5 factors including access and functional needs;
- Question from Shane: Have you thought of any barriers that people that do not have a contracting in place?
 - This would be based on what kind of GIS, network analysis capabilities and ESRI subscriptions you have available, however this could be stripped down based on cost effectiveness and resources available.
- **King County – Sasha Rector, King OEM**
 - 6 Maritime area workshops have already been held starting in February;
 - Developed to bring together maritime and EM communities;
 - Common theme across all 6 workshops was the lack of a communication plan, especially between Maritime and EM Sectors.
 - May 24th 0900-1500 at the Foss Maritime Center, Tacoma will be the next Regional Workshop to delve into the recap of the 6 area workshops and an overview of the CPOD site mapping and maritime mapping;
 - Phase II will be focused on the development of a framework to connect water to CPOD locations;
 - Methods and resources for moving supplies
 - Essential functions
 - Roles/responsibilities
 - Coordinating structures and integration
 - Relationship to other response activities
 - Operational planning
 - Framework sustainment
 - Annexes to include: Workshop summaries; mapping; and additional resources and planning initiatives
 - **Chat Discussion after King County Presentation**

Statewide Catastrophic Incident Planning Team (SCIPT)

- [1:34 PM] Diane Harvey, Clallam County Sheriff's Office (Guest) - Question for Sasha : Has the Navy engaged with your jurisdiction to identify landing sites? Yes, the Navy has engaged, most of the sites appear to be on the outer coast, not in the Puget Sound Region, however.
- [1:36 PM] King, Elizabeth (COM) - sharing I had connected with the 5th fleet but was informed that no locations would be inside the Puget sound
- [1:37 PM] Diane Harvey, Clallam County Sheriff's Office (Guest) - Perhaps the landing sites on the coast will offer an opportunity for the coast to act as your CPOD
- Discussion on Ports: There will be a lot of Port to Port assessments; each port impact changes based on the location of the port;
- **Follow up Discussion**
 - Eli King: The Private Sector is requesting that reporting for their status is to the state, they feel reporting to 39 different counties or even regionally and to other states will be too much for them to be able to do, so they are requesting a singular state contact.
 - [1:47 PM] Roberson, Michael (MIL) - King, Elizabeth (COM) Are you looking at how to incorporate the concept of community lifelines into your efforts to gather and share private sector information?
 - [1:48 PM] King, Elizabeth (COM) - yes that is how we are doing that work; and FEMA X is involved and is supportive of this process
- **Next Steps for Catastrophic Planning – Shane Moore, WA EMD**
 - Review of CIA consists of Base Plan and Several tabs, and then a CSZ appendix
 - A survey was sent out to identify who wants to review which portion of the plan so we can identify which parts of the plan needs more review
 - Executive Summary – is meant to include products that can be used to be the bridge from the plan to tactical level activities;
 - CR22 will take place in June
 - Remaining Core Capabilities will be addressed in July and Beyond
- **Overview of the Catastrophic Incident Annex – Shane Moore, WA EMD**
 - Structure Overview:
 - CIA is the base plan – the overall approach to a catastrophic incident
 - Tabs – a way to focus on the core capabilities and how we look at them in the scope of the other supporting core capabilities.
- **Overview of the Catastrophic Incident Annex – Shane Moore, WA EMD**
 - Critical Transportation Work is ongoing, it is the core capability that has been developed out the furthest, but there is still unfinished work to be done.
 - Will be looking specifically to see how critical transportation ties in with Mass Care, where CPODS, and Shelters are and how they relate to the critical transportation priority routes.
 - Eli King commented on the development of the priority route layers for local jurisdictions as a service from the state planning team was extremely helpful in her planning efforts for the state fuel plan and she would like to see that effort continue forward.
 - Further chat discussion on priority routes:

Statewide Catastrophic Incident Planning Team (SCIPT)

- [2:36 PM] Hanson, Johanna (COM) - has there been consideration RE electrical vehicles; especially in terms of evacuation routes?
- [2:37 PM] Benardo, Nichole (MIL) - Hanson, Johanna (COM) Actually that has never been brought up in any of our meetings thus far. Is there an electrical vehicle outlet charging layer that is available?
- [2:38 PM] King, Elizabeth (COM) - We are developing that with our WEIAT tool
- [2:38 PM] Hanson, Johanna (COM) - Benardo, Nichole (MIL), It's sort of new, but I've been hearing people starting to think about this as infrastructure expands
- [2:39 PM] Tyler Braunz - Nichole did an awesome job with the GIS work following Pierce County's critical transportation workshop!
- [2:39 PM] King, Elizabeth (COM) - in the next 5 years it will continue to increase; and we are here to support this effort going forward; We are working on the mapping for petroleum and EV charging infrastructure, and will encourage counties to start fuel planning after CR22 and again here to support those efforts
- Michael Roberson (WA EMD)– The discussion on energy and charging stations is a good topic as we move forward with other planning efforts and this shows the interconnectedness of the core capabilities; Further, we will be developing community profiles to help identify capabilities and gaps in the regions.
- Mass Care work is ongoing; this core capability has been developed out, but considerable work is still needed. Mass Care will require more input for other core capabilities, and it will require us to go back to it several times;
 - [2:55 PM] Schmit, Lucia - Are you factoring the potential impacts of self-evacuating populations on the priority routes?
 - Response from Shane – it has been brought up, but more work is needed to identify the potential impacts.
 - [2:58 PM] Banks, Dan - We need data to develop that. We don't have the data to develop this from. State Priority Routing is based on daily road use numbers. This is the only proven data point that we can work from,
 - Lucia – this might be logistically impossible getting people off the routes and keeping them from clogging up the roadways hindering emergency responders.
 - Questions/Discussion from Shane: If an area or community cannot sustain life with available resources, should it be evacuated? Is it feasible? What is a realistic timeline?
 - [3:06 PM] King, Elizabeth (COM) - similar from Katrina
 - [3:06 PM] Diane Harvey, Clallam County Sheriff's Office (Guest) - Regional Storage Facility for mass care supplies
 - [3:08 PM] King, Elizabeth (COM) - We (the state) can help support the locals in the planning for an evacuation, that is something we will be doing for fuel/EV/other fuels
 - [3:08 PM] Hanson, Johanna (COM) - out of curiosity, are East side counties already expecting evacuees and preparing for an influx of people?

Statewide Catastrophic Incident Planning Team (SCIPT)

- [3:09 PM] Finley, Stephen - safety is a key word here
- Further Discussion from Maximilian Dixon, WA EMD Geohazards – this is a good discussion, something that has just come up is to provide relevant instructions to those that have evacuate using vertical evacuation structures. Once they evacuate to the structure, there will be instructions on the tower to provide the next information.
- [3:11 PM] Roberson, Michael (MIL) - We are in the process, through a FEMA contractor, of developing a plan for how the State can support locally driven large-scale evacuations during a catastrophic incident.
- [3:11 PM] Kirk Holmes - Authorities aside, trying to understand evacuation behaviors if very difficult to comprehend in the PNW, but necessary to discuss.
- Diane Harvey – Clallam County Sheriff’s Office; this question hits hard, because in a Cascadia event, we will probably be divided into 20 micro islands. The struggle with planning for this kind of event is the micro-island issue and only one functioning airport. In our region, we do not have a FEMA storage facility. It would be important to have a FEMA storage facility, especially for mass care.
- [3:15 PM] Kirk Holmes - Hanson, Johanna (COM) in my visits with the group from HLS #7, they are not expecting any evacuees, more support of working with partners to deliver life-sustaining supplies through the standard transportation systems.
- [3:17 PM] Grant, Katelyn - We have left the door open in our federal planning to include contra-flow, evacuation support from the FSAs and APODs. More work needs to happen to refine but we did look at it.
- Diane Harvey – How is the airport going to be used by the Federal government and what that looks like for the local jurisdiction has not been discussed with the local jurisdictions between FEMA and the local jurisdictions
- [3:18 PM] Fordice, Justin - There will be heavy use of the federal staging areas (FSAs), incident staging bases (ISBs), and aerial points of debarkation (APODs) to move resources into the state staging areas (SSA)s. The FEMA Region 10 CSZ response plan published in February outlines the use of these through the operational phases 2a, 2b, 2c. This plan is being tested in a Rehearsal of Concept Drill next week.
- Robert Sabarese – I am wondering about this question. Is this question about sustaining life or the cost to repair and restore the resources to continue to sustaining life vs the ethical questions about sustaining life itself?
- Michael Roberson, WA EMD – At some point our primary goal is life saving and life sustaining activities in the immediate response, and when you hit certain thresholds with restoring lifelines that you are not in a state of emergency, then you are looking at into those transitions into recovery and what a long term recovery looks like. In terms of our planning effort, we are really focusing on those initial phases of response

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and then what that transition to recover looks like and that is the bulk of what you will see in the CIA.

- Lucia Schmit – for Seattle, we are concerned with water. If those water mains for Seattle rupture, there is no way we can truck in that much water for that many people. At a certain point, that would be a decision that would help us determine that we cannot sustain a population here and must move them elsewhere.
- Shane Moore – dense urban areas are a huge consideration. You will use what is in your system in 24 hours and portable systems will not provide the necessary sustainment; and the repair could take years; Not just Seattle, but Tacoma and any dense populations relying on broken infrastructure.
- Kirk Holmes, SCIPT Co-Chair – Your question is an excellent planning assumption for an RCPG for the water supply forum to assess this even further; they have done a good job with the planning so far, but have identified some gaps, including the wheeling of water from system to system and the interconnectedness of the water systems;
 - Also wanted to talk about the evacuation question, and the topic of West to East evacuation – but the reality is we are not expecting to see “refugees” walking on the interstate to the East side of the state, so that is not an appropriate planning assumption/ I have questioned many SMEs on the expected behavior on the general population after a CSZ event – has there been any studies and what can we expect people to do; and this question is still something we need to find out.
 - [3:27 PM] King, Elizabeth (COM) - There are studies of evacuation behaviors from hurricanes
 - [3:28 PM] Banks, Dan - I agree with Kirk's assessment. The bigger problem for East of the Cascades will be in the influx responders and other "help."
 - [3:29 PM] Roberson, Michael (MIL) - We have some case studies of what has happened in some similar disasters that effect both critical infrastructure and supply chains.
 - [3:29 PM] King, Elizabeth (COM) - If you look at the studies from Katrina of displaced individuals and families I think might be a good example of how people leave an area and do not return
 - [3:30 PM] Schmit, Lucia - That aligns with my assumptions for Seattle--our newer transplants/people who have family elsewhere and the means to leave--will do so
 - [3:30 PM] Roberson, Michael (MIL) - Most people are going to move to a place they perceive as safe.
 - [3:31 PM] Benardo, Nichole (MIL) - [Bengtsson, Linus, et. Al. \(2011\). Improved Response to Disasters and Outbreaks by Tracking Population Movements with Mobile Phone Network Data: A Post-Earthquake Geospatial Study in Haiti.](#)
<https://doi.org/10.1371/journal.pmed.1001083>

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- Improved Response to Disasters and Outbreaks by Tracking Population Movements with Mobile Phone Network Data: A Post-Earthquake Geospatial Study in Haiti
- Infrastructure Systems - Water Systems and water Services work is ongoing, there is still more to go. The Public health, healthcare and EMS will reveal more considerations for water
 - What can we look to do for an infrastructure type that is owned locally or publicly?
 - Focus on services that are life safety necessary.
 - Supply the resource itself is most important consideration
 - Work with local jurisdictions and their priorities and see who they are re-establishing connections with

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

- No comments from the Good of the Order discussion;
- Michael Roberson (WA EMD), thank you for the work the planning team has done to develop the plan and workgroups, but especially thank you to the participants of this meeting for guidance on the plan, the time and effort in this process. We look forward to the continued partnership in ways in which we can support each other to better serve the people of the state.
- Shane Moore (WA EMD)
 - Thank you all for the excellent discussion today! I look forward to taking this enthusiasm into the individual workgroups.