

Homeland Security Region 3 Committee

MEETING MINUTES

September 11, 2019

1:00 p.m.

Meeting Location: Mason County EOC, Shelton WA

- I. Call to Order:** The meeting was called to order by Chair Scott McDougall at 1:00 p.m.
- II. Attendance:** A quorum was present.

HSR3 Members:

Pacific County, Scott McDougall, Chair
Lewis County, Andy Caldwell
Mason County, Ross McDowell
Olympia, Patrick Knouff
Shoal Water Bay, Lee Shipman
Chehalis Tribe, Cal Bray

Thurston County, Kurt Hardin
Thurston County, Sandy Eccker
Thurston County, Dave Johnson
Thurston County, James Yates
Thurston County, Mike Presswood
Grays Harbor County, Hannah Cleverly

HSR3 Staff:

TCPH, Erika Katt

Guests:

Northwest Healthcare Response Network
(NWRN), Mariah Pedde
McLane/Black Lake Fire Department, Steve
North
WA Department of Commerce, Elizabeth (Eli)
King

- III. Agenda Approval** – (???) move to approve, and this carried.
- IV. Minutes Approval** – Tabled.
- V. Energy & Fuel Emergency Planning** – Eli King briefed this is the last Homeland Security meeting prior to the WSEMA Conference and will be providing a few additional tools at the WSEM Conference. Provided an opportunity to be an early adopter in the Fuel Burn Rate Assessment tool. Eli's presentation talked through roles and responsibilities of the State Energy Office, reviewed what an Energy Supply Alert is, what an Energy Emergency is, and Building Effective Partnerships across the State. Eli's current role has been vacated due to lack of staff time over the last six years, Eli is the emergency management contact for electricity, natural gas, or petroleum. Eli's presentation will also cover the approach to a Regional Fuel Plan, clarified Washington State Regions no FEMA Regions.

RCW 43.21F State Energy Office. Ensuring Emergency Response and Continuity for the Energy Sector for the State. Eli's role is to provide the Governor, a Joint Legislative Committee, the State EOC situational awareness of current emergency plans, processes and procedures before an incident occurs and what is the process and procedures and waivers and programs available to be implemented to help reduce the demand on the type of energy that is experiencing a disruption.

An Energy Supply Alert is an incident that could cause a severe disruption.

An Energy Emergency is a severe disruption of a supply occurring. There are waivers and programs that can be implemented based upon the type of energy that is experiencing a disruption. Could also provide curtailment to reduce the demand.

Energy is a broad spectrum, specifically for fuel looking at how to reduce the demand on petroleum products to continue continuity of operations for the State and Local government in emergency response. For the electricity side or natural gas it is a lot more complex because there are 64 different utility providers for electricity and all natural gas is privately owned, so working with these companies to have an effective response and coordination also to insure the reliability of energy because it is not just the flip of a switch but a sequence of events to turn electricity back onto balance load. Part of Eli's role is providing the education of how this occurs to the State EOC.

In Building Effective Partnerships part of this includes understanding what are the capabilities of local jurisdictions to do the ESF-12 function, there are rumors that the State is moving away from ESF-12. Look at this as 'what are the capabilities of local jurisdictions to coordinate with energy sector at the lowest possible level, either at the city or the county level. Not every county has that capability or capacity just due to staffing levels. Getting a better understanding of where Eli can come in and provide some additional support or augment current capabilities or help facilitate that coordination of information between utility sectors with the county is the goal. For example, Pierce County has eighteen (18) staff people providing a comfort level about their capabilities but in Spokane the entire Region IX there is one person dedicated to Critical Infrastructure so providing equitable support across the state is the goal.

Understanding Effective Communication Pathways not just the 'who talks to who' but 'how' and taking into consideration the local capacity to use HAM Operators during an emergency, this is not something that utilities have unless they are of municipal owned or co-operative so the private utilities do not have that capability or capacity they mostly rely on Satellite phones and similar technology. Have an understanding of what technology exists and how to communicate if there is a disruption is important.

Energy Support a web portal is under construction so that when there are products available to help local jurisdictions do energy planning there will be resources and tools to be found. The hope is to fund another position in a Decision Package to move through Department of Commerce to be a planner to provide technical assistance to jurisdictions to help with Energy Planning. Energy Sector Exercise participation is available.

Response and Restoration Coordination is how this role fits into the EOC, unable to tell utility companies what and how to restore their services but can provide context. For example, "we have this particular critical facility that is without power, they need to have power restored for X number of reasons", this information would be shared with the utility and they could then check with their priority list and potentially move resources to help with the restoration because of the community need.

Working on Outreach with utilities, currently with Mason County Public Utility District No. 3, this is an example of a good relationship but not everybody has this. Eli's role creates a positive trusting working relationship by inviting local jurisdictions to come and meet utility providers.

An additional concept would be an ESF-12 Workgroup comprised of local emergency managers and industry to share best practices and try to understand information sharing and those with limitations.

Q: Provide percentage of refined product Washington sends to the State of Oregon?

A: Over 94% of refined product Washington sends to the State of Oregon, Olympic Pipeline. The state of Washington has 5 refineries. This is a demonstration of the interdependencies of the resources in Washington.

How is Critical Infrastructure viewed, it is viewed as 16 different infrastructures created by DHS. Transportation and Water both think these are the most Critical Infrastructure; however, the discussion should include all components of Critical Infrastructure as a whole. For example, the Regional Critical Transportation workshop helps to identify surface roads and rail that without would limit the planning ability to identify fuel distribution centers and how fuel would actually be distributed during a response. For fuel planning there are a lot of moving pieces but look at the first part of how to allocate fuel and get a fuel needs assessment based upon vehicle usage only for mission essential functions. From here work through back-up power generators, maritime usage, propane and Aviation and Jet A.

Hurricane After Action Reports from the 2017 Hurricane season and the states that frequently have to implement Fuel Action Plans found the following consistent messaging: Challenges with communication between all levels of government; Overall situational awareness; Provide appropriate Contract Guidance to States, locals, and Tribal nations around emergency fuel contracts; and Access to data in real time (how much fuel is available and where is it in the state). This real time data cannot be gathered on a regular basis and instead has to be requested as needed through the Energy Information Administration (EIA) through a legal request process, this information request process is being worked through with the State EOC. Recommendations from these After Actions: Establishing prioritization guidelines; Streamlining enhancing waivers; Fuel needs assessment for critical missions; Building relationships. The State cannot prioritize fuel distribution; however, there are many local relationships that can be built with the private fuel industries that will be critical, relying on private sector will help establish resilience for local communities and the State and to insure recovery of commerce.

The Olympic Pipeline is in Western Washington and goes from the Canadian border all the way down to Oregon and in Eastern Washington there is no refining capability along with the State of Idaho. Montana and Utah are the closest states that have refining capability. Utah has the Chevron pipeline that goes from Utah through Idaho into Eastern Washington and that is where that refined product comes from. The Columbia River is also used to ship fuel to Eastern Washington in a minimal amount.

Current planning activities is a Statewide workgroup that includes at least one member from each homeland security region, Sandy is on the workgroup representing Region 3 along with state agencies and utilities and Eli works with the petroleum industry separately. In the data collection phase of collecting local information to help drive the state plan to help with prioritization and guidelines and working through that process. This includes a fuel needs assessment for mission essential functions to get a bigger picture of how much fuel we consume for the State but when it comes to a fuel shortage it is a Continuity of Operations Plan instead of a Response Plan. Looking at what is the lowest level of fuel that would need to be requested potentially for the whole State. This tool is wrapping up Beta testing and will be available next week at WSEMA to gather the information if anybody is interested in helping to gather that data.

Regional Resilience Assessment Program (RRAP), Idaho has started doing this assessment of their refined products which is good for Eastern Washington. There is a discussion right now to determine whether or not a RRAP study can be done on fuel that is not just Washington but actually based on the Supply Chain which would include Washington, Oregon, Idaho, Alaska and Utah.

National Association of State Energy Officials (NASEO) and Department of Energy provide guidance not FEMA or DHS, so Eli tries to relate the energy language back to FEMA language of core capabilities and critical lifelines as identified by FEMA. The workgroup has identified nine (9) priority actions very similar to Oregon, more information will be provided next week at WSEMA.

Fuel planning priority guidelines for allocation of fuel is based upon a waiver that is specific to emergency response and first responders. The definition from NASEO was very narrow but the State has been able to clarify the scope of this definition on first responders, emergency management, life-sustaining, and life-saving activities might actually mean. So, this would include not just providing fuel to the vehicles but to the support agencies as well. Following these is Critical Infrastructure and Critical Utilities and the last priority is community hardship and functionality this would be an application process that would be reviewed and approved/denied by a taskforce. Example of Community Hardship would be migrant workers that come into the state to work so a condition would be provide them with fuel or keep them onsite. Initial 12 hours would be allocating fuel to the 4 critical lifeline sectors which is Transportation, Energy, Water, Wastewater, and Communications. Afterward Emergency Response and Critical lifeline infrastructure, facilities, and then community hardship. Creating a pdf tool that will provide context to what information needs to go into a local jurisdiction fuel plan. EMD has created an Excel document to do an assessment of local Comprehensive Emergency Management Plans (CEMP) Eli will be creating something similar for local jurisdiction self-assessment and so the State can do an assessment to provide recommendations and feedback. The Fuel needs assessment tool walks through what is a mission essential function, also known as the beginning stages of a COOP Plan, because knowing the mission essential functions for local jurisdictions informs priority at the state level. Additionally, tracking impacts of a fuel shortage on local jurisdictions is important, tracking the location of local liquid fuel distribution hubs available for government vehicles and also the public. Locating these fuel hubs and working with private partners and working on contracts is the key piece, this was the biggest findings out of Hurricane Sandy was they had fuel but they had an inability to pump fuel and so they had to bring in fuel from outside resources they had to do the identification what gas stations they could actually deliver the fuel to, so working in partnership with local law enforcement to insure they had security they dedicated a set number of pumps to government vehicles to have law enforcement there for security but the rest were open to the public, this is an example we will work through. But the first step is to identify what those fuel distribution sites look like and where they will be located. Some guidance to consider when working through this includes: population density, distance of travel for your population to refuel, egress for traffic patterns, security issues/concerns, the amount of fuel that is actually going to be stored. Eli's recommendation for statewide perspective is looking at the bigger retail gas stations like Costco, Fred Meyer, Safeway that already have the capacity to store large quantities of fuel at their gas stations. But there are additional considerations under a catastrophic scenario of low of power is there a transfer switch, is there a generator, those types of things.

There is a FEMA Fuel Supply Chain Technical Assistance Program, this team held a meeting with local jurisdictions participating without state counterparts, so local jurisdictions were looking at the bigger supply chain issue but they needed to focus on that last mile piece, because their state agencies Eli's counterparts had the larger picture in place already it's getting what that last mile supply chain actually looks like. So once I have the fuel 'where's it going to go and how are you going to distribute it?' This is the piece that nobody's quite figured out, so working through that process is the focus now. Because the source of the fuel is Eli's job and Logistics at EMD. The Planning Scope and Considerations is 1-2 weeks or 2-4 weeks no more than 2 months, so when Eli asks for a fuel needs assessment, provide baseline information for 1 week and Eli can use Excel to extrapolate to a bigger number. In this case there is no physical damage just a fuel shortage to not make it to complicated, so baseline should normal day usage of Diesel and 3 types of unleaded

needed, to establish lowest common denominator of mission essential functions. As the baseline of information is built and we start getting closer to a Regional Shortage Plan, the idea is if there is a State Regional Shortage Plan, can work through the process of how to do allocation and prioritization, when there is fuel where is it going to go, how will there be distribution, what does the paperwork look like around fuel, and working with neighboring states. Eli will be spearheading a Regional Catastrophic Framework Plan around fuel along with counterparts in Alaska, Oregon, Idaho, Utah, Montana, and in partnership with NASEO/DHS/CISA/British Columbia/Alberta. Leading by example and have key components in place about prioritization for fuel allocation, what the decision making points are going to be like the fuel action steps and getting those in alignment with other states to come together and work through the other complicated piece of how to get the fuel and where will it go at the Regional Catastrophic level. Also, the private sector coordination, getting the refineries involved not just in the State of Washington but in Alaska, Utah, and Montana along with fuel distributors, pipelines, and regional gas stations. The other component is a few jurisdictions in the process have completed emergency fuel contracts with the fuel terminal, so hoping to provide those as an example for jurisdictions that can afford to do an emergency fuel contract because in the short-term it releases the burden on the State to provide fuel and it alleviates the State to work on other jurisdictions that would rely on a State contract. The State Fuel Contract is up for review in 2021, Eli's hope is to provide data to improve the State Fuel Contract, specifically to include a definition of an emergency and the process of allocation and distribution for a statewide event.

Frequently Asked Questions:

Q: Timeframe for the Plan

A: Eli will be exercising the State plan for CR '22, if local jurisdictions have created their local distribution plans Eli will be happy to test the communication/coordination of those plans. The idea is to not have every jurisdiction have their plan ready by then but if a jurisdiction has the capacity then that would be great to use as a best practice to help others. Eli would like to have the Fuel Needs Assessment by the end of 2020, the other piece is having a Liquid Fuel Plan at the county level because there are 39 counties and only one Eli so having these plans at the highest level possible will make it easier on the distribution side so whenever the paperwork side comes in and asks who is actually receiving the fuel and where is it going having this information will be less challenging for everybody. There are a few cities that did not like this plan so they can have their own plan that is an Annex to County Plan, so the plan is still at the county level. Tribal Nations will have their own fuel plans and work directly with the State, if there is an agreement with the county that the Nation is in, then it will be up to the Tribal Nation and the County on how that coordination works.

Part 1 will be Identifying Mission Essential Functions, Part 2 is Back-up Power Generators. Some jurisdictions already have a good idea of where their generators are located, whether they are permanent or mobile. If they are permanent, they will have to provide how much fuel is on-hand, how long will that fuel last. Not asking for this information yet as there is not tool currently available to track it but once it is available, we'll start with this piece.

Q: Emergency Fuel Contracts

A: Emergency Fuel Contracts directly with a fuel terminal is recommended and encouraged, an MOU is not going to do a lot of good. If there is a contract then there is a waiver that can be put into place to limit the sale of fuel and if you had a contract you could still continue to receive fuel from that fuel terminal or you would go back to buying fuel on the spot market and going back with the other programs and waivers that would be put in place such as Odd/Even Purchase days or Maximum Purchase Amounts.

- VI. HSR3 Coordinator Position Update** – Kurt talked about an open-competitive process of advertising for the Homeland Security Region 3 Coordinator position a number of applications were received. First round interviews were conducted on Monday and Tuesday of this week with 7 candidates interviewed. Up to three candidates will be moving forward with a second-round interview. The interview panel had Scott McDougall, as Homeland Security Region 3 representatives, Patrick was on it, Sandy, and Cal, so actually everybody sitting here were on the panel. Because of the WSEMA conference next week there seems to be a schedule problem to do the second round of interviews, but we are anticipating the week after that to have the second-round interviews. And hopefully have a person in place by the end of the month.
- VII. Budget** – Kurt passed out financial reports FFY16 and FFY17 grant awards, the POETE elements are not broken out by salary and then supplies and equipment, in the future we are going to do that but we are trying to get a coordinator on board so they can do that and start do some of this heavy lifting. There hasn't been a whole lot of change since we presented this in June, this was one of the reasons to use the same format and just talk through some of the changes that have occurred. Back in June we talked about FFY16 which is closed with \$380,027 we saw how much the counties received we saw how much the projects were, going down M&A. Down to the notes on the right hand side under Region 3 Project Detail under Planning it says we moved \$33,408 to the FFY17 Homeland Security Project is because we did not want to leave any funds on the table. So we moved those over to 17 from 16 and if you notice on 17 we also got an extension for the Performance Grant it went from August 31st of 2019 to June 30th of 2020 to give us more time for expending that and then same for Organization \$938 was moved over to the 17 grant and when we did some budget deviations and some adjustments we didn't need approval for that. But essentially, we expended 100% of the 16 Homeland security Grant. That was pretty much the same because it had a closing date of June 30th of 2019. For the 17 the dollar amounts are pretty much the same as you saw earlier in June because we haven't had a lot of change based on the coordinator not being filled. But we also had the leave cash out balance of \$11,102.53 that's at the bottom. That was Jessi's leave balances when she left Thurston County to go to DNR. So total expenditure to date is 40% of the grant again we've got until next summer for the extension.

And then I know that the request was once we get the coordinator in position to break out the salaries against the different areas of the grant itself. Sandy explained one of the things that happened was one of the Thurston County projects which was for the City of Olympia to help purchase a command vehicle. In the grant it is required to have 25% go toward a Law Enforcement, Terrorism, Prevention, Activity (LETPA), this would have been 100% LETPA, and the city decided not to purchase the vehicle so the shifting that took place here was, for example when the coordinator does an Active Shooter Drill that's designated as LETPA, and so what we were trying to do to compensate for the LETPA that was lost was to take Jessi's salary that was not LETPA and shift it forward into the 17 grant and take Jessi's salary that was LETPA and shift into the 16 grant so that we could meet that requirement, that's why there is this movement of money. The categories here even though it says training & Exercise includes Jessi's salary even when she's working on those activities.

Karen Axtman retired from Thurston County at the end of 2018, we have Daphne Reaves who is Karen's replacement starts Monday, she has a portion of Homeland Security related duties such as doing the Minutes for this group, sending you information, and keeping us straight.

VIII. Workgroup and Program Reports

1. Public Health

Erika Katt reported: The past few months we have made some changes in that they are meeting every other meeting so actually only 3 per year but we still do report outs every district meeting. So, we still talk and gather information. Several counties in our area were working on gaps found in the TREX Exercise that was done. They're working on planning efforts and agreements throughout the county related to the TREX Incident/Exercise that was done by DOH. There were lots of gaps found like medication was dropped off at the wrong location or there wasn't proper put into place. There's been a lot of work on the counties to work through that.

The MRC (Medical Reserve Corp) has been very busy the last few months. Lewis County MRC had medical aid stations and also the Seattle-Portland (STP) Bike Ride. In Thurston County the Medical Reserve Corp staffed a medical aid station at STP and the Senior Games and they also provided Back-to-School Immunization clinics at Providence Family Practice, Little Red Schoolhouse, Tumwater Back-to-School Clinic and upcoming Kaiser Permanente Clinic which is on September 21st. I mention this because we have seen a lot of folks from throughout our region come to these clinics, we saw some folks from Bremerton come to them, we're not sure how they are getting the information but they're coming and getting kids immunized so it works.

There are a couple of counties working closely with the network to better define the roles and responsibilities and how the network intertwines in Thurston County. We're working on Situational Awareness and Resource Requesting activities and how does this look in Thurston County. Mason County may be involved in some of this discussion too. Thurston County hopes to have solidified how things work by the end of October but we want to make sure everybody is on the same page. The Network will be hosting an All-Coalition Annual Meeting and Workshop in Tukwila on September 20th and then the next Public Health meeting will be held after the West District meeting on October 11th.

2. Region 3 Healthcare Coalition

Mariah Pedde reported: To mirror what Erika already said about the dates and the Strategic Framework for the Network the information is not prepared and ready to be shared at our District Information meeting in August so we have set aside time to do a webinar on September 19th at 9am to go over that, if anyone is interested it can be sent out. The Agenda is open for the October 11th Coordination meeting to discuss that for those that cannot make that webinar and if they want to get that information. For those that are going to want to make that meeting it is an All Coalition Annual Meeting it's something the Network used to do but it just kind of dropped and now that District Coordinators have been hired we have the West all covered now so we're really trying to build those relationships back up and build robust partners. The District meetings which the West District is five counties, 6 tribal nations we are going to meet with all the other

districts with all the emergency manager partners and really use that platform to get to know each other across jurisdictional areas so Whatcom County will finally get to meet those in Thurston and Lewis and Pacific and all of those great relationships that we want to build out. September 19th the Strategic Framework webinar. September 20th is the All Coalition Annual Meeting in Tukwila. October 11th is the next West District Coordination meeting here at Mason County DEM 10am-noon.

All Coalition wide exercise, a Healthcare Coalition Exercise this year's Fall exercise will provide an opportunity for Healthcare Facilities to test their Operational Communication Plans and Processes as well as practice communicating and coordinating with the network and other healthcare partners in the community.

Have been meeting and working with Public Health on Situational Awareness and Resource Requests and creating flowcharts, will be meeting with Mason County soon and Grays Harbor County Public Health soon

3. Plans & Policies

Sandy Eccker: With the new coordinator we will be working to bring this workgroup around

4. Training/Exercise

Sandy Eccker: The new coordinator will be helping with the re-certification of the NIMS Instructors and also take a look at our region. The State is asking the local jurisdictions to actually instruct their G-Courses. And the G-Courses are Emergency Management, PIO, JISC/JIC types of courses and we'll need to look within our region of who has the expertise and try to put together some instruction teams.

5. Incident Management Team (IMT)

Chief North reported: It has been a very slow fire season which is probably a good thing, we were all kind of needing a break just to put it in perspective there has been eight Type 2 fires in Washington and Oregon and Alaska this year, with five of those being in Alaska and only three in Washington and Oregon. What that means to the IMT is the Plans trailer did not go out this year, the Western Washington Type 3 team didn't have any assignments this year and was out all summer last year. We don't meet during the summer time, we will be meeting again on Friday, the only thing on our radar is to conduct the planning and go out to bid on a second Plans trailer with the intention still to put one trailer in the Grays Harbor area and keep one in Thurston County and get them both active in the summer time for the revenue potential that provides for the team. The Type 2 team that Chief North is on would like to use one of the trailers, on a typical summer this team deploys 4-5 times, this would be excellent revenue to help sustain the IMT.

Q: What will be the deployable method for the Grays Harbor County trailer because the truck is located in Thurston County?

A: There are fire service employees in Mason County and Grays Harbor Fire District #2 that will be available.

6. RIEC/Communications

Scott McDougall: Tim Markdale is leaving Pacific County employment on September 27th.

7. Emergency Management Advisory Group (EMAG)

Kurt Hardin reported: The last EMAG discussion focused on the WAC pulled together all of the proposed WAC changes in July and August and briefed it out. The biggest discussion was whether or not to open it up to talk about how EMPG is distributed, one of the biggest themes is having a fixed percentage of what EMD can retain for funding at their level because right now there is no fixed percentage, it is commonly understood to be 38% but there were proposals for keeping it at 38%, bumping it to 40% or moving it down to 33%. If there is a savings from moving it down to 33% pushing it out to the minimum base for counties and jurisdictions for EMPG. Proposal that any leftover funding from local jurisdictions was allowed to go back to local jurisdictions to compete for instead of going back to the State for state use. Most of the funding formulas talked about moving the base up for smaller jurisdictions or maintaining the current funding situation. There was one proposal to take the percent to 33% for the State and doubling the base amount, but when that panned out it took money away from all of the larger and medium counties as well and that wasn't their intent so they wanted to go back and see what the revenue neutral for local jurisdictions so nobody lost funding. At the end of the day they EMAG is considering whether or not to open the WAC with potentially two different thoughts in the EMAG, 1) Decide to say yes or no 2) If they say yes they need to decide if they will be specific about which parts of the WAC need to be opened up or just say 'Open up the WAC' because once you open the WAC you still have to go through the process of filing a CR-101 and 102 which is to get input from stakeholders and recommended changes and then the final CR-103, so even if they recommended changes now they would still have to recommend changes in the CR-102 process.

Next steps are for the EMAG to come back in a meeting in October to get information due out from EMD. But EMAG will come back and convene and determine a path forward and what they will recommend. There has been some chatter about putting together a formal recommendation to State Emergency Management, from there State Emergency Management will determine what they will do.

8. Statewide Catastrophic Incident Planning Team (SCIPT)

Sandy Ecker reported: Met last Thursday and one of the projects of the SCIPT when they created the Catastrophic Incident framework, they identified different strategies that they felt were important during a catastrophic incident: Critical Transportation Recovery, Communications, Water were all strategies. The SCIPT decided to focus on transportation first, they're just about to launch their Critical Transportation Workshops, we're about to host our Workshop on November 14th. The goal of that workshop is for the state to talk about the new assessments on roads and bridges and what the impacts are going to be, they're going to talk about their priorities for restoration and the timelines for restoration. And then work with local jurisdictions what are local priorities, where is your critical infrastructure, how do we restore your roads in a collaborative way so that we can get the Critical Infrastructure supplied with

what is needed. Sandy sent out a Save-The-Date for the Workshop and will be sending out more information, but it will be really key to bring the right people and it's going to be very Public Works. So, people that understand the priority of the route restoration, the detouring. They have detailed maps that really look at the anticipated damage to the State routes and the Interstate routes and bridges. They have a tool that they've created that local jurisdictions can use to do a similar assessment on local roads and bridges and DOT is going to help locals with that process.

Now that the Critical Transportation piece has launched what is the next strategy to tackle and the debate was between fuel and... but because of the work that Eli is doing and needing a little bit more time this will be held off on... and water/wastewater was the next one they feel strongly about so ultimately it seems this will be the next one they focus on. Water/Wastewater is a focus for Cascadia Rising 2022.

Q: When you say wastewater are you referring to sewer?

A: Sewer, Storm water and water being potable water systems

Q: So, as they finish these strategies is there an expectation that for that particular strategy provides the guidance to locals in Catastrophic Planning or is the intent that they will go through all of the strategies and then give the guidance for local planning all at once?

A: So the framework is where that guidance lives and as they go through it they're going to continue to update that framework to have more detail in it and that framework says 'here is the state's role, here is the local role, here is what the state's going to do, this is what we anticipate locals are going to do'. If the locals are going to develop a Catastrophic Incident Annex or something of that type it would dovetail into that Framework

IX. Good of the Order

Lee Shipman: Update about Jamye from Sandi who spoke to Ann Chastaine and few minutes ago. Jamye was airlifted to Seattle, request that refrain from contacting Jamye or her family and would rather emails go through Ute.

Ross McDowell: There is a good-sized training coming up this weekend, part of the Disaster Air Response Team (DART). Hartstene Island in Mason County with one bridge to get on/off, there are four islands like this with one bridge. Went to a training up at Kenmore Air and will see what that training is like here to take on parts like bringing in supplies, see how it works with the transporting of patients the DMCC will be coming to see what it's like along with a couple of other counties to observe. The State is not a player because there are some protocols that have not been in place, not sure on exact details but a lot of it has to do with insurance and when transporting a patient there has to be somebody with them besides the pilot. There will be 52 people attending.

X. Next Meeting: November 14, 2019 in Thurston County – Critical Transportation Workshop.

XI. Adjourned at: ???

XII. Next Meeting Agenda Items:

XIII. Future Meeting Agenda Items: