

Emergency Support Function #1 Workshop
August 21, 2019

Time	Activity/Component	Activity Objective(s)
0900 – 0905	Welcome & Introductions	
0905 – 0945	Emergency Operations Center (EOC) Overview & Functions/What are Emergency Support Functions (ESFs)?	<ul style="list-style-type: none"> • Provide awareness to the expectations for communication between jurisdictions & the county EOC • Provide awareness to the ESF concept • Demonstrate the use of an ESF during a local incident response
0945 – 1000	Multnomah County Damage Assessment Plan Overview	<ul style="list-style-type: none"> • Build awareness to listed organization roles/responsibilities • Demonstrate how ESF #1 utilizes plans/processes
1000 – 1015	Multnomah County Debris Management Plan Overview	<ul style="list-style-type: none"> • Build awareness to listed organization roles/responsibilities • Demonstrate how ESF #1 utilizes plans/processes
1015 – 1025	Break	
1025 – 1055	Information Sharing Discussion <ul style="list-style-type: none"> • How does your jurisdiction address emergency transportation? • What plans/processes does your jurisdiction follow related to emergency transportation (current or anticipated)? • What relationships/processes have been developed to assist emergency transportation needs? 	<ul style="list-style-type: none"> • Share how jurisdictions perform emergency transportation function(s) • Build awareness to current jurisdictional capabilities with emergency transportation response
1055 – 1100	Closing Comments & Next Steps	<ul style="list-style-type: none"> • Present a tentative schedule forward • Discuss & agree on a tentative schedule

Multnomah County

If the county EOC is activated, is the intent to have a local representative sit in the EOC to help with information, or is information shared in other ways? The expectation isn't for everyone to provide a representative, but rather to ensure we have an understanding/process around how information is shared. Specific functions, such as public transit, could be beneficial to have a representative.

- DCS Roads & Bridges Damage Assessment Plan – separate to the County plan.
- ESF 1 Annex
 - Portland Metro Area Transit (PMAT) inter-agency agreement is out-of-date and has been replaced by the Managing Oregon Resources Effectively ([MORE](#)) agreement.

Portland

- City of Portland doesn't use the ESF model, but recognizes that we put our ESFs within operations in the ICS structure. Whatever function within their ICS structure that manages transportation response would liaison with our ESF 1.
- PBOT has a post-earthquake bridge inspection plan; hiring someone to run that drill;
- PBEM would roll up information from various bureaus to provide information to the EOC; NETs providing information from within their neighborhoods; less catastrophic events, NETs can be used to capture additional information;
- PBOT is divided into bureaus with assignments for incident command. Different scenarios. Winter weather was never considered a multi-bureau issue, covered by PBOT until recently. Stood up a DOC recently within their bureau during the last large winter storm. They operate internally, but they have impacts on other areas and will work to plug a knowledgeable person to the city ECC;
- PBOT is really good at messaging/PIO operations; WebEOC and PBEM sit stat information is provided regularly. PBEM is looking to bid for a new management system (similar to WebEOC).
- PBOT has a temporary EOC phone number, or contact the PBEM duty officer

TriMet

- TriMet - on any given day there are roughly 1000 employees in the field. With that level of saturation, they would be the initial eyes and ears for windshield damage assessments, always someone monitoring the system; inspection plans mirror ODOT, who regulates them; how does debris removal work on MAX lines? Depends on the ROW situation, it depends where they are tenants on the streets versus property that they own;
- Shares EOP with partners *annually*
- TriMet have engineering resources
 - What type? How can they help?
- TriMet has a workplace CERT program for all of their occupied facilities; operators to report what they see.

- TriMet - up until recently, their EOC has run with support function style; transitioning to a hybrid model, with the traditional ICS structure with functions embedded into the structure; field/tactical level we have strike teams and single resource units;
- Coordinate either with the operational center (OCC); direct line between BOEC and their OCC; unique in the sense that it isn't streamlined due to their unique operations;

Wood Village

- Wood Village has limited ability to handle smaller transportation incidents in their jurisdiction - considered "level 1" in their Emergency Operations Plan (EOP). A "level 2" incident is beyond their ability and would require external support.

Gresham

- Gresham has a mix of planning documents, some assessments for the field; The Transportation contact will be checking with their Emergency Management Office.
- Gresham uses more discretion now in standing up their EOC. Incidents are handled on a smaller scale.
- Transportation has on-call superintendent at all times that can be communicated with during transportation incidents.

ODOT

- ODOT has regional geographical response, bridge crews and engineers. Situational awareness comes from road crews receiving information & from other jurisdictions;
- ODOT would like to develop a transportation-specific damage assessment plan specific for the region, with specifics for Disaster Assistance Teams (DATs);
 - What does ODOT's bridge inspection training involve?
- Use a hybrid of the Incident Command System (ICS), more progressive in region 1. Incidents typed per the National Incident Management System (NIMS). ODOT maintains a public dispatch number, but also a direct line for local response partners into their EOC/dispatch center.
- Regional EOC
 - Partner-specific phone number at regional EOC
 - Heavily use WebEOC for sharing information
- Regional Emergency Response Team (ERT) for smaller incidents

RDPO Emergency Transportation Routes (ETR) Project

- Establish cities and state-wide ETRs & alternates
- ODOT ETR Focus = moving people
- City ETR Focus = emergency service movement

General Feedback & Comments

- What transportation staff are being trained for perform windshield assessments?
- FEMA provides a lot of specific training for some ESFs, but not for transportation; there is a unique niche there and a gap that needs to be filled. This is something we can't exactly go to FEMA for, but would need to develop locally.
- Need for more coordination regionally, regular meetings and collective efforts are welcomed.
- Exercise/meeting specifically for winter operations/tabletop exercise
 - October 2019
- ETRs tabletop exercise is needed.
- Debris management discussion, procedures; who is responsible for what; gap analysis ETRs and debris will go hand-in-hand (Workshop)
 - Spring 2020?
- Who else needs to participate?
 - C-TRAN?
 - Portland Streetcar
 - Port of Portland
 - Troutdale Airport (*separate from the Port?*)
 - Coast Guard
 - MCSO? -- Inquire about involvement
 - Fire & Law Enforcement water resources?
 - Law Enforcement & military air resources?