

2019 Bay Area Critical Transportation Regional Tabletop Exercise

After-Action Report, Executive Summary

November 10, 2019



EXECUTIVE SUMMARY

The 2019 Critical Transportation Tabletop Exercise Series was designed to engage the stakeholders that play a role in critical transportation operations and promote collaboration between jurisdictions and agencies as will be necessary following a catastrophic earthquake. Participating agencies included representation from FEMA Region IX, U.S. Department of Transportation, National Weather Service, U.S. Coast Guard, California Governor’s Office of Emergency Services, California Department of Transportation, California Highway Patrol, the 12 Bay Area counties, Metropolitan Transportation Commission, and Bay Area Transportation Agencies.

The exercise tested five core capabilities and evaluated four objectives as summarized in Table ES-1.

Table ES-1: Core Capabilities and Exercise Objectives

<p>Core Capabilities:</p> <ul style="list-style-type: none"> • Critical Transportation • Operational Coordination • Logistics and Supply Chain Management • Public Information and Warning • Situational Assessment
<p>Objectives:</p> <ol style="list-style-type: none"> 1. Exercise and evaluate local Mass Transportation/Evacuation Plans, MTC’s Regional Transportation Emergency Management Plan, and the critical transportation portions of the Bay Area Earthquake Plan. 2. Evaluate response and resource coordination requirements between local, state, and Federal agencies and transportation partners following a catastrophic incident. 3. Discuss regional processes of gaining and maintaining situational awareness and establishment of a common operating picture including the use of WebEOC and Cal COP. 4. Discuss integration of public information functions with response efforts.

Through observations gathered during the regional and four Hub tabletop exercises, post-exercise debrief conversations, and review of participant feedback forms, evaluators identified several strengths and areas for improvement. A summary of the notable strengths and improvement recommendations common to all participants are included in this executive summary.

The comprehensive analysis and Regional Improvement Plan is presented in the full After-Action Report which is designated “for official use only” and available to participating Bay Area UASI jurisdictions.



Strengths

- Exercise participants found the Cal OES, MTC, PIO, Med/Health, and National Business Emergency Operations Center mock coordination calls useful and added context to how information would be shared followed a catastrophic event.
- The fuel distribution plan is well developed in the Bay Area Earthquake Plan.
- Bay Area transportation agencies indicated they would have a general assessment of internal capabilities/limitations within 4-12 hours (depending on the size of the agency and infrastructure).
- Most emergency management agencies provide route status information through both their JIC and their transportation agencies to ensure that the information is in both places.
- The Bay Area Joint Information System has good strategies and techniques to address public-information sharing.

Improvement Recommendations

- Bay Area Operational Areas should continue efforts to:
 - Develop or update transportation annexes/plans to ensure that information about Access and Functional Needs (AFN) populations, commodity distribution (last mile), mutual aid, and reimbursement requirements are included or referenced in subsequent plans.
 - Refine plan elements to logically address potential routes, potential sites, and the incident-specific selection process for both.
 - Develop protocols and appropriate communication channels to share time-sensitive information with AFN populations and other groups in an effective manner.
- The Bay Area region should explore strategies or methods that could allow for the transportation community, and other agencies not on WebEOC/Cal EOC, to utilize a single platform for sharing information/developing a common operating picture.
- Collectively, Bay Area and state agencies should provide additional information and training on the Critical Transportation Task Force to include:
 - Differences between the task force and an EOC transportation branch (planning vs. operations).
 - Roles/responsibilities of the task force.
 - Understanding of the terminology used within this task force and the differences when compared to a task force that is frequently used in transit.

For questions or for more information on the 2019 Critical Transportation Regional Tabletop Exercise contact:

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