



Transportation Planning Capacity Building Program

Louisiana Planning & Development Districts Peer Exchange on Resiliency and Evacuation Planning

A TPCB Peer Exchange

Location: New Orleans, Louisiana

Date: September 20, 2012

Host Agency: Louisiana Planning & Development Districts (LAPDD)

Peer Agencies: Columbus Department of Public Health (CPH)
East Central Iowa Council of Governments (ECICOG)
International Association of Fire Chiefs (IAFC)

Federal Agencies: Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Volpe National Transportation Systems Center (Volpe Center)



U.S. Department of Transportation
Federal Highway Administration • Federal Transit Administration

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Introduction

This report highlights key recommendations and best practices identified at the peer exchange on resiliency and evacuation planning, held September 20, 2012 in New Orleans, Louisiana. This event was sponsored by the [Transportation Planning Capacity Building \(TPCB\) Peer Program](#), which is jointly funded by the [Federal Highway Administration](#) (FHWA) and [Federal Transit Administration](#) (FTA).

The TPCB Peer Program advances the state of the practice in multimodal transportation planning nationwide by organizing, facilitating, and documenting peer events to share noteworthy practices among State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPO), transit agencies, and local and Tribal transportation planning agencies. During peer events, transportation planning staff members interact with one another to share information, accomplishments, and lessons learned from the field, and help one another overcome shared transportation planning challenges.

Background and Overview of the Peer Event

In 2011, natural or man-made emergencies led to Federal disaster declarations in 47 States, of which 38 States had multiple Federal disaster declarations. These disasters resulted in varying amounts of damage, but 12 of the disasters in 2011 exceeded \$1 billion in damages¹. Enhanced resilience allows for better anticipation of disasters and better planning to reduce disaster losses, rather than waiting for an event to occur and paying for it afterward.

The National Academy of Sciences defines resilience as the “ability to prepare for, absorb, recover from, and more successfully adapt to adverse events”.² Planning for resilient communities and transportation systems is a continuous process that includes emergency preparedness, response, and recovery. Lessons learned from each emergency scenario can help inform resiliency planning for future incidents. Effective resiliency planning includes engaging all levels of government, the private and nonprofit sectors, and individual citizens, and requires each to play an active and well-defined role in strengthening local, State, regional, and national security and resiliency.

The Louisiana Association of Planning and Development Districts (LAPDD) requested this peer exchange to learn about different approaches to evacuation and resiliency planning that may be applicable to Louisiana’s disaster response procedures. LAPDD is a State association of eight Federal- and State-recognized regional economic development planning districts, servicing all 64 Louisiana parishes.

Five of the eight planning districts are MPOs:

- Regional Planning Commission (New Orleans, LA)
- Capital Region Planning Commission (Baton Rouge, LA)
- Imperial Calcasieu Regional Planning & Development District (Lake Charles, LA)
- North Delta Regional Planning & Development District (Monroe, LA)
- South Central Planning and Development Commission (Houma, LA)

The others are economic development districts (EDDs):

- Acadiana Regional Development District (Lafayette, LA)
- Kisatchie-Delta Regional Planning & Development District (Alexandria, LA)
- The Coordinating and Development Corporation (Shreveport, LA)

Louisiana’s recent influx of major disasters, including Hurricanes Katrina and Rita in 2005, Hurricanes Gustav and Ike in 2008, and Hurricane Isaac in 2012, reinforces the importance of comprehensive resiliency planning for the region, spanning from preparation and evacuation to response and recovery. Louisiana’s MPO-designated economic development districts currently incorporate resiliency planning into some of their transportation and transit programs and projects, but only some of the districts have professional expertise and experience in hazard mitigation.

LAPDD has worked collaboratively on resiliency efforts since 2005. Some implemented programs include:

- Programs to support major industry business retention post-hazard;
- Recovery-focused, business-oriented resource workshops and initiatives, addressing recovery center staffing, technical assistance deployment, operation of loan programs, and amendments of policy to advance investment in recovery;
- Community-based assistance through public assistance workshops to local governments and targeted vulnerability assessments in water/wastewater facilities; and
- Efforts to develop an engaged Statewide Partners in Resiliency network to advance wide-spread collaboration for Louisiana’s long-term recovery and resiliency.

¹ [Disaster Declarations in 2011](#). Federal Emergency Management Agency.

² Committee on Science, Engineering, and Public Policy. *Disaster Resilience: A National Imperative*. National Academy of Sciences Press. 2012.

To build upon knowledge of these participating districts and expand these planning efforts within the State, LAPDD sought a national perspective to gain insight on both rural and urban “all-hazards” approaches as a foundation for future resiliency and transportation planning in Louisiana.

Goals of the Peer Exchange

The primary goal of the peer exchange was to advance the capacity of EDDs and MPOs in Louisiana to collaborate on transportation planning and resource utilization for disasters. The secondary goal was to expand the Partners in Resiliency network so that professionals with resiliency interests across the State can become aware of the resources and local expertise available to them.

LAPDD sought to gain a better understanding of the following:

- Delineation of actual roles and responsibilities of the MPOs and EDDs before, during, and after a disaster;
- Identification of resources (information, planning, financial, administrative and technical) that address evacuation and other long-term transportation recovery or resiliency issues;
- Best practices and lessons learned in resiliency and evacuations, with concentrated regard for communication tools, supply chain transportation route coordination, public/private agency support, and mitigating/managing traffic congestion during/following a disaster; and
- Examples of partnerships between regional development districts, Rural Planning Organizations (RPOs), MPOs, and State transportation agencies in developing the foundation for a regional emergency transportation network.

Selected Peers

The one-day peer exchange was held on September 20, 2012, at the LAPDD’s Regional Planning Commission offices in New Orleans. LAPDD worked with the TPCB program and the National Association of Development Organizations (NADO) to identify planning professionals involved in disaster preparation, response and recovery as well as rural transportation planning. Each peer brought unique experience to the peer exchange, including work for a regional planning commission (RPC), resiliency planning with populations with mobility needs, and expertise in intrastate mutual aid systems (IMAS).

The selected speakers included the following:

Visiting Peers

- **Doug Elliott** – East Central Iowa Council of Governments (ECICOG)
- **Michael Pompili** – Columbus, Ohio Department of Public Health (retired)
- **Richard Talbert** – South Walton Fire District; International Association of Fire Chiefs (IAFC)

Local Peers

- **J.D. Allen** – Alliance Transportation Group, Inc.
- **Kevin Belanger** – South Central Planning and Development Commission
- **Grant Bush** – Imperial Calcasieu Regional Planning and Development District

A Keynote Speaker

- **Rick Boudreaux** – Port Allen Fire District; IAFC; Louisiana Intrastate Mutual Aid System Committee

Summary of the Event

The peer exchange was organized as a one day event. In the morning, Mary Stringfellow of the FHWA Louisiana Division Office and Laura Wallace of the FTA Region 6 Office presented the Federal resources available within their agencies for resiliency planning and for responding and recovering to a local disaster. After these two presentations, each of the three peers gave a presentation outlining his prior experience with resiliency and evacuation planning. The morning closed with a panel discussion among the peers on urban and rural resiliency practices, and the different roles RPOs and MPOs play in planning for and responding to disasters.

During lunch, Rick Boudreaux of the Port Allen Fire District presented about intrastate mutual aid and coordinated multi-agency exercises and emergency response. The afternoon sessions were combined into one extended discussion, addressing best practices and lessons learned in resiliency planning. The local and visiting peers discussed outreach activities to populations with mobility need, the tools for reaching rural populations, and effective practices for developing networks for support in evacuation planning and disaster relief. An agenda for the program is available in Appendix B of this report.

Participants included representatives from Federal and Louisiana agencies and peers from three States. The following were in attendance:

- Representatives from the eight LAPDD districts
- Louisiana Department of Transportation and Development (LA-DOTD)
- Louisiana Department of Environmental Quality
- FHWA Headquarters and Louisiana Division Office
- FTA Region 6 Office
- U.S. Department of Commerce
- National Incident Management Systems and Advanced Technologies

A full list of attendees is available in Appendix E of this report.

Key Themes

During the one-day peer exchange, peer agency staff from Florida, Iowa, and Ohio shared experiences and lessons learned from their respective agencies with LAPDD staff, representatives from Louisiana's MPOs, EDDs, and the Louisiana FHWA Division and FTA Region staff. The following section summarizes key recommendations that emerged from these discussions. Where applicable, best practice examples are also described to illustrate how the participating peer agencies are addressing key recommendations in their respective State contexts.

Five types of recommendations were discussed by peer representatives during the exchange:

- A. Improved Preparedness
- B. Regional Approaches and Considerations
- C. Working with the Private Sector
- D. Public Engagement, Addressing Special Needs Populations
- E. Effective Communication Strategies

A. Improved Preparedness

Develop relationships and partnerships prior to the disaster

It can be challenging to efficiently and effectively handle a disaster if evacuation and recovery requires working with new stakeholder groups. When possible, agencies and organizations should seek to develop relationships with surrounding local governments, businesses, and stakeholders involved in evacuation and recovery before the onset of a disaster. Creating these partnerships in non-stressful situations will be easier and less strained than working with a group for the first time during a stressful incident.

Peer agencies suggested identifying leaders and authority, as well as specific roles, for the emergency response. Sometimes conflict arises between local or State government and emergency responders when it is unclear which organization holds the leadership or decisionmaking role.

Identify evacuation scenarios and routes

When possible, develop evacuation plans including transit to assist those residents without personal vehicles and pre-establish pickup and drop off points for the different possible scenarios. Sharing proposed plans with local transportation engineers and State police ahead of time is effective not only to distribute the information, but also to receive their technical expertise.

Identify which major roadways may be affected in different hazard scenarios, and select alternative routes that can carry heavy traffic. Doug Elliott from ECICOG explained that during the 2008 floods in Iowa, the interstate became impassible. ECICOG had not prepared for alternative connections between Cedar Rapids, the city affected by the flooding, and other cities in the region. The smaller roads in the region were not prepared to meet the increased traffic along them, leading to inefficient movement of resources to the affected sites.

Planning agencies should keep in mind that when only a portion of residents must or choose to evacuate, roadways and transit must be prepared to handle normal traffic and transportation in addition to increased traffic as a result of evacuation and/or disaster response.

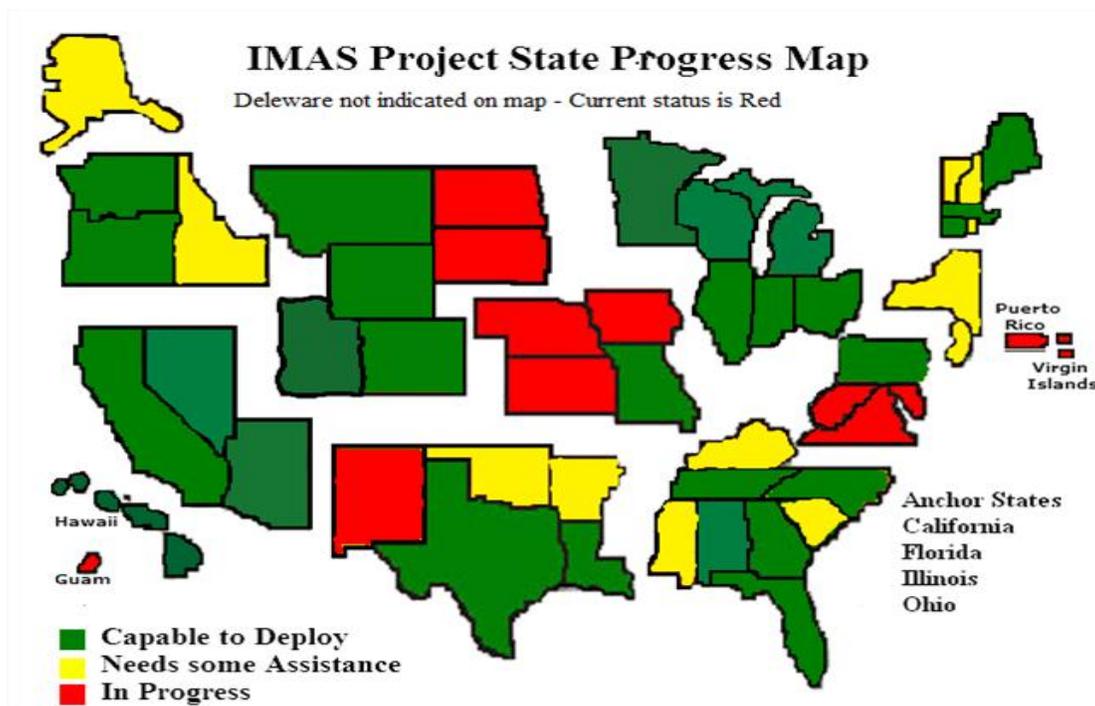
Prepare shelter sites for evacuees and responders

As residents evacuate from their city or town, they temporarily increase the population of the cities and towns to which they evacuate. This shift in population could be just a few days, or last several weeks or months. The peers suggested that planning organizations identify resources like area supermarkets, gas stations, hotels, or similar locations for shelter sites.

In addition to the towns or cities themselves, shelter sites must prepare themselves for use. These sites will experience increased traffic, and should be designed to optimize flow and minimize congestion. Many agencies, such as the Department of Family and Child Services, may be responding to the disaster, but have limited traffic experience. Planning agencies can work with these departments to prepare for the efficient distribution of goods and services.

Develop a plan for intrastate mutual aid

Since 2006, the IAFC has worked to develop plans and networks for an [Intrastate Mutual Aid System \(IMAS\)](#) which is the rapid, efficient, and cost-effective movement of personnel, equipment, and expertise across jurisdictional lines. IMAS builds upon and strengthens various Department of Homeland Security and FEMA national preparedness initiatives, and every State has completed or is in the process of developing an IMAS plan. Developing an IMAS plan ensures an effective shift of personnel and resources throughout a State during a disaster.



Participating in an IMAS system can have benefits beyond receiving emergency aid. Participating local jurisdictions can receive additional resources, such as fire trucks or emergency response vehicles, as long as they are willing to contribute those resources in the event of a disaster.

Best Practice Example: Rick Boudreaux shared the successes of one IMAS system in Illinois, the [Mobile Aid Box Alarm System \(MABAS\)](#). This mutual aid response system for fire and specialized incident operational teams creates a resource response plan to deploy to any location within the State when the Governor orders a Declaration of Disaster. Member organizations within MABAS agree to specific standards of operation, incident command, minimal equipment staffing, safety, and on-scene terminology. MABAS agencies, regardless of their geopolitical origin, work together seamlessly on any emergency scene. Without this formal written mutual aid agreement, a request for mutual aid assistance becomes a voluntary act, putting the Fire Chief and his employing community, who might send the resource, at risk should equipment be damaged, or a responder is injured or killed in the line of duty.

B. Regional Approaches and Considerations

Recognize the differences in approach and scale between urban and rural communities

Peers explained that rural, local governments often have a smaller staff than their urban counterparts, but are also often more resourceful and more informed and familiar with the activities and personnel within their town. In addition, approaches to working with rural government may vary from approaches for urban communities. For example, meetings in urban communities may be more formal and during business hours, whereas regional agencies may need to meet with rural jurisdictions in the evening, as these government employees often play multiple roles.

While one approach will never be effective for all localities, developing scalable, flexible strategies for increased resiliency will allow a regional plan to accommodate more of its residents and communities.

Act as the convener of local organizations

MPOs and RPCs can bring together local governments and transportation agencies to facilitate forming relationships and partnerships. These activities can survey the resources available in a given metropolitan area or region and assist the planning agency in identifying gaps before an emergency or disaster. Even if not for the purpose of disaster planning, the peers encouraged convening these local jurisdictions, which will create relationships and contacts for local governments to leverage during a disaster, if necessary. There is often a lot of turnover in local leadership; in order to ensure effective information sharing and relationship-building, local jurisdictions should meet on a regular (such as a quarterly) basis.

Provide disaster recovery services

Planning and development districts can increase economic resiliency through business and homeowner assistance programs.

Best Practice Example: ECICOG established a business assistance revolving loan fund of \$4.9 million to assist new and existing businesses develop and expand. As loans are repaid, the funds revolve back out to other candidates. A large portion of this fund has been allocated to businesses affected by the 2008 Iowa floods.

Review and revise plans after a disaster

After each disaster, it can be effective for planning organizations to convene with their partners in evacuation and response to discuss how effectively the region handled the disaster.

Best Practice Example: LAPDD convened after Hurricane Isaac to review evacuation strategies, and ECICOG met with State associations after the 2008 floods to identify how to better match available resources with needs. These practices allow organizations to continually improve their approach to resiliency.

C. Working with the Private Sector

Identify and leverage information, services, and resources provided by the private sector

Peers suggest understanding the resources available by the local business and retail market. If State or Federal response lags, localities will need to provide their own resources, such as food, potable water, and generators until public responders arrive. Identifying what is available locally ahead of time, even if it is for a price, can improve the local response to an emergency situation.

Best Practice Example: Louisiana has developed a few strategies leveraging data from the private sector. These include:

- As private companies often track the location of their goods while in transit, a peer exchange participant from one of the LAPDD districts highlighted that during a recent storm, Wal-Mart informed the MPO that trucks were still delivering to its local store, indicating that the roads must still be passable. Increasing communication with those businesses that track this information can

help agencies provide more real-time updates for residents.

- LAPDD actively engages with the Louisiana Retailers Association as well as [Louisiana Business Emergency Operation Center \(LA BEOC\)](#). The LA BEOC provides situational awareness and resource support during major disasters, and is a joint partnership between the Louisiana Economic Development (LED), the Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP), the National Incident Management Systems & Advanced Technologies (NIMSAT) Institute at the University of Louisiana at Lafayette and Stephenson Disaster Management Institute (SDMI) at Louisiana State University. The LA BEOC was developed after Hurricane Gustav in 2008, and has been activated during both the Deepwater Horizon oil spill and during Hurricane Isaac. Assistance from the LA BEOC is mutual among the participating retailers, but may also be provided to the State's public agencies when they do not have the resources.

Recognize and prepare for the limits of private business disaster response

While local businesses may be eager to help in the event of a disaster, they may be limited by the legal statutes of their companies. They may not be able to travel outside of their jurisdiction, or need contract approval to provide assistance. Identifying these obstacles before a disaster strikes allows planning agencies to better distribute resources. In addition, planning agencies can identify their needs and then develop pre-approved contracts with members of the business community that are executed only in the event of an emergency.

D. Public Engagement, Addressing Special Needs Populations

Engage the public in the resiliency planning process

By talking to the public during the planning process, planners can identify residents' needs during disaster evacuation and response.

Best Practice Example: Michael Pompili shared his experience working with the Mid-Ohio Regional Planning Commission (MORPC) to develop [The Planning Framework for the Evacuation of the Transportation Needs Population in Central Ohio](#).³ Through public deliberative forums, MORPC, in partnership with the Kettering Foundation, surveyed residents and special needs populations in the event of a man-made or natural disaster. MORPC and the Kettering Foundation engaged a range of stakeholders in their forums including government agencies, nonprofit groups, neighborhood groups, religious institutions, and other local organizations.

Meeting with residents with special needs before a disaster can inform more effective planning and execution of evacuation and response. When MORPC was developing its framework for evacuation, it learned from sight-impaired groups that being able to walk through a shelter in advance of an emergency eased their comfort if evacuated there later.

Identify and plan for residents with mobility or special needs

Safely evacuating residents with special needs, including those that are disabled, elderly, low-income, or non-English speaking, often requires additional coordination. Also, these special needs populations must be considered when planning shelter locations and accessibility. Populations with mobility needs are less likely and less able to evacuate than other residents, for either physical or financial barriers. Therefore, it is necessary to plan for shelter-in-place, if possible. Shelter-in-place is a process for taking immediate shelter in a location readily accessible to the affected individual by sealing a single area (either a room or home). The peers provided ways, such as distributing literature or conducting workshops with organizations that represent these populations, that planning organizations can prepare these residents for shelter-in-place for up to three days. These pamphlets and trainings would outline food, water, health, and heating and cooling needs for that time.

³ This Framework was funded by the FTA [Transportation Equity Research Program](#).

Unfortunately, it can sometimes be a challenge to identify which residents have special needs. Planning agencies can instead identify and meet with the organizations that represent these populations. It is then often the responsibility of the representing organization to distribute information to its members.

E. Effective Communication Strategies

Develop a communication plan for evacuation and recovery updates

Peers suggest developing a communication plan to address the impact of power or telephone loss. For example, in the event of a large scale power outage, one participant at the peer exchange suggested informing residents ahead of time of when emergency updates would be made over radio broadcast. Knowing when on the hour or during the day to listen in allows residents to stay informed, but preserve their radio batteries.

If telephone lines are still intact, planning and emergency agencies can reach residents through social media, as the internet is now accessible on a large portion of mobile devices. Posting updates on agency websites, as well as Facebook and Twitter, in addition to sending text alerts, can potentially reach a portion of the population.

Best Practice Example: Louisiana has developed a few strategies for broadcasting weather and travel information during disasters. These include:

- The Regional Planning Commission, LAPDD's MPO based out of New Orleans, has partnered with the National Weather Service to share up-to-date weather information and forecasts with local Chambers of Commerce, tourist bureaus, and regional councils.
- Transit providers in the State utilize the Statewide Transit Tracking and Reporting System (STTARS), a web-based application, to schedule rides, track vehicle maintenance, track ridership, and report system utilization and efficiency to the LA-DOTD. This system allows agencies to self-report the closures within their region and for LA-DOTD to broadcast these closures more widely.

Leverage existing relationships

Peers stressed the importance of leveraging existing relationships between MPOs and RPCs with State agencies to improve overall disaster and resiliency planning. Within LAPDD, each MPO and EDD has developed relationships with different State agencies, such as LA-DOTD, the Department of Health and Hospitals, Department of Labor, and Department of Children and Family Services. The individual MPOs and EDDs with these relationships can bring in the State agencies to collaborate on statewide evacuation and resiliency planning efforts.

Develop a Continuity of Operations Plan (COOP)

A COOP ensures that agencies are able to continue performance of essential functions under a broad range of circumstances and can be referred to immediately preceding, during, and following a time of an emergency. LAPDD's South Central Planning and Development Commission has developed a written plan outlining operations, responsibilities, and tasks, and outlines a plan of action, assessment, and organization, and is intended as a framework or template for the individual planning districts to complete with local information. As it is adopted by the planning districts, the COOP will help to mitigate the confusion during and impacts of a wide variety of disasters.

LAPDD has also established an internal content management system that will allow districts to access the plan from remote sites when evacuation occurs, so that the State association will be appropriately positioned to supply mutual aid.

Next Steps

While the TPCB Program provided value to the peer exchange participants in improving LAPDD's daily functions, the event's lasting benefit will be in the future resiliency efforts coordinated throughout Louisiana. LAPDD intends to create a Yahoo Group for its Partners in Resiliency efforts to improve information sharing throughout the State and to attract and engage more "partners".

In the coming months, LAPDD plans to focus on many of the action items highlighted by guest panelists, including:

- Utilizing RPCs as the appropriate conveners for emergency and resiliency planning;
- Seeking public input early in resiliency planning to better meet the needs of local communities and to cultivate more vested stakeholders in the process;
- Facilitating agency cooperation and collaboration throughout Louisiana in resiliency and emergency preparation in advance of disasters, including mock exercises and vetting of resiliency practices for Statewide use; and
- Developing new relationships with relevant stakeholders to improve coordination in disaster scenarios.

LAPDD acknowledges that transportation agencies must work together in recovery and resiliency and must aid in the economic recovery process. The peer exchange affirmed and further energized LAPDD's focus and commitment to strengthening its Partners in Resiliency planning efforts.

Appendix

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B. Peer Exchange Agenda

Thursday, September 20, 2012 – Full Day

Moderators: Courtney Maciasz (CRPC) and Heather Urena (KD) on behalf of LAPDD

8:30-8:45	<p>Welcome (FHWA/FTA, LAPDD & LADOTD)</p> <ul style="list-style-type: none"> • Introduction of participants, moderators, and event organizers • TPCB Peer Program overview, goals, and deliverables • Overview of agenda • DOT resiliency components
8:45-9:00	<p>Introduction of Peers, Overview of Current Resiliency Practice in Louisiana</p> <ul style="list-style-type: none"> • Brief overviews of peer organizations and presentation by LAPDD representative
9:00-9:20	<p>Overview of Available Resources - USDOT & Resiliency</p> <ul style="list-style-type: none"> • Gain a better understanding of assistance/resources available by USDOT within the spectrum of resiliency • Translation of the “alphabet soup”...Identify the units/partners with FHWA and FTA that function for resiliency. Translate the acronyms and provide brief description to differentiate these departments/entities from one another within USDOT and within the realm of resiliency • Particular attention will concentrate on types of transportation resources used by entities/individuals to cope with “emergencies”
9:20-9:40	<p>Peer Presentation: Doug Elliott, East Central Iowa Council of Governments</p> <ul style="list-style-type: none"> • Overview of Evacuation and Resiliency Efforts
9:40-10:00	<p>Peer Presentation: Michael Pompili, Columbus Department of Public Health</p> <ul style="list-style-type: none"> • Overview of Evacuation and Resiliency Efforts
10:00-10:20	<p>Peer Presentation: Richard Talbert, International Association of Fire Chiefs</p> <ul style="list-style-type: none"> • Overview of Evacuation and Resiliency Efforts
10:20-10:30	<p>Break</p>
10:30-11:50	<p>Moderated Panel Discussion of Peers: Urban and Rural Resiliency Practices</p> <ul style="list-style-type: none"> • Focus on various types of transportation resources used by organizations/people to cope with emergencies... • What role do RPO’s play? • What role do MPO’s play? • How other Development organizations do and can interact for resiliency... <p>NOTE: “resiliency” includes preparedness, mitigation, response, and recovery...</p>
11:50-12:00	<p>Break - Business Card Exchange</p>
12:00-1:20	<p>Box Lunch – Guest Speaker Rick Boudreaux</p> <ul style="list-style-type: none"> • Rick Boudreaux is “local” to Louisiana and is on the IAFC (SW Director), Louisiana IMAS, and a Fire Chief for Port Allen, LA... He will address multi-agency exercises/response, and provide an example that crosses state boundaries.

1:20-2:20	<p>Panel Discussion – Regional Economic Development District(s) with MPO and/or RPO Designation</p> <p><i>“Local” panelist: Grant Bush, IMCAL</i></p> <p><i>Actual Roles and Responsibilities of Organization Before, During, and After An Emergency Evacuation. Introduce the MPO, including its institutional structure.</i></p> <ul style="list-style-type: none"> • What role do RPO’s play? What role do MPO’s play? DOTD? Economic Development Districts (with or without MPOs)? What are the Federal Highway/Transit/Other relative agencies expectations relative to Emergency Evacuation activities? • What are the roles and opportunities of each to aid evacuation of: <ul style="list-style-type: none"> • Rural and urban populations • Special populations (poor, elderly, limited-English proficiency, mentally and/or physically challenged...) • In what ways can LDOTD engage non-MPO EDDs (as Louisiana has no RPOs) to support resiliency functions?
2:20-2:40	<p>Break – Business card exchange and refreshments</p>
2:40-3:40	<p>Panel Discussion – Best Practices/Lessons Learned in Planning and Evacuating</p> <p><i>“Local” panelist: Kevin Belanger, SCPDC</i></p> <p><i>Addressing Evacuation of both Urban and Rural Residents (hurricanes, refinery explosions, hazardous materials, at-risk and special-needs residents)</i></p> <ul style="list-style-type: none"> • Who has done it well? Both in rural and urban environments... • What were their strengths? Deficiencies? • How are they preparing for the next time? • What kinds of outreach activities are extended to vulnerable populations? How is this working? <ul style="list-style-type: none"> • What tools and outcomes were used to assess the needs and coordination of evacuations for rural areas? How is this different from urban areas? • What are the best practices of connecting planners (in transportation, emergency, development (EDD), MPOs, etc.) to develop networks for support of evacuation (with emphasis on areas that are rural or serving distinct, vulnerable populations)?
3:40-4:00	<p>Remarks from J.D. Allen, Alliance Group and Kevin Belanger</p>
4:00-4:15	<p>TPCB Peer Program Evaluations</p>

C. Additional Resources

FHWA Resiliency Resources

FHWA has mechanisms for providing funding to metropolitan areas and regions affected by natural and manmade disasters. The FHWA [Emergency Relief Program \(ER\)](#) supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. ER funds are not intended to cover all damage repair costs nor interim emergency repair costs that will necessarily restore the facility to pre-disaster conditions. State and local highway agencies must expect additional expenditures, changes in project priorities, and some inconvenience to traffic as a result of emergency conditions. The [FHWA Emergency Relief Manual](#) provides guidance and instructions on the FHWA emergency relief (ER) program. This manual provides information for FHWA, State, and local transportation agency personnel on policies and procedures for requesting, obtaining and administering emergency relief funds.

In addition to the ER program, FHWA has developed additional resources to assist agencies in incorporating resiliency efforts into their transportation planning activities. These resources include:

- [Principles of Evacuation Planning Tutorial](#) - This National Highway Institute course provides an overview of evacuation planning topics and common considerations, covering the roles and responsibilities of local, regional, and State agencies involved in the evacuation process.
- [Considering Security and Emergency Management in the Planning of Transportation Projects](#) – This guide aims to assist State DOTs and MPOs in effectively considering security and emergency management during the transportation planning process.
- [FHWA report on security planning in the Houston-Galveston Area Council](#) – This FHWA report contains lessons learned from the Houston-Galveston Area Council security planning experience that may be useful to other MPOs and Councils of Government.
- [Security and Emergency Preparedness in the Transportation Planning Process](#) – This 2004 report uses lessons learned from the OKI Regional Council of Governments to improve national awareness of how State and local agencies are integrating security and preparedness issues into their planning processes and organizations and identify transportation planning agencies successfully integrating security and preparedness into their planning processes and organizations.

FTA Resiliency Resources

The recent transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) established the [Public Transportation Emergency Relief Program](#), a new resiliency funding source through FTA. The program helps States and public transportation systems pay for protecting, repairing, and replacing equipment and facilities that may suffer or have suffered damage as a result of an emergency or natural disaster. Eligible activities include capital projects to protect or repair facilities as well as operating costs related to evacuation or rescue operations.

In addition to the Public Transportation Emergency Relief Program, FTA has developed additional resources to assist agencies in incorporating resiliency efforts into their transportation planning activities. These resources include:

- [Civil Rights and Emergency Preparedness](#) – This report, commissioned by the FTA Office of Civil Rights, reviews the extent to which transit providers, metropolitan planning organizations, and State departments of transportation in selected metropolitan areas in the United States and Puerto Rico are identifying and addressing the needs of populations that may be especially vulnerable in the event of a natural or man-made disaster.

- [Disaster Response and Recovery Resource for Transit Agencies](#) – FTA documented practices and procedures to improve emergency preparedness. This resource provides local transit agencies and transportation providers with useful information and best practices in emergency preparedness and disaster response and recovery, such as best practices and links to more specific resources.

Other Organizations and Resources

- [FEMA](#)
- IAFC [Intrastate Mutual Aid System](#)
- NADO [Disaster and Mitigation and Recovery](#)
- [National Incident Management System and Advanced Technologies](#)

D. Acronyms

BEOC	Business Emergency Operation Center
COOP	Continuity of Operations Plan
DOT	Department of Transportation
ECICOG	East Central Iowa Council of Governments
EDD	Economic Development District
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GOHSEP	Governor's Office of Homeland Security and Emergency Preparedness
IAFC	International Association of Fire Chiefs
IMAS	Intrastate Mutual Aid
LAPDD	Louisiana Planning and Development Districts
MPO	Metropolitan Planning Organization
MABAS	Mobile Aid Box Alarm System
NIMSAT	National Incident Management Systems and Advanced Technologies
RPO	Rural Planning Organization
STTARS	Statewide Transit Tracking and Reporting System
TPCB	Transportation Planning Capacity Building

E. Attendees

Name	Agency
Tracy Ausbery	North Delta Regional Planning District, LAPDD
Kevin Belanger	South Central Planning and Development Commission, LAPDD
Rick Boudreaux	International Assoc. of Fire Chiefs/Port Allen, LA
Skip Breeden	National Incident Management System and Advanced Technologies
Walter Brooks	Regional Planning Commission, LAPDD
Brandon Buckner	Federal Highway Administration
Grant Bush	Imperial Calcasieu Regional Planning and Development District, LAPDD
Jesse Cohn	US DOT Volpe Center
Stacy Cook	Capital Region Planning Commission, LAPDD
David Creed	North Delta Regional Planning District, LAPDD
Cullen Curole	South Central Planning and Development Commission, LAPDD
Pamela Davidson Ehlers	US Department of Commerce, Economic Development Administration
Huey Dugas	Capital Region Planning Commission, LAPDD
Doug Elliot	East Central Iowa Council of Governments
Louise Harris	North Delta Regional Planning District, LAPDD
Charla Hunt	Capital Region Planning Commission, LAPDD
Matt Johns	RAPC- Rapides Parish
Chris Laborde	Regional Planning Commission, LAPDD
Jill Lavender	Imperial Calcasieu Regional Planning and Development District, LAPDD
Courtney Maciasz	Capital Region Planning Commission, LAPDD
Debra Martin	North Delta Regional Planning District, LAPDD
Randy Miller	Imperial Calcasieu Regional Planning and Development District, LAPDD
Paul Miller	Louisiana Department of Environmental Quality
Michelle Noch	Federal Highway Administration
Michael Pompili	Columbus Department of Public Health
Raju Porandla	Capital Region Planning District, LAPDD
Kara Renne	Regional Planning Commission, LAPDD
Jeff Roesel	Regional Planning Commission, LAPDD
Diana Simek	Coordinating and Development Corporation, LAPDD
Steven Strength	Louisiana Department of Transportation and Development
Mary Stringfellow	Federal Highway Administration
Rick Talbert	International Association of Fire Chiefs/South Fort Walton, FL
Heather Urena	Kisatchie Delta Regional Planning and Development District, LAPDD
Laura Wallace	Federal Transit Administration
Maggie Woodruff	Regional Planning Commission, LAPDD