

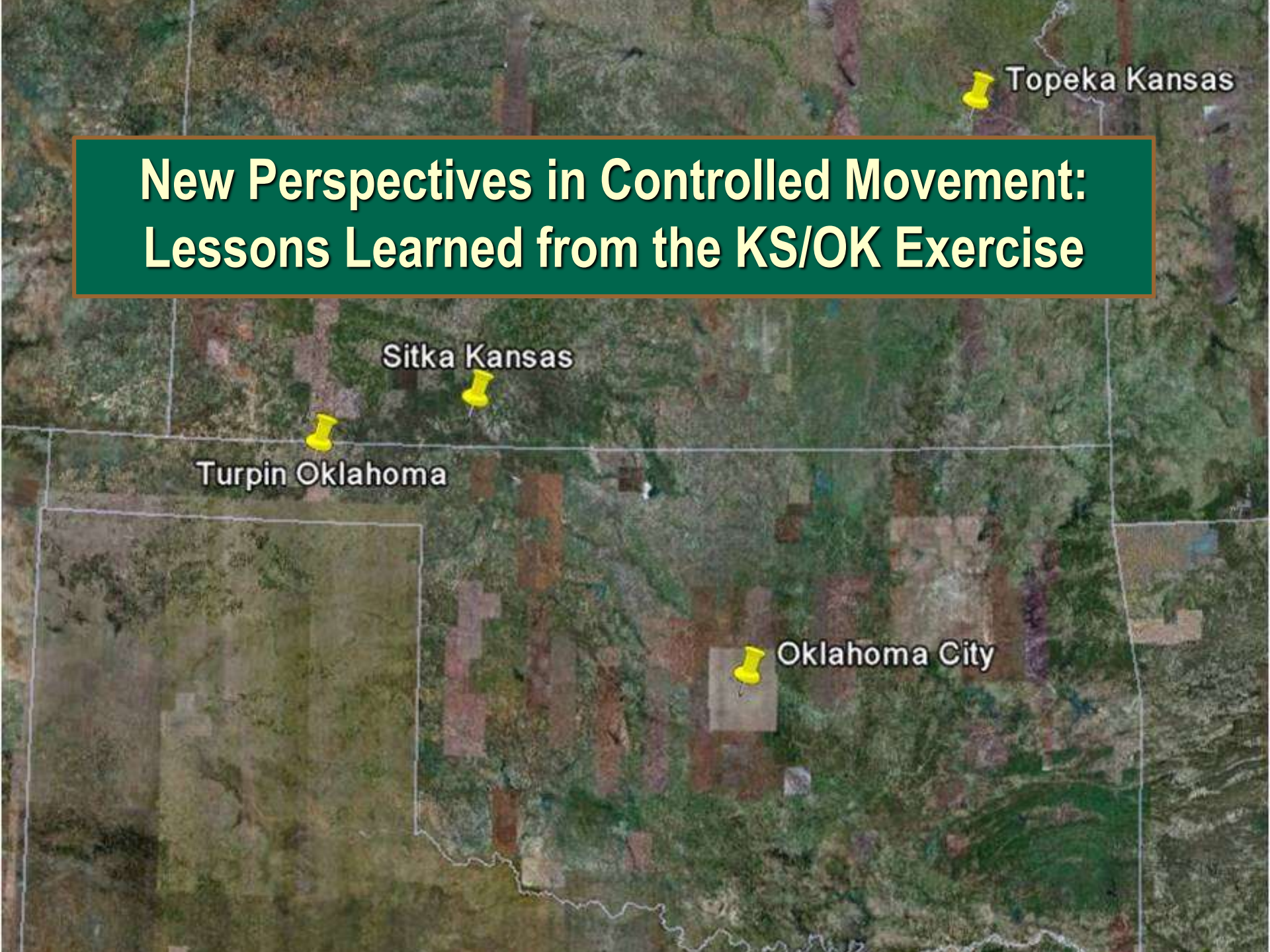
Topeka Kansas

New Perspectives in Controlled Movement: Lessons Learned from the KS/OK Exercise

Sitka Kansas

Turpin Oklahoma

Oklahoma City



SAMS K



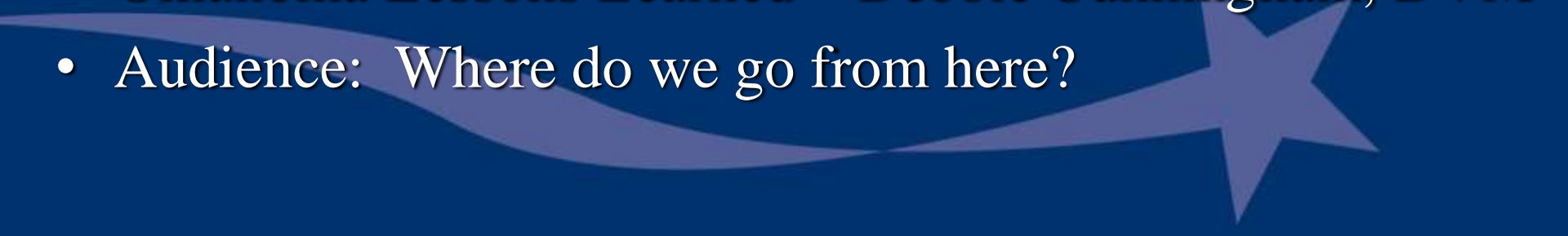
**Stop Animal Movement
Statewide KS/OK**

**Bi-State Stop and Permit
Movement Exercise**

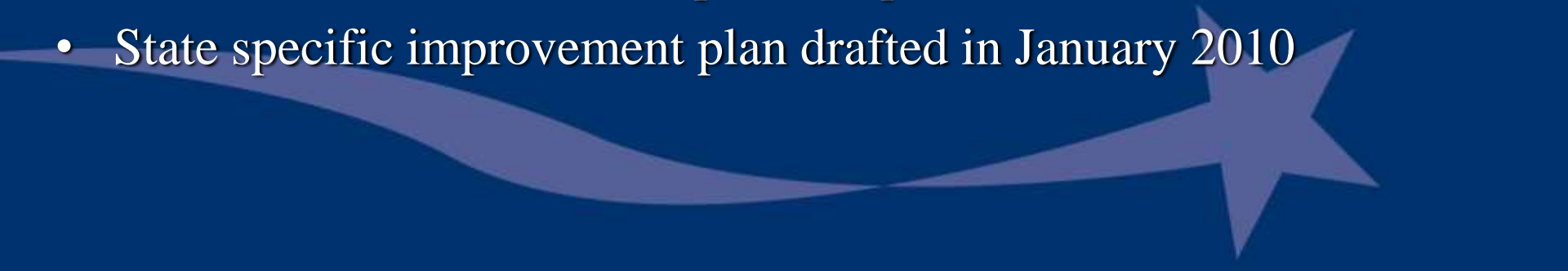
October 22, 2009



Agenda

- Exercise Overview
 - New Perspectives – Ag Agencies can't do it alone
 - Wisconsin Partner Experience
 - Paul Wolfe – Wisconsin State Patrol
 - Jennifer Lord – Wisconsin Office of Justice Assistance
 - Kansas Law Enforcement and DOT Experience
 - CPT Eric Pippin, Kansas Highway Patrol
 - Mark Krentz, Kansas Department of Transportation
 - Oklahoma Lessons Learned – Debbie Cunningham, DVM
 - Audience: Where do we go from here?
- 

Developing the Exercise

- KS Awarded DHS Grant \$ to support MSP (07)
 - KS and OK agreed to conduct a bi-state border exercise (4/08)
 - Project proposal developed and briefed to partnership representatives (7/08)
 - Conference calls and meetings resulted in a scope change (11/08)
 - RFP issued in December 2008
 - Vendor chosen in January 2009
 - 4 Hour - Full Scale/Functional Exercise conducted October 2009
 - After Action Review and report completed in December 2009
 - State specific improvement plan drafted in January 2010
- 


New Concept for Partnership

- Previous exercises funded with Partnership \$ were conducted in all states
 - > Only Kansas and Oklahoma playing
 - > Had to convince some MSP states of the value of the exercise
 - > Unique to this project
 - Developed a cadre of experts
 - Trained on exercise evaluation/simulation/data collection
 - All participants learned a lot, took lessons back to home states



Exercise Overview

Who Played?

- Clark County (KS) Officials and volunteers
 - Beaver County (OK) Officials and volunteers
 - Local first responders and volunteers
 - Local Veterinarian
 - Kansas Animal Health Department
 - Oklahoma Department of Agriculture, Food, and Forestry
 - Kansas/Oklahoma Department of Transportation
 - Kansas/OK State Emergency Management
 - Kansas National Guard (SEOC Only)
 - Kansas/Oklahoma Highway Patrol
 - Kansas Department of Agriculture
 - USDA (APHIS/FSIS)
 - FBI
- 

Exercise Overview

- Who helped?
 - Contractor – SES inc, Merriam, KS
 - Multi-State Partnership for Security in Agriculture
 - Wisconsin (5) (HS, AG, Local, LE)
 - Missouri (7) (AG and Academia)
 - Nebraska (5) (AG and Dept of Roads)
 - Michigan (4) (AG, LE)
 - Minnesota (1) (AG)
 - Colorado (2) (AG)
- Who watched/observed?
 - Not as many as would have liked!
 - Challenge in limiting observers
 - Share knowledge/training
 - Adds to expense and complicates logistics

Exercise Preparation

Kansas and Oklahoma worked together:

- > Developing Scope of Work for Contract, Issuing the RFP, Choosing a vendor
- > Developed a large “planning team”
 - Inclusive of State and Federal Agencies and private industry stakeholders who would provide resources, expertise or support to response operations
- > Worked for nearly 2 years on this exercise:
 - Kansas testing a pilot project- using DOT Mixing Strips
 - Coordinated with other partnership states on many aspects of SAMS KO



Exercise Goals

- Evaluate Functionality and Implementation of States' Stop Livestock Movement order
- Evaluate Interstate and Intrastate Coordination and Communication relating to Stopping Movement
- Determine resource needs and requirements
- Achieve consensus between neighboring states about responding to a Stop Movement when the disease outbreak is not in an adjoining state



Exercise Scenario

All participants knew that the scenario would involve an outbreak occurring in a NON adjacent state (Alabama)

- > We hadn't exercised this before
- > New concept for other states also
- > Understood that disease could travel quickly
 - Procedures existed in some states, but no real operational protocols or guidelines for what to do when it "happened somewhere else"
- > Challenge to keep planning team focused



Meetings, Meetings, Meetings!

- Pre-exercise planning was intensive and on-going
 - Contractor met with Kansas and Oklahoma numerous times, separately and together:
 - In Topeka, Wichita, Ashland (Sitka, KS), Turpin (OK), and Woodward, OK.
- Exercise planners made multiple trips to Western Kansas and Oklahoma
- Meetings in Topeka and OKC with state agency responders were nearly weekly




Planning Challenges

- Does the current Movement Permit give law enforcement the direction they need to make decisions?
- Determining the most appropriate type of command and control for the event – ICS, Area Command, Role of the SEOC
- Can National Guard resources can be used?
- Notification, response time and set-up for checkpoints
- Location of Policy Makers in SEOC
- Notification calls to be made on behalf of State Vet by the State Emergency Management Agency



State to State Coordination

- KDOT worked with ODOT to identify roads that each state would be responsible for permitting
 - Animal Health Officials coordinated with each state and the contractor regarding logistics and permitting policies
 - Beaver County Emergency Management and Clark County Emergency Management worked closely with both states to prepare for the exercise
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Different Goals emerged

- Oklahoma used the exercise as an opportunity to train
 - Trained over 80 personnel at the Turpin Site
- Kansas planners wanted to run the exercise “real time”
 - No assets were pre-staged
 - Only local or field staff “worked” the field site
- Safety of players and the public was the number 1 priority for both states



Critical Assumptions

- Livestock industry will cooperate
 - Their viability depends on the success of the movement control
 - Checkpoints established to screen based on risk
 - No regulatory inspections
 - Must be communicated to industry in the planning and response phases
- Industry will “shut down” on its own
 - Vehicles that go through checkpoints are en route to a destination at the time of the outbreak confirmation
 - Once outbreak is public, industry will self-govern

Exercise Timeline – 10/22/2009

- State vets and AVIC's in Kansas and Oklahoma were “notified” of a USDA conference call at 0745
 - Highly likely case of FMD in Alabama
- State vets activated their FAD plans and notified respective EOCs
- State EOC's were activated – notifications made according to SOPS
- State Vets issued “Stop Movement Orders”

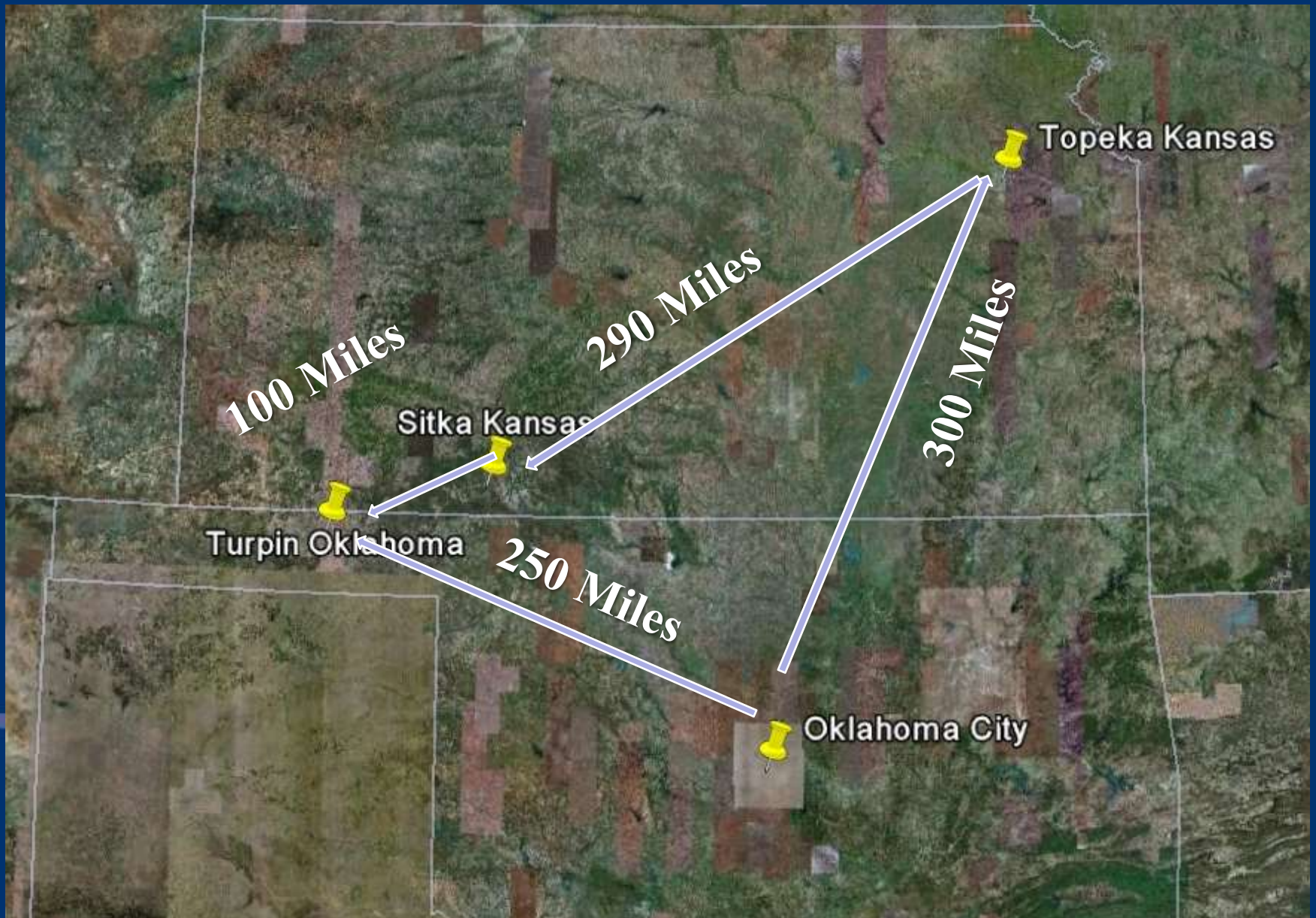


Exercise Timeline – 10/22/2009

- Once notified, DOT and Highway Patrol activated personnel to staff the traffic control points
- DOT personnel set up traffic control devices
 - In KS – DOT staffed
 - In OK – Highway Patrol
- Highway Patrol interviewed drivers and issued movement permits
 - Local LE assisted



Exercise Venues



Lessons Learned

- Industry will participate
 - Cargill directed trucks through our checkpoints
 - Drivers who went around checkpoints were chastised by industry
- Producers from the area appreciated the exercise
 - Protecting their industry is important to them
 - Seeing the “Plan” put into action and tested inspired confidence
 - Drivers that were detained were patient
- Local officials skeptical at first, but appreciated the opportunity to participate once the exercise took place
 - Validated their plans



Lessons Learned

- Pre-Exercise Information was abundant
 - News releases were provided by partnering states and national and state associations
 - Producers knew about the exercise and could choose to take another route
 - Public knew about the exercise – did not cause an FMD panic
- Public Information and Communications
 - Plan included use of DOT message boards/511
 - Good media coverage the day of the exercise due to pre-exercise releases
 - Joint Information Center included producer associations and all involved state agencies
 - Handout provided to traffic that was detained

Road drill's aim: Guard livestock



(Patrick Traylor/The Hutchinson News) Top: Tom Myers, right, with KDOT talks with Clark County Undersheriff



Wisconsin Office of Justice Assistance

Jennifer Lord

Interoperability Planning Analyst

Wisconsin DOT, Division of State Patrol



SGT Paul Wolfe

Kansas Department of Transportation



Mark Krentz
Emergency Operations

How did we get here?

NCHRP REPORT 525

**A Guide to Traffic Control of
Rural Roads in an
Agricultural Emergency**

*Volume 13: Surface
Transportation Security*

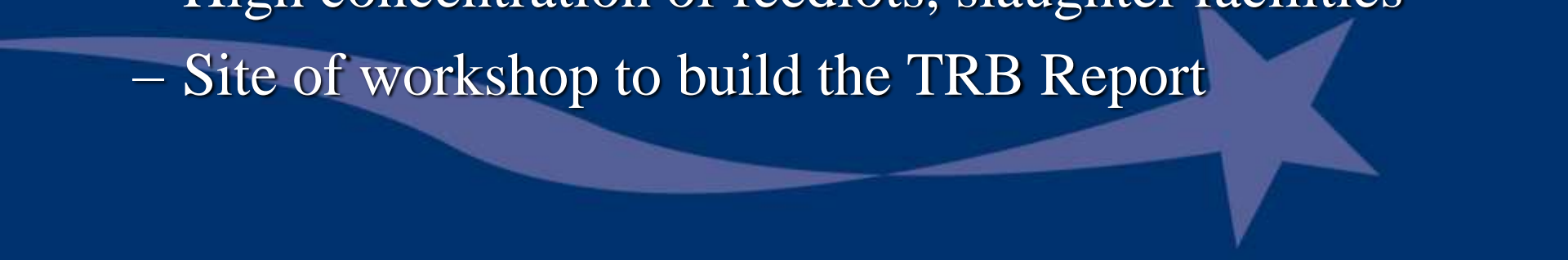
TRANSPORTATION RESEARCH BOARD
OF THE NATIONAL ACADEMIES



Sitka, KS - Mixing Strip



How did we get here?

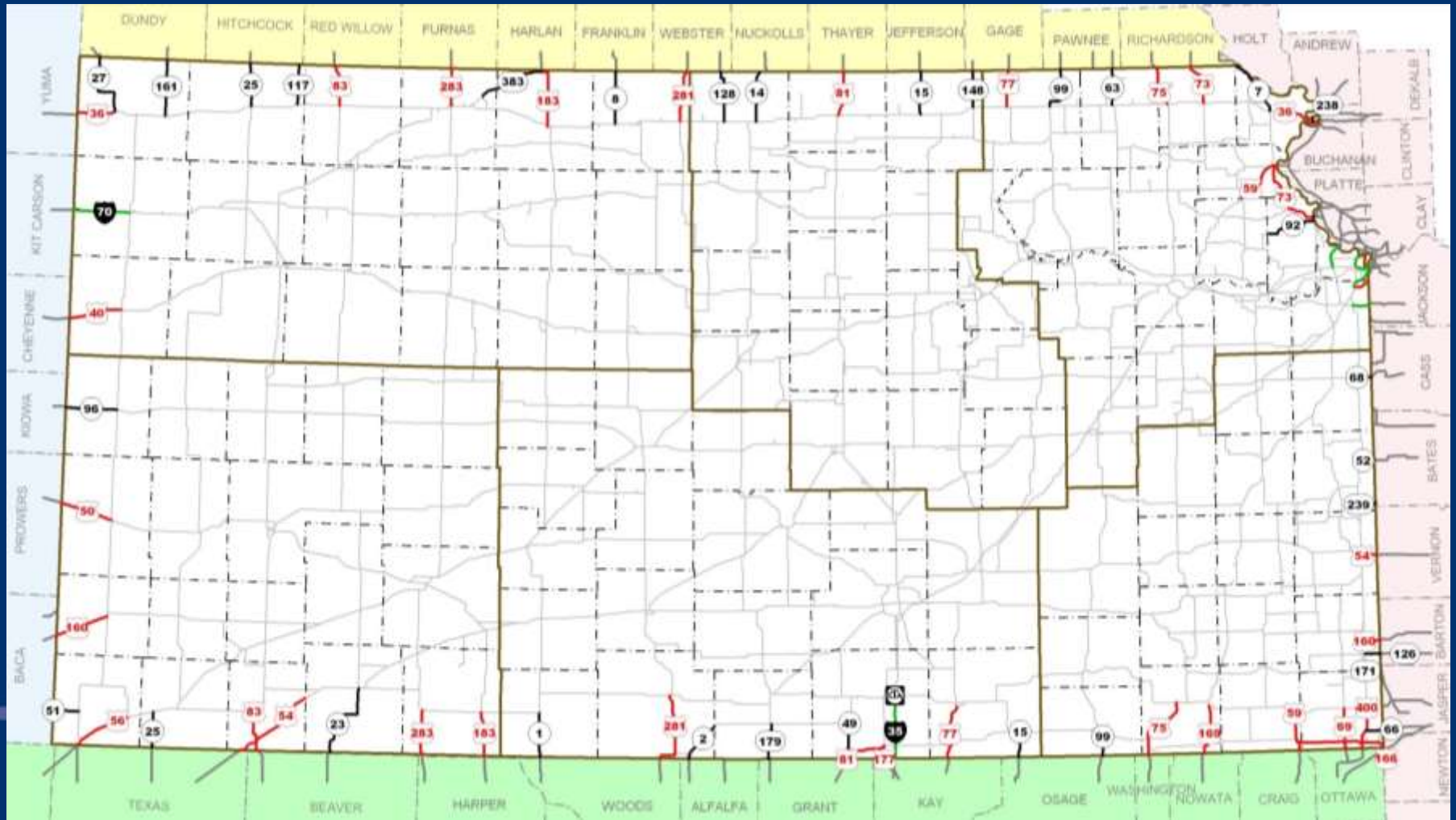
- Transportation Research Board
 - Project initiated in 2006
 - Report published in 2008
 - Excellent guide for local traffic control around infected or suspect premises
 - Dodge City, Ford County, Kansas
 - Officials/industry had been aggressively planning a foreign animal disease (FAD) response
 - High concentration of feedlots, slaughter facilities
 - Site of workshop to build the TRB Report
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Interstate vs. Intrastate

- 2008 guide directed at local responders tasked with isolation and quarantine within a state's borders
- Kansas-Oklahoma exercise and recent planning efforts focused on interstate traffic control
- Many states will temporarily control their borders to protect their industry from outside threats



Interstate vs. Intrastate



Manual on Uniform Traffic Control Devices

for Streets and Highways

2003 EDITION

Part 1
General



U.S. Department of Transportation
Federal Highway
Administration



SCHOOL



Lessons Learned

- Cross border DOT coordination worked
 - Identified best locations
 - Reduced resource requirements
- Concept could be used for other contingencies
- Time to set up traffic control exceeded expectations
- DOT workers will be the “screeners” on state and federal highways
- Agriculture emergency planners need to include state transportation officials in preparedness and response activities



Lessons Learned

- Cellular coverage not available statewide for all providers
- Expect “Murphy” to make an appearance
 - T-1 for KDOT 800 MHz system was down
- Interstate and Intrastate movement can be controlled multiple ways
 - Traffic Control Points
 - Road Closures
 - Detours
- Mixing strips/storage areas just one option
 - Parks, rest areas, etc.



Kansas Highway Patrol



CPT Eric Pippin
Emergency Operations, Air Support
Unit Commander

Permitting Process

- Law Enforcement will NOT be looking into trailers for sick animals. Neither will veterinarians on site
 - Time will be critical in moving livestock on through checkpoints for the sake of the animals
 - Risk assessment will come through the process of filling out the movement permit
- Law Enforcement will NOT be conducting enforcement activities
 - Previous exercise = 30 Minute average wait
 - SAMS KO = 8 Minute average wait



Permit Decisions

Three options for permitted vehicles:

- Return to point of origin**
- Continue to destination**
- Divert to holding area**



Lessons Learned

- Coordination with border states is critical
 - Must have consistent permitting procedures
 - Animal health officials must agree on protocols
 - Vehicle marking
- Data Management
 - Need protocols for recording and tracking permits
 - Issued permits weren't tracked
 - Piled up in patrol cars
 - Difficult to sort through when the situation changed
 - (New outbreak area – Risk changes)
 - Movement order not shared with HP/DOT



Lessons Learned

- Common Operating Picture is necessary
 - Need to improve flow of communications between EOCs & checkpoints
 - “Black Hole” of information across state line
- Animal Health Officials need to consult with law enforcement when developing permits and procedures
 - Content
 - Flow
- Agriculture emergency planners need to include troopers and other law enforcement representatives in preparedness and response activities





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The Improvement Plan

- Conducted nine regional Permitted Movement Workshops in Kansas
 - KHP, KDOT, KAHD, KDA partnered to provide overview of the exercise, FMD 101, and discipline specific roles and responsibilities
 - Tasked the DOT/KHP/EM attendees with the identification of additional checkpoint sites in border counties
 - Trained over 500 state and local responders
- Planned and conducted meetings with our border states to coordinate response issues
 - Maximize personnel and resources for both states
 - Reach consensus on movement protocols/biosecurity issues



Early signs of
Foot and Mouth
Disease

- High Fever
- Salivation
- Lameness
- Off feed



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**MOTOR CARRIER
INSPECTOR**

The Improvement Plan

- Working with the Multi-state Partnership to conduct future exercises
 - KS/NE – Fall 2011
 - KS/MO – To be determined
- Sharing deliverables with other states
 - Planning template
 - 3 Workshops
 - Scenario, injects and scripts from SAMS-KO
- Providing exercise overview at national meetings
 - Transportation Hazards and Security Summit and Workshop
 - 2010 Symposium for Food and Agricultural Security



The Improvement Plan

- Agencies are continuing to refine plans and procedures
 - Revise permit form
 - Develop State level SOP for movement control
- Agencies partnering with the Extension Disaster Education Network to coordinate future training
- Agriculture awareness training offered at law enforcement training facilities





QUESTIONS?