

# **MILITARY – SUPPORT OPERATIONS PLAN**

## **CEMP - ANNEX IV DOCUMENTATION**



Note: This Support Operations Plan is part of Annex IV Function of the Comprehensive Emergency Management Plan and this version includes the 2021 updates. City of Seattle Office of Emergency Management acts as the Support Operations Plan (SOP) Coordinator and collaborated with many partners for respective updates.

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# 1. STAKEHOLDERS

**Table 1**

PRIMARY DEPARTMENT	SOP COORDINATOR
Mayor’s Office	Seattle Office of Emergency Management

**Table 2**

SUPPORT DEPARTMENT AND AGENCIES	
All City Departments	Washington State Emergency Management Division
Washington State Military Department	Federal Emergency Management Agency

## **2. INTRODUCTION**

### **2.1 Purpose**

This Annex to the City of Seattle Comprehensive Emergency Management Plan (CEMP) describes how the City of Seattle will coordinate with military authorities who are deployed to provide support to City operations during any major events or emergencies. It describes the roles, responsibilities of individual departments and organizations. It also outlines the basic goals and principles under which specific capabilities of the Department of Defense (DOD) and the Washington National Guard (WNG) can provide Defense Support of Civil Authorities (DSCA) and coordinate with the City during special events, disasters or other emergencies.

### **2.2 Scope**

This document applies to all City Departments and supporting agencies. It only addresses the communication and concept of operations between military entities and the City of Seattle, before, during and/or following a major disaster or any situation where the military is called upon to provide support to City operations or activities taking place within the jurisdiction.

### **2.3 Authority**

See Comprehensive Emergency Management Plan Introduction.

### **2.4 Limitations**

The City will endeavor to make every reasonable effort to respond to a catastrophic incident. However, City resources and systems may become overwhelmed by the magnitude of the incident and its impacts. There is no guarantee implied by this document that a perfect response to any incident will be practical or possible.

## 3. SITUATION

### 3.1 Emergency Conditions and Hazards

The Seattle Hazard Identification and Vulnerability Analysis (SHIVA) identifies Seattle’s hazards and examines their consequences so we can make smart decisions about how best to prepare for them. It provides information regarding potential impacts of hazards to the people, economy, and built and natural environments of the City of Seattle. The SHIVA provides a foundation for all of the City of Seattle’s disaster planning and preparedness activities.

In some incidents, the City and neighboring jurisdictions may not have sufficient resources to support the response. The military is one of many resources the City can request assistance from.

### 3.2 Planning Assumptions

The following planning assumptions apply to this plan:

- A successful response to any disaster — natural or man-made — requires a whole-of-government approach. Such endeavors are inherently complicated due to the large number of organizations from local, state, and federal governments, and non-governmental, humanitarian organizations.
- The Defense Support of Civil Authorities (DSCA) is a joint mission that supports the national homeland security enterprise. The Department of Defense conducts DSCA under civilian control, based on U.S. law and national policy, and in cooperation with civilian partners.
- For most military units, local domestic support operations differ from those overseas in terms of law, military chain of command, use of force, and inter-organizational coordination among unified action partners.
- Due to legal limitations such as the Posse Comitatus Act, military response will be legally restrained allowing a military response only to; save lives, restore essential services, maintain or restore law and order, protect infrastructure and property, support maintenance or restoration of local government, or shape the environment for intergovernmental success.
- The military brings with it unique abilities, in terms of both capability and capacity which can provide the City with the resources needed to respond to an incident.
- Military assistance is a supplemental resource.
- Military support like any other form of outside assistance requires the Mayor’s declaration of “Civil Emergency” and an executive order.
- When deployed to provide DSCA, military personnel work under the City’s command and control structure, but always retain their unit integrity and chain of command.
- Only under circumstances where the provisions of “Immediate Response” can be applied, or where a National Guard or Reserve unit coincidentally happens to be in a training status, can military support be expected to be a ready source of help. In all other situations, it would probably take at least 48 hours to muster and deploy a response.
- The Seattle Comprehensive Emergency Management Plan and accompanying documents do not alter any existing standard operating procedures, roles, or responsibilities within the military structure.

## 4. CONCEPT OF OPERATIONS

### 4.1 General Response

The Governor maintains control of the state National Guard in peacetime. He or she appoints an Adjutant General to command the state Guard, which is a combination of Army and Air Force units. In Washington, the Adjutant General (TAG) is also the head of the state Military Department.

After the Mayor has declared a “Civil Emergency” and based on the Mayor’s request for supplemental assistance made by executive order, the Governor may, if support can best be provided through special resources possessed by the Washington National Guard, task available units and/or activate units not on duty. In general, the type of support provided by the National Guard may include, but is not limited to:

- Weapons of Mass Destruction Civil Support Team;
- Limited mass feeding;
- Civil disturbance operations/area security patrols;
- Roadblocks/traffic control;
- Perimeter security/quarantine;
- Limited military engineering;
- Mobile/fixed communications;
- Emergency evacuation (land/air/water);
- Delivery of supplies;
- Emergency shelter;
- Limited emergency electrical power;
- Light urban search and rescue;
- Limited emergency medical aid;
- Limited potable water; and
- Aerial reconnaissance.
- Chemical Decontamination

### 4.2 Regional Military Assets

#### 4.2.1 National Guard

Federal law, as codified in Title 10 and Title 32, United States Code (USC) outlines the procedures and mechanisms that state authorities can utilize to call upon National Guard forces for resources. In accordance with these regulations, the National Guard maintains a unique "dual status" with both state and federal roles and missions. This means that in each Guardsman holds memberships in both the Army or Air National Guard of his or her state -- for their state role and missions -- and also in the Army or Air National Guard of the United States -- for their federal role and missions.

There are 11 essential capabilities for National Guard Domestic Operations (NGDO):

- (1) Aviation/Airlift
- (2) Command and Control (C2)
- (3) Chemical, Biological, Radiological, Nu-clear, and high-yield Explosives (CBRNE) response
- (4) Engineering
- (5) Medical
- (6) Communications
- (7) Transportation
- (8) Security

- (9) Logistics
- (10) Maintenance
- (11) Cyber

### ***Capabilities – National Guard***

The National Guard’s Homeland Response Force’s (HRF) operational construct enables customization of assets to form Mission Ready Packages (MRP) best suited to meet the needs of the requesting agency.

#### ***HRF Engagement, Planning and Assistance Team (HEPAT)***

Ensures continued inter-operability with the Emergency Management Community by providing civil-military liaison and integration, planning/program development assistance, training and exercise development, and military resource management.

#### ***Joint Operations Center (JOC)***

Serves as the centralized planning and operations center for joint efforts involving the Washington Army and Air National Guard. Capabilities include a command and control element for deployed assets, liaisons for state and military emergency management organizations, global communications and secure contact capabilities, integrated army and air guard personnel, and communication connectivity.

#### ***10<sup>th</sup> Civil Support Team (CST)***

A 22-person team that supports emergency preparedness programs including, hazard site reconnaissance/survey, CBRN sample collection, independent decontamination, independent medical support, on-site hazard modeling, communication connectivity, unified suite for mobile incident command.

#### ***Chemical, Biological, Radiological, Nuclear, and high yield Explosive Enhanced Response Force Package (CERFP)***

A 197-person organization specialized in mass casualty, decontamination, search and extraction, medical triage/stabilization, and fatality search and recovery.

#### ***Mission Ready Packages (MRPs) - CERFP***

The following are mission ready packages maintained by the National Guard CERFP:

CBRNE Enhanced Response Force

- Purpose: A taskforce that searches damaged buildings, rescues trapped casualties, provides ambulatory and non-ambulatory decontamination
- 197-personnel, 29 vehicles.
- Capable of processing casualties at an average rate of 60 (ambulatory) and 20 (non-ambulatory) per hour depending on conditions.
- Required support: billeting, workspace, meals, life support functions, and fuel.
- Response time: N + 6 hours.

#### Search and Extraction

- Purpose: Task force that searches damaged buildings in potentially contaminated environments and rescues trapped casualties.
- 58-personnel, 9 vehicles.
- Medium operations for 12-24 hours, will require relief for sustained 24-hr operations.
- Required support: billeting, meals, potable water, life support, fuel, HERTZ RHEO rental package #12.
- Response time: N + 6 hours.
- Footprint: 60' x 90'.

#### Urban Search and Rescue (HAZMAT)

- Purpose: Provides an immediate response capability to assist local, state, and federal agencies with an Urban Search and Rescue capability in a contaminated environment.
- 22-personnel, 5 vehicles.
- Required support: billeting/per-diem, capable of self-support for 72-hours.
- Response time: N + 6 hours.
- Would require heavy rescue equipment rental.

#### Urban Search and Rescue (HEAVY)

- Purpose: Provide Urban Search & Rescue Capability in support of civilian operations.
- 16-personnel, 5 vehicles.
- Mission: conduct light or heavy rescue operations in a contaminated environment, provide augmentation to existing US&R teams, work in conjunction with mass decontamination and medical triage and stabilization teams.
- Required support: billeting/per-diem, meals, potable water, and life support.
- Response time: N + 6 hours.
- Would require heavy rescue equipment rental.

#### Mass Decontamination Element

- Purpose: Task force that provides ambulatory and non-ambulatory decontamination of casualties and decontamination of responders as needed.
- 75-personnel, 8 vehicles.
- Capable of processing casualties at an average rate of 60 (ambulatory) and 20 (non-ambulatory) per hour depending on conditions.
- Required support: billeting/per-diem, meals, potable water, fuel, and life support.
- Response time: N + 6 hours.

#### Mass Decontamination Trailer

- Purpose: Provide ambulatory and non-ambulatory decontamination of casualties and decontamination of responders as needed.
- 15-personnel, 3 vehicles.
- Capable of processing casualties at an average rate of 40 (ambulatory) and 15 (non-ambulatory) per hour depending on conditions.
- Required support: billeting/per-diem, meals, potable water, fuel, and life support.
- Response time: N + 6 hours.

#### Medical Triage and Stabilization

- Purpose: Task force that performs medical triage and treatment to stabilize casualties for transport to medical facilities.
- 47-personnel, 5 vehicles.
- Medical personnel are embedded in DECON MRP, providing treatment for response personnel, triage, and treatment for casualties extracted from a contaminated area.
- Required support: billeting/per-diem, meals, potable water, fuel, and life support.
- Response time: N + 6 hours.

#### Fatality Search and Recovery Team (FRST)

- Purpose: Provide an immediate capability to local, state and federal agencies by recovering fatalities in a contaminated area. Specifically trained in criminal investigative recovery efforts to protect evidence and accurately identify fatalities. Comes equipped with two portable, temperature-

controlled holding units and works with local PD and count coroner in fatality management.

- 11-personnel, 4 vehicles.
- Mortuary collection point (tent) capacity (x2): 24, mortuary trailer capacity (x2): 24.
- Required support: billeting/per-diem, meals, potable water, fuel, coroner support, DOT transport, and life support.
- Response time: N + 12-24 hours.
- FRST cannot function without Coroner authority.

### *Homeland Response Force*

Domestic support enterprise capable of supporting All-Hazard response and specializing in command and control for engaged CBRN environments.

### *Mission Ready Packages (MRPs) – Homeland Response Force*

The following are mission ready packages maintained by the Homeland Response force:

#### Mission Command Strike Package

- Purpose: Provides resource management, advisory, and liaison support, and can integrate with trained and untrained tactical military assets responding to the incident.
- 24-personnel.
- Required support: billeting, meals, and life support functions.
- Requires external organizations to provide tactical response and sustainment operations.
- Response time: N + 4 hours.

#### Incident Management Team

- Purpose: Integrate with existing incident response structure and coordinate reception and implementation of follow on military forces.
- 5-personnel, 1 vehicle.
- Required support: work space, billeting, meals, fuel, and life support functions.
- Response time: N + 2 hours.

#### CBRN Assistance Support Element (CASE)

- Purpose: Provide general security and crowd management and assist federal and state civil authorities as necessary.
- 200-personnel, 23 vehicles.
- Required support: billeting, meals, potable water, life support, fuel, and local law enforcement presence.
- Response time: N +12 hours.

#### CBRN Assistance Support Element (CASE-Platoon)

- Purpose: Provide security to HRF personnel, direct casualties to aid stations, and the decontamination line, perform crowd management as necessary, and assist Federal and State Civil Authorities as needed.
- 30-personnel, 6 vehicles.
- Required support: billeting, meals, potable water, life support, fuel, and local law enforcement presence.
- Response time: N +12 hours.

#### BSI Services Company

- Purpose: Provides administrative support to HRF during DSCA operations to include transportation, supply, and on-site power production.
- 54-personnel, 16 vehicles.
- Required support: billeting, meals, potable water, life support, and fuel.
- Response time: N +2-12 hours.

#### Joint Incident Site Communications Capability (x2)

- Purpose: Provides incident site communications support for sites with no network, telephone or radio interoperability to Battalion or higher elements.
- 10-personnel, 2 vehicles.
- Required support: billeting, meals, potable water, life support, fuel, and maintenance support beyond operator level.
- Response time: N +12 hours.

### **4.2.2 Army Corps of Engineers**

In instances when the nature of the disaster exceeds the capabilities of state and local interests, the United States Army Corps of Engineers (USACE) may provide help to save human life, prevent immediate human suffering or mitigate property damage. Assistance is limited to the preservation of life and protection of residential and commercial developments, to include public and private facilities that provide public services. The two governing authorities over USACE operations are Public Law 84-99, which enables the USACE to assist state and local authorities in flood fight activities and cost share in the repair of flood protection structures and Public Law 93-288, which authorizes the Federal Emergency Management Agency to task the Corps with disaster recovery missions under the Federal Response Plan.

The following are flood support guidelines for the Seattle USACE District:

- Seattle District is not a first-response agency. Under federal policy, the impacted non-federal government is the primary responder to a flood event.
- Seattle District cannot assist individual homeowners, property owners or businesses.
- There must be an imminent threat to lives and property, with confirmation by the National

Weather Service (at a river forecast point) or other sources (e.g., a state agency, or the owner of a dam).

- An emergency declaration must be made by the impacted government, in accordance with their laws.
- The District must be requested by elected leaders, or an emergency management agency on their behalf, to support their flood operations.
- Cities, special districts, and other local agencies must apply through the county or state.
- The requesting government is the lead for protecting lives and property, and must be capable of managing the incident, including requesting external resources.
- Coordination with the State by the requesting government is required (tribes excepted). The District may be contacted directly by the impacted government to expedite the request, but the state has to be involved as soon as possible.
- All District support is supplemental to the resources and efforts applied to the event by the impacted government(s). The requesting government must have made a reasonable effort to use their available resources prior to any USACE support being authorized.
- All District flood-support operations terminate when flood waters recede.

In addition to Emergency Response, some situations allow the USACE to address flood impacts before there is a flood.

Under the Advance Measures Program, the USACE may aid non-federal governments prior to flooding events to protect life and property. There must be an imminent threat of unusual flooding from adverse conditions. This assistance is limited to those actions necessary to prevent or reduce impacts of floods that (1) pose a significant threat to life and/or public infrastructure, and, (2) the proposed assistance is beyond the capability of local interests and the State to perform in a timely manner. This assistance may be technical or direct.

Limits to Advance Measures assistance:

- USACE emergency and/or disaster assistance is limited to the preservation of life, and public infrastructure.
- The threat must be established either by National Weather Service (NWS) forecasts or USACE determination.
- Exclusive Direct Assistance to individual homeowners, property owners, or businesses is not permitted.
- Exclusive Direct Assistance to a single public or publicly owned facility (e.g., a water treatment plant) is permitted.
- All assistance is temporary in nature, must be technically feasible, designed to deal effectively with the specific threat, and capable of construction in time to prevent projected damages.
- All projects must be economically feasible, with a favorable benefit-cost ratio (BCR) greater than 1.0 as the key factor.
- Permanent work may be considered when it is significantly more cost effective than a temporary solution.

To request Advance Measures assistance:

1. **Establish a threat:** The threat must be established either by National Weather Service (NWS) forecasts or by Corps determination of unusual flooding from adverse conditions. The threat must be such that substantial damages will be incurred if preventive/protective action is not taken prior to the forecasted event.
2. **Consider other authorities:** Other Corps authorities must also be considered. If any other standing Corps authority is applicable, then Advance Measures will not be undertaken. The authorities of state and other federal agencies will also be considered, especially if the threat involves state or federal lands (e.g., hydrophobic soils due to wildfire).
3. **Identify state and local efforts:** Advance Measures assistance is in support of state and local ongoing or planned efforts. All activities will be coordinated with the State Emergency Management or tribe. Non-Federal interests must commit available resources (i.e., work force, supplies, equipment, funds, National Guard forces, etc.).
4. **Request submission:** The state (Governor or tribal executive) will submit a written request for assistance to the Commander of Seattle District.

### ***Capabilities – US Army Corp of Engineers***

*Support Provided by Seattle USACE District Office:*

- **Technical Advice:** Answer specific questions for officials by telephone.
- **Technical Assistance:** Deploy subject matter experts to study a situation and develop specific recommendations.
- **Material Assistance:** Issue supplies (including sandbags and plastic rolls) for temporary flood protection structures.
- **Direct Assistance:** Build temporary flood protection structures, and/or repair existing structures through contracts. This requires a Cooperative Agreement between the requesting government and Seattle District, with all rights of entry and easements provided by the requestor before work begins.

The District needs time to obtain funding, and then mobilize personnel and/or contractors. Technical assistance generally takes one to two days to be on the ground, while direct assistance may take a little longer.

District support operations are generally 100 percent federally funded. These exceptions are the responsibility of the supported government:

- Costs related to the Cooperative Agreement and rights of way/easements.
- Possible reimbursement for sandbags and placement, either in kind or by payment.
- Removal or upgrade of all temporary structures built under Direct Assistance.

### ***Contact Information:***

Local or county governments can contact Seattle USACE District for assistance by calling 206-764-3406.

### **4.2.3 U.S. Coast Guard**

The Coast Guard is a unique aspect of the armed forces in that it has domestic authorities along with the capabilities to support the National Security mission. For the purposes of this annex, these authorities are held with the Commander of Sector Puget Sound and appropriate delegated authorities.

#### *Search and Rescue Mission Coordinator (SMC):*

In accordance with the U.S. Coast Guard Addendum to the U.S. National Search and Rescue Supplement and 33 CFR 3.01-1, the SMC within the Coast Guard operates within the search and rescue (SAR) chain of command as the person assigned to carry out all aspects of planning, coordinating and managing the response to a SAR incident. The SMC must be assigned at the appropriate level within the SAR organization, so as to provide effective SAR incident oversight and supervision, as well as ensuring proper SAR mission execution.

#### *Captain of the Port (COTP):*

In accordance with 33 CFR 3.01-30, Captains of the Port and their representatives enforce port safety and security and marine environmental protection regulations, including, without limitation, regulations for the protection and security of vessels, harbors, and waterfront facilities; anchorages; security zones; safety zones; regulated navigation areas; deepwater ports; water pollution; and ports and waterways safety within their Area of Responsibility (AOR). This authority includes the ability to control access to vessels and facilities and conduct searches and investigations.

#### *Officer in Charge Marine Inspections (OCMI):*

In accordance with 33 CFR 3.01-20, Officers in Charge, Marine Inspection (OCMI), have been designated and delegated to perform the following functions: Inspection of vessels to determine compliance with the applicable laws, rules, and regulations relating to safe construction, equipment, manning, and operation; shipyard and factory inspections; investigation of marine casualties and accidents; and licensing, certificating, shipment and discharge of seamen within their AOR.

#### *Federal on Scene Coordinator (FOSC):*

As stated in 33 CFR 1.01-80, each Coast Guard official predesignated as the On-Scene Coordinator is given delegated authority to ensure the effective and immediate removal of a discharge of oil or release of a hazardous substance or the prevention of a discharge or release in accordance with section 311(c) of the 33 U.S.C. 1321(c), the National Contingency Plan and any appropriate Area Contingency Plan.

#### *Federal Maritime Security Coordinator (FMSC):*

As stipulated in the Maritime Transportation Security Act of 2002 the Secretary designates a Coast Guard official to serve as the FMSC in each area to develop an Area Maritime Security Plan and coordinate actions under the National Transportation Security Plan. Five major duties of the FMSC include: develop and coordinate the Area Maritime Security Committee, appoint members to the Area Maritime Security Committee, develop and maintain the Area Maritime Security Plan, implement and execute the plan, and maintain records.

## **Capabilities – US Coast Guard**

Local assets in support of these missions include:

### *Sector Puget Sound*

Coast Guard sectors are responsible for the execution of all Coast Guard missions within the 3,500 square miles of waterways that makes up the Area of Responsibility (AOR). The Sector Commander works as Captain of the Port, Federal Maritime Security Coordinator, Federal On-Scene Coordinator, Officer-in-Charge of Marine Inspection, and Search and Rescue Mission Coordinator. With over 770 active duty, reserve, and civilian personnel and over 600 Coast Guard Auxiliary volunteers, the Sector organization directly supports the Sector Commander in these duties and in the execution of the full range of Coast Guard missions, including Maritime Safety, Maritime Security, Protection of Natural Resources, Maritime Mobility, and National Defense.

### *Air Station/Sector Field Office, Port Angeles*

Assets: 130 personnel; (3) MH-65 Dolphin Helicopters

### *Station Port Angeles*

Assets: 25 personnel; Coast Guard small boats

### *Station Bellingham*

Assets: 68 Personnel, 60 Auxiliarists, (1) 25' Response Boat; (2) 27' Law Enforcement Special Purpose Craft; (1) 47' Motor Life Boat; (3) Auxiliary Flotillas

### *Station Neah Bay*

Assets: 34 Personnel, (2) 47' Motor Life Boats, (1) 29' Freedom Class Boat

### *Station Quillayute River*

Assets: 31 Personnel, (2) 47' Motor Life Boats

### *Station Seattle*

Assets: 79 Personnel, (3) 29' Freedom Class Boats; (3) 45' Response Boats

### *87' Patrol Boats*

USCGC Adelle (WPB8733) – Port Angeles, WA

USCGC Swordfish (WPB 87358) – Port Angeles, WA

USCGC Wahoo (WPB 87345) – Port Angeles, WA

USCGC Blueshark (WPB 87360) – Everett, WA

USCGC Osprey (WPB 87307) – Port Townsend, WA

USCGC Sea Devil (WPB 87368) – Silverdale, WA

USCGC Sea Fox (WPB 87374) – Silverdale, WA

USCGC Sea Lion (WPB 87352) – Bellingham, WA

USCGC Terrapin (WPB 87366) – Bellingham, WA

### *110' Patrol Boats*

USCGC Cuttyhunk (WP 1322) – Port Angeles, WA

#### *Marine Safety and Security Team (MSST) 91101\**

MSSTs are domestic, mobile units that possess specialized training and capabilities to perform a broad spectrum of port safety and security operations.

#### *Pacific Strike Team (PST)\**

The PST is one of 3 Special Teams that make up the National Strike Force. It is comprised of highly trained cadre of Coast Guard professionals who maintain and rapidly deploy with specialized equipment and incident management skills any time to any place or hazard. They are recognized worldwide as an expert authority in the preparation for and response to the effects resulting from oil discharges, hazardous substance releases, weapons of mass destruction events, and other emergencies.

The PST can provide rapid response support in many areas of incident management including: site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and in-situ burn use, operational effectiveness monitoring, and high capacity lightering and offshore skimming capabilities.

*USCGC Polar Sea (WAGB 11)\** - 399 ft heavy icebreaker

*USCGC Polar Star (WAGB 10)\** - 399 ft heavy icebreaker

*USCGC Mellon (WHEC-717)\** - 378 ft high endurance cutter

\*under the command of US Coast Guard Pacific Area - Alameda, CA

### **4.2.4 U.S. Navy**

In accordance with Joint Publication 3-28, DOD priorities (in order) are homeland defense, force protection, mission assurance, and DSCA response. It is imperative the DSCA mission is coordinated with potential lead federal agencies to ensure response capabilities are available in the event of a catastrophic disaster.

Support such as supply, medical, logistics, command and control, etc. can be given but is dependent upon the resources deployed, as listed below.

### **Capabilities – US Navy**

#### *West Coast Assets*

The following is a list of west coast assets derived from the U.S. Navy’s “Sea Based DSCA: Military Capabilities Reference Guide.” This list should be used for awareness and informational purposes only.

*USS America (LHA-6):* 844 ft amphibious assault ship with (9) landing spots, 160,000 cubic ft cargo storage, (2) operating rooms, (24) hospital beds, capable of producing 200,000 gallons of water per day.

*WASP Class Ships:* 844 ft aircraft carriers capable of housing up to 42 aircraft with (9) landing spots, 94,000 cubic ft cargo storage, well deck capabilities, (6) operating rooms, (600) hospital beds, and can produce 200,000 gallons of water per day.

USS Essex (LHD-2)  
USS Boxer (LHD-4)  
USS Makin Island (LHD-8)

*San Antonio Class Ships:* 684 ft amphibious transport dock with (4) landing spots, 36,000 cubic ft cargo storage, well deck capabilities, (2) operating rooms, (22) hospital beds, (6) intensive care units, and can produce 72,000 gallons of water per day.

USS New Orleans (LPD-18)  
USS San Diego (LPD-22)  
USS Anchorage (LPD-23)  
USS Sommerset (LPD-25)  
USS John P. Murtha LPD-26)  
USS Portland (LPD-27)

*Whidbey Island Class Ships:* 609 ft dock landing ship with (2) landing spots, 5,000 cubic ft cargo storage, well deck capabilities, (1) operating room, (5) hospital beds, (1) intensive care unit, and can produce 72,000 gallons of water per day.

USS Comstock (LSD-45)  
USS Rushmore (LSD-47)

*Harpers Ferry Class Ships:* 609 ft landing ship dock with (2) landing spots, 49,0700 cubic ft cargo storage, well deck capabilities, (1) operating room, (7) hospital beds, and can produce 72,000 gallons of water per day.

USS Harpers Ferry (LSD-49)  
USS Pearl Harbor (LSD-52)

### *Naval Support Elements*

#### Landing Craft Air Cushion (LCAC)

- Limited to beach operations
- Length: 88ft
- Cargo: 70 tons
- Capable of Transporting 24-35 personnel

#### Landing Craft Air Utility (LCU)

- Has a bow ramp that can accommodate vehicles less than 13.5' in width (may be used in conjunction with other LCUs as a causeway section with ideal sea conditions).
- Length: 135 ft
- Cargo: 140 tons
- Capable of Transporting 400 personnel

#### Improved Navy Lighterage System (INLs) Causeway Ferry (CS)

- Allow Navy ships to transport cargo, such as food, water, and equipment parts, between ships and from ship to shore when moorings have been damaged or unavailable.
- Length: 256 ft
- Range: 2-4 miles
- Payload Capacity: 280 long tons

#### Amphibious Bulk Liquid Transfer system (ABLTS)

- Bulk liquid (fuel or water) delivery system for first 120 days
- 10,000 ft length of floating hose.
- Delivers 720,000 gal/day fuel or 360,000 gal/day water (need ship to deliver product).
- Deployed from either a Warping Tug or landing craft unit.

#### Offshore Petroleum Discharge System (OPDS)

##### SS Petersburg

- Capable of delivering bulk fuel directly from tanks aboard the vessel.
- 4NM (single product) or 2NM (dual product) submerged hose.
- Pumps 1.2M gallons per 20-hour period.
- 180+ day operational limit; limited by ocean floor/beach type.

##### USNS Wheeler

- Capable of transferring bulk cargo from any available tanker source without the need to anchor the vessel to operate.
- 8NM (single product) submerged hose.
- Pumps 1.7M gallons per 20-hour period.
- 360+ day operational limit; reinforced hose can accommodate all ocean floors.
- This vessel is a terminal, fuel must be delivered via separate tanker or barge .

#### *Naval Mobile Construction Battalion (NMCB) Air Detachment*

Comprised of 89 personnel and consists of (1) civil engineer and (3) platoons: a support platoon (medical, admin, logistics), a horizontal construction platoon, and a vertical construction platoon.

Conducts disaster control and recovery operations including public works support.

Automotive/Trailers

Construction

Self-Sustainment

- MTRV cargo 7T (4)
- MTRV tractors (5)
- MTRV fuel tanker (1)
- Forklift RT 7-11K (MMV) (2)
- Forklift 12k (1)
- Trailer, low bed (4)
- Trailer, stake (4)
- Road Grader (2)
- Front-end loader (2)
- Loader/backhoe (2)
- D5 Bulldozer (2)
- Skid-steer loader (2)
- MTRV dump truck (4)
- MTRV water distributor (1)
- Construction Tools
- Floodlight (2)
- TRICON water (ROWPU) (1)
- Water pumps (SIXCON) (1)
- Water buffalo (2)

### *Construction Battalion Maintenance Unit 303 DSCA Capabilities*

Comprised of 44 personnel and consists of (1) civil engineer and (3) squads: a support squad (construction electrician, utilities, engineering aid, medical, admin, logistics), a horizontal construction squad, and a vertical construction squad.

The Naval Construction Force’s secondary DSCA response unit for homeland defense and homeland security missions (limited to earth moving, civil engineering, and general labor support only).

#### Automotive Equipment

- Truck dump 7TMVR (3)
- Truck cargo 7T MTRV (3)
- Truck tractor MTRV (4)
- Trailer tank, 400 gallons, stainless steel (5)
- Forklift 12k (1)
- Trailer, low bed (4)
- Trailer, stake (4)

#### Material Handling Equipment

- 11k Forklift, extended boom (1)
- Truck forklift rough terrain 12,000lb (2)

#### Construction Equipment

- Excavator crawler mounted (2)
- Grader road 6x4 12ft blade (1)
- Loader skid closed cab (2)
- Tractor crawler (3)
- Flood light set (4)
- Welder arc electric 300 amps AD/DC tig DED (1)
- TRICON tool kit (7)
- 

### *Underwater Construction Team (UCT)*

Construction Dive Detachments (CDD) of (17) personnel each.

Underwater & waterfront facilities construction with engineering over-site and reach back capacities (piers, boat ramps, buildings, bridges, etc.).

### *Mobile Dive & Salvage Unit (MSDU)*

Perform underwater emergency damage repair and harbor clearance/search and expeditionary operations including diving, salvage, repair, underwater ship’s husbandry, rescue and assistance, and demolition in ports or harbors at sea.

### *Fleet Surgical Team*

(4) teams located in San Diego and deployable within 72 hours world-wide to utilize operating rooms on LHD, LHA, and LPD class ships.

Teams include: (1) Surgeon, (1) CRNA, (1) Family Practice Doctor, (1) Critical Care (ICU) Nurse, (1) Operating Room Nurse, (2) Lab Techs, (1) Respiratory Tech, (1) Radiology Tech, Chief Petty Officer, (2) General Duty Corpsman, (2) Surgical Techs, (1) Behavioral Health Tech, and a MRCO.

### *Ready Reserve Fleet*

The Maritime Administration (MARAD) maintains a fleet of cargo ships in reserve to provide surge sealift during war and national emergencies. With DoD concurrence, MARAD can make available the government-owned vessels, equipment, personnel, and expertise of the National Defense Reserve Fleet (NDRF) and its component, the Ready Reserve Fleet (RRF). These ships are in a Reserve Operational Status (ROS) and are capable of being activated in a number of days.

These vessels can serve as command and control platforms and provide communications, medical support, berthing, accommodations, and make cargo deliveries.

*Bobo Class Ships (T-AK):* 754 ft support ships with (5) cranes, 152k square feet of cargo space, and can accommodate helicopters with (1) landing spot.

USNS 2<sup>nd</sup> LT John P. BOBO  
USNS PFC Dewayne T. Williams  
USNS 1<sup>st</sup> LT Baldomero Lopez  
USNS 1<sup>st</sup> LT Jack Lummus  
USNS SGT William R. Button

*Bob Hope Class and Watson Class Ships (T-AKR):* 950 ft support ships with (2) cranes, 390k square feet of cargo space, and can accommodate helicopters with (1) landing spot.

USNS Bob Hope  
USNS Seay  
USNS Pililaau  
USNS Watson  
USNS Sisler  
USNs Dahl

### *USMC Aviation Element*

#### MV-22B/C Osprey

- 24 Passengers, 12 patients on litters
- 13,000lbs of cargo internal or 10,000lbs of external single hook or 12,500 external dual hook
- Requires 300ft x 200ft landing zone

#### CH-53E Super Stallion

- 30 Passengers, 24 patients on litters
- 15,000lbs of cargo internal or 36,000lbs of external
- Requires 300ft x 200ft landing zone

#### UH-1Y Huey

- 6 Passengers, 6 patients on litters
- 2,800lbs of cargo
- Requires 100ft x 100ft landing zone

#### KC-130J Hercules

- 92 Passengers, 67 Patients on litters
- 40,000lbs of internal cargo

Tactical Air Command Center (TACC)

- Command and control hub for air response
- Set up in tents or hard shelters

*Naval Aviation Element*

MH-60S

- 8-12 Passengers, 3-4 patients on litters
- 5,500lbs max internal cargo
- 2-3 hour endurance

C-40

- Configuration options: 121 personnel or 70 personnel & 3 pallets or 8 pallets (40,000lbs)
- Range 2400-3400 nm

C-9B

- Configuration options: 90 personnel & baggage or 65 personnel & 2 pallets or 45 personnel & 3 pallets or 7 personnel & pallets or 8 pallets
- Range 1000-2300 nm

C-130

- Configuration options: 80 personnel or up to 40,000lbs of cargo with unlimited combinations
- Range 2900-4000 nm

*Logistics Element*

Marine Expeditionary Unit (MEU) Combat Logistics Battalion

- Approx. 273 Marines and Sailors.
- Includes: Headquarters Platoon, Law Enforcement Detachment, Maintenance Detachment, Medical Detachment, Engineer Platoon, Communications Platoon, Supply Detachment, Landing Support Platoon.

Medium Tactical Vehicle Replacement (MTVR)

- 7-ton off-road cargo capacity.
- Prime mover for fuel, water assets, troops, etc.

High Mobility Multipurpose Wheeled Vehicle (HMMWV)

- Can be configured to become a troop carrier, ambulance, and scout vehicle.
- Designed for use over all types of roads, in all weather conditions and extremely effective in the most difficult terrain.

Logistics Vehicle System (LVS)

- Marine Corps heavy fleet vehicle system for transporting heavy bulk and break-bulk cargo, bulk liquids (fuel and water), bridging, large containers, and flatracks.
- 10x10 truck designed for use on all types of roads, highways and cross-country terrain.

#### Ground Renewable Expeditionary Energy Network System (GREENS)

- (1) setup includes (4) high energy lithium batteries and (8) solar panels which provide an average continuous output of 300 watts (nominal) or 1000 watts (peak).
- Once fully charged, the system can go 24-hours dark with continuous operations.

#### Tactical Water Purification System (TWPS)

- Can produce up to 1,500 GPH from a fresh water source and 1,000 GPH from a brackish, salt, and contaminated water.
- Can be positioned up to 10 miles from water source.

#### Forward Resuscitative Surgical System (FRSS) Employment

- Highly mobile, rapidly deployable trauma surgical unit that provides supplies and equipment to perform 18 emergency surgical interventions in a 48-hour period without resupply to stabilize casualties that might otherwise die or lose limbs.

#### Shock Trauma

- Designed to serve as a beachhead evacuation station, a casualty collection and clearing point, or as the triage or “emergency room” or a surgical company.
- Can treat 50 casualties; up to 10 critically injured without resupply.
- Capability: (4) beds and patient holding for up to 24 hours.

## 4.3 Requesting Federal Support

Despite normal placement of the National Guard under the Governor, the President retains the authority to federalize guard forces in a major national crisis. Whenever this happens, units affected by the President’s mobilization order are transferred from their State Area Command (STARC) to active duty commands in the Army or Air Force. Examples of mobilizations occurred during wars fought in Korea and Viet Nam and more recently in military actions in the Persian Gulf, Afghanistan and Iraq. It can also happen in natural, technological and human-caused disasters, including episodes of serious civil unrest.

The military is capable of providing a wide range of support to local government in a disaster or catastrophe, but the use of military personnel and military assets for DSCA must comply with guidelines set down in DOD Directives and federal law. Within these formal parameters military assistance can be obtained:

**For an “Immediate Response” situation.** In such an event a unit commander can provide immediate assistance to local authority if:

1. There is an imminent threat to life or property, and/or human suffering is at stake, ***and***
2. An exhaustive effort by local government to seek help from public and private resources in the local area has been tried first without success, and the local military unit is the only viable source available, ***or***
3. The local military unit is the only source of help that can respond in time to support the City in countering or alleviating the danger(s) present or imminently expected, ***and***
4. The local military unit is capable of providing the type of support requested without degrading its primary national defense commitments, ***and***
5. The Mayor has declared a “Civil Emergency” and invoked his/her “emergency power” to request outside assistance, ***and***
6. The City agrees to assume costs incurred by the military unit to provide the requested support, ***and***
7. The City, through the Washington State Emergency Management Division (EMD), conveys the following details to the Commander, USARMYNORTHCOM through the Defense Coordinating Officer attached to the Federal Emergency Management Agency (FEMA) Region X Defense Coordinating Element in Bothell, WA:
  - The reason(s) and circumstances necessitating the request for “Immediate Response”; and
  - The name of the Commander and unit aiding the City; and
  - The type(s) of asset(s) requested; and
  - An affirmative acknowledgement of the City’s compliance with the above process, as prescribed in DOD Directives.

In certain circumstances where response time is critical, a unit commander can act in anticipation of official receipt of authorization from the Commander, USARMYNORTHCOM. The unit commander can also decide to forego reimbursement from the City, but the City should always be prepared to assume the costs, which in the past have been paid by the state when the above steps have been followed.

After emergency declarations have been made by both the Mayor and Governor, the Mayor may request assistance from the Commander of the Seattle District of the US Army Corps of Engineers (USACE) to provide flood fighting and rescue support authorized under Public Law 84-99. The Governor, based on a request from the Mayor, can also ask the USACE to provide emergency supplies of clean water when contamination of normal sources endangers public health.

After the Governor has proclaimed a “State of Emergency” and formally requested federal assistance, the President after declaring an “Emergency” or “Major Disaster” may – through FEMA or the through the Joint Field Office (JFO) if established and the Defense Coordinating Officer (DCO) if in-place – task the DOD to provide specific support identified in the NRP. DOD participation could be used for:

- Disaster Medical Assistance Teams (DMATs); and
- Disaster Mortuary Teams (DMORTs); and
- Patient evacuation to National Disaster Medical System (NDMS) hospitals; and
- Urban fire suppression; and
- Communications equipment; and
- Debris clearance; and
- Structural evaluation; and
- Damage Assessment; and
- Stabilization or demolition of damaged structures; and
- Water supply; and
- Restoration of critical public facilities; and
- Contracting and construction management; and
- Electric generation; and
- To defend against a “credible threat” of a terrorist attack, or to respond to a terrorist attack.

## 4.4 Direction and Control

The EOC Director is responsible for coordinating all requests for military assistance.

Military units remain under control of their chain of command when deployed to assist civilian authorities. Military support is coordinated through the EOC and the incident commands that are provided such support.

EMD and/or military Liaisons may be assigned to the City EOC and/or incident commands as needed.

Once DSCA is dispatched to the City, it will be the responsibility of the requesting department to receive, direct, integrate, and sustain this capability for as long as they continue to support the City. Help in supplying the logistics for doing this will be available through the EOC and should be directed to the EOC Logistics Section.

## 4.5 Responsibilities

### 4.5.1 Preparedness

Seattle OEM is responsible for ensuring the Military Support Operations Plan is current.

All departments that conduct training or develop plans with military organizations will notify the Seattle OEM of such activities before they occur to ensure City training and planning efforts are coordinated.

### 4.5.2 Response and Recovery

#### *Mayor/Mayor’s Office*

The Mayor, as the City’s Chief Executive, will:

- Determine when circumstances warrant asking the state for outside assistance, which may be provided through DSCA; and
- After deciding to do so and after declaring a “Civil Emergency”, sign an executive order requesting outside assistance; and
- Direct public-notice and ensure briefings of the City Council President and Public Safety Chair occur as called for in the Direction and Control Support Annex.

The City Council will review and act on all proclamations and executive orders as called for in the Direction and Control Support Annex.

### ***Office of Emergency Management***

The Seattle Office of Emergency Management will:

- Conduct any after action reviews as needed, following the use of this plan.
- Assume responsibilities for coordinating elements of this plan whenever the EOC is NOT activated. This includes elements assigned to the following positions below:
  - EOC Director
  - EOC Operations Section Chief
  - EOC Planning Section Chief
  - EOC Logistics Section Chief

### ***EOC Director***

The EOC Director will:

- Decide when it would be necessary to request a state mission number; and
- Decide when and if it would be necessary to request the state EOC to send their Emergency Management Division (EMD) and/or Military Department Liaison to the Seattle EOC; and
- Determine if, and when a recommendation will be made to the Mayor to request outside assistance; and
- As soon as the Mayor signs the executive order requesting outside assistance, direct the Plans Section Chief to transmit it to the state EOC; and
- Based on information received from the state EOC (either through Logistics Section Chief or the EMD Liaison), brief the Mayor and as necessary direct the Operations Section Chief to make sure that:
  - Word has been passed to the requesting department; and
  - The EOC Joint Information Center (JIC) has been notified; and
  - Adequate instructions have been given to the responding military commander, to at a minimum include the name of the official he or she is to report to and their cell phone number, and a map and directions to the staging area; and
  - Arrangements are in place to receive and care for the arriving DSCA unit(s); and
  - DSCA units are used for approved missions only, and that they are able to withdraw once those missions are completed.

### ***EOC Operations Section Chief***

The EOC Operations Sections Chief will:

- Ensure all Operations Section ESFs that are activated are coordinating resource requests with the EOC Logistics Section; and
- Work with the Logistics Section Chief, EMD Liaison and the Plans Section Chief to monitor critical resource requests that exceed the City's capability. As soon as it can be reasonably determined that outside assistance is the only suitable recourse, inform the EOC Director; and
- Follow the EOC Director's instructions in making certain that departments are given an early "heads up" of the arrival of DSCA, and that departments take necessary actions to effectively receive, integrate, direct, and support DSCA units; and
- Brief the department requesting the military assistance on what are the approved missions; and Ensure that DSCA units are able to disengage and return to their normal duty station as soon as their assigned missions are completed.

### ***EOC Planning Section Chief***

The EOC Planning Section Chief will:

- At the direction of the EOC Director, request the EMD Duty Officer to issue a state mission number for the major incident, disaster or catastrophe; and
- At the direction of the EOC Director, request the state EOC to send their EMD and or Military Department Liaisons to the Seattle EO; and
- As necessary, make assistance available to the Law Department Representative in preparing the declaration of “Civil Emergency” and the executive order for outside assistance; and
- Work with the Operations Section Chief, EMD and state Military Liaisons, and the Logistics Section Chief in making recommendations to the EOC Director on the need to seek state assistance in obtaining critical resources; and
- At the direction of the EOC Director, oversee transmission of the City’s request for outside assistance, including the Mayor’s executive order and the Request for Outside Assistance form, to the state EOC; and
- Once word is received from the state EOC that DSCA resources are on the way, advise the EOC Director and the Operations Section Chief.

### ***Logistics Section Chief***

EOC Logistics Section Chief will:

- Ensure that within means available to the City, the EOC Logistics Section is providing all necessary logistical support to DOCs; and
- Ensure the request is beyond the City’s means to obtain with local resources; and
- Assist City departments with any logistical requirements that may be necessary to support a military unit that is part of an authorized DSCA mission.

### ***Law Department***

The Law Department Representative will at the direction of the EOC Director:

- Prepare the declaration of “Civil Emergency” and executive order requesting outside assistance; and
- Be available to answer legal questions arising from or about the declaration of “Civil Emergency” or executive order; and
- Be available to answer legal questions regarding the approved missions for military units and other issues related to the use of military units; and
- Assist in briefing the Council President and Chair of the Public Safety Committee on the declaration of “Civil Emergency” and executive order.

### ***Lead ESF Agencies and Their EOC Department Representatives***

Lead agencies identified in Emergency Support Function (ESF) through their Coordinators for ESFs-1, 2, 3, 4, 6, 8, 9, 10, 12 and 13, under the direction of the EOC Operations Section Chief (or Seattle OEM if not activated), will:

- Make sure Department Operations Center (DOCs) are working with the EOC Logistics Section to resolve resource needs that exceed department capabilities; and
- Make sure that once a department’s DOC determines that vital resource requirements cannot be met locally they communicate the shortfall to their EOC department representative; and
- As soon as a request for outside assistance is received, advise the Operations Sections Chief of the details; and

As applicable and as soon as the Operations Section Chief advises the ESF representative that DSCA is being provided to a City department ensure:

- The department is informed; and
- The department communicates with the military commander and provides all necessary support; and
- The department coordinates with the EOC logistics for any support for the military unit it cannot manage on its own; and
- The department uses DSCA for approved missions only; and
- The department releases the military unit as soon as approved missions are completed.

During times when the EOC is not activated lead agencies will coordinate directly on actions identified above through the OEM Staff Duty Officer or OEM Operations Coordinator as needed.

### ***Department Operation Centers***

Department Operating Centers will:

- As soon as they have exhausted or anticipate exhausting, all local resource and assistance, inform their ESF representative in the EOC of the details and urgency of any resource shortcomings; and
- When advised that DSCA is being sent to support the department, notify the Incident Commander, provide detailed description of what military missions are authorized and ensure the arriving military commander is given:
  - All necessary information for safely integrating his/her unit into the department’s field operations; and
  - All necessary support to sustain the military unit while they are supporting the department.
- For any support requirements needed to sustain the military unit for its assigned mission that cannot be managed with means available to the department, coordinate with the EOC Logistics Section; and
- Ensure the military unit is being used for its assigned mission only and is allowed to demobilize as soon as the mission is completed.

### ***Local Military Units***

Commanders of local military installations will:

- As requested and feasible, provide the City of Seattle with DSCA in accordance with guidelines established in DOD Directives; and
- In a Presidentially declared “Emergency” or “Major Disaster” provide “direct federal assistance” or “technical assistance” as tasked by the Defense Coordinating Officer (DCO) under the National Response Plan; and
- For a “credible threat” or act of terrorism, provide “direct federal assistance” or “technical assistance” as tasked by the DCO or the FBI Joint Operations Center that may be operating from the Seattle Field Office or attached to the Joint Field Office (JFO).

### ***Washington State Emergency Management Division***

Washington State Emergency Management Division will:

- Upon receipt of proper notification from the City, issue a state mission number to cover the City’s involvement in managing a major incident, disaster or catastrophe; and
- Provide 24/7 Duty Officer support to assist the City in coordinating with the USARMYNORTHCOM in an “Immediate Response” situation; and
- As requested by the Seattle EOC Director and as authorized by the state EOC, send a liaison officer to the Seattle EOC; and
- As provided for in the Washington State Comprehensive Emergency Management Plan, assist the City with any Mayoral request for supplemental assistance.

### ***Washington State Military Department***

Washington State Military Department will:

- As requested and as authorized by the state EOC, send a liaison officer to the Seattle EOC; and
- Provide National Guard support to the City as coordinated by the state EOC.

## **4 5.3 Liability**

So long as personnel of the Washington National Guard are acting under the authority of the Governor (RCW 38.08.040) they are indemnified under the “Emergency Worker” provisions of WAC 114-04-070 and RCW 38.52.

Federal employees, including members of the Washington National Guard who may be activated for federal service by the President, are protected under Section 305 of the Stafford Act 42 U.S.C. §§ 5121-5207 § 401.

## **4 5.4 Procedures**

A department that determines it will run out of resources before operations can be completed or has exhausted all resources will follow procedures outlined in the Logistics Section of the CEMP to obtain outside resources

## 5. RESOURCE REQUIREMENTS

In order to effectively respond to a major incident or disaster, there must be a location that has the capacity to house the various disciplines required to coordinate the City’s response. The EOC is the location where much of that collaboration occurs or is initiated. Problems that cannot be solved in the field become the responsibility of EOC responders.

### 5.1 Logistical Support

OEM maintains the City’s Emergency Operations Center (EOC) at 105 5th Avenue South. The EOC is a fully functioning site that can accommodate up to 150 responders at any given time. OEM has agreements in place with the University of Washington, Gates Foundation, and the Seattle College system for alternate locations for the City’s EOC.

Requests for military support will be coordinated with the EOC Logistics Section to ensure adequate support is available.

The EOC Logistics Section is responsible for providing logistical support to all approved military units that have been requested by the City.

### 5.2 Communications and Data

Seattle OEM maintains the following communications systems:

- Telephones (City network, “hot and ring-down” lines, & cell phones);
- Satellite Phone;
- Ring-down telephone circuits;
- All City Intercom;
- Pagers;
- Printers;
- FAX Machine;
- 800 MHz Radios (KC OEM talk-groups);
- 800 MHz radio (OEM talk-group);
- Washington State EMD SATCOM Unit;
- Back-up Command and Control radio;
- Internet Packet Radio;
- LoBand, HF VHF and UHF radios;
- Electronic Data systems (servers/desktops);
- National Warning System (NAWAS) telephone;
- Video Conferencing Systems;
- WebEOC; and
- AlertSeattle.

ESF-2 is responsible for coordination of City radio communications support to military units, including patching, and is responsible for screening any requests for military communications support to ensure compatibility with communications systems deployed.

## 6. ADMINISTRATION

### 6.1 Cost Accounting and Cost Recovery

Units and departments will use the National Incident Management System and Incident Command System to organize and submit cost recovery documents to City, State and Federal agencies as required to recover incident response and recovery cost.

### 6.2 Document Maintenance

This document is an Annex to the CEMP as defined by the *City of Seattle Emergency Management Program Planning Policy* and follows the maintenance process, which includes a method and schedule for evaluation and revision, as described therein.

The OEM Planning Coordinator is responsible for facilitating the review, update and approval of the CEMP, as well as maintaining documentation of any changes.

**Table 3**

RECORD OF CHANGES			
DATE	TYPE	CONTACT	SUMMARY
March 2021	Revision	K Neafcy	Full revision completed.
November 2017	Update	L Meyers	Completed annual maintenance with an evaluation and update.
November 2015	Update	K Neafcy	Completed annual update.
November 2014	Update	K Neafcy	Completed annual update.
March 2021	Revision	K Neafcy	Full revision completed.

## 7. TERMS AND DEFINITIONS

- **Emergency:** “Any occasion or instance for which, in the determination of the President, Federal assistance is needed to supplement State, tribal, and local efforts and capabilities to save lives and to protect property and public health and safety, or lessen or avert the threat of a catastrophe in any part of the United States. A variety of incidents may qualify as emergencies. The Federal assistance available for emergencies is more limited than that which is available for a major disaster.” (Stafford Act 42 U.S.C. §§ 5121-5207 § 401.)
- **Major Disaster:** “Any natural catastrophe (including any hurricane, tornado, storm, high water, wind-driven water, tidal wave, tsunami, earthquake, volcanic eruption, landslide, mudslide, snowstorm, or drought), or, regardless of cause, any fire, flood, or explosion, in any part of the United States, which in the determination of the President causes damage of sufficient severity and magnitude to warrant major disaster assistance under this chapter to supplement the efforts and available resources of States, tribal governments, local governments, and disaster relief organizations in alleviating the damage, loss, hardship, or suffering caused thereby.” (Stafford Act 42 U.S.C. §§ 5121-5207 § 401.)

## 8. ACRONYMS

AOR: Area of Responsibility  
CEMP: Comprehensive Emergency Management Plan  
COTP: Captain of the Port  
DCO: Defense Coordinating Officer  
DMATs: Disaster Medical Assistance Teams  
DMORTs: Disaster Mortuary Operations Response Team  
DOD: Department of Defense  
DSCA: Defense Support of Civil Authorities  
EMD: Emergency Management Division  
EOC: Emergency Operations Center  
ESF: Emergency Support Function  
FMSC: Federal Maritime Security Coordinator  
FOSC: Federal On-Scene Coordinator  
JFO: Joint Field Office  
JIC: Joint Information Center  
KC OEM: King County Office of Emergency Management  
NDMS: National Disaster Medical System  
NWS: National Weather Service  
OCMI: Officer in charge of Marine Inspections  
OEM: Office of Emergency Management  
RCW: Revised Code of Washington  
SAR: Search and Rescue  
SDOT: Seattle Department of Transportation  
SHIVA: Seattle Hazard Identification and Vulnerability Analysis  
SMC: Search and Rescue Mission Coordinator  
SOP: Support Operations Plan  
STARC: State Area Command  
TAG: The Adjutant General  
USACE: United States Army Corps of Engineers  
USC: US Code  
USMC: United States Marine Corps  
USNS: United States Naval Ship  
USS: United States Ship  
WebEOC: Virtual EOC Communication Tool  
WNG: Washington National Guard

## 9. REFERENCES

City of Seattle Comprehensive Emergency Management Plan  
Seattle Hazard Identification and Vulnerability Analysis  
Washington State Military Department Emergency Support Function 20 Defense Support to Civil Authorities  
RCW 38.08.040  
RCW 38.52  
WAC 114-04-070  
42 U.S.C. §§ 5121-5207 § 401 (Robert T. Stafford Relief and Emergency Assistance Act)  
U.S. Coast Guard Addendum to the U.S. National Search and Rescue Supplement  
33 CFR 3.01  
40 CFR 300 (National Contingency Plan)  
Northwest Area Contingency Plan  
Maritime Transportation Security Act 2002  
Joint Publication 3-28  
U.S. Navy's Sea Based DSCA: Military Capabilities Reference Guide  
10 U.S.C.  
32 U.S.C.  
Public Law 84-99  
Public Law 93-288

## 10. PROMULGATION

*Insert Promulgation Documentation*