

Latah County
Local Emergency Planning Committee (LEPC)
Latah County Courthouse
522 South Adams – PO Box 8068 – Moscow, Idaho 83843

Phone 883-2265 - FAX 883-2288 - e-mail address: disaster@latah.id.us

Elizabeth King, LEPC Chairperson
Latah County LEPC
PO Box 8068
Moscow, Idaho 83843
Phone 208-310-2330

Geoff Billin
Vice-Chairman
PO Box 8068
Moscow, Idaho 83843
Phone: 882-6755

LEPC Minutes
Meeting of December 11, 2014

Elizabeth King opened the meeting at 9:05 am. The meeting began with introductions.

There were in attendance (15):

Elizabeth King, LEPC Chairperson/WSU Emergency Management Coordinator
Geoff Billin, LEPC Vice Chair; Amateur Radio Emergency Services Coordinator
David Duke, Police Chief, City of Moscow
Mike Neelon, Latah County Disaster Services, LEPC Coordinator
Laurel Caldwell, Director Latah County Information Technology Services
Todd Perry, Emergency Manager for University of Idaho
Alan Martinson, Latah County Noxious Weed Supervisor, Latah County Disaster Service Assistance
James Pickard, Representative of Disable Action Center
Dan Carscallen, Clerk-North Latah County Highway District, Council Member-City of Moscow.
David Glasebrook, Commercial Pilot/ Concern Citizen-City of Moscow
Sean Lunsford, American Red Cross, Disaster Program Manager
Bud Converse- Idaho Transportation Department, District II
Andrew Brown, National Weather Service-Spokane, WA.
*Bob Schumacher, Idaho Transportation Department Operations Manager
*Krista Kramer, Representative of Disability Action Center

(* Indicates new attendees)

1) Disability Action Center (DAC)

Guest Speakers; James Pickard and Krista Kramer

DAC provides personal and community advocacy for the vulnerable population. They provide peer counselling and support by bring people together to network and talk as a group. DAC helps the vulnerable population by providing skill and training so that they may live an independent lifestyle to their fullest extent. DAC has information and referral services, for the area such as housing, transportation, Community Action Partnership (CAP), Personal Assistance Service, and other resources within the community. DAC has a durable medical goods program (Walker, wheelchairs, etc.) that is available through an exchange program. They work with assistive technology for vision and hearing impaired by proving audio/visual aids. They also help business recognize their part in ADA laws.

DAC is not an emergency service provider. DAC is one of many vulnerable population services that work with region, but they are mostly client based. This means that in an emergency, they are unable to identify parts of the vulnerable population that are not working directly within DAC programs. Yet, DAC has indicated that they are able to identify other agencies that can assist in an emergency to contact

the other segments of the special need population or clients. DAC will be able to provide information for referral services and Personal Assistance Services to support the special need population during an emergency. DAC has also stated that part of their program is to connect people with medical goods. Through donations, they are able to provide medical goods such as wheel chairs and medical bed to those that need it. DAC indicated their inventory of these medical devices would be available if an emergency required such devices.

DAC has identified several weaknesses in the current emergency communication alerts that the county might generate. The first is that most special need people have no cell phone, landline phones, internet or advance technology. The real world does not interact with them so they are dependent on other to community to them and for them. Some of these people live alone, so alerts would need to be in person. The other issues will be the special equipment needed for this type of population. An example of this might include non-ambulatory individuals that will require the transport of motorized wheel chairs to allow them the freedom of mobility. DAC could not stress enough that in order for the special need population to be functional; they need their specialized equipment with them.

Transportations needs have also been a concern for DAC. AMR ambulance can take up to 48 hours to respond a regular non-ambulatory transport request. Coast has provided a vehicle for DAC to help transport vulnerable individuals, but drivers are needed. DAC is limited in their transportation of individuals because they cannot supersede other types of transportation services within the area.

During the meeting, DAC indicated that the county (LEPC) should look at connecting with the vulnerable population. It was discussed that a town hall meeting might be set up so that emergency responders and the special need community can come together to discuss how to better our relationship with each other before a disaster or significant emergency strikes. LEPC will discuss the matter and will contact other responding type agencies to see if they will participate in a discussion platform. DAC will contact other vagencies to help get the word out to the vulnerable population about the meeting.

2) Idaho Transportation Department (ITD) and Winter Roads

Guess Speaker: Bud Converse

ITD has the primary responsibility to keep U.S. 95 open to lane(s) of travel and to maintain a reasonable surface of operation. This is accomplished by removing snow and ice by a combination of method to include force, chemicals and/or antiskid mixture. After a storm, during regular business hours (Day shift), ITD will attempt to remove any remaining snow or ice to open lane of travel. ITD is not responsible for streets or roadways within city limits, but can assist in clearing roadway if the city requests help.

During the winter season, ITD changes their shift pattern to help cover the highways and can adapt to road/weather conditions. The District II office is located in Lewiston. District II is responsible for highways from South of Riggins, to the divide of Mineral Mountain, and across Idaho from state line to state line. ITD has two sheds within Latah County, Moscow and Potlatch, and handles about 225 lane miles of roadway.

Moscow shed has 7 trucks available and usually runs a crew pattern of 5 people on during the day and 3 at night. Potlatch shed has 6 trucks and usually runs a crew of 3 during the day and 4 at night. Shifts are broken down from 6:00 am to 2:30 pm for day shift, and 8:00 pm to 4:30 am for the night shift. Drivers from the Moscow shed run a route on U.S. 95 from Genesee to Viola, and on Highway 8 from Moscow to Deary. Potlatch shed covers U.S. 95 North of Marsh Hill down to Viola, and from the Potlatch "Y" intersection East on Highway 6 towards the county line. Highway 9 is covered by the extra crew

member from one of the sheds during the work shift. In the event road conditions get worst, ITD can go to 12 hour shifts.

While ITD has indicated that U.S. 95 is their primary responsibility, they will cover as much of the highway within the county as they can. Highway 6 and Highway 8 are considered Regional Corridors and ITD acknowledges that there is extensive traffic on these highways and are considered secondary coverage areas. They will maintain these highways as best as they can. The same goes for Highway 9. Highway 66 and Palouse 6 are considered to be the least important routes of travel and will lose ITD coverage first during a major event. It should be noted that Highway 3, Highway 99, and Highway 8 from Deary to Bovill are covered by other ITD sheds.

Besides the standard front plow blade on a truck, ITD is using currently working with a wing attachment on the side of a few vehicles. The wing is designed to increase the trucks 1 lane of plowing capability to a 1/1/2 lane plow capability. The hope is that the blade and wing combination will increase the efficiency in clearing snow off the roadway, which will save time during snow removal operations.

ITD currently uses different techniques to help break up or melt snow and ice on the highways. A liquid Magnesium Chloride is used for their de-icing procedures. They also have other anti-skid mixtures to aid traffic in maintaining grip on the road surfaces. ITD is now using a combination of straight anti-skid material (1/4" or less of sand material) or a salt (Sodium Chloride)/sand anti-skid material. These combinations of anti-skid materials have proven their success with the amount of material need to be applied to the roadway per road foot, as well as decreasing the time needed for trucks to return back to a shed to reload materials.

ITD has indicated they will be adding a new camera/weather station tower on Moscow Mountain in the future. These towers help monitor weather and road conditions. Data collected from these tower assist in computing a Storm Index formula. After data is entered into an engineer designed formula, ITD can set a Storm Index in a region or throughout the state. This index governs how they conduct operations. Idaho currently has a Storm Index .61, while District II is rated at .67. Bud indicated that locally, they try to maintain it at a .55 during events, but can go down to a .25 before the need to consider other option in highway safety. The higher the number indicated better grip surface on the highways.

(Not part of meeting notes)

Storm Index Explanation from ITD Website:

http://itd.idaho.gov/transporter/2013/040513_Trans/040513_OCS_ITSAwards.html

Winter Performance Measures/winter storm indexing is a revolutionary process that eliminates much of the subjective decisions involved in highway treatments, such as salt, brine and chemical de-icers and anti-icers. They also give ITD a common benchmark for evaluating the effectiveness of those measures after storms subside.

The application of highway treatments before and during storm events largely is based on data captured at 100 RWIS sites throughout the state. Using empirical data analysis, ITD's winter storm index measures the severity of weather storms and the duration of ice and snow on highways to establish measures for maintenance practices.

The index is a measure of ice and snow duration per unit of storm severity. That severity is based on wind speed, snow accumulation and surface temperature. Ice duration is defined as the length of time "grip," or traction, falls below 0.6. Data collected from the RWIS stations is used to determine parameters in the storm index formula. Storm index algorithms calculate:

- 1. Storm severity based on precipitation amounts, wind velocity and surface temperature*
- 2. "Grip" recovery*
- 3. Mobility index that shows how well wet pavements were maintained during sub-freezing conditions*

3) Disaster Services- Forming a new committee

Speaker: Mike Neelon

It has been suggested that a committee be formed to assist the county Emergency Manager in determining and prioritizing grant funded projects. The design of this committee will be to look over yearly requests for equipment, services, and help design/review county disaster plans. It is my goal to do this by email voting with the understanding that a yearly meeting may have to take place if a project dictates.

In the near future, county, city, or agency projects that use grant money will be expected to submit a formal request before a set time period. This allows projects to be submitted with the understanding that the committee will rule on and prioritize these projects according to the county's needs or based upon the direction of Latah County Disaster Service, Latah County's Board of County Commissioners, BHS, the State of Idaho, or the federal government handling the distribution of funds under the grants. This new process is designed to ensure that the county, local agencies and citizens groups are represented and have a vote on the dispersal of grant funds.

An invite letter is being generated and will be sent out within the next few months asking for volunteers to be listed as committee members. All are welcome to join the committee.

4) Old Business or New Business

Will there be any ICS 300 and ICS 400 classes in Moscow?

Classes are being held in Lewiston and Hayden over the next few months. No classes coming to Moscow per BHS. Elizabeth King can host classes in Washington. Dave Reynolds and Scott Williams from Moscow Fire Department are looking at getting certified as Idaho instructors to teach nights and weekend classes in the future.

CERT- CERT needs their computer files to keep training.

Mike Neelon is working on getting the CERT computer files copied and delivered to the CERT leader so they can continue training locally and with surrounding areas teams.

Red Cross Smoke Detector project (over the next 5 years)

Red Cross is working with the community to check existing fire alarms and installing new fire alarms as needed. Red Cross will be looking for local fire departments to assist Red Cross Volunteers go door to door to talk about the program. The feeling is that the fire departments are recognized in the community and know the people in their area.

Red Cross is re-structuring and looking at getting back into the community with new programs. This region is combining with Montana's Red Cross chapter and should be better regulated under this change.

What is the Weather outlook for 2015?

Andrew Brown, for the National Weather Service, indicates we are in an El Nino weather pattern. This means mild weather for the region that will bounce back and forth between different weather patterns. The area should still be vigilant to weather patterns because local issues can still exist.

NWS trained new weather spotters last month at WSU. No other training through NWS.

Elizabeth King announced new classes, training, and exercise opportunities in the future.

Elizabeth will be conducting a new 6 hour facilitation class that combines IS 100, IS 200, and IS 700 courses. Students will be able to attend class and bring in their own computer to take the FEMA online test for each course of study. She is also looking at teaching ICS 300 and ICS 400 classes in spring of 2015.

Elizabeth will be hosting an integrated emergency manager course in July. She will be offering ICP and EOC interface courses to prepare for the integrated course. She has indicated she will be looking for assistance from LEPC member to work as observers and evaluator during this course because there will be an exercise on the last day of the training.

Elizabeth talked about the upcoming Cascadia exercise that is scheduled in 2016. The state of Washington will be participating in the exercise. The state of Idaho has yet to announce participation.

There is a CO-VOAD being formed in the area. Elizabeth is working with Whitman County to create this. This CO-VOAD includes Latah County.

Whitman County will have their LEPC meeting in the next few weeks and Elizabeth will be presenting several other topics she is currently working on. All are welcome to attend.

5) Training/Events

2014

December 11, 2014- LEPC Meeting (Latah Co. Courthouse, Rm 2B)

Latah County Christmas Party- 12:00-1:30 pm. At the Fair Grounds

December 12, 2014- Retirement party for Sgt. Earl Aston

(Gritman Federal building, 2nd floor conference room, 2:00-4:00)

December 17, 2014- Emergency Management Workshop (Lewiston-Brammer Building)

December 19, 2014- Youth Services & Probation Christmas Party- 2pm-4 pm at the Youth Service Office, 2nd floors courthouse

December 25, 2014- Christmas Day

December 26, 2014- Latah County employee's holiday (day off)

2015

February 2-3, 2015- Ice Rescue class (Spokane Washington, Sheriff's Office)

February 12, 2015- Next LEPC Meeting (Latah Co. Courthouse, Rm 2B)

March 2, 2014- BHS/PER 304 Social Media for Natural Disaster Response &
Recovery (Hayden, Idaho)

Some of the recording was inaudible, so sorry for any inconvenience. If anyone would like to listen to the recording of the minutes, please contact me so we can set a time for you to do that.

The next meeting is February 12, 2014 at 9:00 am.

Projected Meetings for 2015:

02/12/15

04/9/15

06/11/15

08/12/15

10/8/15

12/10/15

Being no further business, the meeting adjourned at 11:05 am.

Respectfully submitted,
Mike Neelon