

Annual Report - FY 2013



March 2014



*“A Regional Multi-Sector Working Group
in Partnership with States to Expedite
Community & Economic Resilience”*

In Partnership With



Edison Electric
Institute

MULTI-STATE FLEET RESPONSE WORKING GROUP

Expediting safe and effective power and supply chain restoration of critical infrastructure to support community and business resilience.



INTRODUCTION

Introduction	2
Executive Summary	3
About Fleet Working Group	6
About the Leadership.....	7
2013 Conferences & Meetings	9
Programs and Products.....	12
2014 Objectives.....	17
2014 Specific Areas of Focus	20
Stakeholders, Supporters & Participants.....	22



INTRODUCTION

It has been an honor and a pleasure to serve as the chair of this very dynamic Multi-state Fleet Response Working Group. I have never been a part of such a results oriented group of people before and it energizes the private sector to see this partnership with states developing in a tangible meaningful way. The trust that has been developed amongst the participants has been inspiring.

Last year in January 2013, this Working Group set out to accomplish several specific goals that seemed a bit aggressive. Working together with state advisors and private sector companies, this Working Group along with its Executive Steering Committee and subcommittees accomplished these goals along with several others that were established along the way.

The results produced from this Working Group have had positive impacts on the Canadian/U.S. border crossing for all utility fleets; engaged states and private sector operations people in joint planning for an annual exercise each year (CATEX 2013/2014); produced education and training products to create a mutual understanding of the fleet movement issues and better manage expectations in the public/private sectors; and formed valuable trusted partnerships that lead to the sharing of important operational data to expedite power restoration efforts for the snow/ice storms in late 2013 and early 2014 that impacted 18 states across the eastern United States.

This Working Group is a rare occurrence and should be recognized as an example of how public and private sectors can work together to quickly produce operational results when the right integrated planning framework is provided.

On behalf of all of the members of the Executive Steering Committee, I would like to express our appreciation for the support this Working Group has received from the states, the private sector companies, the trade associations, and the federal agencies who have all participated in the Working Group's activities this past year.

Going forward, I am excited about the opportunities in front of us for 2014 as we move towards a disaster management business continuity organization. I look forward to our continued partnerships, and I anticipate that there will be new challenges ahead. Thank you again for your interest and support.

John L. Shaner

Chair, Multi-State Fleet Response Working Group
Emergency Management Manager NERC
PHI Service Company



EXECUTIVE SUMMARY

In the aftermath of Hurricane SANDY, the Multi-State Fleet Response Working Group was established at the recommendation of the All Hazards Consortium as an independent entity guided by private sector representatives from multiple sectors and states. The purpose of this Working Group is to support efforts and organizations that can help expedite the movement of private sector repair and supply line fleets and resources across multiple state borders in response to both major disasters and day-to-day disruptions.

INTEGRATED PLANNING FRAMEWORK

With government serving as advisors, the private sector quickly organized an Integrated Planning Framework that was inclusive of government representatives from states and major urban areas. The Regional Integrated Planning Framework provided a unique "shared governance" structure that allowed for joint planning, education, exercises and solutions to be developed at unprecedented speed.



Reference: [CLICK HERE](#) to Watch YouTube Video

<http://www.youtube.com/playlist?list=PLEXjR48sZXEKSH9WTxwUMP8lgmS3Ogmw>

Over the past 12 months, working together with states, the Working Group has achieved several of their short-term objectives and developed:

- An approved Working Group charter
- An annual work plan for 2013
- A Working Group informational website
- A private sector information sharing portal
- Training and education products
- An annual exercise series with states called CATEX
- An E-ZPass Commercial Account Guidebook Report
- An E-ZPass toll collection pilot
- An expedited Canadian/U.S. border crossing process
- Weekly analyzed social media monitoring reports for improved emergency response and decision making
- "Secure Identity Based" information sharing pilot using the PIV-I Standard used by 40+ million users worldwide
- The Regional Fleet Movement Coordination Initiative

CANADIAN / U.S. BORDER CROSSING

One of the early successes of some of the Working Group's members was the successful development of an improved Canadian / U.S. border crossing process which reduced the delays at the border for electric utility fleets dramatically. Working with the Canadian and U.S. border authorities, this process and related guidance documents will have a long-term impact on expediting power restoration efforts in the U.S and Canada.





EXECUTIVE SUMMARY

CATEX 2013 ANNUAL EXERCISE

Most notably, working with the states this Working Group produced the first of a series of tabletop exercises focused on expediting power and supply chain restoration throughout the Mid-Atlantic and Northeast regions. This exercise series, called CATEX, will be conducted over the next four years and focus on a nine state geographic footprint that includes multiple sectors from the private sector. CATEX 2013 focused on expediting the movement of private sector resources and power utility fleets across state lines along with the other components that include education and training; integrated planning via Working Groups; and joint development of data sharing products to improve situational awareness and decision-making. Future CATEX exercises will add the food and fuel sectors and focus on integrating CATEX with existing government and/or private sector exercises using sector specific exercise "modules" developed through the Integrated Planning Framework.

The CATEX exercise series was designed to produce operational products that could be utilized within six months. This was an aggressive goal for the states and private sector companies to undertake. After months of planning, an opportunity emerged to provide private sector fleet movement data to states in order for states to provide guidance on fleet movement through choke points like toll/weigh stations, restricted roadways, receiving copies of declarations, and receiving any additional state specific guidance. This process evolved into the Regional Fleet Movement Coordination Initiative, now a new operational process being used by the electric sector with states to expedite power restoration efforts in the Central and Eastern U.S.

Reference: [CLICK HERE](#) to Watch YouTube Video

<http://www.youtube.com/playlist?list=PLEXjtR48sZXFowKv4Pqx-j9qzckHR5-qb>

REGIONAL FLEET MOVEMENT COORDINATION INITIATIVE

The Regional Fleet Movement Coordination Initiative was the result of an aggressive goal to share information faster between states and the electric sector in order to expedite power restoration efforts across a wide geographic region.

Conceived in March 2013, drafted in June, and exercised in October, this Fleet Movement Coordination Initiative went operational in November 2013 with a series of multi-state conference calls. In the end, 18 states were engaged to support the electric sector's fleet movement from the East Coast to the Central U.S. in response to ice storms impacting Texas, Arkansas, and Oklahoma. Based upon feedback from the private sector, the process was refined and re-activated in early February 2014 via an email process with the states. This proved to be far more effective and timely. The email process allowed government to mobilize information very quickly and provide it to the private sector across 16 states within 12 hours.

Although in its early stages, this new public/private process for expediting power restoration is well underway and maturing every month. Over the next 12 months, this initiative will develop a national network of public and private stakeholders that can work together to address potential choke points for the private sector in order to expedite power, supply chain and critical infrastructure restoration efforts.



Reference: [CLICK HERE](#) to Watch YouTube Video

<http://www.youtube.com/playlist?list=PLEXjtR48sZXHXU9a2uKuDYH9LkJzniuFU>



EXECUTIVE SUMMARY

NATIONAL RECOGNITION

The efforts of the Working Group has been recognized across the country as a growing example of how the public and private sectors can work together to solve operational issues. Leadership from this Working Group met many times with federal leaders at FEMA, U.S. Department of Energy, and representatives from the White House.

In summary, the efforts and commitment of the state and local government advisors with the private sector representatives is what has caused this Working Group to flourish. By creating an environment for operators in government and the private sector to both plan and create solutions together, this Working Group has used a proven integrated planning process to create a sustainable business model that is owned and operated by the private sector but equally shared with state and local government. The sustainment strategy is sound and will survive the usual turnover in government brought about by elections, fiscal realignments, shifting grants program, and other unintended disruptions.

Going forward, the Multi-State Fleet Response Working Group will be focusing on maturing its programs, partnerships, and operational products in order to address its core mission more efficiently and effectively.



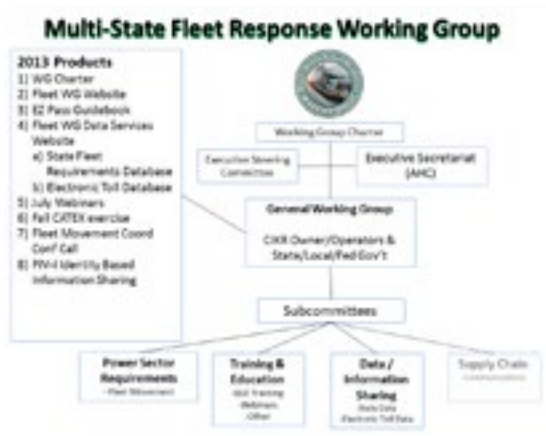
In addition, the results of the information sharing activities from this Working Group were recognized in the Annual Report to Congress by the ISE (Information Sharing Environment) organization and will be featured in the upcoming National Preparedness Report to the White House from FEMA in 2014.



ABOUT FLEET WORKING GROUP

The Multi-State Fleet Response Working Group is a private sector guided, public/private working group focused on supporting any efforts and organizations that can help expedite the movement of private sector repair and supply chain fleet and resources across multiple state borders in response to disasters within the U.S.

- Members of this Working Group identify sector specific operational choke points and work towards solutions to expedite the restoration of power, supply chains and other critical infrastructures that businesses and communities rely upon (e.g. power, fuel, water, food, shelter, communications, transportation, etc...)
- The Working Group uses a proven "system" developed by the All Hazards Consortium to support joint public/private "integrated" planning, education & training, joint information sharing, and annual exercises to improve power restoration and supply chain resiliency
- The Working Group's vision is to produce expedited, safe and effective restoration and resiliency of power, supply chain and critical infrastructure systems to support faster community, business and economic recovery



BENEFITS:

The Working Group produces many benefits realized by both the public and private sectors. During the initial integrated planning meetings in 2012, it became very obvious that a sustained dialogue was critical to build trust and achieve common objectives. Since both government and the private sector are in the "same boat" in the eyes of the public, any disaster's impact and response efforts are shared by both. They stand and fall together many times when they don't work together.

PRIVATE SECTOR BENEFITS:

- Sustained communications with state & local government operations personnel
- Improved multi-state fleet & power restoration
- Improved operational coordination with state governments across large geographic region
- Access to a central repository of state information related to fleet movement for all sectors
- Reduced operational costs
- Working with state and local government as partners
- Working with other companies/sectors and major trade associations already engaged in this process
- Ongoing requirements/solution development to sector operational issues

GOVERNMENT BENEFITS:

- Sustained communications with private sector operations personnel
- Serve as advisors to the private sector to resolve common planning & operational issues together
- Expedited power and supply chain restoration in a safe and legal way
- Improved understanding of fleet movement related "choke point" issues in the private sector across multiple states
- Building key relationships with private sector operational leadership
- Participating in joint planning efforts with private sector lifeline sector owner and operators of critical infrastructure
- Joining other states and urban areas that have been involved in this process for years



ABOUT THE LEADERSHIP

EXECUTIVE STEERING COMMITTEE

The Executive Steering Committee (ESC) of the Multi-State Fleet Response Working Group provides overall direction for all Working Group related matters and activities. Comprised of private sector members, and working with state/local government advisors, the ESC serves as the governing body for all of the Working Group committees and initiatives. Members of this group include:

PRIVATE SECTOR ESC MEMBERS

- Bob Schomber, (Retired) Florida Power & Light Co.
- Cherrie Black, Idaho National Labs
- Jeffrey Dell, Bank of America
- Jim Caverly, Retired, DHS Infrastructure Protection
- Jim Nowak, American Electric Power
- John Shaner, PEPCO Holdings Inc. (PHI)
- Meg D'Astolfo, Verizon Operations
- Scott Smith, Southeastern Electric Exchange

STATE ADVISORS

- Bruce Kuhn, Pennsylvania Emergency Management
- David Gruber, Texas State Health Department
- Joe Picciano, New Jersey Homeland Security & Preparedness
- Mike McAllister, Virginia Office of Veterans Affairs & Homeland Security
- Steve Emanuel, New Jersey Office of Information Technology
- Steve Gutkin, New Jersey Office of Homeland Security & Preparedness
- Matt Kemnitz, North Carolina Office Emergency Management
- Chris Geldart, District of Columbia Emergency Management Agency

SUB-COMMITTEE - ELECTRIC SECTOR REQUIREMENTS

This sub-committee focuses specifically on the unique requirements of the electric sector. Also comprised of private and public representatives, it identifies choke points that both the states and companies agree can be resolved within 12 months and provide operational impact to the private sector. Members of this group include:

- Bob Schomber, Retired, Florida Power & Light
- Chris Eisenbrey, Edison Electric Institute (EEI)
- Gail Royster, Edison Electric Institute (EEI)
- John Shaner, PEPCO Holdings Inc. (PHI)
- Steve Rosenstock, Edison Electric Institute (EEI)
- Steve Gutkin, New Jersey Office Homeland Security & Preparedness

SUB-COMMITTEE – TRAINING & EDUCATION

This sub-committee was formed during the CATEX 2013 exercise to focus on training of private sector liaison officers who are stationed within government Emergency Operations Centers during events. This committee will also work to develop and coordinate the education of government and the private sector on specific fleet movement related issues across the nation. This committee is also made up of both private and public representatives. Members of the group include:

- Caryn Bacon, PEPCO Holdings Inc. (PHI)
- Diane Coffin, PPL Electric Utilities
- John Shaner, PEPCO Holdings Inc. (PHI)
- Joseph Murphy, ConEd
- Chris Geldart, District of Columbia Emergency Management Agency



ABOUT THE LEADERSHIP

SUB-COMMITTEE – DATA & INFORMATION SHARING

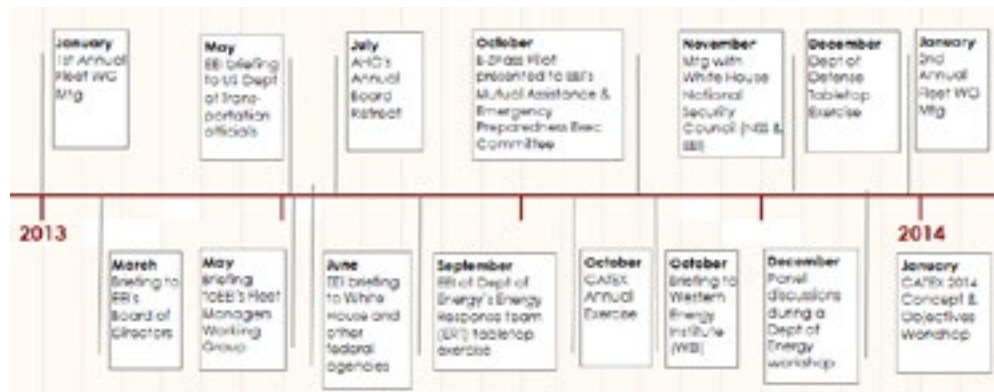
This sub-committee was also formed during the planning for CATEX 2013. This group focuses on identifying mechanisms and platforms, along with requirements from the private sector, to share data and information for operational purposes. This very active committee plays an important role in the data sharing initiatives being conducted by the Working Group and is also comprised of both private and public sector representatives.

The members include the following:

- Chris Eisenbrey, Edison Electric Institute (EEI)
- Emory Nadeau, Dominion Power
- John Shaner, PEPCO Holdings Inc. (PHI)
- Mike McAllister, Virginia Governor's Office Homeland Security
- Steve Gutkin, New Jersey Office Homeland Security & Preparedness



2013 CONFERENCES & MEETINGS



January 2013

The First Annual Meeting of the Working Group focused on the lessons learned during Hurricane SANDY in late 2012. Cohosted with PECO Energy and the U.S. Department of Energy, this all day meeting provided an important exchange of information between private sector electric companies and other utilities, with state, local, and federal government leadership on the "choke point" issues facing the private sector when they are responding to disasters.

March 2013

Briefing to Edison Electric Institute's (EEI) Board of Directors and Chief Executives on the newly formed Multi-State Fleet Response Working Group and its role in assisting the electric sector in resolving complex regional issues with multiple states regarding expediting of fleet movement across state lines.

May 2013

A briefing on the Working Group was provided to the Edison Electric Institute's (EEI) Fleet Managers Working Group, chaired by Mr. Bob Schomber from Florida Power and Light. This national EEI working group focuses on all issues that affect the movement of fleets in the electric sector. This meeting established a closer connection between the EEI Fleet Managers Working Group and the Multi-State Fleet Response Working Group. Later in the year, Mr. Bob Schomber joined the Executive Steering Committee of the Multi-State Fleet Response Working Group. This will provide closer communication and coordination of efforts in the future.

May 2013

EEI provided a briefing to U.S. Department of Transportation officials on the Multi-State Fleet Response Working Group.

June 2013

EEI provided a briefing to White House and federal agency officials from U.S. Department of Energy, FEMA, Department of Defense, U.S. Army Corps of Engineers, and the American Red Cross on the Multi-State Fleet Response Working Group.

July 2013

During the All Hazards Consortium's Annual Board Retreat, the Multi-State Fleet Response Working Group's Executive Steering Committee was brought together to discuss several important issues and conduct planning for the following year. The meeting primarily focused on information sharing platforms that could be utilized to share data and information between the states and the electric sector utilities to support expedited power restoration and supply-chain movement.





2013 CONFERENCES & MEETINGS

September 2013

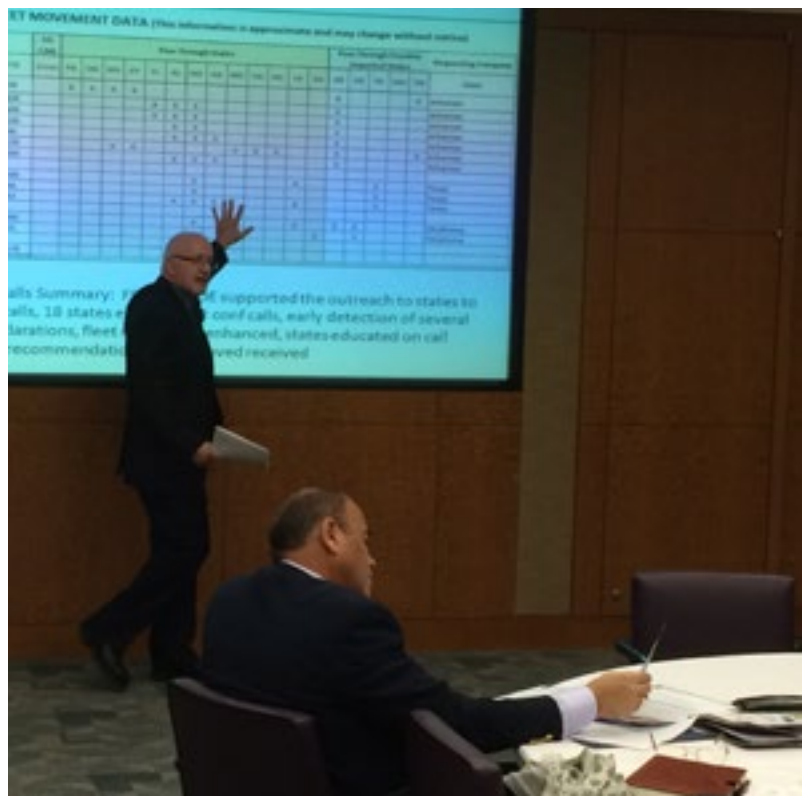
EEL discussed the CATEX annual exercise and the Multi-State Fleet Response Working Group at the Department of Energy's Energy Response Team (ERT) tabletop exercise.

October 2013

EEL hosted discussions on the E-ZPass Pilot Program with the EEL Mutual Assistance and Emergency Preparedness Executive Committee. The Multi-State Fleet Response Working Group briefed the full EEL Mutual Assistance and Emergency Preparedness Committee on the Working Group, the E-ZPass Pilot, and U.S./Canadian border crossing process.

October 2013

A briefing on the Multi-State Fleet Response Working Group was provided to Western Energy Institute (WEI), a large multi-state working group that addresses regional mutual aid and information sharing issues amongst utilities in the Western U.S. Over time, WEI will provide closer coordination and communications with the Multi-State Fleet Response Working Group through its private sector relationships in support of national issues and information sharing.



October 2013

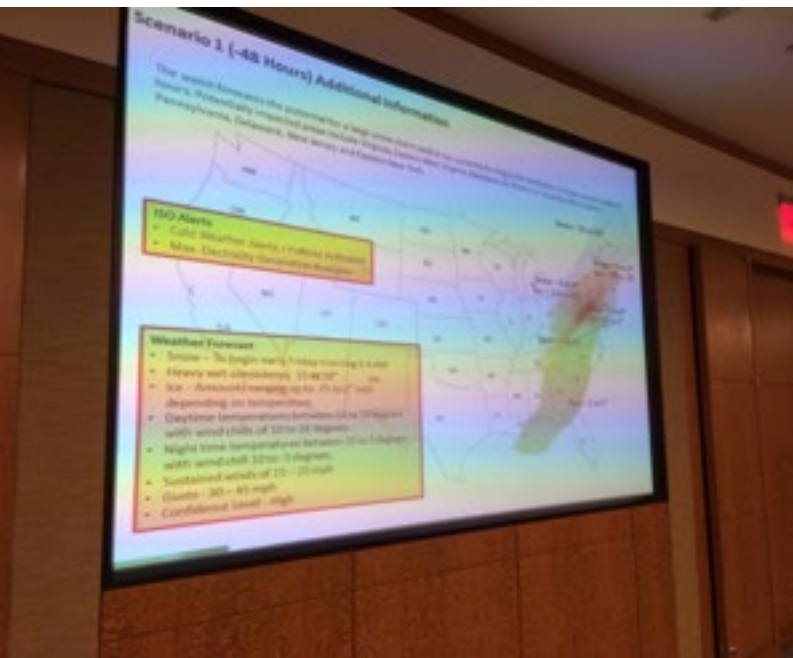
The annual CATEX exercise was conceived by joint planning meetings between states, several major urban areas and the private sector during 2012. It was designed to be a multi-year exercise focused on the East Coast Corridor between Washington, D.C. and New York City, NY. The overall purpose of CATEX is to identify opportunities for the public and private sector to work together to solve complex operational problems that can be implemented within six months and that provide tangible, operational results to both government and the private sector. The exercise will be conducted for four years (2013-2016) and concentrate on regional power and supply chain issues.

CATEX 2014 is being planned now and will engage several private "sectors" and multiple states on the East Coast in the development of private/public sector exercise modules for tabletop, workshops, and drills to support both private sector and government exercises and further promote integrated planning efforts and partnerships.





2013 CONFERENCES & MEETINGS



November 2013

Members of the Working Group met with representatives from the White House National Security Council (NSS) and EEI to discuss the activities and programs impacting power and supply chain restoration, information sharing, joint public/private exercises, overall integrated planning and coordination between the private sector and government.

November 2013

Representatives from the Working Group participated in panel discussions during a November workshop conducted by the U.S. Department of Energy which focused on energy resilience and interdependencies between multiple sectors of the private sector and government. Focusing on lessons learned from Hurricane Sandy and recent events exposed the issues facing government and private sector as it relates to the cascading impacts of power loss and fuel supply chain disruption. This meeting leveraged a growing partnership between the Multi-State Fleet Response Working Group and U.S. Department of Energy and fostered discussions focused on future planning efforts, closer communications, pilot program development and response coordination.

December 2013

On December 5th, 2013 U.S. Department of Defense (DOD) held the "South SANDY" exercise. The exercise focused on electric power restoration processes and priorities. There were more than 60 participants from DOD, four federal agencies, and seven private sector companies. The exercise was based around a Category 4 hurricane making landfall south of Washington, DC. The hurricane caused extensive flooding and high winds that resulted in widespread catastrophic damage to the electrical infrastructure within the National Capital Region (NCR).

As part of the exercise design, it was recognized that DOD was not familiar with the Multi-State Fleet Response Working Group and was briefed on the Working Group's members, activities, and operational products being produced to expedite power restoration and supply chain movement across the country. In addition there was discussion on the private sector's coordination with the local and state public sector representatives in addressing restoration priorities. Initial recommendations included:

- DOD will leverage existing relationships with local emergency management organizations and power providers
- Establish relationships with local emergency management organizations and power providers where no relationship exists

As part of the Multi-State Fleet Response Working Group mission and the CATEX exercise series objectives, enhancing the public/private partnership is a priority. An opportunity with future DOD exercises is to get their participation in future CATEX exercises that would allow many of their recommendations to be addressed.





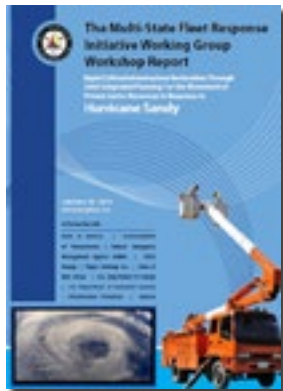
PROGRAMS AND PRODUCTS

The Multi-State Fleet Response Working Group produced a number of products during 2013 which captured some interesting results and recognition:

POST HURRICANE SANDY REPORT

In January 2013, the Working Group released its first report produced from their annual workshop held on January 30, 2013 in Philadelphia, PA. This workshop was conducted immediately after Hurricane SANDY impacted the East Coast in late 2012. Representatives from government and the private sector came together to discuss lessons learned and develop an action plan to address some of the operational issues that faced the region.

This first report of the Working Group captured the workshop participants, issues, discussions, lessons learned, best practices, current solutions, outcomes, opportunities and recommendations from the electric and fuel (gas/oil) sectors.



Reference:

<http://www.fleetresponse.org/resources/fleet-wg-reports/>

WORKING GROUP ANNUAL WORK PLAN

A 2013 Annual Work Plan was produced to help focus the Working Group activities and help shape operational outcomes for specific priorities. The Work Plan identified those activities that can meet the following three priorities set forth by the Working Group and Advisors:

1) Simple

Is this objective simple without too many complex parts/people/organizations?

2) Operational benefit

Will this activity yield an operational benefit to the private sector?

3) Accomplishable within 6-12 months

Can some result be accomplished within 6 to 12 months?

If a recommended activity or project complies with these three priorities, then the Working Group will consider it for addition to the Annual Work Plan.

Reference:

<http://www.fleetresponse.org/home/work-plan/>

BORDER CROSSING OVERVIEW - U.S./CANADA

Fleet movement also occurs across the United States and Canadian border. During the Derecho storms that impacted the Mid-West and Mid-Atlantic regions in 2012, Canadian resources were used within the U.S. to assist with power restoration. During that event, the electric sector had an opportunity to document a more effective border crossing "guidance process" and then jointly enhanced and approved this with U.S. Customs representatives.



The purpose of the guidance process is to make the Bi-National assistance during an event as expeditious as possible by better preparing utilities workers deployed across the shared U.S./Canada border. The sharing of utility resource does not stop at the state border.

During major events, the need for utilities and supply chain related companies to cross the Canadian border as effectively as possible while maintaining the security of both Canada and the United States is crucial and will always remain a high priority.

By following this new guidance, and using the correct documentation and advance notice, delays at the border can be minimized greatly; from 2 hours down to 20 seconds in some cases. This process does not guarantee entry into the United States and/or Canada. The final entry decision is made by border authorities.



PROGRAMS AND PRODUCTS

CATEX ANNUAL EXERCISE SERIES W/MULTIPLE STATES

Conceived in July 2012, the CATEX Annual Exercise Series is a multi-year exercise effort focused on expedited power restoration and supply-chain movement across state lines for response to disasters. Primarily focused on the East Coast, this exercise brings private sector and government together into a year round planning process. Unlike most exercises conducted by government, this exercise series focuses on identifying gaps in policies, procedures, training, and information sharing that can be immediately addressed and tested within six to twelve months. By having a focus on short-term results, this CATEX exercise series has attracted the attention of the private sector and government operational leadership and has provided real world solutions that both have implemented in 2013 and early 2014.

Reference:

<http://www.fleetresponse.org/productsservices/annual-exercise/>

MULTI-STATE FLEET RESPONSE WORKING GROUP DATA SHARING PORTAL

The Working Group developed a Data Sharing Portal that was designed by private sector operators for operators to use to expedite fleet movement around the U.S. This Data Sharing Portal centralizes both public and private sector information on permits, roadways, resources, weigh stations, commercial motor vehicles and toll roads into a single place for fleet managers to use.



Reference:

<http://www.fleetresponse.org/productsservices/multi-state-movement/>

EULO TRAINING GUIDE

One of the products produced by the Fleet Response Working Group's Training and Education Sub-Committee was the Electric Utility Liaison Officer (EULO) training guide. Formally referred to as the EULO Position Specific Guide (PSG), this document was jointly created to serve as a guide and training aid by familiarizing the reader with the roles and responsibilities of the EULO. In addition, it offers support and guidance to responders and decision-makers by providing checklists and general information, and establishes procedural directives in outlining the flow of information within a government EOC (Emergency Operations Center). It details the main objectives of the EULO in regards to their role and expectations in the EOC, and contains a generic liaison positional checklist to be used during their time in the EOC. This guide is intended to serve as a template for each state and private sector partner and should be modified to include their individual operational flow and expectations. It is recommended that the state and private sector organizations train on their personalized EULO PSG to ensure a general understanding of the document before an emergency or event.

REGIONAL FLEET MOVEMENT COORDINATION INITIATIVE

Notably the most productive operational initiative undertaken by the Working Group during 2013 was the Regional Fleet Movement Coordination initiative. This initiative resulted from the joint public and private sector planning for the CATEX 2013 annual exercise. Designed to expedite electric sector fleet movement across a wide range of states, this initiative brings together state operation officials along with private sector utility companies to make quick decisions on fleet movement for each state based on data provided by the private sector to the states. This process was activated during the Texas ice storms in Dec 2013 and provided states, federal partners, and the private sector with expedited situational awareness, real-time decision-making, enhanced fleet movement, and early notification of state declarations. In the end, 18 states were involved along with FEMA and the U.S. Department of Energy and produced a rapid decision-making process that supported the private sector's fleet movement for power restoration from the Central Texas Region.



PROGRAMS AND PRODUCTS

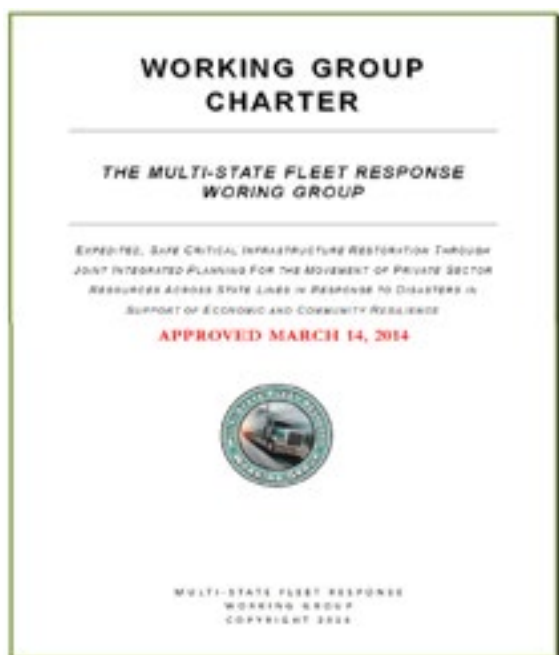


Reference:

<http://www.fleetresponse.org/resources/fleet-initiatives/fleet-movement/>

WORKING GROUP CHARTER

The Working Group produced its first charter to formalize the governance structure, including the vision, mission, scope, and membership definitions. The Working Group's original charter is being updated for 2014 to reflect the recommendations from the private and public sector.



Reference:

<http://www.fleetresponse.org/about-us/charter/>

WORKING GROUP INFORMATIONAL WEBSITE

The Working Group produced an informational website to support their national communication objectives to their members and general public.



Reference:

www.fleetresponse.org

EDUCATIONAL WEBINARS AND TRAINING

The Working Group produced several educational webinars during the course of 2013. These were primarily focused on helping people understand the basics of the mutual aid process, the power grid, and a case study for ConEd in New York City during hurricane SANDY. Additionally the Working Group partnered with the New Jersey/New York Urban Areas to produce a three part webinar series to educate people on the public-private impacts of cascading effects of power outages. All of these educational tools are captured and available for free on the Working Group website. Education is a primary tool to help build a shared perspective which leads to coordinated actions between public and private sectors in their planning, exercises, and response to disasters.

Reference:

<http://www.fleetresponse.org/resources/education/>



PROGRAMS AND PRODUCTS

E-Z PASS COMMERCIAL ACCOUNT GUIDEBOOK REPORT

This report was developed for the private sector to improve their understanding of the E-ZPass Electronic Toll Collection System and how to leverage this during catastrophic events.



Reference:

<http://www.fleetresponse.org/productsservices/e-zpass-report/>

E-Z PASS TOLL COLLECTION PILOT PROJECT



This pilot project is being conducted by the private sector in multiple states to test the use of the E-ZPass Electronic Toll Collection System when being used by "out of E-ZPass region" utility companies. The results from this pilot project will inform the private sector on how to quickly leverage the E-ZPass system to move their trucks and fleets quickly through states that use the EZ-Pass system across the mid-Atlantic and Northeast regions.

WEEKLY ANALYZED SOCIAL MEDIA REPORTS

As learned during hurricane SANDY, analyzed social media "trends" reports became a valuable actionable information component for emergency responders and public safety officials in their decision-making process to allocate resources. These reports resulted in saved lives and property. In partnership with the private sector, these weekly analyzed and actionable social media trending reports are being provided to members of the Working Group as part of an information service to help decision-makers who are responsible for operational activities.



Reference:

<http://www.fleetresponse.org/productsservices/social-media-tools/>



PROGRAMS AND PRODUCTS

PIV-I SECURE INFORMATION SHARING PILOT

This pilot program, being conducted in partnership with the Working Group and another non-profit, the Transglobal Secure Collaboration Program (TSCP), is focusing on the use of a secure PIV-I (Personal Identity Verification – Inter operable) identity management standard being used by 40+ million people globally in the Defense Industrial Base as a way to share sensitive information digitally. This pilot will duplicate parts of TSCP's process within the Working Group.



Reference:

<http://www.fleetresponse.org/resources/fleet-initiatives/secure-information-sharing/>

PARTNERSHIPS

Over the course of 2013, the Working Group formed both formal and informal partnerships with dozens of government and private sector organizations, all who shared the same need for expedited power and supply chain restoration. Through joint planning sessions, exercises, educational webinars and meetings, the Working Group openly welcomed organizations and individuals who aligned with the mission. A listing of these partners along with the stakeholders, supports and participants is provided in the rear of this report. In particular, the partnerships with the Edison Electric Institute (EEI), the I95 Corridor Coalition (I95CC), and the Transglobal Secure Collaboration Program (TSCP) played standout roles in 2013.





2014 OBJECTIVES



2014 OBJECTIVES

As the Working Group enters 2014, it will refine its focus on a few important objectives designed to build on the outcomes of 2013.

1. Training and Education

Educating people is at the core of the Working Group's 2014 agenda. Last year produced a number of operational solutions that will serve limited purpose if people don't know what they are, how to use them, and how they will benefit from them.

2. Information Sharing and Technology

Effective and safe fleet movement relies on the coordination between multiple companies and multiple government agencies. At the core of this issue is information sharing. The Working Group will continue to conduct planning meetings, pilot programs, and other initiatives that support 'secure' information sharing of sensitive information for operational purposes. This will include looking at policies, approaches, and technologies that can support and enhance secured information sharing both from the business-to-business and business-to-government perspectives.

3. Joint Exercises

Exercises range from small meetings to full-scale activities. The Working Group will focus on tabletop exercises and the creation of sector specific exercise modules going forward. These modules can be utilized by any government or private sector exercise in the future. 2014 will focus on the development of these modules along with increased participation of the private sector in government planned exercises at the regional level.

4. Partnerships

Developing key partnerships for each sector will be a priority for this year. These partnerships will help the Working Group better understand operational issues and create recommendations and solutions to resolve them. These partnerships will also have existing relationships and activities that can be leveraged and integrated with other Working Group activities. Partnerships can expand the knowledge base, leverage the experiences and investments of others, broaden the planning footprint, and expedite results.

5. Sustainment

Sustainment of the Working Group will provide both public and private sectors with a framework to continue the planning, education, exercises, and joint solution development that has been achieved over the past year. Sustaining the Working Group will be a function of many organizations, resources, and focus. A sustainment strategy will provide the roadmap to accomplish this objective.

6. Define Short/Mid/Long-term Goals

The Working Group has established an ongoing list of short-term, medium-term and long-term goals & objectives to support its mission for all sectors involved, not just the electric sector who initially took the leading role in its formation. This list is reviewed and updated periodically as situations and best practices emerge from all sectors including energy, transportation, telecommunications, supply chain, retail, finance, etc... Definitions are listed below:

Short-term = 6-12 months

Medium-term = 12-18 months

Long-term = 18+ months



2014 OBJECTIVES

TOLL STATIONS/ROADS

Short-Term

- Develop strategy to have utility companies open an online account with E-ZPass and other ETCS systems around the country
- Begin to add vehicle/license plates to these online accounts for use in an emergency that requires movement into those regions
- Develop a pilot project to test the E-ZPass system using companies outside of the normal E-ZPass geographic area of coverage. Companies will open an E-ZPass account, load truck information into online E-ZPass account and test going through E-ZPass toll stations

Mid-term

- Work with toll collection agencies to create a special process for out-of-state vehicles/plates for those rare occasions when they must move into their states or regions

Long-term

- Work with the I95 Corridor Coalition to migrate toll collection systems to video-based systems instead of transponder-based systems

FUEL, TRIP, AND WEIGH STATION PERMITS

Short-term

- Explore having utility companies purchase permits regionally or within RMAG (Regional Mutual Assistance Group) areas in advance of storm season to use on an 'on-demand' basis
- Explore expansion of North Carolina's NC-Pass system (www.ncpass.net) for weigh stations

Mid-term

- Have utilities purchase IFTA (International Fuel Tax Agreement) stickers for intra-state trucks regionally or within RMAG regions (that are legal to travel inter-state) for fuel, weight and trip permits

Long-term

- Convert all qualified fleet vehicles to inter-state registered fleet vehicles
- As companies design and/or replace fleet vehicles/fleets, design new vehicles/fleets for interstate travel and register them as interstate

WEIGH STATIONS

Short-term

- Develop the Fleet Movement Coordination process with states as part of the Working Group
- Develop a process for the local requesting utility to pass fleet movement information specific to their state onto the regional RMAG and regional fleet movement coordination process
- Understand the administrative impact of converting fleets from intra-state licenses to inter-state licenses
- Understanding convoy size impacts at weigh stations in each state

Mid-term

- Explore the option of weighing the trucks once and passing the weigh station reports onto multiple states and weigh stations along their routes by way of a secured data sharing mechanism

Long-term

- Create a process/policy to exempt service utility vehicles from weigh stations
- Utilize the IFTA sticker concept by coordinating with all states to accept this sticker and/or an equivalent placard on the vehicle



2014 OBJECTIVES

SECURE DATA & INFORMATION SHARING

Short-term

- Continue to develop the Regional Fleet Movement Coordination process and protocols with states
- Develop a secure, operational process and protocol for the local requesting utilities to share their fleet movement information specific to their state with the Regional Mutual Aid Groups (RMAGs) and the Regional Fleet Movement Coordination participants for a given event

Mid-term

- Explore requirements and/or develop process and protocols to securely share weigh station information between multiple states and their weigh stations so that trucks get weighed once and do not have to stop at every weigh station along their multi-state fleet movement routes

Long-term

- Explore requirements and/or create a virtual help/coordination desk to support and coordinate the states and private sector during multi-state fleet movements

Short Term	Mid Term	Long Term
Documentation	Focus on high impact items	Consistency
Contacts	Best Practices	Best Practices
Notification Process	Best Practices	Best Practices
Coordinate Effort	Coordinated Effort	Coordinated Effort
Sustainable	Sustainable	Sustainable



2014 SPECIFIC AREAS OF FOCUS

2014 SPECIFIC AREAS OF FOCUS

Most people are not aware of the issues and choke points that impede fleet movement. As the Working Group works through the items listed below that impact an effective movement of resources, the Working Group will prioritize the items and consider the short term processes/solutions that can work for both government and the private sector with a strategy to work towards sustainable longer term solutions that both private and public sectors can implement and/or support.

Below is a list of the various items the Working Group is exploring with the states:

Intrastate/Interstate

- What CMV (Commercial Motor Vehicle) regulations does each state follow?
- Has each state adopted the Federal DOT regulations?

Road Information

- How can we get real-time road closures/conditions information?
- How up-to-date is each state's 511 website information?
- Is there a central place for road closure information?

CMV (Commercial Motor Vehicle) Designations

- How are your CMVs used in emergency response registered?
- What options do you have on CMV registration?

Permits

- What permits may be needed?
- How do we purchase permits?
- Can we purchase permits in advance?
- What options do we have around trip/fuel permits?

CLARIFICATION

Exempt from Hours of Service (HOS) under SAFETEA-LU Section 4132 exempts operators of utility service vehicles from all provisions of 49 CFR Part 39.

Toll Passes

- Is there a process to get through toll gates quickly for both roads and bridges?
- Where do we find which states have toll roads, bridges, etc.?
- Can an account be created electronically and multiple licenses added?
- What are the toll payment methods?
- What options does private sector have for tolls?

Logistics

- How can we tell where fuel is available?
- Can we determine locations of hotels?

State Emergency Declarations

- What is included (exemptions) in state declarations?
- Where can the declarations be found?

Federal Declarations

- What is included (exemptions) in Federal declarations?
- Where can the declarations be found?

Road Congestions

- What options do we have for road congestion in metro areas?



2014 SPECIFIC AREAS OF FOCUS

U.S./Canada Border Crossing

- What is the process of crossing the border?
- Is a Passport required?
- Where can we find U.S./Canadian Border Crossing Guidance?

Non-CMV Roadways

- What roads are non-CMV accessible?
- How do we obtain permission to access these roads?

Weight Stations

- What type of weight stations are in each state?
- How can we effectively get through weight stations?
- Is there an option to bypass?
- Can Credentialing and Access cards be an option?
- Who can we contact in each state regarding weigh stations?

Information Availability and Base Line Understanding

- Make information easily available
- Develop consistent Public/Private understanding on each issue





STAKEHOLDERS, SUPPORTERS & PARTICIPANTS

ABOUT EDISON ELECTRIC INSTITUTE

EEL is the association that represents all U.S. investor-owned electric companies. Our members provide electricity for 220 million Americans, operate in all 50 states and the District of Columbia, and directly employ more than 500,000 workers. With more than \$85 billion in annual capital expenditures, the electric power industry is responsible for millions of additional jobs. Reliable, affordable, and sustainable electricity powers the economy and enhances the lives of all Americans. EEL has 70 international electric companies as Affiliate Members, and 250 industry suppliers and related organizations as Associate Members. Organized in 1933, EEL provides public policy leadership, strategic business intelligence, and essential conferences and forums.

Reference:

<http://www.eei.org>

ABOUT I95 CORRIDOR COALITION

The I-95 Corridor Coalition is an alliance of transportation agencies, toll authorities, and related organizations, including public safety, from the State of Maine to the State of Florida, with affiliate members in Canada. The Coalition provides a forum for key decision and policy makers to address transportation management and operations issues of common interest. This volunteer, consensus-driven organization enables its myriad state, local and regional member agencies to work together to improve transportation system performance far more than they could working individually. The Coalition has successfully served as a model for multi-state/jurisdictional interagency cooperation and coordination for over a decade.

Reference:

<http://www.i95coalition.org>

ABOUT TRANSGLOBAL SECURE COLLABORATION PROGRAM

The Transglobal Secure Collaboration Program (TSCP) was established in 2002 as a collaborative forum of worldwide stakeholders in the defense industry to address security issues within the collaboration space. TSCP is the only government and industry partnership that has created a framework for secure electronic transmission and sharing of sensitive information internationally. TSCP members include major government departments and agencies, as well as the largest system integrators and defense manufacturers around the world. The TSCP framework enables secure access to other members' sensitive data by creating a collaborative environment based on scalable and efficient trust mechanisms. Today, TSCP's chain of trust has broadened to include government entities and their prime contractors, as well as thousands of global suppliers. Its focus has expanded from secure data access to data-centric information protection, particularly as a defense against cyber-threats.

Reference:

<http://www.tscp.org>



STAKEHOLDERS, SUPPORTERS & PARTICIPANTS

ACG Systems
Alabama Department of Transportation
Alabama Emergency Management Association
Alaska Department of Transportation Statewide Maintenance & Operations
Alaska Homeland Security & Emergency Management
All Hazards Consortium
American Baker's Association
American Electric Power
American Petroleum Institute
Aramark Foods
Argonne National Laboratory
Arizona Department Homeland Security
Arizona Department of Transportation
Arkansas Department of Transportation-Bridge
Arkansas Homeland Security
AT&T
Baltimore Gas & Electric
Bank of America
BCS, Incorporated
BGE
C & S Foods
California Department of Transportation
California Homeland Security
Cassidian/EADS
Century Link
City of Newark
Colonial Pipeline Company
Colorado Department of Transportation
Colorado Homeland Security
COMCAST
Con Ed
Connecticut Bureau of Highway Operations
Connecticut Department of Emergency Services and Public Protection
Connecticut Division of Emergency Management and Homeland Security
Con-Way Trucking
Cyveillance
Delaware Department of Safety & Homeland Security
Delaware Department of Transportation
Delaware Office Information Technology
Delaware Office of Emergency Management
District of Columbia Department of Transportation
District of Columbia Homeland Security & Emergency Management Agency
Dominion Power
Duquesne Light
Edison Electric Institute (EEI)
Exelon Energy
FBI Infraguard - EMP focus
FEMA Headquarters
FEMA Regions I, II, III, IV, V, VI
First Energy
Florida Department of Law Enforcement
Florida Power & Light (FPL)
Florida Turnpike Enterprise Headquarters FDOT
Florida Turnpike Mainline Miami-Dade and Broward Counties and the Sawgrass Expressway
Georgia Department of Transportation
Georgia Emergency Management Agency
Georgia Power/Southern Company
Global Partners LP
Greenline Systems
Hawaii Civil Defense Division
Hawaii Department of Transportation
Hawaii National Guard
HDR Inc
Hughes Network Systems
HydroOne
I95 Corridor Coalition
Idaho Bureau of Homeland Security
Idaho Department of Transportation
Idaho National Labs
IIF Data Solutions

Illinois Department of Transportation
Illinois Emergency Management Agency
Indiana Department of Homeland Security
Indiana Department of Transportation
Indiana Emergency Management
Integrity Consulting
Iowa Department of Transportation
Iowa Homeland Security and Emergency Management Division
JCP&L/First Energy
Jersey Central Power & Light (JCP&L)
Kansas Department of Transportation
Kansas Homeland Security
Kentucky Highway Administration Department of Transportation
Kentucky Office of Homeland Security
Louisiana Department of Transportation & Development
Louisiana Indiana Department of Transportation
Magellan Midstream Partners, L. P.
Maine Department of Transportation
Maine Emergency Management Agency
Maryland Comptroller's Office
Maryland Department of Transportation
Maryland Emergency Management Administration
Maryland Office of Homeland Security
Maryland State Police
Massachusetts Department of Transportation
Massachusetts Homeland Security
Michigan Department of Transportation
Michigan Office of Operations Administrative Services
Michigan State Police
Minnesota Department of Transportation
Mississippi Department of Transportation
Mississippi Emergency Management Agency
Mississippi Office of Homeland Security
Missouri Department of Transportation
Montana Department of Transportation
Motorola
Mutualink
National Association of State Energy Officials
National Grid
Nebraska Department of Transportation
Nebraska Homeland Security
Nevada Department of Transportation
Nevada Homeland Security
New Hampshire Department of Transportation
New Jersey Board of Public Utilities
New Jersey Department of Transportation
New Jersey Motor Trucking Association
New Jersey Office Information Technology
New Jersey Office of Homeland Security & Preparedness
New Jersey Petroleum Council / API
New Jersey State Police
New Jersey Trucking Association
New Mexico Department of Homeland Security & Emergency Management
New Mexico Department of Transportation
New York City Hall
New York Department of Transportation
New York Power Authority
New York State Bridge Authority
New York State Energy Office
New York State Office of Counter Terrorism
New York State Thruway Authority
Newark Office of Emergency Management & Homeland Security
Nexight Group
North Carolina Department of Transportation
North Carolina Division of Emergency Management
North Carolina Office of Emergency Management
North Dakota Department of Transportation
Nuclear Energy Institute
Ohio Department of Transportation
Ohio Emergency Management Agency
Oklahoma Department of Homeland Security
Oklahoma Department of Transportation
Oklahoma Emergency Management
Oregon Department of Transportation
Oregon Emergency Management

Oregon Military Department
PBF Energy
PECO Energy / Exelon
Pennsylvania Department of Transportation
Pennsylvania Department of Transportation, Bureau of Maintenance and Operations
Pennsylvania Emergency Management Agency
Pennsylvania Governor's Office of Homeland Security
Pennsylvania Public Utility Commission
Pennsylvania State Office of Information Technology
Pennsylvania State Police
Pennsylvania Turnpike Commission
Pennsylvania Waste Water Association
PEPCO Holdings Inc.
Philadelphia Office of Emergency Management
Portland General Electric (PGE)
Professional & Executive Services, LLC
PSE&G
QinetiQ North America
Questar
Research and Development Authority
Rhode Island Department of Transportation
Rhode Island National Guard
Rhode Island Turnpike & Bridge Authority
Rice University
Skyline Engineering
South Carolina Department of Transportation
South Carolina Emergency Management
South Carolina Law Enforcement Division
South Dakota Department of Public Safety
South Dakota Department of Transportation
Southeastern Electric Exchange, Inc.
Southeastern Pennsylvania Regional Task Force
Southern Company
Sunoco Logistics Partners L.P.
TASC
Target
Tennessee Department of Safety and Homeland Security
Tennessee Department of Transportation
Tennessee Emergency Management
Texas Department of Health
Texas Department of Public Safety
Texas Department of Transportation
The Clearing
The Exchange Group
The Interoperability Group
Transglobal Secure Collaboration Program (TSCP)
URS Corporation
US Customs and Border Patrol
US Department of Defense
US Department of Energy
US Department of Homeland Security / Infrastructure Protection
US Department of Homeland Security / Science and Technology
US Department of Transportation / Federal Motor Carrier Safety Administration
US Postal Service (UPS)
Utah Department of Transportation
Utah Rest Areas Department of Transportation
Verizon
Vermont Department of Transportation
Vermont State Police
Virginia Department of Emergency Management
Virginia Department of Transportation
Virginia Office of Veterans Affairs and Homeland Security
Wakefern Foods / Shoprite
Wal-Mart
Washington State Department of Transportation
Washington State Military Department - EM Division
Wellsboro Electric Company
West Virginia Department of Transportation
West Virginia Office of Emergency Management
West Virginia Office of Military Affairs & Public Safety
Western Energy Institute
Wisconsin Department of Military Affairs
Wisconsin Department of Transportation
Wyoming Department of Transportation
Wyoming Homeland Security

