

Juan: we also want to look into public land, anything belonging to state or private that might be willing to share. We have to be sure we won't be competing with other entities.

Richard: there is a limit to production of mobile homes, etc.

Juan: problems in FL. GSA can deal directly with manufacturers, would help.

Tony: some legislative things might need to change in an event like this. What's our ability to make quick policy changes in the current atmosphere?

Juan: We need to look at how things will be paid for, insurance,

Bill: shopping list of those things would be a good thing to make. There are policies that can be done, you won't have to go back to congress.

TSD

Bill Doran

Kent Weathers

Transportation:

Don Day

Joe Modicut

Jesse St. Amant

Bill Doran

- Regional Emergency Transportation Representative
- for DOT
→ Director Emergency Ops Center, Plaquemines Parish

Positive outcomes:

Meeting counterparts on all levels

Long-term refinement needs to continue

We need to further explore the use of the Mississippi River as a via of transport. KEY.

QUESTIONS:

Smith: discussion of getting pres decl. pre-landfall?

Doran: if we don't get it early enough—3 days before landfall—we're way behind. There's reluctance on the part of the state and local to pay for evacuation, etc—they might not have enough.

Smith: this particular circumstance requires a lot of prep.

Doran: we NEED to be able to do pre-landfall declarations

Smith: where is the manpower going to come from?

Doran: we need further planning on that. We're gonna be exhausted for manpower.

Did you discuss EMAC?

Doran: yes, EMAC, Forest Svc., --impressive magnitude.

Tony: let's focus on transportation

Scott: did you work numbers? How long is it gonna take to move people from the water?

Don: process was to bring them into BOOS and TMOSAs, through collection points, quickly to collection areas where there is a transit system to take them to shelters. 600 buses needed just to move people from collection points. The formulas we came up with are more important than the #s themselves. We came up with those. We need to pre-identify the sources for these buses and have them lined up and ready. There are plans to evacuate buses and operators out before the storm. Requires forethought, prior action. We had never looked into what it takes to make a bus staging/dispatch area. That was a great value to these past few days.

We're at less than 10% done with this trans planning when you consider the buses and the people. We've got commodities down.

If you think soup lines in the depression were long, wait til you see the lines at these collection point--and that's the most critical point.

Doran: boats are also important-lilly pads.

Don: We looked at a min of 4 major bus staging areas -- geographically focused. Also looked at bus staging areas where buses are already handled (truck stops, schools, etc.)

Doran: buses we are tapping will be from the Parish. Might not be able to get a driver. Orleans Parish might be RTA buses. Drivers not provided. Manage evacuation from these bus staging areas.

Joe: DOTD has a unique situation where everybody knows one another and they work very well together.

Jesse: One message to get to FEMA HQ is a pre-landfall declaration in a catastrophic situation is very much needed and should be a requirement. There are a lot of people without personal transportation. Therefore if we don't move people out of Orleans in an appropriate time, there will be mass casualties. The city at this moment does not have the resources or capability to evacuate these people, therefore a pre-landfall declaration is a necessity and a requirement for life safety.

Long term displacement -- Long term housing issue is a big logistical problem.

Prioritize: 1) Search and Rescue