

NEW YORK CITY URBAN AREA



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SUFFOLK COUNTY

Critical Infrastructure Protection Program

Suffolk County is leveraging Homeland Security funding and local dollars to implement a comprehensive Critical Infrastructure Protection (CIP) program, involving increased police patrols, risk assessments at high profile sites, and specialized training for our first responders. To support this program, specialized equipment and vehicles have been purchased to conduct law enforcement operations at area airports and transit systems, on roadways, and at the waterfront.

Twice a year, law enforcement personnel visit each CI/KR site to evaluate risk. They also visit sites and local businesses that could be used to purchase or store materials to carry out an attack.

Our risk programs inform our patrol activity, which are intended to prevent attacks before they occur. Police officers are trained to recognize pre-operational terrorist planning to disrupt operations.

Security patrols combine heavily armed ESU teams and field data

to create a high visibility presence around key sites, with information to direct resources.

Because the Long Island shoreline is a lifeblood to our economy, we have established teams of marine units to patrol CI/KR assets on or near the waterfront. Each of our Marine Sweep Teams include Emergency Services Officers, capable of detecting and handling underwater explosives.

We also deploy Crisis Action Teams to focus on specific threats, and highway interdiction teams to prevent attacks on our roadways. These teams combine specialized bomb and HazMat technician level training with specialized vehicles and canine units to keep our roads safe.

Finally, our Airport Watch Teams work with canine units to patrol airports and related transportation assets, including potential MANPADS (Man Portable Air Defense System) launch sites.

NEW YORK CITY URBAN AREA

11 million residents Over 50,000 first responders 600 miles of shoreline 5 million subway passengers each day 2.4 million bus passengers each day 92.4 million air travelers each year 20 million ferry passengers each year 950 commercial vessels use New York Harbor each day 290,000 daily riders on the Long Island Rail Road 300,000 vehicles cross the George Washington Bridge each day 22 underwater rail tunnels 35.2 million domestic and international tourists each year 800,000 daily commuters into New York City Over 100 hospitals and over 200 nursing homes 21 active military installations and 52 armed services recruiting stations 2 major league and 2 minor league baseball stadiums Over 600 hundred cultural institutions Over 200,000 businesses 25,000 storage tanks for petroleum and other hazardous materials 1/3 of the nation's largest media companies The United Nations Wall Street Indian Point Nuclear Power Plant Brookhaven National Laboratory U.S.D.A. Plum Island Animal Disease Center The Brooklyn Bridge Statue of Liberty Ellis Island The Empire State>>

NEW YORK CITY Grant Tracking System

On July 1, 2009 New York City's web-based Grant Tracking System (GTS) went live.

The system standardizes tracking of all equipment over \$5,000, funded with Homeland Security Grants. Inventory information is stored in an online database, and equipment is tagged and tracked with a barcode reader.

GTS helps New York City fulfill the grant requirements under the Urban Area Security Initiative, LETPP, and the State Homeland Security Program (SHSP) grants.

Federal Grant Common Rule Requirements are fulfilled with GTS too. For instance, as part of the Inventory Data Collection Requirement of GTS, federally required fields are highlighted in yellow to clearly indicate that they must be filled in.

GTS not only puts NYC in compliance with federal requirements, but provides many capabilities to help manage time and resources efficiently.

NYC agencies can now easily track and maintain up-to-date information on all of their expensive assets in several ways: by project identifiers, asset status and condition, owner, location, warranty information, and disposition. A unique barcode, assigned to each asset, allows for quick identification and location.

In addition, creation of Fiscal Cost Reports and inventory tracking reports for the State and City can now be done automatically through GTS.

Users and Administrators are giv-

en different capabilities through the administration of GTS. For example, City Administrators set up Sites, Agencies and Grant categories; and Agency Administrators (at FDNY, NYPD, etc) manage users within their respective agency.

Agency users barcode each asset over \$5,000 and enter details on location, vendor and serial number. Users are able to check in, check out, move or transfer assets, as well as scan bar-coded assets to physically manage inventory.

There are six simple steps of the GTS process flow:

1. New grant related information, including award amounts and sub-grantees are entered centrally into GTS
2. Agency procurement, receiving and grants staff enter procurement and identifier information of each new piece of equipment over \$5,000
3. Agency staff place a barcode sticker on each equipment and note the equipment location
4. Agency field staff enter any changes in location or status (for example, when pieces of equipment are deployed to the field during a mission)
5. Agency grants and disposition staff enter disposition information
6. Fiscal Cost Reports and other reporting related documents are generated by GTS





NASSAU COUNTY Disaster Debris Management Plan

Nassau County is vulnerable to natural and human-caused disasters, which have the potential to result in large amounts of assorted debris. Following a disaster, debris must be removed and disposed of to reduce the potential threat to the health, safety, and welfare of the community and effected citizens, as well as to expedite recovery efforts in the impacted areas.

Nassau County Office of Emergency Management (OEM) has the statutory responsibility to coordinate all County preparedness, response, and recovery planning efforts, including debris clearance, removal, and disposal. As such, OEM, with input from various state and local agencies, contracted with URS Corp. to develop a Multi-Jurisdictional Disaster Debris Management Plan (DDMP). While the DDMP focuses on debris management activities that are likely to be needed after a hurricane or nor'easter event, it can also be used to coordinate debris clearance, removal, and disposal for any type of debris-generating emergency or disaster.

The DDMP is structured as an operational framework to address specific issues and provide direction for Nassau County and its municipalities. Under this document, an organizational body was created to oversee coordinated debris management activities throughout the County. In addition, the DDMP guides in the following tasks:

1. To estimate the disaster-generated debris level and determine capabilities and needs to clear debris from priority routes.

2. Determine the types of contracts and contractors needed to assist in various phases of debris management.
3. Establish the most efficient and cost-effective operation and management of debris removal from public rights-of-way (ROWs), public facilities, private and recreational areas, and private property.
4. Develop public outreach information to notify citizens of appropriate debris removal and disposal activities.
5. Determine the best way to dispose of debris, including mulching clean wood and maximizing the recycling of construction and demolition (C&D).
6. Ensure that the Federal Emergency Management Agency (FEMA) Public Assistance Program eligibility requirements, local and state health and safety procedures, and other required regulatory permits are understood and adhered to throughout the debris management process.

As a result of this effort, Nassau County became the first county within New York State to have a FEMA approved DDMP in place.

For further information, please visit the Nassau County web site at:

<http://www.nassaucountyny.gov/agencies/OEM/debris.html>

UAWG Mission Statement

The New York City Urban Area Workgroup (“UAWG”) will maximize the efforts of jurisdictions located in the New York Metropolitan area to prevent, prepare for, respond to, and recover from acts of terrorism and events involving Weapons of Mass Destruction (“WMD”). The UAWG will link and coordinate activities under grant programs, such as the Urban Area Security Initiative (“UASI”), including joint training and exercises, public education and outreach, and the development of response protocols.

UAWG Members

- NASSAU COUNTY
- NEW YORK CITY
- SUFFOLK COUNTY
- PORT AUTHORITY OF NY & NJ
- WESTCHESTER COUNTY
- CITY OF YONKERS
- MTA

UAWG Committees

Citizen Corps

Critical Infrastructure

EMS

Fire Services

Law Enforcement

Logistics

MMRS

Public Health

Regional Evacuation Liaison Team

Training and Exercises

NEW YORK CITY URBAN AREA

WESTCHESTER COUNTY

Internet Telephony Provides Rapid Communications to Area Hospitals

On July 25, 2008 at approximately 3:30 P.M. the Westchester County Dept. of Emergency Services, Emergency Communications Center (ECC) received a report of a serious motor vehicle collision involving two school buses on a busy portion of Interstate 95. The ECC immediately dispatched our EMS and fire service agencies assigned to that area. They also initiated an "all hospital" hot line call on the County's Voice over Internet Protocol (VoIP) communications system.

This system operates independently of our Public Switched Telephone Network (PSTN) and supports voice communications by translating the voice signal to a

digital format, which can be transmitted over the internet.

When the first units arrived, they evaluated the scene and upgraded the alarm to a Mass Casualty Incident (MCI). The ECC dispatched additional EMS assets, including an MCI trailer equipped with medical equipment and supplies.

In any large incident, timely and accurate information is critical to emergency responders. As the additional EMS resources were responding to the scene, the VoIP call was alerting all twelve hospital emergency departments in the County of the event, and requested an emergency department bed availability status from each. Infor-

mation was then relayed from the ECC to the incident EMS transportation officer to assist in determining patient transport destinations. Before the installation of the VoIP system, the ECC had to alert each hospital separately to request bed availability.

Since its inception, Westchester has expanded the system to include key Urban Area stakeholders; members of the Regional Emergency Liaison Team (RELT), numerous municipal Emergency Operation Center's (30 locations installed with 5 installations pending), the NYS Emergency Management Office and other contiguous County EOC's. The system is tested on a weekly basis.

THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

Successfully Conducts Operation Safe PATH Drill

On May 17, 2009, the Port Authority of New York and New Jersey, in conjunction with the NYC Office of Emergency Management, conducted a full-scale, multi-agency exercise to test the City's and the Port Authority's response to an Improvised Explosive Device (IED) detonation on a New Jersey-bound Port Authority Trans-Hudson (PATH) train. The two hour exercise was coordinated with UASI funds for Operation Safe PATH 2009.

More than 800 emergency responders from the Port Authority Police Department, PATH, Port Authority OEM, the New York City Police and Fire Departments, the Department of Environmental Pro-

tection, Dept. of Health and Mental Hygiene, and NYC OEM participated in the simulated response to two explosions on a train in a PATH tunnel between the World Trade Center and Exchange Place Stations.

In addition to the first responders participating in the exercise, roughly 150 NYC OEM Community Emergency Response Team (CERT) members assisted by playing victims in the drill. In total, more than 1,000 evaluators, observers, and support staff participated.

A significant accompaniment to the drill was a public awareness campaign launched by the PANYNJ in order to notify the public of closures and suspension of

service, while also providing information on alternate travel options. DHS supported this campaign through UASI and TSGP funds.

During the drill, PATH service was suspended into and out of the WTC Station, where the first responders, emergency vehicles, lights, smoke machines, and sirens were in operation.

The PANYNJ wanted the outreach to be broad enough to ensure that residents, workers and visitors had enough advance knowledge to avoid a potential panic. The American Public Transportation Association acknowledged the agency's multi-media ad campaign, awarding it first prize in their 30th Annual AdWheel Awards competition.

