

National Infrastructure Coordinating Center

Hurricane Sandy State Access Control Procedures

Monday, 29 October, 2012 (1200 EDT) Access Control Procedures Summary

The following information was gathered on access control procedures and they are summarized below. When supporting documents are received, they were saved to HSIN CS and the HSIN CS subject and date will also be provided.

- **Connecticut**
 - In a similar manner to most New England States, there isn't at present a permanent State-wide credentialing system in CT. Recently issued licenses are created in accordance with the Federal Real ID Program guidance, and emergency management personnel and first responders have State or Municipal issued credentials. Arrival of out-of-state Utility Crews is usually coordinated between the host Utility Companies and State/local Law Enforcement. Concerning waivers for oversize commercial vehicles traveling long distances it is possible that CT has not issued a waiver; however, CT has more restrictive guidelines than surrounding States in the region.
- **Delaware**
 - Delaware does not have a statewide credential for the private sector infrastructure recovery workers. Access to the impacted area is controlled at the local (city/village) and county level in each jurisdiction depending on the size and scope of the restricted area.
 - The Department of Safety and Homeland Security (DSHS) has instituted this online system for the submission of State of Emergency Level 2 Driving Restriction waiver requests. A waiver is required for individuals not exempted under the law to operate a motor vehicle on Delaware roadways during a state of emergency. The Secretary of the Department of Safety and Homeland Security has the authority to grant a driving waiver to organizations, entities, and individuals which have a valid significant health, safety or business necessity. Waivers must be obtained in advance of emergency incidents. No waiver application shall be granted within 21 days after receipt of the application for waiver. Applications will not be processed for approval during an emergency period. During past severe weather incidents, the Delaware Department of Emergency Management and the Delaware State Police have coordinated access into impacted and/or restricted areas.
- **Maine**

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- Maine does not have a state wide ID program for emergency workers beyond state/local issued ID for Police/Fire/EMS/EM personnel.
- Admission to a disaster area by other responding workers (i.e. utility crews) would be the responsibility of the state or local officials responsible for the impacted area. There is no process in the state for a blanket waiver. Waivers on a case by case basis would be granted through the ME EOC. No further action is anticipated for this RFI, but liaison contact to the EOC can be coordinated via the local PSA.
- **Maryland**
 - There are no official state credentials being issued for “Hurricane Sandy” or for past events in Maryland. As/if specific areas are identified as restricted disaster areas entry will be on a case by case basis utilizing local/state/federal identification or company specific credentials (i.e. Power Company employees/contractors) or government issued identification in the case of private citizens returning to their residences in cases of evacuations. No official vehicle waivers are anticipated to be issued in Maryland relative to “Hurricane Sandy.” However, the MD/SHA will handle specific requests on a case-by-case basis.
 - *NOTE:* Upon activation of the Maryland SEOC there will be representatives staffing work station from state/federal agencies staffing desks in support of ESF’s and there will be staffing in place in the SEOC to assist private citizens and/or responding assistance agencies/companies with access issues. The SEOC general # of 410.517.3600 can be called and the caller will be forwarded to the appropriate SEOC desk for assistance with any storm related issue.
- **Massachusetts**
 - Massachusetts does not have a state wide ID program for emergency workers beyond state/local issued ID for Police/Fire/EMS/EM personnel. Admission to a disaster area by other responding workers (i.e. utility crews) would be the responsibility of the state or local officials responsible for the impacted area, there is no process in the state for a blanket waiver. Waivers on a case by case basis would be granted through the Massachusetts Emergency Management Agency (MEMA).
- **New Hampshire**

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- New Hampshire does not have a state wide ID program for emergency workers beyond state/local issued ID for Police/Fire/EMS/EM personnel. Admission to a disaster area by other responding workers (i.e. utility crews) would be the responsibility of the state or local officials responsible for the impacted area. There is no process in the state for a blanket waiver. Waivers on a case by case basis would be granted through the NH EOC. No further action is anticipated for this RFI, but liaison contact to the EOC can be coordinated via the local PSA.
- **New Jersey**
 - New Jersey has an essential employee credentialing program in place; at this late moment it will be too late for essential employees to be a part of the program for response to Hurricane Sandy. If essential employees need access and do not have a credential they should contact the NJ OHSP Private Sector Desk in the NJ State EOC at: 609-963-6810. This desk will be staffed by the NJ OHSP and PSA starting Sunday, October 28 and throughout the response.
- **New York**
 - New York State currently does not have a statewide credential for the private sector infrastructure recovery workers. Access to the impacted area is controlled at the local (city/village) and county level in each jurisdiction depending on the size and scope of the restricted area. New York State Police and New York Department of Transportation advise that waivers will only be issued in New York after there has been a Disaster Declaration by the governor. Waivers will be issued by the New York State Department of Transportation. All applicants are directed to the: New York State Department of Transportation web site: <https://www.dot.ny.gov> for complete information on the application process.
 - Orange, Rockland and Westchester counties admit only pre-vetted private-sector individuals into their respective EOCs; these are done by previous relationships that have been established with the community. This is the same for NYC OEM regarding after storm assessments and repair - company issued IDs are considered for access into affected areas.
- **North Carolina**

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- *(From North Carolina Emergency Management)* There is a WebEOC Board for the private sector. We have done a massive outreach program to get companies registered. This board provides them with the information needed for re-entry into evacuated areas. The counties post when re-entry is allowed for the private sector. As of now, coastal counties have encouraged visitors to wait until the storm passes and critical infrastructure can be restored as most coastal populations this time of year are mostly residents. As for waivers, if requested through the SEOC, an oversized vehicle waiver can be generated. This is typically done during weather events to allow oversized loads to travel through NC, particularly for the utility companies, etc.
- **Pennsylvania**
 - The City of Philadelphia's Office of Emergency Management has been working for a number of years with private sector reps located in Philadelphia on a credentialing program called the Corporate Emergency Access System (CEAS). PA has an existing letter for recovery professionals to carry with them for necessary access.
- **Rhode Island**
 - The State of Rhode Island does not have an essential employee credentialing program in place for members of the private sector. Access to restricted areas is controlled by local/state law enforcement and is coordinated thru the State EOC. Essential personnel trying to gain access to a restricted area should coordinate with their local EMA. Emergent requests can be made directly to the State EOC. Any requests for transportation waivers should also be coordinated thru the State EOC (RI DOT staffs the Transportation ESF).
- **South Carolina**
 - Once a Governor or POTUS issues an emergency declaration, the "hours of service" regulations and certain CDL regulations are automatically waived nationally for any vehicles responding to the disaster. FEMA should have a copy of the declaration to provide to vehicles via contractors. The vehicles will need to demonstrate by BOL that they are servicing the disaster response in the impacted State. As far as weight and size" waivers," there are none. However, the impacted state will likely waive permit fees. Other states (e.g., contiguous states) may honor the emergency service and waive permit

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fees as well. It is important to note that for size/weight permits, the trucking companies/contractors need to obtain a permit for each state through which they will traverse to reach the impacted and declared state. Therefore, the company will provide the permit to the drivers.

- **Vermont**
 - Vermont does not have a statewide credential for private sector infrastructure recovery workers. Access to the impacted area is controlled at the local city/town and county level in each jurisdiction depending on the size and scope of the restricted area. Vermont Agency of Transportation (AOT) advises that Waivers will only be issued after there has been a Disaster Declaration by the governor. Waivers will be issued by Vermont AOT. All applicants are directed to the: Vermont Agency of Transportation web site: <https://www.aot.state.vt.us> for complete information on the application process.
- **Virginia**
 - The State of Virginia currently does not have a statewide credential for the private sector infrastructure recovery workers. Access to the impacted area is controlled at the local and county level in each jurisdiction depending on the size and scope of the restricted area. Companies would be required to use their existing company credentials and drivers licenses. The Virginia Office of Veterans Affairs and Homeland Security will however be offering credential readers to the local municipalities in the impacted areas. This would allow the local municipality to confirm the identity of recovery workers. The Virginia Department of Transportation is standing by to issue waivers to caravans and recovery vehicles as they become necessary.