

Emergency Support Function 1 Transportation

ESF Coordinator: Mills County Emergency Management Agency

Primary Agencies: Mills County Engineer’s Office (Secondary Roads)

Support Agencies: Mills County Emergency Management Agency
Mills County Rural/Community School Districts
Transportation Services (Glenwood / East Mills)
Glenwood Police Department / Mills County Sheriff’s Office
Municipal Public Works Departments

I. INTRODUCTION

A. Purpose

The purpose of Emergency Support Function 1 (ESF-1), Transportation, is to provide for the coordination of transportation support to federal, state, and local governmental entities, and voluntary organizations requiring transportation capacity to perform response and recovery missions following a disaster and/or emergency within the county.

B. Scope

The countywide transportation system consists of roads, state and county highways, interstates, bridges, transit, trails, waterways, and rail. Activities within the scope include:

- a. Coordinate transportation activities and resources during the response phase immediately following an emergency or disaster.
- b. Facilitate transportation infrastructure damage assessments to establish priorities and determine needs of available transportation resources and extent of transportation impact(s).
- c. Coordinate temporary repair of critical transportation facilities and systems during the response or initial recovery phase from an emergency or disaster.
- d. Coordinate local, state, and federal agencies; cities; special purpose districts; and private partners.
- e. Coordinate transportation assistance for large scale evacuation planning and operations.

II. POLICIES

- A. For this ESF, the focus of the Emergency Operations Center (EOC) will be to support Incident Command and county transportation response activities for emergencies and disasters.
- B. Local transportation planning will be directed toward satisfying three primary demands:
 1. Satisfy the requirements of special needs transportation.
 2. Provide transportation support and assistance to government entities, and voluntary organizations upon request.

3. To facilitate both obtaining and utilizing civil transportation capacity if such support is required.
- C. Impacted organizations will utilize, to the greatest extent possible, day-to-day policies to facilitate the integrity of transportation.
- D. Each primary and support agency will conduct inspections of its infrastructure after an emergency or disaster. The appropriate agency will prioritize repairs until Incident Command provides direction and control.
- E. Primary and support agencies will ensure that a continuity of operations plan is in place to maintain essential services.
- F. Primary and support agencies will participate in drills and exercises to test existing plans and procedures.
- G. All county and municipal agencies will maintain up-to-date contact lists with Mills County Emergency Management on essential personnel and resource typing information on their equipment. See ESF7.1 Mills County ESF Primary-Secondary Contact List.
- H. Primary and support agencies will participate in post-disaster briefings and development of an After Action Report.

III. CONCEPT OF OPERATIONS

- A. General
 1. The primary and support agencies are responsible for coordinating transportation response and services to assist in maintaining transportation system integrity.
 2. The EOC will collect damage assessment reports for transportation systems within the county as soon as possible after the event.
 3. Local jurisdictions will forward their requests for assistance to the EOC after exhaustion of jurisdictional and mutual aid resources. The EOC will prioritize and coordinate requests between and among various jurisdictions and agencies.
 4. The EOC will develop guidance for the coordination of transportation resources and the identification of emergency transportation routes for the movement of people, equipment and supplies.
 5. County departments, the private sector, volunteer organizations, state and federal agencies and other local jurisdictions may provide additional transportation. The requesting party and provider should develop prior agreements whenever possible for these resources that have associated fees.
 6. When transportation requests exceed the capability of jurisdictions, agencies, and the county, the EOC will request transportation assets from the State.
 7. The EOC will coordinate the development of transportation evacuation plans among the primary agencies.
 8. Mass evacuation operations will be coordinated primarily between ESF 1-Transportation, ESF 6-Mass Care, and ESF 13-Public Safety and Security.

9. Reconnaissance of disaster-impacted areas by manned or unmanned aircraft may be essential and should be requested and conducted early.
- B. Organization
1. Because a wide range of emergencies may require the implementation of the EOP, the lead organization during those activations may shift depending on the incident, coordination will require a collaborative approach between all primary and support agencies.
 2. All emergency operations, whether occurring on-site at the jurisdiction level or at the EOC, will follow the principles identified in the National Incident Management System (NIMS).
- C. Procedures
1. If an emergency exists that requires external transportation resources, the required typed resource shall be identified and then requested through the EOC.
 2. As appropriate and available, each primary and support agency will assign a representative to the EOC.
- D. Phases of Emergency Management
1. Mitigation Activities
 - a. Primary and support agencies will regularly inspect public transportation systems for deterioration and make necessary repairs to keep them in response ready condition.
 - b. Maintain equipment in response ready operating condition.
 2. Preparedness Activities
 - a. Develop and maintain standard operating procedures and checklists dealing with transportation response.
 - b. Ensure all employees receive training in their responsibilities according to departmental standard operating procedures and checklists.
 - c. Develop and maintain a chain of command to ensure continuity within departments.
 - d. Assign and train personnel to appropriate level NIMS/ICS training in order to function effectively in Incident Command and assist in coordination of transportation issues.
 - e. See ESF 1.c - Critical County Transportation Routes and Bridges, attached to this ESF.
 - f. When requested, each primary and support agency will provide the emergency management agency with current emergency contact information (24/7) for assigned personnel.
 3. Response Activities
All Primary and Support Agencies
 - a. Ensure representation at the EOC as appropriate and as available.

- b. Report to the EOC any known or suspected damage to infrastructure of the primary agency or other infrastructure for which the agency is responsible.
- 4. Recovery Activities
 - a. Primary agencies will conduct inspections of infrastructure after an emergency or disaster. The appropriate agency will prioritize repairs until the EOC provides direction.
 - b. All agencies involved in recovery efforts will complete detailed cost accounting. If a Presidential Disaster is declared, and there is a potential for federal and/or state assistance, this accounting will be critical to recovery and reimbursement.

IV. RESPONSIBILITIES

A. All Primary Agencies

- 1. Dispatch trained emergency responders for the provision of essential services.
- 2. Provide liaison to the EOC as indicated.
- 3. Provide an assessment of damages and operational status of transportation facilities and structures to the EOC.
- 4. Identify and coordinate the critical lifeline routes and communicate status to their transportation liaison in the EOC.
- 5. Make temporary emergency repairs, bypasses, or alterations for provisional repair of transportation lifelines, facilities, and structures.
- 6. Coordinate through Incident Command critical lifeline routes and to maintain those routes through debris removal.
- 7. Assist first responders with barricades and other traffic related supplies and expertise.
- 8. Return activities to normal levels as soon as possible following the emergency or disaster, unless involved with recovery activities.
- 9. Implement internal emergency operations plans.
- 10. Assist in development of a disaster recovery plan that addresses the long-term continuity of transportation services and facilities following an emergency or disaster. See Part C – County Disaster Recovery Framework.

B. Municipal Public Works Agencies

- 1. Provide liaison to the Incident Command Post and/or the EOC as available, to coordinate emergency response and early recovery.
- 2. Coordinate with neighboring jurisdictions in support of this ESF (i.e., reroutes, lifelines, recovery, etc.).

3. Determine usable portions of the county’s transportation system to coordinate and control emergency traffic regulations in conjunction with appropriate law enforcement agencies.
 4. Report operational status and resource requirements to the EOC.
 5. Provide vehicles, equipment, materials, supplies, and on-site vehicle repairs necessary to maintain or restore transportation systems as resources and safety allow.
- C. County and Local Law Enforcement
1. Assist in emergency traffic control.
 2. Assist with maintaining traffic flow and enforcing transportation usage priorities.
 3. Provide damage assessment information to the EOC.
 4. Plan and direct evacuation operations through incident command.
- D. Support Agencies
1. Emergency Management Agency.
 - a. Activate the EOC in support of field operations.
 - b. Assist in developing agreements or contracts with transportation resources.
 - c. Coordinate public information and support Public Information Officer (PIO) and/or Joint Information Center (JIC) per ESF-15, Public Information.
 2. Rural/Community School Districts
 - a. Participate in evacuation planning and support the EOC and Incident Command, as possible.
 - b. Provide damage assessments to the EOC.
 3. Iowa Department of Transportation (IDOT) in conjunction with the Iowa State Patrol (ISP)
 - a. When directed by IDOT and/or IDPS, will deploy to the County EOC to provide more direct communication between the County EOC and the State EOC (SEOC).
 - b. Provide status information and damage assessments to the County EOC through the IDOT liaison.
 - c. Responsible for all requested support actions and activities on State highways.
 - d. In coordination with the Iowa Department of Natural Resources, provide assistance for hazardous materials incidents per ESF-10, Hazardous Materials.

V. **ATTACHMENTS**

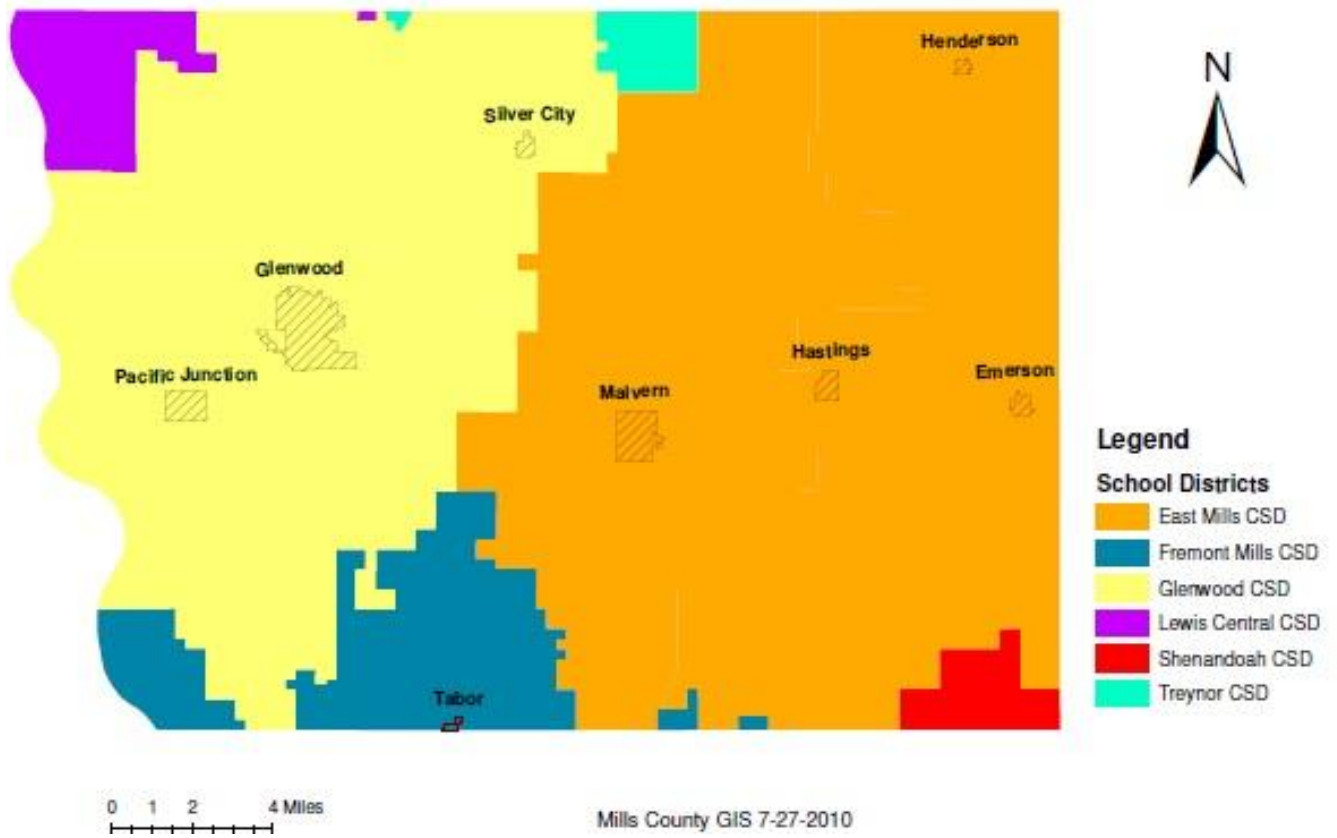
- ESF 1.a Emergency Response Checklists – Transportation
- ESF 1.b School District Bus Information
- ESF 1.c Critical County Transportation Routes and Bridges
- ESF 1.d Temporary Flight Restrictions Policy

**ESF Attachment 1.a
Emergency Response Checklists - Transportation**

Emergency Response Checklist – Transportation	
Emergency Management Phase	Actions
<p><u>Mitigation</u> Activities designed to prevent or lessen the effects of a hazard.</p>	<ul style="list-style-type: none"> — Work with other involved agencies to identify and correct potential shortfalls in the ability to use emergency access and egress routes and available transportation resources. — Coordinate with other agencies on the development of evacuation plans, particularly for pre-identified hazard areas.
<p><u>Preparedness</u> Activities designed to improve Readiness capabilities.</p>	<ul style="list-style-type: none"> — Maintain awareness of the transportation related components of the County EOP. — Develop mutual aid and other support agreements with surrounding jurisdictions and the private sector. — Ensure personnel are trained in EOC operations, the incident Command System (ICS) and the National Incident Management System (NIMS). — Develop plans to use available transportation systems to manage the immediate transport of critical supplies. — Develop plans to provide resources to assist with evacuations or other movements of people. — Review departmental Standard Operating Procedures and maintain personnel call up lists.
<p><u>Response</u> Activities designed to save lives, protect property and contain the effects of an event.</p>	<ul style="list-style-type: none"> — Coordinate with other response agencies regarding the operational capabilities of the transportation system. — Assign transportation resources to move materials, personnel and supplies as requested by first responders. — Assist in initiating traffic management operations and control strategies.
<p><u>Recovery</u> Activities designed to ensure continued public safety and return the community to pre-disaster levels.</p>	<ul style="list-style-type: none"> — Continue to coordinate transportation of equipment, supplies and people. — Continue to perform tasks necessary to expedite restoration and recovery operations. — Gradually revert assignments and personnel requirements to normal. — Return borrowed resources and those obtained through agreement, lease, or rental when those resources are no longer required. — Participate in after action meetings and prepare after action reports as requested.

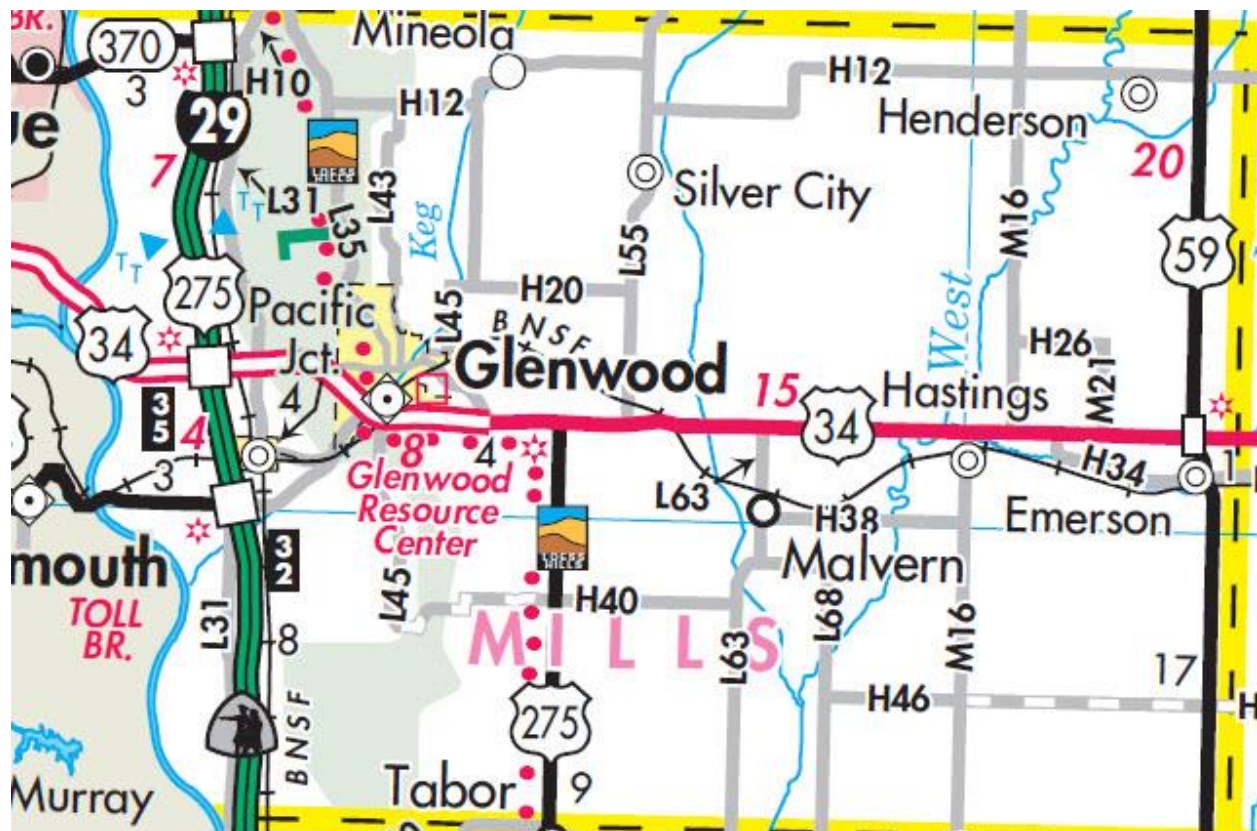
**ESF Attachment 1.b
School District Bus Information**

Mills County School Districts



School District	24/7 Contact	No. of Busses	Capacity	No. of Busses with Handicap Lift
GLENWOOD	Dave Greenwood 712-527-0090 (C) or 712-527-5661 (W)	28 Buses 10 SUVs	1763 80	2
EAST MILLS	Rob Shearer 712-370-1212 (C)	12 Buses 6 Vans	636 42	1

ESF Attachment 1.c
County Transportation Routes



Critical Access Roads:

- Interstate 29 – Runs south to north, on the west side of the county.
- US Hwy 34 – Runs east to west, in the middle of the county.
- US Hwy 59 – Runs south to north, on the east side of the county.
- US Hwy 275 – 2 Sections:
 - From Tabor, north to Hwy 34, in the middle of the county.
 - From Glenwood, north to Council Bluffs, on the west side of the county.
- Burlington Northern Santa Fe Railroad – East to west, in the middle of the county.

Critical Access Bridges:

- Hwy 34 / West Nishnabotna – West of Hastings, middle of county.
- Hwy 34 / Silver Creek – West of Malvern, middle of county.
- Hwy 34 / BNSF RR – West of Malvern, middle of county.
- Missouri River / Bunge Road – Bellevue Toll Bridge, northwest edge of county.
- Missouri River / Hwy 34 – New as of Fall 2014, midwest side of county.
- Missouri River / BNSF RR – Into Plattsmouth, middle west side of county.
- Missouri River / Lambert Road – Plattsmouth Toll Bridge, midwest side of county.

ESF Attachment 1.d
Temporary Flight Restrictions (TFRs)

This Procedure is consistent with Title 14 Code of Federal Regulations (CFR) Section 91.137

Purpose: This attachment prescribes guidelines and procedures regarding the request for management of aircraft operations in the vicinity of disaster/hazard areas. Temporary Flight Restrictions (TFR) issued under this section are for disaster/hazard situations that warrant regulatory measures to restrict flight operations for a specified amount of airspace, on a temporary basis, in order to provide protection of persons or property in the air or on the ground.

Rationale: The rationale for requesting a TFR is to:

1. Protect persons and property on the surface or in the air from an existing or imminent hazard associated with an incident on the surface when the presence of low flying aircraft would magnify, alter, spread, or compound that hazard;
2. Prevent noise and vibrations that would negatively impact technical rescue operations;
3. Provide a safe environment for the operation of disaster relief aircraft; or
4. Prevent an unsafe congestion of sightseeing and other aircraft above an incident or event that may generate a high degree of public interest.

Situations for Restrictions: Situations warranting a TFR include, but are not limited to:

1. Toxic/flammable leaks or spills;
2. Aviation or ground resources engaged in wildfire suppression;
3. Technical rescue operations;
4. Aircraft relief activities following a disaster; or
5. Disaster/hazard incidents of limited duration that would attract an unsafe congestion of sightseeing aircraft.

Exceptions: Exceptions for requesting a TFR are:

1. Hijacking situations; or
2. Restrictions in the proximity of the President or Vice President

Requesting Authorities: A TFR under 14 CFR Section 91.137 may be requested by various entities, including:

1. Military commands
2. County Emergency Management Directors
3. State Emergency Management Directors
4. Authorities directing organized relief air operations
5. Law enforcement agencies

Caveats to Restrictions: Restrictions issued in accordance with 14 CFR Section 91.137 prohibit all aircraft from operating in the designated area unless at least one of the following conditions is met:

1. The aircraft is participating in hazard relief activities and is being operated under the direction of the Incident Commander/Unified Command System.

2. The aircraft is operating under an air traffic control (ATC) approved instrument flight rules (IFR) flight plan.
3. The aircraft is carrying properly accredited news representatives and, prior to entering that area, a flight plan is filed.
4. The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticality of visual flight rules (VFR) flight above or around the area due to weather or terrain, and the aircraft's operation does not hamper or endanger relief activities and is not conducted for the purpose of observing the incident or event. Notification must be given to the air traffic control facility that was specified in the Notice to Airmen (NOTAM) for coordination with the Incident Commander/Unified Command System.

NOTE: Coordination with the Incident Commander/Unified Command System is usually required prior to ATC allowing any IFR or VFR aircraft to enter into the TFR

Request Procedure:

1. Incident Command/Unified Command makes the request to Emergency Management Agency (EMA). The following information shall be provided to EMA by the requesting entity:
 - a. Name of organization and person making request;
 - b. Brief description of the situation;
 - c. Estimated duration of the requested restriction;
 - d. Description of the geographic extent of the requested TFR.
2. EMA makes request to Federal Aviation Administration's Terminal Radar Approach Control (TRACON). The following information shall be provided to FAA/TRACON:
 - a. Name of organization and person making request;
 - b. Immediate contact information (i.e., phone number, e-mail address)
 - c. Brief description of the situation;
 - d. Estimated duration of the requested restriction;
 - e. Description of the geographic extent of the requested TFR.
3. EMA provides courtesy notification to:
 - a. County Communications Center
 - b. Local and County Law Enforcement
 - c. Emergency Management Commission Member from the affected jurisdiction(s), if not already engaged in the incident; and
 - d. Iowa Homeland Security and Emergency Management Division Duty Officer or State Emergency Operations Center, if activated
4. When restrictions are necessary beyond the estimated termination date/time, EMA shall contact FAA/TRACON to request extension of the TFR.
5. When requested TFR is no longer required, EMA shall contact FAA/TRACON and ask that the TFR be terminated.