

SEDGWICK COUNTY
EMERGENCY OPERATIONS PLAN
2025-2030



ESF-1 - Transportation

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Coordinating Agency:

Sedgwick County Public Works

Primary Agency:

City of Wichita Public Works and Utilities

City of Wichita Transit

Support Agencies:

Arrowhead West Inc

BNSF Railway

City of Bel Aire Government Public Works

City of Bentley Governmental Public Works

City of Cheney Governmental Public Works

City of Clearwater Governmental Services Public Works

City of Colwich Governmental Services Public Works

City of Derby Governmental Services Public Works

City of Garden Plain Governmental Services Public Works

City of Goddard Governmental Services Public Works

City of Haysville Governmental Services Public Works

City of Kechi Governmental Services Public Works

City of Maize Governmental Services Public Works

City of Mount Hope Governmental Services Public Works

City of Mulvane Government Services Public Works

City of Park City Governmental Services Public Works

City of Sedgwick Governmental Services Public Works

City of Valley Center Governmental Services Fire, Public Works

City of Wichita Airport Authority

Kansas Department of Transportation

Kansas Highway Patrol (KHP)

I. Purpose and Scope

A. **Purpose**

The purpose of the ESF-1 Transportation Annex is to establish how transportation activities will be coordinated to meet the needs generated by disasters affecting Sedgwick County.

B. **Scope**

This annex identifies the key policies, concepts of operations, roles and responsibilities, and capabilities associated with ESF-1 Transportation in Sedgwick County. Specific operating procedures and protocols are addressed in documents maintained by the participating organizations. ESF-1 Transportation applies to all individuals and organizations involved in transportation activities required to support disaster response and recovery operations in Sedgwick County. Specifically, it addresses:

- Movement of people, materials, and resources.
- Assessment of transportation infrastructure, systems, and resources.
- Coordination of transportation resources.
- Traffic restrictions and transportation safety (in partnership with ESF-3 Public Works and Engineering, ESF-4 Firefighting, and ESF-13 Public Safety and Security); and
- Mutual aid and private sector transportation resources.

Encompassed in this ESF is information on standard operating procedures for emergency routes, movement of responders, victims and supplies associated with response and recover efforts following a major disaster, egress and ingress information. Also included is information on major surface transportation routes as well as transport services critical to the welfare of the citizens of Sedgwick County.

II. Policies, References and Authorities

Local/Regional

- Sedgwick County Code of Ordinances Chapter 9.
- Kansas Homeland Security Region G- Hazard Mitigation Plan 2019

State

- Executive Order 05-03, Use of the National Incident Management System (NIMS);
- Kansas Statutes Annotated (KSA), 48-9a01, Emergency Management Assistance Compact (EMAC);
- KSA 48-904 through 48-958: as amended, State and County Emergency Management Responsibilities; exemption of drivers of utility service vehicles from certain requirements.
- KSA 66-105 common carriers defined.
- KSA 66-106 State Corporation Commission - Rules and regulations; assessment of costs; conferral with other authorities; agreements; contributions and grants, joint investigations, hearings, orders; duties of attorney general.
- KSA 66-1,108 Transportation by motor carriers, definitions.
- KSA 66-1,111 Types of carriers which must comply with act and other applicable laws.
- KSA 66-1,112 Authority of commission to regulate public motor carriers; rate-making procedures; exemption for state antitrust laws.
- State of Kansas Response Plan.
- 82-4-1. Definitions.
- 82-4-2. General duty of carrier.

Federal

- Title II of the Americans with Disabilities Act.
- 42 U.S.C. 11001-11050 Emergency Planning & Community Right-to-Know Act (EPCRA).
- 49 U.S.C. 5101-5127 Transportation of Hazardous Material.
- National Response Framework.
- Homeland Security Presidential Directive – 5: Management of Domestic Incidents.
- Presidential Policy Directive – 8: National Preparedness.

- Comprehensive Planning Guide (CPG) 101.

III. Assumptions

Transportation agencies will work within their existing city, county, and regional plans and partnership agreements to meet the transportation needs of disasters. Some of these activities may include:

- Evacuating persons from immediate threat to life.
- Transporting materials, personnel, and supplies for the support of emergency activities being conducted and as requested by the Sedgwick County EOC and its member agencies.
- Transporting relief supplies necessary for recovery from the emergency.
- Coordinating activities with assistance from support agencies and prioritize the allocation of available resources.

A disaster may severely damage the transportation infrastructure and interrupt transportation services. Most localized transportation activities may be hampered by lack of surface transportation infrastructure.

The damage to the transportation infrastructure may influence the means and accessibility level for relief services and supplies.

Disaster responses, which require transportation routes, will be difficult to coordinate effectively during the immediate post-disaster period.

Clearing of access routes will permit a sustained flow of emergency relief, although localized distribution patterns may be disrupted for a significant period.

There may be a need to utilize private transportation resources in addition to existing county resources.

Kansas National Guard, under the authority and direction of the Governor, will assist ESF-1 Transportation operations to coordinate all transportation through the ESF-1 Team in the event of a statewide emergency.

Transportation operations management will be coordinated by ESF-1 Transportation in conjunction with the various field operations, which will include driver notification, traffic regulation, pick-up point identification, pre-positioning of equipment, and interface with law enforcement.

When utilizing numerous county transport resources, there will be a need to coordinate with all ESF teams to eliminate possible assignment of resources for more than one task at a time.

There may be a need to obtain clearance through secured areas for transport needs during a disaster.

Some people with functional and access needs will require specialty modes of transportation, such as ambulances or para-transit vehicles. Where possible, modes of transportation for persons

with functional and access needs who also require transportation assistance will transport the person's durable medical equipment (DME) and/or service animal as well.

IV. Concept of Operations

General (Command, Control, and Notifications)

ESF-1 is organized consistent with the Sedgwick County Emergency Operations Center (EOC), the requirements of the National Response Framework, the National Incident Management System, and the Incident Command System. This structure and system support incident assessment, planning, procurement, deployment, and coordination and support operations to Sedgwick County through the Sedgwick County Incident Response Framework, Area Operations and Incident Support Teams (ISTs) to provide a timely and appropriate response to an emergency or situation.

Procedures, protocols and plans for disaster response activities are developed to govern staff operations at the Sedgwick County EOC and in the field. These are in the form of Emergency Operations Plan (i.e., Base Plan) and corresponding Appendices, Incident Annexes, Support Annexes and Standard Operating Guidelines, which describe ESF-1 capabilities. Sedgwick County Public Works or other ESF-1 designee will work with the EOC to ensure that there is a liaison if required for state and regional partners.

ESF-1 coordinating agency Sedgwick County Public Works or designee will coordinate information sharing efforts to and from the field and with partners in the EOC. In a large event requiring local or State mutual aid assistance, ESF-1 will work with its support agency counterparts to seek and procure, plan, coordinate and/or direct the use of required assets

Sedgwick County Emergency Management serves as the initial point of notification in the instances of when the EOC will be activated.

Sedgwick County Emergency Communications will notify the "on call" Emergency Management Duty Officer (EMDO) when Sedgwick County has been threatened or impacted by an emergency or disaster event as provided in the County Warning Point procedure. The DO through monitoring and/or communication with Emergency Communications is responsible for providing initial notification to the Emergency Management Director or designee. EOC activation is further detailed in ESF-5 "Information and Planning". Upon instructions to activate or placement of ESF-1 on standby, Sedgwick County Public Works or designee will implement procedures to notify all ESF-1 planning team members and, if necessary, mobilize all personnel, facilities, and physical resources likely to be needed, based on the emergency circumstance.

Sedgwick County Public Works, or designee will also be responsible for liaison roles with state and regional Public Works agencies.

When ESF-1 is activated in the Sedgwick County Emergency Operations Center (EOC), the ESF-1 Team will orchestrate the countywide coordination required to fulfill the mission of ESF-1. These activities will include:

- Establish and maintain operational awareness of transportation through direct communications links with transportation units in the field and/or their appropriate coordinating entities (other county agencies with transportation, private transport companies, liaisons, etc.);
- Conduct transportation disaster impact and needs assessments, prioritize ESF-1 operational objectives in alignment with the EOC Incident Support Plan, and coordinate ESF-1 county-wide response activities.
- Collect and analyze information relevant to ESF-1 and report in e-Log and EOC documents including EOC Incident Support Plans and Situational Reports.
- Receive, manage, & track resource requests for ESF-1.
- Ensure full coordination of activities with other groups within the EOC to assist in the development and maintenance of a common operating picture.

Transportation

The EOC, Incident Commander, and ESF-1 partners will work with the appropriate local, private and federal partners to coordinate incident management activities as required

Aviation: Dwight D Eisenhower National Airport is the largest and busiest airport in Kansas with multiple national airline carriers and is located in southwestern Wichita. McConnell AFB, located near southeastern Wichita, is able to handle the largest aircraft. Other smaller airports in Sedgwick County include Colonel James Jabara (regional), Beechcraft (regional), Cessna (business), Maize (basic), Riverside (business), Westport (community), and Westport Auxiliary (basic). Wichita Airport Authority is the lead agency for emergency planning and response for Dwight D. Eisenhower National Airport and Colonel James Jabara Airport. Airport fire and safety will be assisted by local fire, EMS and law enforcement as needed. In cases where a temporary flight restriction may become necessary the EOC will engage the proper chain of authorities dependent on the request and situation.

Maritime: Rivers traversing through Sedgwick County include the Little Arkansas, Arkansas, and Ninnescah. The U.S. Bureau of Reclamation's Cheney Reservoir is located near the intersection of Kingman, Reno and Harvey counties. While these rivers are classified as navigable, marine craft typically cannot be used on them due to the shallowness of the rivers. Hazardous materials spillage into these waterways will be reported to the Kansas Department of Health and Environment, and local public works departments will assist in containment as needed. Search and rescue operations will be coordinated through local and state law enforcement with the assistance of local fire department marine craft (swift water rescue) if ideal conditions are present.

Railroad: Railroads serving the area include the BNSF Railway, the Union Pacific Railroad, the Kansas and Oklahoma Railroad, and the downtown Wichita switcher Wichita Terminal Association Railroad. The railroads are the lead agencies for their respective lines and property. Assistance will be provided to them upon request, and all emergency responses will be at the discretion of the respective railroad, and at the request of the unified command. Evacuations in the event of a hazardous materials release will be made by the incident commander at the scene or unified command.

Pipeline Incident: Pipelines in Sedgwick County include Air Products LP, Black Hills Energy, Coffeyville Resources Crude Transportation LLC, Enterprise Products Operating LLC, Jayhawk

Pipeline LLC, Kansas Gas Service, KPC Pipeline LLC, NuStar Pipeline Operating Partnership LP, ONEOK Field Services LLC/Mid Continent Market Center LLC, ONEOK NGL Pipeline LLC, ONEOK North System LLC, Phillips 66 Pipeline LLC, Rose Rock Midstream LP, and Southern Star Central Gas Pipeline Inc. The pipelines are the lead agency for their respective property. Emergency responses will be provided as needed with the assistance of local jurisdictions. Evacuations in the event of a hazardous materials release will be made by the incident commander at the scene or unified command.

If there is a need to implement air traffic management measures for an incident. The EOC and ESF-1 will contact the Dwight D. Eisenhower Airport Authority and the Air traffic control to coordinate the request.

Traffic Management

Traffic Management will be coordinated across multiple agencies dependent on the jurisdiction.

Traffic Control: Traffic Control will be coordinated by law enforcement and the local public works authority as needed.

Barricade Placement: Law enforcement/ Incident Command will work with the public works authority to identify and deploy barricades as required.

Coordination of road closures: Local Law enforcement, public works and KDOT will work together to identify and execute road closures as needed.

Establishes alternate route of access: If traffic must be rerouted, have checkpoints, and establish perimeters/barricades. Diversion of traffic flow patterns will be the responsibility of law enforcement. The Kansas Department of Transportation KDOT is responsible for all state highways, and any changes to traffic flow patterns must be coordinated with KDOT. Alternate routes will be recommended by the incident commander and coordinated with the appropriate local authority to ensure the safety of responders and public alike.

Transportation and Evacuation

The overall responsibility for issuing evacuation advisories and/or warnings will normally be made by or in coordination with senior local government officials, such as the respective police chief, fire chief, emergency manager, city/county manager, mayor, and/or the Chairman of the Board of County Commissioners (BOCC). However, the on-scene Incident Commander (IC) can decide to initiate voluntary evacuation when there is an immediate need in order to protect lives and provide for public safety.

Evacuation Operations

Evacuation Decision Considerations

Evacuation may be only one protective alternative. Some considerations are as follows:

1. Weather conditions
2. Evacuation routes, their capacities and susceptibilities to hazards.

3. The availability and readiness of shelters.
4. Modes of transportation for evacuees and for those unable to provide their own.
5. The location of special needs populations poses unique considerations, as the evacuation itself could be more life threatening to these groups than the initial hazard.
6. Be alert to any physical barriers, lack of transportation and consider the time consumption, involved in the evacuation process.

Evacuation Area Definition.

The definition of the area will be up to the appropriate agencies or officials order. In all cases, the situation needs to be continually monitored. The command authority will ensure the evacuation area is defined in terms clearly understandable by the public and this information is provided to the Communications Director for rapid dissemination. There are no registration or tracking systems for evacuees except for shelter registrations or the American Red Cross "Safe and Well" program.

Evacuation Advisory.

In situations where rapid evacuation is critical to the continued health and safety of the population, the on-scene Incident Commander (IC) may issue an evacuation advisory. In case of a hazardous material accident/incident, it may be the Law Enforcement Officer or Fire Officer. In all cases the chief executive of the jurisdiction should be advised at once.

In all situations other than those involving immediate life safety concerns, decisions on whether and/or when to evacuate will always be made after consulting with the appropriate city/county departments or agencies and will be coordinated with all the jurisdictions affected. The decision to shelter in-place considers many of the same variables as evacuations. Shelter in-place is often the more practical option when the danger is immediate or when the threat will be less serious or relatively short term in nature.

Natural Hazards: Hazard specific warnings or advisories issued by the National Weather Service or local emergency management agencies and broadcast to the public via local radio & television stations & cable TV networks.

Technological Hazards: Additional criteria to be considered in technological hazards may include quantity, toxicity, concentration, flammability or explosiveness, projected path, proximity to other hazards, & time distance shielding factors.

There are potentially many locations that can serve as an evacuation area within Sedgwick County. Stadiums, Arenas, large public venues could be utilized as determined by unified command and partners in the EOC.

Public Notification

Persons to be evacuated should be given as much warning as possible.

- A. Pre-evacuation Warning: On slow-moving events, pre-evacuation notice should be given to affected residents if it appears that conditions may warrant such action. Residents should be given warning that they may have to move out upon 30 minutes notice. Consideration

must be given to hospitals, nursing homes, elderly, handicapped, schools, licensed day care centers, and large gatherings.

- B. Evacuation Warning: Available means of warning will be utilized to direct the affected population. Persons who refuse will be left, but should be noted as not going and reported to the EOC.
- C. Emergency Public Information: The Communications Director will ensure information is disseminated to the media on a timely basis. This will include staging area/pick-up points for persons without transportation.

For incidents involving animals, Sedgwick County will rely on the SCART, the state chapter of the VMA, and the Kansas Humane Society to help coordinate pet shelter activities, and on the Sedgwick County Extension Office and other farm-related agencies or organizations for issues regarding livestock.

Schools, hospitals, nursing homes & and daycare centers are responsible for ensuring the overall safety & and well-being of their students, patients, residents, staff & and visitors to their facilities. To that end, emergency plans should be developed taking into account the hazards to which those facilities might reasonably be exposed. Such hazards include, but are not limited to, natural & and technological disasters, fire/explosion, physical plant and/or utility failure, security threats and vehicular accidents. These populations are encouraged to be pro-active in developing and implementing their plans.

As the incident progresses re-entry and access control to the affect area needs to be considered for responders, disaster workers and the affected citizens.

The evacuation process will primarily rely on evacuees utilizing private transportation. ESF-1 can engage partners that have access to large scale transportation and work with ESF-8 and Emergency Medical Services to coordinate other partners who have capabilities to assist transporting those with access and functional needs. This process will most likely have coordination between the EOC and the incident command structure.

- A. The use of towing services will be coordinated by law enforcement personnel.
- B. Disabled vehicles will be moved to clear routes as needed by order of the law enforcement agencies involved.

In cases where access and functional needs, community infrastructure, and shelters will also utilize the same process to identify if there is a need to evacuate. Field personnel, the EOC and the affected facility personnel will coordinate information sharing efforts to build the situational awareness of the impacts, the facilities plan (if applicable). If the decision to evacuate is made, Field personnel, the EOC, and ESF-1 partners will work together to move those evacuees. Evacuee's condition and needs should be taken into account when requesting transportation. ESF-1 should work with local emergency medical response partners along with other partners who have capabilities to transport those who made need alternate types of transportation or those that may require an ambulance for movement.

Field operations and ESF-1 should also communicate with the EOC and other partners in the cases in which they need translation services. This would allow the receiving facility to coordinate resource to be able to handle the incoming evacuees.

Factors for reentry criteria

- Routes of reentry: Routes will be identified by the EOC partners and the Incident command group. Routes should have any life safety threats mitigated prior to re-opening to displaced/evacuated citizens
- Permission for entry to impacted areas for emergency workers: Entry will be granted through guidance from the EOC and unified command. Emergency workers should have identification and a location to report. Going into the incident scene itself workers should have an assignment prior to their deployment.
- Permission for entry to impacted areas for displaced or evacuated citizens: Once the incident scene has been stabilized evacuated and displaced citizens will be informed.

Transportation Infrastructure

The process for monitoring and reporting the status of, and damage to, the transportation system and infrastructure as a result of an incident and how this information is provided to Emergency Management: Damage is reported by law enforcement agencies, other first responders, public works crews and citizens to public works dispatch. Dispatch notifies the appropriate agency and/or to the public works representative in the EOC.

Evacuations will route along undamaged paved roads as much as possible and as a last resort route along unpaved/unimproved roads. Each organization and agency is responsible for activating their respective continuity of operations plan if their property is impacted by disaster.

Recovery from the effects of a disaster will be expedited through mutual aid agreements and emergency purchases as necessary. Public works crews will repair what they can prioritizing transportation structure vital to response.

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