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TRANSPORTATION

Emergency Support Function (ESF) #1 – Transportation includes information regarding transportation infrastructure in the region, regional transportation capabilities, and regional resources and supplies, such as available fuel systems and alternate forms of transportation to support transportation activities.

Coordinating Agencies	Local Emergency Management Agencies (EMAs)
Cooperating Agencies	Local Transit Departments
	Other Local Departments and Agencies Assigned Responsibilities in Local Emergency Operations Plans (EOPs)
	Volunteer and Community Agencies with Transportation Resources
	Private Sector Agencies and Organizations with Transportation Resources
State and Federal Agencies	Kansas Division of Emergency Management (KDEM)
	Missouri State Emergency Management Agency (SEMA)
	Missouri Department of Transportation (MODOT)
	Kansas Department of Transportation (KDOT)
	Missouri Highway Patrol (MHP)
	Kansas Highway Patrol (KHP)
	Federal Emergency Management Agency (FEMA) Region VII
	Other State and Federal Agencies Assigned Responsibilities in State/Federal Emergency Plans

Agency roles are described in Section VI – Organization & Assignment of Responsibilities

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COMPLIANCE NOTE: *Comprehensive Preparedness Guide (CPG) 101, version 2, November 2010 indicates the following for all "support annexes" and documents: "for consistency, the recommended structure for all annexes is the same as that of the basic plan." (page 3-15 of CPG-101 vs. 2). In order to eliminate unnecessary redundancy, the ESFs include only those sections that have direct application and relevance to each respective support function. Sections that are not included in each of the ESFs (e.g. Introductory Materials; Admin, Finance, and Logistics; and Plan Development and Maintenance) are addressed in the Base Guide section of the Regional Coordination Guide.*

ESF 1: TRANSPORTATION

I. PURPOSE

> The activities described in ESF #1 are intended to promote a coordinated approach to accomplishing transportation-related activities during all-hazard incidents requiring regional coordination.

1. As described in the Base Guide of the Regional Coordination Guide (RCG) and summarized in **Attachment A**, the goal of all regional coordination activities conducted in the greater Kansas City community is to ensure local jurisdictions have the ability to:

   a. Exchange and/or Clarify Information

   b. Develop and Disseminate Common Messages

   c. Share Available Resources and Assist Impacted Jurisdictions

   d. Develop a Regional Common Operating Picture

   e. Participate in the Coordination of Multi-Jurisdictional Actions

   f. Participate in the Facilitation and Discussions Pertaining to the Prioritization of Resources and Services within the Region

2. Emergency Support function (ESF) #1 – Transportation of the RCG is intended to facilitate the exchange of information among jurisdictions and promote a coordinated regional approach to accomplishing transportation-emergency related activities. In addition, ESF #1 identifies and describes the following:

   a. Regional transportation infrastructure, including:

   - Interstate highways

   - State and local roads

   - Bridges

   - Railroads

   - Aviation System

   - Maritime system (waterways and bridges)

   b. Regional transportation capabilities, including:

   - Local transportation resources

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- Private transportation resources to include faith-based organizations

- State and federal transportation resources

- Functional and Access Needs transportation resources

c. Fuel systems, equipment and supplies available in the region to support transportation activities

d. The laws, statutes, ordinances and/or regulations regarding evacuation and transportation at the local, state and federal level

e. A regional transportation coordination system which addresses:

- How potentially finite transportation resources in the region will be used, when needed simultaneously by multiple jurisdictions

- Federal transportation planning requirements for local Public Health Agencies (LPHAs) regarding mass prophylaxis and the Strategic National Stockpile (SNS)

- Emergency transportation planning requirements for the hospitals and assisted living facilities in the region

II. SCOPE

1. ESF #1 is one component of the RCG, which consists of a Base Guide and fifteen (15) ESFs developed for use by all of the jurisdictions, agencies and organizations in the nine (9) county Kansas City communities.

2. ESF #1 is designed to address all-hazards and emergency incidents with the potential to require some degree of regional transportation coordination. A summary of key regional coordination concepts is included as **Attachment A** to this ESF. To the extent possible, information contained in the RCG Base Guide and other ESFs will be referenced and not repeated in ESF #1.

3. ESF #1 is intended to supplement, but never supersede, the functional transportation annexes of local Emergency Operations Plans (EOPs), and other plans and protocols maintained by local and state agencies and other organizations involved in the execution of ESF #1-related activities.

4. ESF #1 is not intended to directly address evacuation issues (e.g. strategies for transfer pick-up points to move people out of harm's way). The Kansas City Regional Evacuation Guide includes regional evacuation planning and strategies as it relates to the movement of people/animals and traffic coordination. See Kansas City Regional Evacuation Guide for further information.

5. ESF #1 will address or reference, where appropriate, the following Core Capabilities and desired outcomes associated with ESF #1 related activities. It incorporates the region's 2012 Threat and Hazard Identification and Risk Assessment (THIRA). The THIRA, which builds off the 2010 Regional Capabilities Assessment, re-evaluated the region's threats, hazards, and capabilities against the Core Capabilities outlined in the National Preparedness Goals.

The Regional THIRA expands on existing local and multi-state Hazard Identification and Risk Assessments (HIRAs) and other risk methodologies by broadening the factors considered in the process, incorporating the whole community throughout the entire process and by accounting for important community-specific factors. Copies of both the 2010 Regional Capabilities Assessment Report and THIRA may be obtained from MARC.

Table 1: ESF 1 Core Capabilities

CORE CAPABILITY	ESF #1 – TRANSPORTATION	OTHER REGIONAL PLANS AND ESFs
Critical Transportation *2012 KC THIRA Desired Outcomes, as applicable:* *Within 90 minutes of an incident, assess and initiate transportation response priority objectives to provide transportation (including accessible transportation services) for response priority objectives, including the evacuation of people and animals and the delivery of vital response personnel, equipment and services into affected areas by identifying transportation resources within the nine-county area prior to a disaster. Identify the need for and request resources from normal mutual aid partners, regional partners and state resources.* *Establish physical access through appropriate transportation corridors within eight hours for emergency response. Within one hour, identify the need for and request resources from normal mutual aid partners, regional partners and state resources.*	• Monitor the status of and damage to the transportation system and infrastructure in the region. • Identify and coordinate temporary alternative transportation solutions to be implemented when primary systems or routes are unavailable or overwhelmed. • Coordinate appropriate air traffic and airspace management measures. • Coordinate regulatory waivers and exemptions. • Provide longer-term coordination of the restoration and recovery of the affected transportation systems and infrastructure, if required.	• Kansas City Regional Evacuation Plan

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III. SITUATION OVERVIEW

ESF #1 is intended to support the Transportation Annexes of local EOPs and other plans and protocols maintained by local and state agencies and organizations involved in the execution of ESF #1 emergency related activities.

A. Situation

1. **Local Emergency Operations Plans (EOPs)**

    a. The local jurisdictions in the region maintain available transportation resources and contact lists in their EOPs or as a part of their Emergency Operations Center (EOC) handbooks or resource manuals.

    b. Additional information on transportation systems in the metro area and a listing of potential transportation resources for the movement of people, as well as equipment and supplies, is included in the Regional Resource Annex.

    c. The Regional Resource Annex for the RCG captures and organizes many transportation resources; however this Annex does not fully identify every possible transportation resource/asset in the region. Rather, the Regional Incident Coordination Group (RICG) will identify regional resources pertaining to transportation in the event of an emergency or disaster, and will assist in identifying key points of contacts that would be knowledgeable and have real-time information concerning the availability, location, and limitations of those assets in the region.

2. **Policies and Regulations**

    a. Policies governing transportation-related emergency issues will be followed by local jurisdictions, as described in their respective state and local laws, regulations, policies and ordinances.

    b. When both states are involved in an incident, local EOCs will coordinate their efforts to help ensure any differences in state procedures or regulations governing the provision of emergency transportation assistance are addressed, and when appropriate, provided in public information materials. The Regional Coordination System will be the mechanism leveraged for this effort.

    c. The policies and regulations specific to evacuation issues are addressed in the Kansas City Regional Evacuation Guide.

B. Regional Transportation Systems

1. **Highways and Roads**

a. The Kansas City metropolitan area has a robust highway transportation system providing ingress to and egress from the region from many directions. The metro region serves as a major Midwest transportation hub and has numerous Interstate Highways, including I-70, I-29, I-35, I-435, I-470 and I-635. In addition, there are many state and local highways traversing the metro providing numerous options for the emergency transportation of people, equipment and supplies.

b. Local EOPs include maps of transportation routes. Additionally, EOCs maintain Geographic Information Systems (GIS) capabilities allowing them to view maps of local transportation routes and when needed, integrate these maps with EOC information management tools, such as WebEOC.

c. The Missouri and Kansas Departments of Transportation (MODOT and KDOT) maintain Traffic Incident Management Manuals providing information on the highway system in the metro to assist local jurisdictions with transportation operations. These manuals are kept for reference and use when needed, in both local and State EOCs.

d. KC Scout System (a MODOT-KDOT partnership), a bi-state traffic management system, provides local EMAs and EOCs with real time access to view the highway system in the metro. For more information on the KC Scout System, see http://www.kcscout.net/. The map in **Figure 1** provides an illustration of the types of information potentially available via the KC Scout System.

Figure 1. KC Scout System
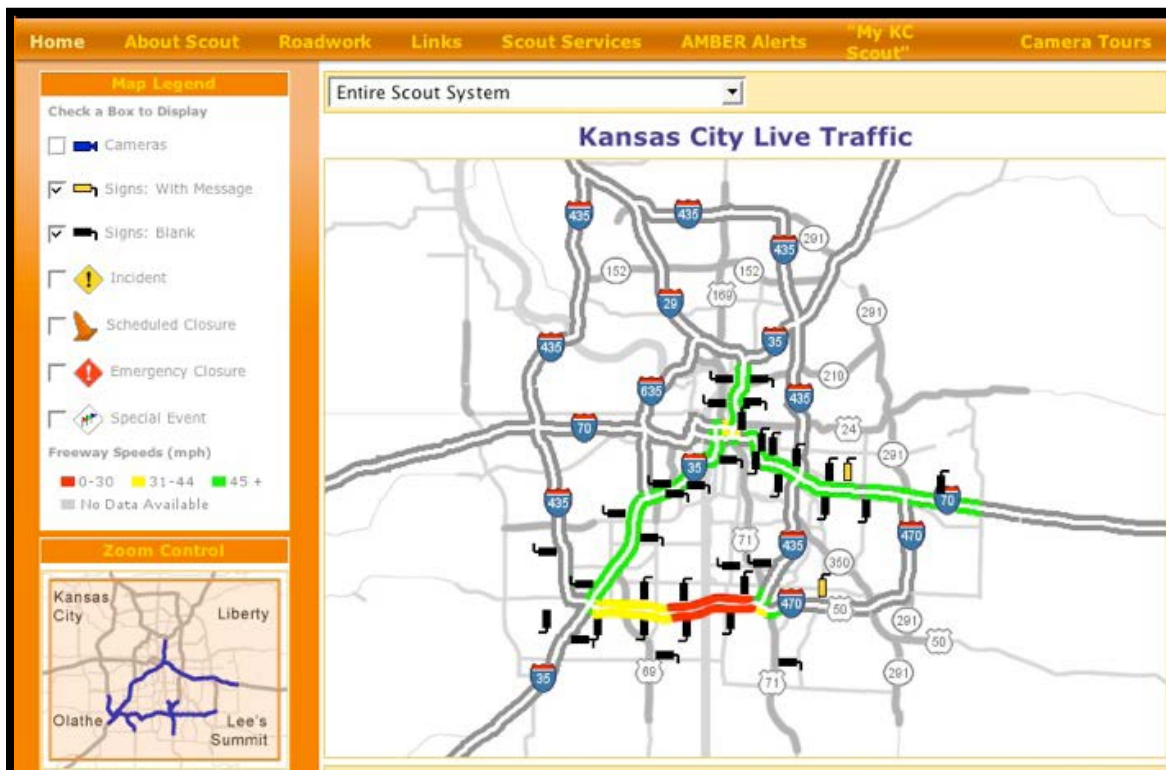
e. Other useful information and resources for local EMAs regarding highway transportation planning may be found on the MARC Website at http://www.marc.org/transportation/. For example, the regional Long-range Transportation Plan and the Regional Intelligent Transport System (a framework for integrated transportation systems technologies) may be used by local EMAs for planning purposes.

f. "Operation Green Light" is a regionally supported system to coordinate traffic signal timing plans and communication between traffic signal equipment across jurisdictional boundaries. The coordinated signal system can help reduce travel delays on congested traffic routes and related traffic signaling coordination. Currently 700 intersections have the capability to coordinate traffic signaling while other jurisdictions in the region also have the same capability.

- From an operational standpoint, local jurisdictional EOCs will serve as a central coordinating point for all transportation related activities. The EOCs take requests from and/or coordinate with other local EOCs (i.e. most likely through authorized traffic professionals in each respective EOC) to change/coordinate signals regionally, and may also request other traffic professionals to coordinate traffic signaling accordingly.

- During incidents requiring the movement of emergency vehicles and resources, local EOCs and EMAs may work with Operation Green Light to help reduce traffic congestion potentially hindering emergency response operations. For more information, see the Concept of Operations: Traffic Safety and Control section.

- For more information, see http://www.marc.org/transportation/ogl/

2. **Railways**

a. There are nearly a dozen major rail lines running through the metropolitan area, which is one of the nation's largest rail hubs in terms of tonnage transported. Following an incident, these rail lines may be useful in moving resources and supplies into and if necessary, out of the region.

b. At the state level, MODOT and KDOT are responsible for working with local EMAs and EOCs to identify and utilize rail lines as needed to transport resources and supplies during emergency incidents.

c. In a major event, the respective states would work with the Department of Transportation Federal Railroad Administration (DOT FRA) to coordinate the movement of emergency relief supplies by railroad. For more information on the Federal Railroad Administration, see: http://www.fra.dot.gov/

d. Railway maps for both states are included in **Attachment C.** In addition the following Web sites include more detailed maps and information on railways in both states:

- Missouri: http://www.modot.org/othertransportation/

- Kansas: http://www.ksdot.org/burRail/Rail/default.asp

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e. Although unlikely, the passenger train capabilities of Amtrak could be used to transport individuals, if necessary. Amtrak transportation hubs are located in downtown Kansas City, Missouri at Union Station, as well as in some of the suburban areas, such as Independence and Lee's Summit, Missouri. There are no Amtrak passenger pick up points in Kansas.

3. **Air System**

a. There are several large airports in the metro area, which may be utilized for the transportation of equipment, supplies and other resources, including the following:

- Kansas City International (Kansas City, Missouri)

- Wheeler Downtown Airport (Kansas City, Missouri)

- Johnson County Executive Airport (Johnson County)

- New Century Air Center (Johnson County)

- Sherman Army Airfield (Leavenworth County – US Army)

- Whiteman Air Force Base (Knob Noster – US Air Force)

- Forbes Field (Topeka – Kansas Air Guard)

b. Maps and a complete inventory of air resources in the metro may be found in the MARC Airports System Plan (Chapter 2 – Airports Inventory) at:

- http://www.marc.org/transportation/aviation.htm.

c. State and federal air assets, including those of the National Air Guard, must be requested through State EOCs. In addition, the following state agency Web sites provide information on available airports:

- Kansas: http://www.ksdot.org/divaviation/default.asp

- Missouri: http://www.modot.org/othertransportation/

d. Another aviation resource potentially available to provide support with the movement of people and resources, as well as aerial damage assessment activities, is the Civil Air Patrol (CAP). CAP resources may be requested by local jurisdictions through their respective State EOCs, or as directed in their local plans.

e. If needed, the movement of people via the metropolitan area's air system will be managed and authorized by the designated jurisdiction/authority in control of the airport or aviation facility. However, the FAA is responsible for the nation's airspace, air traffic rules, assigning the use of airspace and controlling air traffic. During major events requiring the use of aviation resources and/or facilities, local jurisdictions will coordinate with regional partners (i.e. airports or aviation facilities in the region). When local and regional aviation resources are exhausted, jurisdictions will work with their State EOCs to procure additional resources, as needed.

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f. When required by the incident (e.g., hospital evacuations), major movements of patients via ground and air will be managed by activating the National Disaster Medical System (NDMS) through State EOCs. For information on NDMS operations, see the Metropolitan Medical Response System (MMRS) Plan, Attachment A – Forward Movement of Patients.

4. Maritime System (Regional Waterways and Bridges)

a. The metro area has two (2) major rivers, the Missouri River and the Kansas River (also known as the Kaw River), both of which may be used to transport resources and supplies in a major incident.

b. The Missouri and Kansas Water Patrol Departments (MWP and KWP) and the Kansas Water Organization (KWO) are the primary state agencies for maritime issues; and the U.S. Army Corps of Engineers (COE) is the primary federal agency. In addition, both the Missouri Department of Natural Resources (DNR) and the Kansas Department of Health and Environment (KDHE) maintain information on waterways in the region and serve as state support agencies in the KRP and SEOP.

c. Additionally, the Kansas City Port Authority may serve as a resource for local jurisdictions in working with barge companies on the Missouri and Kansas Rivers to facilitate the transportation of disaster supplies and resources. For more information, see http://www.kcportauthority.com/aboutUs/index.html

d. There are numerous bridges throughout the metro area as listed in **Attachment D**. MODOT and KDOT maintain information regarding the bridges on highways in their respective states, and local governments maintain information on municipal or county maintained bridges. Local EOCs will work closely with these agencies if emergency situations require transportation over bridges or the evaluation of critical infrastructure, the restoration of critical lifelines and structural damage assessment.

e. The following Web sites of state and federal organizations contain a variety of information on water transportation routes in the metro area:

- Federal: http://www.usace.army.mil/

- Missouri: http://www.mswp.dps.missouri.gov/

- Kansas: http://www.kwo.org/index.htm

C. Regional Transportation Resources

1. The number of buses and vans available regionally through mass transit services, school districts and volunteer and community agencies will depend greatly on the day, and time of day when the incident occurs (i.e., the need exists to maintain normal school bus and/or transit system routes).

2. Transportation resources potentially available for the movement of people cited by the jurisdictions in the region and illustrated in **Table 2** include:

- Mass transit buses

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- School buses

- Private contractors

- County and City vehicles

- Faith-based organizations

- Local Ambulance (EMS) Services

- Volunteer and community resources

- If requested and available, Kansas and Missouri National Guard ground and air transportation resources

- If requested and available, federal ground and air transportation resources

- If required, via rail and water

3. Ambulance resources in the region for the movement of patients are limited and it is recognized EMS transportation resources would be inadequate in a large incident and are reserved for medical emergencies. With this in mind, leveraging volunteer agencies, community organizations and faith-based organizations is vital to provide emergency transportation assistance to functional needs facilities. This information is included in local EOPs as well as the Regional Resource Annex to the RCG. For more information on the movement of individuals requiring functional/medical needs transportation assistance (e.g., hospital patients, nursing home residents, etc.), see ESF #8 – Public Health and Medical Services.

4. EMS resources may be accessed by contacting local EOCs and EMAs. Local EMAs may also provide assistance with access to local school bus companies with functional medical needs accessible para-transit vehicles.

5. Contact information for the local EMAs and EOCs in the region is included in the Regional Resource Annex and general information on the transportation resources available in each county in the region is included in **Table 2** as well. Additional resources potentially available in the region (i.e., buses, vans, cabs, trucks, etc.) are included in the Regional Resource Annex.

Table 2: Local Transportation Resources in the Region

	* MASS TRANSPORTATION	** AMBULANCE SERVICES	OTHER LOCAL RESOURCES
CASS COUNTY, MO	• None	• S. Metro FP Dist. • Belton Fire Dept. • Harrisonville Fire/EMS • Pleasant Hill EMS • West Peculiar Fire Dept. • Central Cass Co. FP Dist.	• School Buses • OATS Buses • Church Buses
CLAY COUNTY, MO	• Area Transportation Authority	• MAST • Gladstone Public Safety Dept.	• School Buses • Volunteer Agency Resources

	(ATA)	• Claycomo Fire Dept. • Liberty Fire Dept. • Excelsior Springs Fire Dept. • Kearney Fire & Rescue • North Kansas City Fire Dept. • Northland Reg. Ambulance Dist. • Holt Community FP Dist.	
JACKSON COUNTY, MO	• ATA	• MAST • Central Jackson County FP Dist. • Ft. Osage FP Dist. • Grandview Fire Dept. • Raytown EMS • Sni Valley FP Dist. • Lee's Summit Fire Dept. • Lake Lotawanna FP Dist. • John Knox Village EMS	• School Buses • OATS Buses • Church Buses • Volunteer Agency Resources
PLATTE COUNTY, MO	• ATA	• MAST • West Platte Medic • Northland Reg. Ambulance Dist.	• School Buses • OATS Buses • Church Buses • Volunteer Agency Resources
CITY OF KANSAS CITY, MO *(parts of which are physically located in all 4 Missouri counties above)*	• ATA *Note: Although ATA is a City of Kansas City maintained resource, daily routes cover portions of other jurisdictions)*	• Metropolitan Ambulance Service Trust (MAST)	• School Buses • Kansas City Transportation Group (KCTG) – Para transit (Primary Physically Challenged People) *Note: Under an agreement with ATA, the KCTG provides transportation to those who need door-to-door transport due to a physical condition that prevents them from driving or using a bus*
RAY COUNTY, MO	• None	• Ray County Fire/EMS	• School Buses • Church Buses • Volunteer Agency Resources
JOHNSON COUNTY, KS	• Johnson County Transit Service	• MedAct • Lenexa Fire Dept. • Johnson County Fire Dist. #2 • Leawood Fire Dept.	• School Buses • Private Contractors • County and City Vehicles
LEAVENWORTH COUNTY, KS	• None	• Leavenworth County EMS	• School Buses • Private Contractors • Government Vehicles • Other Volunteer and Community Agency Resources
MIAMI COUNTY, KS	• None	• Miami County Fire/EMS	• School Buses • Church Buses • Volunteer Agency Resources
WYANDOTTE	• Wyandotte	• KCK Fire/EMS	• School Buses

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COUNTY / KANSAS CITY, KS UNIFIED GOVERNMENT	County Transportation Department • Bonner Springs Bus Service	• Bonner Springs Fire/EMS	• County and City Vehicles • OATS Buses • Church Buses • Volunteer Agency Resources

*   Available resources include some disabled accessible buses and vans

**   Current numbers and types of ambulance units available are detailed in the MARCER MCI Plan

Note: the resources in the table above may be accessed via local EMAs and EOCs – additional information on regionally available transportation resources is included in the Regional Resource Annex.

6. In addition to transportation resources for the movement of people, local jurisdictions in the region have access to numerous assets potentially available to move equipment and supplies. Local Public Works Departments and private sector companies in the jurisdictions throughout the region have trucks, trailers and other transportation equipment accessible by initiating the regional coordination protocols described in the RCG: Base Guide and ESF #5 (Information and Planning).

7. Additional information on public works and heavy equipment resources in the metro (including information on "Plan Bulldozer", a mutual aid agreement with private sector equipment companies in the metro) is included in ESF #3 – Public Works and Engineering.

D. State and Federal Transportation Resources

1. Both states maintain Departments of Transportation (MODOT and KDOT), which are tasked as primary agencies for the transportation function in state emergency plans.   Further, there are numerous state transportation routes running through the Kansas City region, which are the responsibility of MODOT and KDOT.   Both of these agencies maintain many resources potentially available to support local transportation efforts, when needed and appropriate.

2. In addition, other transportation resources may be available from the state National Guards, Highway Patrol Departments and other state agencies with transportation support responsibilities assigned in the Kansas Response Plan (KRP) and the Missouri State EOP (SEOP).

3. If appropriate, State EOCs may request resources and technical assistance from the Federal Department of Transportation (DOT) and other federal agencies assigned transportation support responsibilities in the National Response Framework (NRF).   For more information on the NRF, see http://www.fema.gov/emergency/nrf/

4. For traffic and transportation route management issues, the KC Scout System Traffic Incident Management Program Manual is kept for reference in local EOCs – this manual includes protocols for incident response, as well as contact and resource lists for MODOT and KDOT (for more information, see Situation Overview, Part B – Regional Transportation System).

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IV. PLANNING ASSUMPTIONS

General Assumptions

1. The extent of regional coordination activities required in support of ESF #1 (Transportation) activities will depend on the capabilities of the jurisdictions involved and the type and scope of the incident.

2. In addition to the overarching coordination principles included in the RCG: Base Guide, the following assumptions apply specifically to ESF #1:

   a. At least some transportation routes and resources, e.g. vehicles, Variable Message Signs (VMS), etc. will be available to jurisdictions in the region. Augmentation of local and regional transportation resources will be available from the volunteer and private sector, and when appropriate, the state and federal government.

   b. Local Emergency Operations Centers in the region gather initial damage assessment from multiple sources with WebEOC serving as a viable tool for collection and information sharing. These sources include, but are not limited to:

      - Law Enforcement Windshield Assessments

      - Aerial Surveillance

      - Real-time Video Feeds

      - Kansas City Scout (http://www.kcscout.net/)

      (Note: For more information, see the Damage Assessment Annexes of local EOPs.)

   c. First responders will rely on transportation routes to deploy resources and personnel to perform critical emergency functions – the lack of these resources may seriously hamper response efforts.

   d. Local EMAs will implement local plans and protocols to manage transportation issues in their jurisdictions, and when appropriate, initiate and maintain the regional coordination protocols described in the RCG Base Guide and ESF #5 – Information and Planning. In addition, local EOCs and as appropriate, State EOCs, will be activated in a timely manner.

   e. There are emergency scenarios with the potential to create transportation issues requiring regional coordination, including a major evacuation. However, no likely scenarios predict a mass evacuation of the entire metropolitan area. A more likely scenario would involve an evacuation or the movement of people out of a damaged area within a geographically limited area inside the region, such as a damaged area from a tornado swath.

   f. There are all-hazard incidents potentially requiring the pooling of regionally available transportation resources to effectively manage the incident.

g. Depending on the populations affected, additional transportation arrangements may need to be made for those with functional needs, such as carless populations. Drawing on the Kansas City Regional Household Travel Survey conducted from October 2003 through May 2004, this study provides travel behavior in the region. Sponsored by the Mid-America Regional Council and the Kansas and Missouri Departments of Transportation, this study details the travel and activities of 3,049 participating households from throughout the metropolitan Kansas City area. Most respondents reported traveling by auto (90%). The survey data also includes only a small number of households with no vehicles (226), who mainly relied on transit and walking to meet their mobility needs. For more information see www.marc.org/transportation/pdf/travelsurveyreport2003.pdf.

With the transportation resources identified in this ESF and the Regional Resource Annex, adequate resources seem to exist in the form of transit and alternate forms of transportation to meet the region's needs for most localized incidents as it relates specifically to the general population. However, regional coordination and assistance may be necessary to accommodate the needs of functional and access needs populations.

h. By definition, a catastrophic incident would overwhelm local and regional response capabilities and require outside assistance. In the event of a catastrophic incident, local jurisdictions will rely heavily on transportation resources and technical assistance from the region, the state of Missouri, Kansas, and FEMA (with a disaster declaration).

V. CONCEPT OF OPERATIONS

General

> The agencies and organizations involved in the incident will use various methods to exchange and coordinate transportation-related information, including the WebEOC regional boards.

1. The type and extent of regional coordination activities initiated and maintained will depend on the capabilities of the jurisdictions involved and the scope of the incident. The local EMAs in the region will initiate and maintain regional coordination activities based on a recognized need to exchange and/or clarify information regarding the event; disseminate common emergency messages; or provide assistance to impacted jurisdictions.

2. The primary mode for initial information sharing is via phone calls. Additionally, technology will be maximized and virtual information sharing will be encouraged to accomplish transportation-related regional coordination activities. The jurisdictions, agencies and organizations involved will maintain regional coordination through the use of WebEOC, an online EOC information management tool. In addition, other technology, such as teleconferencing, e-mails, facsimile, etc., will be used as needed to ensure coordination is accomplished by the jurisdictions involved.

3. The information maintained in WebEOC will be useful in developing situational assessment with a regional picture of the incident and to potentially identify transportation resources not in use by one jurisdiction but potentially needed by another. This regional perspective will be especially useful to local EOCs when determining the availability of transportation resource support. The regional Resource Request Board (a sample is included as **Attachment E**) may be useful in identifying transportation resources needed and available.

4. For more information on the regional WebEOC boards and the overall framework established to support regional coordination activities, see ESF #5 (Information and Planning), the RCG Base Guide, and the summary of regional coordination key concepts included as **Attachment A**.

Regional Transportation Activities

1. Transportation activities will be coordinated by local EOCs using the established regional coordination protocols summarized in **Attachment A**. It is anticipated in the event of an incident requiring transportation assets, an inventory of available local resources will be coordinated by the EOC(s) in the affected jurisdiction(s). If local resources are inadequate, assistance will be requested from other unaffected or less affected jurisdictions.

2. During a regional incident, the Regional Coordination System (RCS) serves as the mechanism to coordinate regional transportation-related activities. The level of coordination for these activities will be based on the needs of the jurisdictions and transportation providers involved. For example, if the emergency involves several jurisdictions who share transportation resources, (e.g., Area Transportation Authority [ATA], school buses, volunteer resources) the RCS will be the clearing house particularly if there is competition for resources. For more information, see the RCS: Base Guide and ESF #5 – Information and Planning.

   - The Regional Coordination System (RCS) serves as the mechanism for coordinating transportation activities to assist local jurisdictions in making the best use of available transportation resources and help transportation providers serving more than one jurisdiction to better coordinate with local jurisdictions.

3. In a major or catastrophic incident affecting many or all of the jurisdictions in the metro (especially if the incident affects both states), a centralized location for regional coordination may be established as described in the RCG: Base Guide. Such a system will be intended to ease the reporting and information sharing requirements placed on local EOCs and transportation providers involved in the incident.

4. The need for additional transportation resources from outside the region will be based on the extent to which all of the jurisdictions are involved and resources in use. If regional transportation assets are inadequate, EOCs will forward a request for resources to their respective State EOCs.

5. If the situation warrants activation of federal resources and the NRF, local EOCs will work closely with their respective State EOCs to ensure coordination with state and federal agencies.

6. When warranted and appropriate, State EOCs may request resources and technical assistance from the Federal Department of Transportation (DOT) and other federal agencies assigned transportation support responsibilities in the National Response Framework (NRF).

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7. The transportation of evacuees to mass care (general population shelters) will be accomplished through the privately owned vehicles of the evacuees, or if needed, using the buses and vans of local transit departments and coordinated through local EOCs.

> Volunteer, community and private agencies with transportation resources for those with functional/medical needs may be accessed through local EOCs – implementation of the regional coordination protocols and use of the regional situation boards may assist local EOCs in identifying and managing functional medical needs transportation resources.

8. The transportation of those with functional needs (e.g., requiring disability accessible vehicles for transport) will be accomplished leveraging the various transit resources as reflected in the Regional Resource Annex to the RCG (e.g. para transit vehicles equipped with wheel chair ramps and lifts). Available volunteer, community agency, and private sector resources, etc. may also be utilized, as needed. Local <u>Emergency Medical Systems (EMS) resources however will be solely dedicated only to those having true medical emergencies and are ambulatory.</u>

9. Volunteer and community-based transportation and private resources with disability accessible vehicles may be accessed and shared as needed through local EOCs. Although primary resource lists are maintained by local EMAs and EOCs, a list of potential transportation providers in the region is included in the Regional Resource Annex. Use of the Regional WebEOC Resources Request Board may be used by local jurisdictions to post accessible transportation resource needs and/or availability – see **Attachment E** to this ESF for an example.

10. Additional information on regional evacuation activities is included in the Kansas City Regional Evacuation Guide.

11. In addition to the actions described in this section, **Attachment B** provides a checklist of initial actions to be considered when the incident involves transportation issues.

12. **Traffic Safety and Control**

   a. The law enforcement agencies in the individual jurisdictions in the region (i.e., local Police and Sheriff's Departments, as well as the State Highway Patrol) are responsible for the safe and efficient movement of vehicles on the roadways throughout the metro area. Local law enforcement agencies will work closely with local EOCs and adjacent departments to establish necessary traffic plans based on the emergency situation.

   b. As needed, local law enforcement agencies will work with the Missouri and Kansas State Highway Patrol (MHP and KHP) to assist with vehicular movement and other transportation issues.

   c. During a significant regional incident, local EOCs will work with MODOT and KDOT via the Regional Coordination System to request they implement elements of the KC Scout Traffic Incident Management Program, as needed, and utilize the Scout Camera and Message Board System to assist with transportation activities (e.g., posting disaster related detours, directing people and resources to appropriate areas, etc.).

d. In addition, a regional initiative called Operation Impact implements regional traffic safety plans and strategies. Operation Impact is an organization of local law enforcement agency Traffic Safety Units in the metro area formed to coordinate traffic safety initiatives. The Operation Impact group may be integrated into the Regional Coordination System during a regional incident, and may assist in coordinating traffic safety measures and evacuation, as appropriate.

e. Additional information on law enforcement resources and public safety plans and protocols is found in ESF #13 – Public Safety and Security.

13. Strategic National Stockpile (SNS) Transportation

a. The transportation of people to Points of Distribution (PODs) sites and the transportation of mass prophylaxis and pharmaceuticals to these sites is addressed in local Public Health Emergency Response Plans and the State SNS Plans maintained by the Missouri Department of Health and Social Services (DHSS) and Kansas Department of Health and Environment (KDHE).

b. The jurisdictions in the region will work to ensure transportation efforts surrounding SNS distribution are coordinated and consistent information is released to the public.

14. Patient Transportation

a. Ambulance resources in the region for the movement of patients are limited and it is recognized EMS transportation resources would be quickly exhausted in a large incident.

b. Local EMS resources for the emergency movement of patients may be accessed by contacting EOCs and EMAs, or when appropriate activating local EMS and Fire mutual aid agreements.

c. Local EMAs will work to provide access to local school bus companies with para-transit vehicles potentially available to assist with the movement of patients. In addition, many of the EMAs in the region have identified volunteer agencies, community organizations and faith-based organizations to provide emergency transportation assistance to special facilities, such as nursing homes.

d. The hospitals in the region maintain evacuation plans addressing their ability to transport patients to another facility. Hospital transportation resources are limited and in most cases, transportation assistance with the movement of patients will be requested from regional EMS providers and local EOCs.

e. When required by the incident (e.g., large-scale hospital evacuations), the movement of patients will be managed by activating the National Disaster Medical System (NDMS). For information on NDMS operations, see the Metropolitan Medical Response System (MMRS) Plan, Attachment A – Forward Movement of Patients.

f. The MARC Emergency Rescue Committee (MARCER) Mass Casualties Incident (MCI) Plan includes information on the specific numbers and types of ambulance resources available in the metro area. This plan is posted on MEIS and available upon request by appropriate local officials – for more information, see http://www.marc.org/emergency/marcer.htm

g. Additional information on the movement of individuals requiring special transportation assistance, such as hospital patients, nursing home residents and others is included in ESF #8 – Public Health and Medical Services and the Kansas City Regional Evacuation Plan.

Recovery Activities

The involved jurisdictions will continue regional coordination activities as needed into and throughout the recovery phase. Regional coordination actions in the recovery phase will include the continued posting of information to the WebEOC regional boards and the sharing of information between jurisdictions. For more information, see ESF #14 – Community Recovery.

VI. ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES

General

The roles and responsibilities of government local agencies are formally assigned and defined in local EOPs and their supporting guidelines, as well as in the plans and procedures maintained by volunteer agencies and the private sector. The responsibilities described in this section are not meant to be all inclusive, but rather to complement the responsibilities assigned in local plans, and to reinforce the activities described in ESF #1. In addition, the RCG Base Guide includes a section on overall responsibilities applicable to all agencies and RCG functions.

Coordinating Agencies (Local EMAs)

Local Emergency Management Agencies (EMAs) in the region will coordinate overall transportation operations in their jurisdictions. As Coordinating Agencies, EMAs are tasked with working to ensure the regional coordination of transportation-related activities by:

1. Including information regarding transportation-related activities in the WebEOC regional boards and when needed, requesting Regional Coordination Support Specialist assistance to assist in keeping boards up-to-date and accomplishing other needed regional coordination activities.

2. Maintaining ongoing communications with other jurisdictions (e.g., conference calls, group emails or meetings, when needed) to help ensure regional coordination.

3. Initiating communications with other jurisdictions regarding the need for and availability of transportation resources and when needed, considering the potential pooling of local resources to meet regional transportation needs.

4. Working to ensure consistent and useful emergency public information is released regarding transportation-related activities through traditional means and social media.

5. Providing information to state and federal agencies regarding the need for additional transportation resources.

6. Coordinating the activities of the Cooperating Agencies to ensure regional issues are considered during transportation-related activities and ensuring the Cooperating Agencies provide information as needed for the regional WebEOC boards.

Cooperating Agencies

(Local Transit Departments, Other Departments and Agencies Assigned Responsibilities in Local EOPs, Volunteer, Community and Private Sector Agencies with Transportation Resources)

As needed and tasked by the Coordinating Agencies, Cooperating Agencies will provide resources, supplies, personnel and special expertise to support ESF #1-related activities as needed. The Cooperating Agencies are tasked with working to ensure regional coordination by:

1. Providing information regarding ESF #1 activities for the regional WebEOC boards.

2. Communicating with the Cooperating Agencies in other jurisdictions regarding ESF #1 related issues, including the availability of transportation resources to support emergency activities.

3. Working with the Coordinating Agency to investigate the potential pooling of local transportation resources to meet a regionally identified need.

4. As needed, participating in regional coordination activities, such as conference calls and meetings.

5. Other tasks as requested and assigned by the Coordinating Agencies.

All Coordinating & Cooperating Agencies

All Coordinating and Cooperating Agencies should accomplish the following in support of transportation-related activities:

1. Include regional coordination activities in their standard operating procedures, guidelines and/or checklists.

2. When requested, deploy representatives to local EOCs or assign representatives to participate in the Regional Incident Coordination Group, as appropriate.

3. Provide ongoing status reports as requested by local EOCs.

4. Maintain up-to-date rosters for notifying personnel and 24-hour staffing capabilities.

5. Work to ensure appropriate personnel are trained in National Incident Management System (NIMS) and the use of WebEOC.

VII. ATTACHMENTS

A. Regional Coordination Guide Summary
B. First Hour Checklist for Regional Emergencies – Transportation
C. Kansas and Missouri Freight Railways
D. Major Bridges in the Metro Region
E. Regional WebEOC Resource Request Board - Sample

Regional Resource Annex
The following ESF 1 related items are maintained in the Regional Resource Annex.

1. Regional Transportation Resources which include:

- Private Bus and Van Services
- School Bus Services
- Cab and Limo Services
- City/County Government Assets
- Alternate Forms of Transportation Resources
- Trucking Assets
- Gas and Diesel Suppliers

Attachment A. Regional Coordination Guide Summary

Overview

- The RCG provides an overall framework for regional coordination activities and may be initiated and maintained when there is a need for the jurisdictions in the metro area to provide common messages, and share information and resources.

- The protocols described in the RCG are intended to assist participating jurisdictions, agencies and organizations (whether government, volunteer or private sector) in augmenting their emergency resources and maximizing their emergency capabilities.

- The RCG is not intended to be an operational document. Operational emergency activities are coordinated through local Emergency Operations Centers (EOCs) and described in local Emergency Operations Plans (EOPs), standard operating guides, and the operating procedures maintained by local emergency response agencies.

- The RCG is flexible and scalable and was developed for use during any type or size of incident or event. Use of the principles and actions described in the RCG will be determined by the incident or event and the needs of the involved jurisdictions, agencies and organizations. Furthermore, the RCG is applicable for both planned events (i.e. MLB All-Star Game), which are scheduled nonemergency activities; and incidents (i.e. natural and manmade hazards), which are occurrences that require a response to protect life and property. Because events can sometimes turn into incidents, and because regional coordination may be needed in both instances, the application and use of these terms and their meaning throughout the RCG may be interchangeable and are not necessarily mutually exclusive.

- Local participation in the activities described in the RCG is voluntary. Therefore, the RCG represents a voluntary agreement among participating organizations, and as such, no participating organization has "control" or authority over another participating organization except where stated elsewhere in federal, state or local laws.

Key Concepts & Organizations

Some disaster events may overwhelm the resources of a single jurisdiction or impact multiple jurisdictions within the region, necessitating assistance from regional partners or collective decision-making to meet the needs of the situation. The **Regional Coordination Guide** (RCG) was developed to document and outline these protocols for regional action in order to maximize the sharing and coordination of information and resources and to improve the surveillance, early detection and mitigation of hazards and threats. These regional protocols can be best understood to comprise a **Regional Coordination System** (RCS). The RCS is a comprehensive concept to describe the mechanisms for how planning and response occur on a regional level, and to ensure the efforts of jurisdictions impacted or potentially impacted by a disaster are appropriately inter-connected and complementary, rather than duplicative. It reinforces interoperability among area jurisdictions and organizations, and makes response efforts more efficient and effective by coordinating available resources, services, and aid.

Furthermore, another foundational component of the RCS is the Regional Incident Coordination Group (RICG). This group is meant to be adaptable and scalable to any incident/event, and will serve as the primary coordinating body during a significant disaster event necessitating regional coordination. The nature of the incident/event and corresponding and evolving response and recovery needs will largely determine which participants will make up the RICG at any given time during the incident/event.

KEY CONCEPTS

Resources:
Resources are defined as personnel, vehicles, established teams, equipment, supplies and facilities available for assignment.

Impacted Jurisdiction(s):
The area defined as the "Impacted Jurisdiction" encompasses the jurisdiction and all the political subdivisions located within that jurisdiction, including special districts. The "Impacted Jurisdiction" is the jurisdiction that has or will be adversely impacted by an incident/event.

Assisting Jurisdiction(s) and/or Disciplines:
The Assisting Jurisdiction and/or discipline(s) provides timely emergency resources, services, and manpower to the Impacted Jurisdiction(s) -- and in some cases, the Host Jurisdiction -- in accordance to the provisions set forth by the RCS.

Host Jurisdiction(s) and/or Facility:
In situations where evacuation and/or mass care operations are necessary, the Host Jurisdiction serves as the jurisdiction that receives and shelters residents and animals coming from the Impacted Jurisdiction(s), and provides mass care and other needs as appropriate.

Regional Incident Coordination Group (RICG): This group is meant to be adaptable and scalable to the incident/event. The nature of the incident/event and corresponding and evolving response and recovery needs will largely determine which participants will make up the RICG at any given time during the incident/event. Specifically, the RICG may be comprised of those designated representatives from the Impacted and Assisting/Host jurisdictions' key leadership, emergency management, first responder disciplines (i.e. Law Enforcement, Fire, EMS, SAR, HAZMAT), public health/medical, other regional disciplines, nongovernmental organizations, and ESF representatives (i.e. Transportation, Mass Care, Communications, Public Works, etc.). Other groups and organizations may be included, depending on the type and scale of the incident.

Activation & Initiating Regional Coordination

Although the criteria for initiating regional coordination are subjective, the Regional Coordination System (RCS) encourages a proactive approach to enhance regional vigilance/surveillance, information sharing, and, if necessary, a coordinated approach to incident/event management.

- Activation procedures may vary depending on the nature of the incident/event. The activation of the RCS, as the Regional Coordination Levels below indicate, are only meant to provide possible courses of action that can easily be adapted to the situation.

ESF 1: TRANSPORTATION

Pre-Planned Events

For pre-planned events, the decision to utilize components of the RCS will vary. However, because the RCS is scalable and flexible, the Region can utilize the RCS as long as it is not in conflict with existing laws and/or agreements between all of the involved parties.

The RCS may be activated:

- When planning for large or high profile public gatherings that affect multiple jurisdictions.
- When similar past events have required multi-agency coordination within the Region.
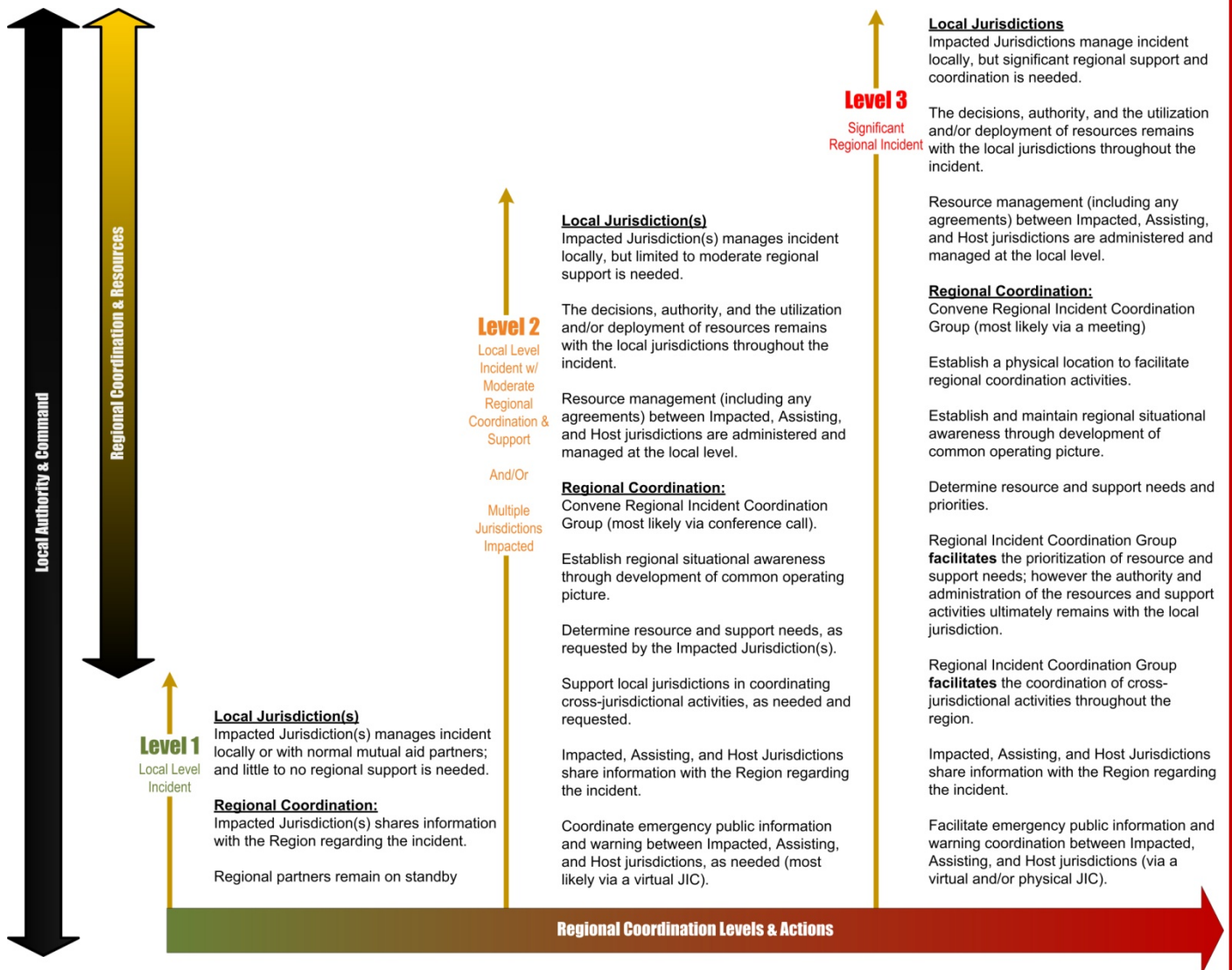
Notice and No-Notice Incidents (Hazards and Threats)

The RCS may be activated:

- When an impacted local jurisdiction's chief executive OR designee initiates the activation of the RCS.
- During a Level 1, 2, or 3 Regional incident/event. (i.e. When there is the possibility or reality that more than one jurisdiction could become involved in the incident response and recovery)
- When the incident could expand rapidly and involve cascading events.

Implementing Regional Coordination: Regional Coordination Levels

The type, scope and nature of the incident/event will dictate when it has regional significance and when regional coordination activities are initiated. Regional coordination within the RCS can be understood to occur across three "levels". The levels are meant to illustrate how regional coordination activities should increase in operational function and complexity as the magnitude or severity of incidents increases. The levels are not meant to be concrete with distinct transition points from Level 1 to Level 2 to Level 3, but rather are defined by planning considerations to generally describe how regional coordination needs and activities differ with the scale of an incident. The figure below provides a summary of key actions for each level. For specific information and detail, see RCG: Base Guide.

ESF 1: TRANSPORTATION

Regional Coordination Levels & Actions

Local Authority & Command

Regional Coordination & Resources

Level 1
Local Level Incident

Local Jurisdiction(s)
Impacted Jurisdiction(s) manages incident locally or with normal mutual aid partners; and little to no regional support is needed.

Regional Coordination:
Impacted Jurisdiction(s) shares information with the Region regarding the incident.

Regional partners remain on standby

Level 2
Local Level Incident w/ Moderate Regional Coordination & Support

And/Or

Multiple Jurisdictions Impacted

Local Jurisdiction(s)
Impacted Jurisdiction(s) manages incident locally, but limited to moderate regional support is needed.

The decisions, authority, and the utilization and/or deployment of resources remains with the local jurisdictions throughout the incident.

Resource management (including any agreements) between Impacted, Assisting, and Host jurisdictions are administered and managed at the local level.

Regional Coordination:
Convene Regional Incident Coordination Group (most likely via conference call).

Establish regional situational awareness through development of common operating picture.

Determine resource and support needs, as requested by the Impacted Jurisdiction(s).

Support local jurisdictions in coordinating cross-jurisdictional activities, as needed and requested.

Impacted, Assisting, and Host Jurisdictions share information with the Region regarding the incident.

Coordinate emergency public information and warning between Impacted, Assisting, and Host jurisdictions, as needed (most likely via a virtual JIC).

Level 3
Significant Regional Incident

Local Jurisdictions
Impacted Jurisdictions manage incident locally, but significant regional support and coordination is needed.

The decisions, authority, and the utilization and/or deployment of resources remains with the local jurisdictions throughout the incident.

Resource management (including any agreements) between Impacted, Assisting, and Host jurisdictions are administered and managed at the local level.

Regional Coordination:
Convene Regional Incident Coordination Group (most likely via a meeting)

Establish a physical location to facilitate regional coordination activities.

Establish and maintain regional situational awareness through development of common operating picture.

Determine resource and support needs and priorities.

Regional Incident Coordination Group **facilitates** the prioritization of resource and support needs; however the authority and administration of the resources and support activities ultimately remains with the local jurisdiction.

Regional Incident Coordination Group **facilitates** the coordination of cross-jurisdictional activities throughout the region.

Impacted, Assisting, and Host Jurisdictions share information with the Region regarding the incident.

Facilitate emergency public information and warning coordination between Impacted, Assisting, and Host jurisdictions (via a virtual and/or physical JIC).

(Note: For specific actions for each level, see RCG: Base Guide.)

ESF 1: TRANSPORTATION

Attachment B. First Hour Checklist for Regional Emergencies – Transportation

The following actions should be carried out as needed based on the specifics of the incident by local officials tasked with responsibilities for accomplishing emergency functions. In addition to the ESF 1 checklist below, the **RCG: Base Guide** includes an initial checklist of actions for all emergency functions and discusses the immediate actions for situational awareness, gaining regional awareness, overall response status, and emergency public information (see **RCG: Base Guide**).

Gaining Transportation (ESF #1) Situational Awareness

❑ Is there a need to move people and/or resources through multiple jurisdictions?
❑ If so, consider the impact of the movement of people and/or resources through multiple jurisdictions.
❑ Ensure damage assessments are initiated as needed on infrastructure and transportation systems, facilities and equipment.

Note: Evacuation issues are not included in ESF #1; however, evacuation issues are addressed briefly in this checklist both below and under Initial Response Actions. Evacuation information will be expanded as appropriate for the evacuation component of the RCG currently under development.

❑ Identify needed evacuation routes - contact State DOT, Local DOTs, State Police, State EMA, Local EMAs and others as appropriate.

❑ Consider the need to coordinate and manage traffic and provide roadside assistance – work with State DOT, Local DOTs (traffic signals), State and Local Public Works, State and Local Law Enforcement, etc.

ESF #1 – Determining Transportation Initial Response Actions

❑ 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 making decisions regarding closures, restrictions, and priority repairs to transportation routes.
❑ Assist in initiating traffic management, control and safety strategies.
❑ Provide field support for emergency responders at the scene integrated through the Incident Command System (ICS).
❑ Consider sharing resources and personnel with other jurisdictions in the region to help manage ESF #1-related activities.
❑ If appropriate, consider pooling regional resources to manage transportation-related activities.

Evacuation Considerations:

❑ Coordinate and provide transportation for residents – State EMA, Local EMAs, Local Transit Agencies, School System and Bus Driver representatives, private sector transportation (bus, rail and air).

❑ Provide support for special needs populations - State EMA, Local EMAs, local community and family services departments, faith-based and non-governmental organizations.

❑ Coordinate and communicate with the private sector and community and faith-based organizations to obtain goods and services necessary to support response operations – State EMA and Local EMAs.

❑ Provide shelter for residents – American Red Cross, list names of shelter agencies, State EMA, EMAs in host Counties (for more information, see ESF #6 – Mass Care, Emergency assistance, Temporary Housing and Human Services).

Attachment C. Kansas and Missouri Freight Railways

The following Missouri freight railway map is located at:
http://www.modot.org/othertransportation/rail/documents/rail_freight_101807.pdf

The following Kansas freight railway map is located at:
http://www.ksdot.org/burRail/rail/publications/rrmap06.pdf

Attachment D. Major Bridges in the Metro Region

The list below includes hyperlinks (control-right-click) to Websites showing specific bridge locations.

Bridge Name	Location	Jurisdiction	GIS Coordinates
Liberty Bend Bridge	291 Route 291	Sugar Creek and River Bend	39°10′06″N, 94°23′43″W
Harry S. Truman Bridge	BNSF Railway Norfolk Southern Railway Kansas City Terminal Railway	Kansas City	39°08′41″N, 94°29′05″W
I-435 Bridge	435 Interstate 435	Kansas City and Randolph	39°09′04″N, 94°29′54″W
Chouteau Freeway Bridge	269 Route 269	Kansas City and North Kansas City	39°08′42″N, 94°32′03″W
Paseo Bridge	29 Interstate 29 35 Interstate 35 71 US 71		39°07′22″N, 94°33′58″W
Christopher S. Bond Bridge (future 2011)	29 Interstate 29 35 Interstate 35 71 US 71		39°07′21″N, 94°33′59″W
Heart of America Bridge	9 Route 9	Kansas City	39°06′59″N, 94°34′47″W
ASB Bridge	BNSF Railway		39°07′02″N, 94°34′44″W
Hannibal Bridge (demolished)	Hannibal & St. Joseph Railroad BNSF Railway		39°06′46″N, 94°35′20″W
Second Hannibal Bridge	BNSF Railway Norfolk Southern Railway Kansas City Terminal Railway		39°06′46″N, 94°35′20″W
Broadway Bridge	169 US 169		39°06′43″N, 94°35′22″W
Platte Purchase Bridge	69 US 69 North	Kansas City, Kansas and Riverside, Missouri	39°09′23″N, 94°37′23″W
Fairfax Bridge	69 US 69 South		39°09′23″N, 94°37′24″W

I-635 Bridge	635 I-635		🌐39°09′14″N, 94°39′03″W
I-435 Bridge	435 I-435	Kansas City, Kansas and Parkville, Missouri	🌐39°11′31″N, 94°46′13″W
Centennial Bridge	92 Route 92 92 K-92	Leavenworth and Platte County, Missouri	🌐39°19′47″N, 94°54′32″W

Attachment E. Regional Resource Request Board - Sample

The following WebEOC board may be used to track regional requests for transportation resources. This board is an example only and individual jurisdictions are encouraged to customize to suit their needs.

Local agencies and organizations *should contact the Emergency Management Agencies in their jurisdictions for specific login information to WebEOC and access to the appropriate boards*.

REGIONAL RESOURCE REQUESTS BOARD EXAMPLE

County Incident

KC METRO REGIONAL RESOURCE REQUESTS

Warning: WebEOC contains information that is FOR OFFICIAL USE ONLY and may be exempt from public release under the Freedom of Information Act (U.S.C. 552), the Kansas Open Records Act (K.S.A. 45-215 et seq.) and Missouri Public Records Law (M.R.S 610-023). It is to be controlled, transmitted, distributed and disposed of in accordance with appropriate security policy, and is not to be released to the public, the media, or other personnel who do not have a valid need to know without prior approval of an authorized local government official.

Date/Time	Requesting Agency	Resource Request	Status	Details
	Cass County	Test Resource	Cancelled	Details