

**Kansas City Metropolitan Area Regional Coordination Guide (RCG)
ESF #1 – Transportation**

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ESF #1 – 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 to support transportation activities.

Coordinating Agencies

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)
Other State and Federal Agencies Assigned Responsibilities in State/Federal Emergency Plans

Agency roles are described in Part IV – Responsibilities

I. Purpose and Scope

A. Purpose

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 Kansas City metropolitan area is to ensure local jurisdictions have the ability to:
 - a. Exchange Information
 - b. Relay Common Messages
 - c. Share Available Resources
 - d. Provide Support to Other Jurisdictions

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-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
 - Private transportation resources
 - State and federal transportation resources
 - Special 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 in the region
3. In addition to the items above, where appropriate, ESF #1 will address or reference the following Target Capabilities associated with transportation-related activities:

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

- a. Critical Transportation Systems Infrastructure Protection
 - b. Restoration of Transportation Lifelines
 - c. Damage Assessment of Transportation Systems
4. A table with the Target Capabilities List (TCL) and the relationship of each capability to the ESFs in the RCG is included as an Appendix to the RCG Base Guide.

B. 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 metropolitan area.
2. ESF #1 is designed to address all-hazards and emergency scenarios 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 support, 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 – Transportation is not intended to address evacuation issues (i.e., the movement of people). Future work will include regional evacuation planning. When complete, this information will be referenced and/or attached to ESF #1 as appropriate.
5. ESF #1 was developed by a planning Task Force comprised of agency representatives in the region, and supported by the Metropolitan Emergency Manager's Committee (MEMC) Plans Subcommittee – a list of ESF #1 Task Force members is included as **Attachment B**.

II. Situation and Assumptions

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 is included under Part C below and a listing of potential transportation

resources for the movement of people, as well as equipment and supplies, is included in **Attachment C**.

- c. Some local transportation resources information is maintained in the Metropolitan Emergency Information System (MEIS), a regional resource database accessible to all the jurisdictions in the region. Although few transportation resources (e.g., busses, vans, etc.) are currently available in MEIS, such resources may be considered for future entry into MEIS by local jurisdictions. For more information on MEIS, see <http://www.marc.org/emergency/pdfs/meisinfo.pdf> and ESF #7 – Resource Management.

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 event, 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.
- c. The policies and regulations specific to evacuation issues will be addressed in future regional evacuation planning work and included or referenced as appropriate.

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 – related activities.

B. 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 Part I of the RCG Base Guide, the following assumptions apply specifically to ESF #1:
 - a. At least some transportation routes and resources 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. Initial damage reports may be fragmented and provide an incomplete picture of the extent of damage to transportation systems and resources. When appropriate, the assessment of damage to transportation systems

will be a priority for local EOCs. 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 – Emergency Management. 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.
- f. There are emergency scenarios potentially requiring the pooling of regionally available transportation resources to effectively manage the event.
- g. Depending on the populations affected, additional transportation arrangements may need to be made for those with special needs.
- h. By definition, a catastrophic event would overwhelm local and region response capabilities and require outside assistance. In the event of a catastrophic emergency, local jurisdictions will rely heavily on transportation resources and technical assistance from the state and federal governments. For more information, see the RCG Catastrophic Incidents Annex.

C. Regional Transportation System

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. Some local EOPs include maps of transportation routes. Additionally, some 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. In addition, the KC Scout System (a MODOT-KDOT partnership) 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 Website Sample



- e. Other information and resources potentially useful to local EMAs in highway transportation planning for their jurisdictions may be found on the MARC Website at <http://www.marc.org/transportation/>. For example, the regional Long-range Transportation Plan and the Regional ITS Architecture may be used by local EMAs for planning purposes.

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 through the region. During a major event, 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 events.
- 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 D**. In addition the following Websites 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>
- 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 AirCenter (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 Websites 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.
- e. If needed, the movement of people via the metropolitan area's air system will be coordinated with the state Departments of Transportation (MODOT and KDOT) and the Federal Aviation Administration (FAA). 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, local jurisdictions will work with their State EOCs to coordinate activities with the FAA.
- f. When required by the event (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 (KAW) River, both of which may be used to transport resources and supplies in a major event.
- 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 E**. 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 Websites 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>

D. Regional Transportation Resources

1. The number of busses 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 1** include:
 - Mass transit busses
 - School busses
 - Private contractors
 - County and City vehicles
 - 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 event. With this in mind, some of the jurisdictions in the region are currently working to identify volunteer agencies, community organizations and church groups potentially available to provide emergency transportation assistance to special facilities. This information will be included in local EOPs and as appropriate, added to or referenced in the RCG. For more information on the movement of individuals requiring special transportation

assistance (e.g., hospital patients, nursing home residents, etc.), see ESF #8 – Health and Medical.

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 disability accessible vans potentially available to assist with the movement of special populations.
5. Contact information for the local EMAs and EOCs in the region is included as an attachment to ESF #5 – Emergency Management and general information on the transportation resources available in each county in the region is included in **Table 1**. Additional resources potentially available in the region (i.e., busses, vans, cabs, trucks, etc.) are included in **Attachment C**.

Table 1: Local Transportation Resources in the Region

	* MASS TRANSPORTATION	** AMBULANCE SERVICES	OTHER LOCAL RESOURCES
CASS COUNTY, MO	None	<ul style="list-style-type: none"> - S. Metro FP Dist. - Belton Fire Dept. - Harrisonville Fire/EMS - Pleasant Hill EMS - West Peculiar Fire Dept. - Central Cass Co. FP Dist. 	<ul style="list-style-type: none"> - School Busses - OATS Busses - Church Busses
CLAY COUNTY, MO	- Area Transportation Authority (ATA)	<ul style="list-style-type: none"> - MAST - Gladstone Public Safety Dept. - 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. 	<ul style="list-style-type: none"> - School Busses - Volunteer Agency Resources
JACKSON COUNTY, MO	- ATA	<ul style="list-style-type: none"> - 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 	<ul style="list-style-type: none"> - School Busses - OATS Busses - Church Busses - Volunteer Agency Resources
PLATTE COUNTY, MO	- ATA	<ul style="list-style-type: none"> - MAST - West Platte Medic - Northland Reg. Ambulance Dist. 	<ul style="list-style-type: none"> - School Busses - OATS Busses - Church Busses - Volunteer Agency Resources
CITY OF KANSAS CITY, MO (parts of which are physically located in all 4 Missouri counties above)	<p>- ATA</p> <p><i>Note: Although ATA is a City of Kansas City maintained resource, daily routes cover portions of other jurisdictions)</i></p>	<ul style="list-style-type: none"> - Metropolitan Ambulance Service Trust (MAST) 	<ul style="list-style-type: none"> - School Busses - Kansas City Transportation Group (KCTG) – Para transit (Primary Physically Challenged People) <p><i>Note: Under an agreement with ATA, the KCTG provides transportation to those who need</i></p>

COUNTY	* MASS TRANSPORTATION	** AMBULANCE SERVICES	OTHER LOCAL RESOURCES <i>door-to-door transport due to a physical condition that prevents them from driving or using a bus</i>
RAY COUNTY, MO	None	Ray County Fire/EMS	- School Busses - Church Busses - Volunteer Agency Resources
JOHNSON COUNTY, KS	- Johnson County Transit Service	- MedAct - Lenexa Fire Dept. - Johnson County Fire Dist. #2 - Leawood Fire Dept.	- School Busses - Private Contractors - County and City Vehicles
LEAVENWORTH COUNTY, KS	None	- Leavenworth County EMS	- School Busses - Private Contractors - Government Vehicles - Other Volunteer and Community Agency Resources -
MIAMI COUNTY, KS	None	- Miami County Fire/EMS	- School Busses - Church Busses - Volunteer Agency Resources
WYANDOTTE COUNTY / KANSAS CITY, KS UNIFIED GOVERNMENT	- Wyandotte County Transportation Department - Bonner Springs Bus Service	- KCK Fire/EMS - Bonner Springs Fire/EMS	- School Busses - County and City Vehicles - OATS Busses - Church Busses - Volunteer Agency Resources

* Available resources include some disabled accessible busses 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 as Attachment C.

6. In addition to transportation resources for the movement of people, local jurisdictions in the metro 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 ESF #5 (Emergency Management).
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 Infrastructure.
8. Another regional project called “Operation Green Light” is a system to coordinate traffic signal timing plans and communication between traffic signal equipment across jurisdictional boundaries. The coordinated signal

system is anticipated to reduce travel delays on congested traffic routes. This regional initiative is being developed in phases and when complete, will cover approximately 1,500 intersections. For more information, see <http://www.marc.org/transportation/ogl/>

9. During events requiring the movement of emergency vehicles and resources, when appropriate, local EOCs and EMAs may work with Operation Green Light to help reduce traffic congestion potentially hindering emergency response operations. For more information, see Part III, B, 13 – Traffic Safety and Control.

E. 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 KC-metro, 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 and Assumptions, Part C – Regional Transportation System).

III. Regional Coordination Activities

A. General

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. Technology will be maximized and virtual information sharing encouraged to accomplish transportation-related regional coordination activities. The jurisdictions, agencies and organizations involved will maintain regional coordination primarily through the use of WebEOC, an online EOC information management tool. In addition, other technology, such as teleconferencing, emails, facsimile, etc., as needed will be used to ensure coordination is accomplished by the jurisdictions involved.
3. The information maintained in WebEOC will be useful in developing a regional picture of the event 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 F**) may be useful in identifying transportation resources needed and available.

The agencies and organizations involved in the event will use various methods to exchange and coordinate transportation-related information, including the WebEOC regional boards.
4. For more information on the regional WebEOC boards and the overall framework established to support regional coordination activities, see ESF #5 (Emergency Management), the RCG Base Guide, and the summary of regional coordination key concepts included as **Attachment A**.

B. 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. 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.
3. 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 NRF.

4. The transportation of evacuees to mass care (congregate care shelters) will be accomplished through the privately owned vehicles of the evacuees, or if needed, using the busses and vans of local transit departments and coordinated through local EOCs.
5. The transportation of those with special needs (e.g., requiring disability accessible vehicles for transport) will be accomplished using local EMS resources, when available, as well as available volunteer, community agency, and private sector resources.
6. 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 as **Attachment C**. Use of the Regional WebEOC Resources Request Board may be used by local jurisdictions to post special needs transportation resource needs and/or availability – see **Attachment F** to this ESF for an example.
7. Additional information on regional evacuation activities will be included in a regional evacuation annex or attachment and referenced appropriately in ESF #1.
8. 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 and appropriate resource coordination and support for transportation operations in the region.
9. If the emergency involves several jurisdictions who share transportation resources (e.g., Area Transportation Authority [ATA], school busses, volunteer resources), the involved jurisdictions may consider establishing a centralized location to coordinate regional transportation-related activities. The location for these activities will be based on the needs of the jurisdictions and transportation providers involved. For more information, see ESF #5 – Emergency Management.
10. When established, the regional location for coordinating transportation activities will be designed 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.
11. In a major or catastrophic event 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 on both sides of the state line. Such a system will be intended to ease the reporting and information sharing

requirements placed on local EOCs and transportation providers involved in the event.

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

13. 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. As described earlier, local EOCs will work with MODOT and KDOT as needed to implement elements of the KC Scout Traffic Incident Management Program 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, Operation Impact, is working toward development of a regional traffic safety plan. Operation Impact is an organization of local law enforcement agency Traffic Safety Units in the metro area formed to coordinate traffic safety projects. The Operation Impact group is working to develop a technical traffic safety plan for regional consideration and when complete, this information will be included as appropriate in ESF #1.
- e. Additional information on law enforcement resources and public safety plans and protocols is found in ESF #13 – Public Safety and Security.

Volunteer, community and private agencies with transportation resources for those with disabilities 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 special needs transportation resources.

14. Strategic National Stockpile (SNS) Transportation

- a. The transportation of people to mass medication dispensing sites and the transportation of pharmaceuticals to these sites is addressed in local

Public Health Emergency Response Plans and the State SNS Plans maintained by the Missouri DHSS and 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.

15. 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 event.
- 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 disability accessible vans 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 church groups to provide emergency transportation assistance to special facilities, such as nursing homes.
- d. The hospitals in the metro 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 event (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 – Health and Medical.

IV. Responsibilities

A. General

1. 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.
2. In addition to the transportation-specific responsibilities described below, Section IV – Responsibilities of the RCG Base Guide includes a series of general responsibilities for all of the Coordinating and Cooperating Agencies with responsibilities in the RCG.

B. Coordinating Agencies (EMAs)

Local Emergency Management Agencies (EMAs) in the metro area 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.
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.

C. 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.

D. All 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.
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 NIMS and the use of WebEOC.
6. Perform other emergency tasks as requested by local EMAs and EOCs.

Local Emergency Management Agencies (EMAs) will serve as the Coordinating Agencies for ESF #1 and are responsible for ensuring the Cooperating Agencies consider regional coordination when accomplishing transportation-related activities.

V. Attachments

A. Regional Coordination Guide Key Concepts Summary

B. ESF #1 Task Force Members

C. Local Transportation Resources

- Busses and Vans
- Cabs Services
- Government Resources
- Trucking Companies
- Other Transportation Resources

D. Missouri and Kansas Freight Railways

E. Major Bridges in the Metro Region

Note: Attachments C, D and E will not be included in the redacted version of ESF #1, but may be found in the complete document maintained in the Metropolitan Emergency Information System (MEIS).

F. Sample – Regional Resource Requests Board

G. First Hour Checklist for Regional Emergencies – Transportation

ATTACHMENT A TO ESF #1 REGIONAL COORDINATION GUIDE KEY CONCEPTS SUMMARY

Overview

- The Kansas City Metropolitan Area Regional Coordination Guide (RCG) is an all-hazard, capabilities-based guide designed to address any of the hazards potentially affecting the metro area. The RCG is for use by all local governments, as well as Non-Governmental Organizations (NGOs), such as the private and volunteer agencies and organizations in the metro region.
- The RCG is intended to ensure a series of formal actions are in place to facilitate communication and cooperation between the many agencies and organizations in the region potentially involved in emergency events requiring some degree of regional coordination.
- Participation in the activities described in the RCG is voluntary and 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 and organizations.
- Throughout the RCG, the terms “regional coordination activities” and “regional coordination protocols” are used synonymously and defined as: a series of formal actions taken by the jurisdictions involved in the event intended to facilitate the exchange of pertinent information, the release of consistent public information messages, and the sharing of resources and personnel.
- The regional significance of an incident will be determined by the jurisdictions involved. The concepts described in the RCG are designed to be flexible and the extent of its use will be determined by the event and the needs of the involved jurisdictions, agencies and organizations.
- The activities described in the RCG support the National Incident Management System (NIMS) and the initiatives set forth in the National Preparedness Guidelines (NPG), both of which encourage jurisdictions to work together to strengthen collaboration and enhance regional capabilities. Further, the RCG supports the goals and objectives set forth in the Kansas City Urban Area Homeland Security Strategy, whose focus is to “strengthen relationships between jurisdictions and across disciplines by leveraging the long history of cooperation and coordination which exists between emergency services agencies in the region”.

Initiating Regional Coordination

- The type, scope and nature of the incident will dictate when an event has regional significance and when regional coordination activities are initiated. As a general

rule, potential “triggers” for initiating coordination include a recognized need by one or more jurisdictions to exchange or clarify information regarding the event; disseminate common emergency messages; and/or share resources and provide assistance to impacted jurisdictions.

- The EMAs in the region are encouraged to initiate regional coordination activities if an issue with potential regional significance is identified. Regional coordination may be initiated by any EMA, and volunteer and private sector agencies/organizations (NGOs) may also request the initiation of regional coordination by contacting their EMA. Depending on the urgency of the situation, the EMA initiating regional coordination may use the Internet to post regionally significant information and/or:
 - Send a group page and/or email requiring no action, but simply providing information to the other EMAs in the region
 - Send a group page and/or email requesting jurisdictions to begin regularly posting information to the regional WebEOC boards
 - In more urgent situations, arrange a conference call with other jurisdictions to discuss needed regional coordination actions and develop a specific course of action
- Other regional coordination actions may include the need to provide Emergency Management Assistance to affected jurisdictions and/or initiate the specific actions described in one or more of the fifteen (15) Emergency Support Function (ESF) Annexes. Initiation of these actions will be determined by the participating EMAs, as dictated by the event.

Maintaining Regional Coordination

- It is anticipated during most emergency events, available technology will be maximized to accomplish the exchange of regionally significant information and the maintenance of regional coordination activities. With this in mind, the jurisdictions in the metro area have implemented a common EOC crisis information management system, WebEOC, which allows jurisdictions to share real-time information through the Internet.
- WebEOC will serve as the primary platform for exchanging information and coordinating actions among the jurisdictions in the region. WebEOC regional boards have been developed to track critical emergency actions and share significant information among the jurisdictions in the region. The regular posting of emergency information by local EOCs to the WebEOC regional boards will allow jurisdictions to monitor actions and identify areas requiring regional coordination.
- Depending on the event, the jurisdictions in the region may identify the need to meet physically to accomplish activities, which can not be accomplished using other information sharing tools. In these cases, the jurisdiction(s) requesting initiation of the meeting will work to establish a meeting location based on the event. The MARC may assist local jurisdictions with such activities upon request.

- If responding EOCs are unable to accomplish regional coordination activities, Emergency Management Assistance as described below may be requested to assist in posting information to the regional WebEOC boards and accomplishing other regional coordination activities. For more detailed information on initiating and maintaining regional coordination activities, see the RCG Base Guide.

Providing Emergency Management Assistance

- In major events (or when some communities are more heavily impacted than others) emergency management assistance may be requested to assist impacted jurisdictions in accomplishing regional coordination activities. Any EMA or EOC in the region may request emergency management assistance from other jurisdictions using the protocols described under “Initiating Regional Coordination”.
- The specific responsibilities of the individuals providing emergency management assistance (referred to as Regional Coordination Support Specialists) will be based on the event and the needs of the jurisdiction requesting assistance. In most cases, Regional Coordination Support Specialists will be Emergency Management personnel from unaffected or lesser affected jurisdictions in the region.
- The individuals serving as Regional Coordination Support Specialists may work in a virtual environment (i.e., via WebEOC, conference calls, emails, etc.), or they may be deployed to local EOCs to work on behalf of the affected jurisdiction(s) to assist with regional coordination and other activities as requested.
- If the emergency affects several jurisdictions in the region, a single centralized coordination facility may be established to support the operations of affected jurisdictions and/or to facilitate regional coordination activities. This strategy will allow local jurisdictions to consider the pooling of resources when necessary to accomplish critical emergency services. When needed, this centralized location for regional coordination may be established in the EOC of one of the affected jurisdictions, or at an EOC where the most resources are available, or at another appropriate location, depending on the type and scope of the event and determined by the jurisdictions involved.
- When appropriate and requested by the jurisdiction in need of assistance, Regional Coordination Support Specialists deployed to provide assistance may also include departmental or agency representatives with a key role in the event (e.g., public health, transportation, law enforcement, fire, public information, volunteer agencies, hospitals, utilities and others).
- In the event a jurisdiction’s primary and secondary EOCs are unable to function, the EOCs and resources of other participating EMAs in the region may be used to provide EOC back up support. Upon request, an unaffected EOC may provide physical space and/or communications capabilities to support another jurisdiction’s EOC operations. EOC back up support may also include the provision of mobile

resources (e.g., communications vehicles, generators, etc.) as practical and appropriate for the incident. For more information on emergency management assistance activities, see ESF #5 – Emergency Management.

Sharing Resources

- Each jurisdiction in the metro area maintains resources and personnel for emergency response and when incidents occur, the affected jurisdiction(s) will activate the appropriate assets located in their jurisdiction. Based on the scope of the event, they may request additional or specialized resources from other communities.
- Regionally funded equipment resources and specially trained response personnel are maintained by emergency services agencies strategically located throughout the metropolitan area. One of the primary benefits of effective regional coordination is the ability of local jurisdictions to augment their individual capabilities with resources from surrounding communities.
- The type and location of the hazard will affect the type and location of the special resources requested and deployed (i.e., Hazmat Teams, MCI trailers, etc). As appropriate, specially trained personnel and resources in jurisdictions throughout the region may be notified, placed on stand-by and if necessary, deployed to the scene(s).
- Requesting and deployment of resources and personnel will be accomplished through established local dispatching capabilities and local EOCs. The augmentation of medical personnel will be requested through hospitals and EMS mutual aid. More information on available resources in the region and how they may be deployed is included in ESF #7 – Resource Management.

Relaying Common Messages

- When a complex event has the potential to affect several jurisdictions (e.g., disease epidemics, hazardous materials releases, etc.), the release of common public information messages by the involved EOC and/or Joint Information Center (JIC) will be especially critical. As described in NIMS, establishing a regional Joint Information System (JIS) connecting all of the EOCs and/or JICs, as well as others releasing emergency public information will help to ensure consistent messages are released to the public.
- The NIMS describes a JIS as an integrated and coordinated mechanism for providing information to the public during an emergency. Key elements of the JIS include interagency coordination and developing and delivering coordinated messages. Establishing a regional JIS organization will assist the jurisdictions in ensuring common messages are released to the public.

- If regional coordination has been initiated, the exchange of emergency public information messages should be activated as an automatic function of the EOCs and/or JICs established by local communities to coordinate emergency public information activities among the jurisdictions. The regular posting of information by local jurisdictions to the WebEOC regional boards will help facilitate the release of regionally consistent public information messages.
- If different messages must be relayed to the public due to differences in the regulations of the two involved states (e.g., a public health issue), every effort will be made to clarify and explain the differences in messages provided to the public. The regular posting of information to the WebEOC regional boards will help facilitate this effort and when needed, Regional Coordination Support Specialists may be deployed to assist in developing and releasing regionally consistent messages. For more information on releasing consistent public information messages, see ESF #15 – Emergency Public Information.

**ATTACHMENT B TO ESF #1
ESF #1 PLANNING TASK FORCE MEMBERS**

Nick Crossley, Johnson County, Kansas Emergency Management
Adam Crowe, Johnson County, Kansas Emergency Management
Mike Curry, Jackson County, Missouri Emergency Management
Rita Hoffman, Olathe, Kansas Emergency Management
Tim Lynch, Overland Park, Kansas Emergency Management
Mike O'Neal, Platte County, Missouri Emergency Management
Mary Parrott, City of Overland Park, Kansas
Dan Robeson, Johnson County, Kansas Emergency Management
Chuck Thacker, Grandview, Missouri Emergency Management
Adrian Walker, Kansas City, Missouri Emergency Management
Mark Widner, Independence, Missouri Emergency Management

**ATTACHMENT C TO ESF #1
REGIONAL TRANSPORTATION RESOURCES**

Included in MEIS

**ATTACHMENT D TO ESF #1
KANSAS AND MISSOURI FREIGHT RAILWAYS**

Included in MEIS

**ATTACHMENT E TO ESF #1
MAJOR BRIDGES IN THE METRO REGION**

Included in MEIS

**ATTACHMENT F TO ESF #1
SAMPLE REGIONAL BOARD – RESOURCE REQUESTS**

The following WebEOC board may be used to track regional requests for transportation resources. This board is an example only.

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

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ATTACHMENT G TO ESF #1 FIRST HOUR CHECKLIST FOR REGIONAL EMERGENCIES TRANSPORTATION

The following actions should be carried out as needed based on the specifics of the event by local officials tasked with responsibilities for accomplishing emergency functions. In addition to the checklist below specific to ESF #1-related activities, Attachment E to ESF #5 (Emergency Management) includes an initial checklist of actions for all emergency functions.

Purpose
This checklist is intended to assist Emergency Management Agencies (EMAs), Chief Elected Officials, public safety agencies and others in quickly assessing what has happened during a disaster or in determining the threat of a disaster. The following checklist may be used to guide regional coordination actions by helping those involved to review the status of initial actions and determine what activities are necessary to effectively manage the incident.

Immediate Actions for Any Incident
<ul style="list-style-type: none"> <input type="checkbox"/> Review initial response actions and determine response status. <input type="checkbox"/> Consider protective actions if appropriate. <input type="checkbox"/> Evaluate emergency public information requirements. <input type="checkbox"/> Determine next steps needed to coordinate activities, implement appropriate protective actions and release regionally consistent emergency public information. <input type="checkbox"/> Utilize the WebEOC regional boards to log jurisdiction-specific actions. <input type="checkbox"/> Ensure appropriate communications are initiated between jurisdictions and if needed, arrange for a regional conference call – for more information, see Step 2.

Step 1: Gaining General Situational Awareness
<ul style="list-style-type: none"> <input type="checkbox"/> If an incident occurred, what happened, including where and when? <input type="checkbox"/> What is the incident (natural disaster, accident, terrorism)? <input type="checkbox"/> Is there an estimate of injuries/fatalities? <input type="checkbox"/> What are the estimated damages to or status of critical infrastructure (transportation, power, medical, water)? <input type="checkbox"/> If incident has not occurred, what is latest information/intelligence about threats locally and to the region and what are the potential impacts? <input type="checkbox"/> Determine if regional coordination actions are needed and if so, complete the appropriate actions described under Step 2.

Step 1A: Gaining Transportation (ESF #1) Situational Awareness
<ul style="list-style-type: none"> <input type="checkbox"/> Is there a need to move people and/or resources through multiple jurisdictions? <input type="checkbox"/> If so, consider the impact of the movement of people and/or resources through multiple jurisdictions. <input type="checkbox"/> Ensure damage assessments are initiated as needed on infrastructure and transportation systems, facilities and equipment. <p>Note: Evacuation issues are not included in ESF #1; however, evacuation issues are addressed briefly in this checklist both below and under Step 3A. Evacuation information will be expanded as appropriate for the evacuation component of the RCG currently under development.</p> <ul style="list-style-type: none"> <input type="checkbox"/> Identify needed evacuation routes - contact State DOT, Local DOTs, State Police, State EMA, Local EMAs and others as appropriate. <input type="checkbox"/> 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.

Step 2 – Gaining and Maintaining Regional Awareness and Ensuring Regional Coordination
<ul style="list-style-type: none"> <input type="checkbox"/> Local jurisdictions will work to maintain appropriate regional coordination actions including: <ul style="list-style-type: none"> ✓ Entering and updating the WebEOC Regional Boards. ✓ Initiating conference calls and meetings as needed. <input type="checkbox"/> During regional conference calls, participants may discuss the following as appropriate to the event: <ul style="list-style-type: none"> ✓ What are the incident facts and what is the response status? ✓ What actions need to be coordinated regionally? ✓ What regional resources are available and needed? ✓ What ESF activities should be implemented to manage the event?

- ✓ What steps should be taken to ensure regional coordination activities are maintained?
- ✓ In addition, if dictated by the event, the State EMAs (SEMA and KDEM) may work with local officials and other state and federal agencies to arrange bi-state conference calls to help ensure regional situational awareness, coordination between the two states and to discuss potential coordinated response activities.

Step 3: Determining Overall Response Status

- Who is leading the response or investigation?
- What assets/agencies are on scene, available, or needed?
- If the event is significant and may require state assistance, has the State EMA been contacted?
- Have the appropriate IAP steps been initiated and local and state situation reports completed as required by the event?
- What is the threat status and/or emergency declaration(s) status (federal, state, local)?
- What assets may be available to assist with the event?
- How can you prepare for response?
 - ✓ Activate EOCs and JICs; inform and call-up primary and support agencies as needed; notify mass care facilities and organizations with transportation and heavy equipment assets; request mutual aid; issue public advisories.

Step 3A: 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, Housing and Human Services).

Emergency Public Information Considerations

- What should be communicated, when, how, and by whom?
- What information has been communicated to the general public/schools/workforce, etc. and is the message uniform and consistent across all jurisdictions involved?
- Consider posting information to the Prepare Metro KC Web-site
- Is there a need for joint emergency public information activities (i.e., issuing regionally supported news releases, advisories, etc.)?

For additional public information considerations, see ESF #15 – Emergency Public Information.

First Hour Summary Statement

This summary statement should be filled in with details gathered while gaining local and regional awareness and determining response status (Steps 1, 2 and 3) – the following are for illustration purposes only:

- [An incident] has occurred in [jurisdiction(s)].*
- [Local and state officials] are [responding / managing the incident].*
- Local EOCs [in jurisdictions] are operational*
- At this time, we are asking individuals who live or work in the area to monitor local radio and television stations for further information and instructions.*
- Schools and daycare facilities throughout the region are [locked down. Students will not be released until the situation has been fully assessed.]*
- [Name of transit systems] are [operational]. Roads [remain open]. Restrictions have [been lifted or been implemented].*
- [Shelters have been opened at ____].*

Include other information as appropriate from Steps 1, 2 and 3 as necessary.

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