

Del Norte Operational Area Evacuation and Transportation Support Annex



Operational Area Board of Supervisors Letter of Approval

April 17, 2023

Operational Area Partners

County of Del Norte Department Heads

California Office of Emergency Services

FEMA Region IX

Dear Del Norte County (County) Emergency Response Officials:

We are delighted to present the Del Norte County Operational Area (OA) Evacuation and Transportation Support Annex. This annex is the basis for evacuation and transportation support to the OA during a disaster or emergency.

The County of Del Norte Board of Supervisors, which is the governing body of the County of Del Norte, has approved and concurs with this plan.

This plan complies and is consistent with the Standardized Emergency Management System (SEMS), the National Incident Management System (NIMS), the Incident Command System (ICS), and the duties and responsibilities of the County and its departments in preparedness, response, and recovery procedures. A copy of the Del Norte County OA Evacuation and Transportation Support Annex may be obtained at the County Office of Emergency Services.

The Plan includes guidance for and the responsibilities of multiple public agencies, special districts, private partners, and non-profit organizations; all of which have evacuation and transportation support functions during a response. The Del Norte County OA Evacuation and Transportation Support Annex is linked to jurisdictions, discipline, and mutual aid plans, the OA Emergency Operations Plan (EOP), and standard operational procedures.

The successful execution of this Plan depends entirely on the skills and abilities of all county participants. Continual updating and testing of this plan through plan review, exercises, and drills will ensure its relevance and usefulness during an emergency. We look to you as members of the County of Del Norte and Del Norte County's emergency response organizations to assist in the ongoing process of program and capability improvement.

Sincerely,

County of Del Norte

Board of Supervisors



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**BOARD OF SUPERVISORS
COUNTY OF DEL NORTE
STATE OF CALIFORNIA
BOARD ORDER**

The following is a certified copy of a portion of proceedings of the Regular Session meeting, of the Del Norte County Board of Supervisors, held on April 25, 2023.

CONSENT:

7. Approve and adopt the Evacuation and Transportation Annex to the Emergency Operations Plan and direct the Office of Emergency Services to provide a copy of their plan and training to support its utilization to operational area partners as requested by the Emergency Services Coordinator.**

Action: Approved.

Motion: Move to approve

Move: Joey Borges

Second: Chris Howard

Vote Yea: 4 Valerie Starkey, Joey Borges, Chris Howard, Dean Wilson

Vote Nay: 0

Vote Abstain: 0

Absent: 1 Darrin Short

I, KYLIE GOUGHNOUR, Clerk of the Board of Supervisors of the County of Del Norte do hereby certify the foregoing to be a full, true and correct copy of the original orders made in the above entitled minutes by said Board of Supervisors at a meeting held in Crescent City, California on April 25, 2023 and the same now appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of said Board of Supervisors this 25th day of April 2023.


KYLIE GOUGHNOUR
Deputy Clerk of the Board of Supervisors

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1 INTRODUCTION

1.1 Purpose

The Del Norte County Operational Area (OA) Evacuation and Transportation Annex (the Annex or the Plan) is intended to establish a shared understanding of the implementation of protective actions and associated transportation functions within the OA and the coordination of these activities as a function of the OA Emergency Operations Center (OA EOC) to support disaster-impacted populations. Protective actions are the capability of the jurisdiction to prepare for, execute, and communicate the safe and effective sheltering-in-place of a population at-risk and/or the organized and managed evacuation of the population at-risk to areas of safe refuge in response to a potential or dangerous environment. In addition, protective actions encompass the safe reentry of the population when feasible. Transportation planning is essential for the effective implementation of both evacuation and reentry.

This Annex supports the 2021 Del Norte County OA Emergency Operations Plan (EOP).

1.2 Scope

The Annex addresses protective actions within Del Norte County in response to all hazards, regardless of whether they are natural, human-caused, or technological in nature. It has been developed for use when coordination of resources and emergency operations is necessary.

Protective actions, as referred to in this Plan, are evacuation and/or shelter-in-place actions taken in response to an emergency or disaster taking place within Del Norte County or in response to a call for support from a neighboring jurisdiction. This Plan also covers reentry.

- **Evacuation** is defined as the organized, phased, and supervised withdrawal, dispersal, or removal of civilians from dangerous or potentially dangerous areas and their reception and care in safe areas.
- **Shelter-in-place** is defined as the use of a structure to temporarily separate individuals from a hazard or threat.
- **Refuge of-Last-Resort** is defined as a location or venue that is used by individuals when a hazard is imminent or occurs with no warning. These are not shelters and are meant to provide temporary and limited protection as an incident occurs.
- **Reentry** is defined as the coordinated movement of evacuees back into a community once the threat or hazard dissipates and the incident causing the evacuation ends.

An incident is considered *small-scale* if it involves a singular facility, singular housing complex, or other localized incident within a community (e.g., business, school, hospital, apartment complex). In a small-scale incident, the incident commander (IC) or other responsible authority (e.g., hospital administrator) will follow agency/organization procedures. Small-scale evacuations are considered routine and are typically not covered by this Plan but may require resources from the Office of Emergency Services (OES) or an OA EOC activation dependent on complexity and ability to be handled at the field level.

An incident is considered **large-scale** if it involves a significant portion of one community, a whole community, or multiple communities. Complex, localized incidents that require support and coordination may also be considered “large-scale” as determined by the IC. This Annex will be activated to support all large-scale incidents.

As an operational plan, this Annex does not address response tactics. Response tactics are outlined in the subject- or threat-specific plans and procedures created and maintained by relevant agencies and departments. During the use of this and other plans and procedures, the overall emergency management concepts, policies, and procedures contained in the EOP remain in place.

This Plan does not supersede existing municipal or tribal policy.

1.3 Situation

- Del Norte County is vulnerable to a variety of hazards that can require an order for evacuation and transportation.
- Sometimes advanced notice of these incidents is given; sometimes it is not.
- Evacuations can occur at any time of year and in any area of the county.
- Different areas of the county are susceptible to different hazards.
- Conditions in the county (including weather and time of year) can complicate evacuation efforts.
- The limited number of roadways available within Del Norte County will affect evacuation and transportation operations.

1.4 Assumptions

The following assumptions were taken into consideration during the development of this Annex:

- While some emergencies are slow to develop, others occur without warning. Hence, there may be time for deliberate evacuation planning, or an evacuation may have to be conducted with minimal preparation time. In the case of no-notice or short notice evacuations, there may be little or no time to obtain personnel and equipment from external sources to support evacuation operations.
- Public safety authorities may need to evacuate more residents than necessary, rather than risk evacuating too few. However, they should strive to be as precise as possible due to the burden of evacuation on people, transportation routes, and on mass care and shelter operations.
- Most people at risk will evacuate when local officials recommend they do so. A general estimate is 80% of those at risk will comply when local officials direct an evacuation. The proportion of the population at risk that will evacuate typically increases as a threat becomes more obvious to the public or increases in severity.

- Some individuals will self-evacuate, not necessarily waiting for an evacuation order. These people can put stressors on primary and secondary evacuation routes.
- Some individuals will refuse to evacuate regardless of the threat.
- Citizens who choose to ignore an evacuation order take the risk of being without law enforcement, fire, medical, and other life sustaining services for a prolonged time.
- There will be varying types of evacuees (children and unaccompanied minors, animal evacuees, spontaneous evacuees, and people with disabilities and other access and/or functional needs) who will require different levels of support.
- Every effort should be made to provide transportation for individuals who do not have access to vehicles and their companion animals.
- Private facilities with transportation dependent populations, including schools, nursing homes, etc., have a duty to maintain their own evacuation facility plans .
- The evacuation of large numbers of people from vulnerable areas will stress the limited capabilities of roadways available for this purpose, potentially requiring substantial additional time to complete an evacuation. Consequently, an evacuation must be initiated as soon as feasible upon recognition of the threat.
- Evacuations will require a substantial level of personnel and equipment resources for traffic control, which could stress and/or exceed the capabilities of the County and cooperative partners. Pre-planning and incident action planning should include the deployment of mutual aid personnel and equipment to facilitate this process.
- Businesses or individuals may be willing to donate transportation services or loan transportation equipment during emergency situations.
- During large-scale evacuations requiring the movement of large numbers of people, local transportation resources will be stressed.
- Transportation infrastructure (e.g., roads, bridges, harbor, and airports) may sustain damage during an incident, making it difficult to use some of the transportation assets that are normally available.
- The capacity of available public evacuation shelter facilities in and adjacent to the impacted areas may be limited, potentially requiring the full use of all shelters within the evacuation region. A high level of coordination will be necessary to effectively communicate protective action and shelter information to evacuees.
- For certain hazards, large populations at risk with limited evacuation road networks may necessitate termination of evacuations before full completion, and evacuees still at risk would need to be directed to refuges of-last-resort as quickly as possible.
- Voice and data communications system may be impacted during an incident requiring evacuations or shelter-in-place operations.

- Del Norte County is a small county with limited resources; different communities and agencies within the county may be seeking to utilize the same resources at the same time. Resources may not always be available to specific agencies during an evacuation incident, and this may impact the level of capability that the county is able to provide in any given incident.

2 CONCEPT OF OPERATIONS

2.1 Mobilization

Mobilization begins with the identification of a threat or hazard that could lead to an evacuation or shelter-in-place order. The first activity is an initial notification of people, systems, and resources to establish incident command and management structures. Emergency management officials make coordinated decisions for protective actions and priorities, disseminating clear evacuation messaging to the public. Mobilization will likely happen concurrently with other phases for no-notice incidents and short-notice incidents.

The mobilization phase is characterized by:

- Notification and activation of OA EOC staff.
- Review of associated predeveloped plans, procedures, and protocols.
- Information gathering to create a common operating picture.
- Communication to identify any issues that may impact the implementation of an evacuation or sheltering operation (holidays, high tourism season, roadway construction, etc.).
- Coordination with host area EOCs to identify populations at-risk, available evacuation routes, and possible host shelter destinations if evacuees must be transported out-of-county.
- Continual monitoring of the incident for changes that may affect the movement of evacuees and any potential impacts on available resources.
- Development of incident-specific plans. These may include, as appropriate:
- Decision points for shelter-in-place and/or evacuation (taking accessibility into account for evacuation timing).
- Specific directions for shelter-in-place as decided and dependent upon the hazard.
- Evaluation of available data to determine the estimated number of AFN people within the impacted area.
- Identification of specific shelter needs to support the evacuated population (e.g., temporary evacuation points [TEPs], shelters, transportation of vulnerable populations, potential refuge options, phased shelter openings).

- Creation of a Traffic Plan that includes specific traffic management actions needed to maintain a smooth flow of traffic along evacuation routes to host shelters (e.g., traffic control points, barricade plans, contraflow operations).
- Identification of specific public information actions needed to effectively communicate incident information to the public (e.g., essential elements of information [EEI], talking points, signage, map needs, creation of shelter information centers).
- For all incident-specific planning, the availability and need for resources — personnel, equipment, supplies, and facilities — should be determined and mutual or state aid requests enacted as needed.
- Creation of accessible public alerts and warning messages.
- Distribution of maps, fliers, and other protective action information to first responders and front-line workers.
- Exchange of critical information with key stakeholders (including local, tribal, and state governments, agency representatives, community-based organizations and trusted community messengers through conference calls).
- Predeployment of personnel, supplies, and equipment to support notification, traffic management, transportation, and mass care operations (such as programmable message boards, Amplitude Modulation / Frequency Modulation [AM/FM] transmitters, tow trucks, gasoline tankers, transport buses, ambulances and medical personnel, and shelter management personnel).
- Release of emergency public information through the OA EOC.
- Activation of emergency information telephone lines, if necessary, to respond to inquiries from the affected population.
- Proclamation of a local emergency.

2.1.1 EVACUATION TRIGGERS

There are two types of incidents that can trigger the issuance of an evacuation:

- Notice incidents. Notice emergency incidents refers to a level or predictability in disasters such as some flooding incidents, severe storms, or expected weather incidents, where it is practical to forewarn the public about their occurrence and design evacuation planning for them.
- No-Notice incidents. No-notice emergency incidents refers to unpredictable disasters such as earthquakes, chemical spills, or terrorist attacks, where it is impractical to forewarn the public about their occurrence and design evacuation planning for them.

Whether or not an incident allows for advance notice, specific hazards can have specific impacts on evacuation and transportation operations. For a more exhaustive list of Del Norte County specific hazards and their impacts to Transportation and Evacuation operations, see Appendix A: Hazard Information.

2.1.2 SITUATIONAL AWARENESS AND ESSENTIAL ELEMENTS OF INFORMATION

Situational awareness is crucial to an effective and successful evacuation. The OA EOC will coordinate with the IC, first responders, jurisdictions, and other supporting agencies to gather incident related information. Information including, but not limited to, the type of incident, where it occurred, when it occurred, estimates of injuries, fatalities, identified or projected critical resource shortfalls, damage estimates and potential cascading hazards are all factors that are relevant to an evacuation.

Situational awareness also includes identifying critical facilities (schools, care facilities, etc.) in the affected/hazard area, communities and areas that need to be evacuated, estimates on number of evacuees, support requirements, and potential transportation and sheltering solutions. (This information may be available in Zonehaven, once implemented.) The OA EOC will support field responders and jurisdictions in obtaining incident information and providing recommendations regarding evacuation.

EI needed to support disaster intelligence in relation to protective actions include, but are not limited to:

- Maps of areas impacted (evacuated or shelters) updated regularly to assess change/progress.
- Data regarding the nature, type, concentration, and impact of the threat/hazard in real time.
- Transportation routes selected or under consideration.
- The number of people and/or size of the geographic area being evacuated or advised to shelter in place.
- The number of people requesting and receiving additional evacuation or shelter-in-place services, including transportation/sheltering, feeding, and support care.
- The location and type of facilities involved (housing, businesses, critical infrastructure, etc.)
- Intelligence coordinated with any search and rescue, hazardous materials operations, or medical operations related to the evacuation situation.

2.1.3 EVACUATION VS. SHELTER IN PLACE

The following criteria can be used to make the decision to order an evacuation.

Shelter in Place	Evacuation
<ul style="list-style-type: none"> • Indoor shelter in hazard area is sufficient to protect against the hazard. • Sufficient resources for evacuation and transportation are unavailable. • Loss of life is not expected from the hazard or threat. • Cost for evacuation and transportation is not feasible. • Roadways and/or bridges are unusable. • No-notice incident does not allow for timely evacuation. 	<ul style="list-style-type: none"> • Indoor shelter in hazard area is not sufficient to protect against the hazard. • Sufficient resources for evacuation and transportation are available. • Loss of life is expected from the hazard or threat. • Cost for evacuation and transportation is feasible. • Roadways and/or bridges are useable. • Notice incident allows for timely evacuation.

2.1.4 TRAFFIC PLAN

A Traffic Plan should be developed regardless of whether evacuation or shelter-in-place is chosen as the protective action. The Traffic Plan should consider the following elements, at a minimum:

- Evacuation routes (if evacuating)
- Evacuation type (single or staged, pedestrian, transit, private vehicle, or combination)
- Contraflow lane reversal (if used)
- Signal timing
- Use of traffic cameras and message boards
- Barriers and perimeter establishment
- Refueling at service stations and for stranded motorists
- Emergency services access for lifesaving and search and rescue operations
- Home health access for vulnerable populations
- Utility provider access for basic services
- Community shelter-in-place facility locations
- Location of Evacuation Assembly Points (EAPs) and TEPs

2.2 Activation

Evacuation and/or shelter-in-place are initiated when law enforcement authorities or the IC determine that the implementation of protective actions is necessary to preserve life and prevent bodily harm. For no-notice incidents, this is the first phase, and mobilization may happen both outside and within the impact area as part of the response. This phase may be used in advance of the impact phase for notice

incidents (e.g., floods) or after the impact phase for no-notice or short-notice incidents (e.g., hazardous material spill, terrorist attack) to meet incident objectives and protect life and property.

The activation phase is characterized by the following activities:

- Finalization of designation of risk and host areas involved in the evacuation by affected agencies and local jurisdictions
- Creation of estimations regarding initiation time for the evacuation and notification of all affected agencies and local jurisdictions
- Use of alert and warning systems to disseminate evacuation and shelter-in-place directions to the public
- Use of first responders (as resources allow) to support the evacuation of people with critical transportation needs (CTN)
- Continual monitoring of the incident for changes that may affect the movement of evacuees and for potential impacts on evacuation and sheltering resources
- Continual monitoring of the progress of the evacuation and exchange of information on the level of traffic on routes and use of public shelter space
- Ongoing public information provided, utilizing all available communication methods to inform the evacuees of any change in evacuation routes, availability of hotel and public shelter space in host jurisdictions, etc.

2.2.1 AUTHORITY

- Any senior law enforcement official on duty in Del Norte County can order an evacuation or shelter-in-place in their jurisdiction.
- The on-scene IC or the OES can order an evacuation or shelter-in-place when life is at risk.

2.2.2 EVACUATION DECISION

The decision to evacuate will depend entirely upon the nature, scope, and severity of the emergency, the number of people affected, and what actions are necessary to protect the public. The determination to evacuate will be made on a case-by-case basis, upon the recommendation of an IC, city manager, or other public safety chief or their designee. The OA EOC will be activated to coordinate and conduct evacuations according to procedures outlined in the EOP. This Annex is automatically activated when a large-scale incident occurs requiring an evacuation or shelter-in-place effort within Del Norte County.

2.2.3 EVACUATION CONDUCT

Del Norte County OES is responsible for working with cooperative partners to pre-identify zones and potential transportation routes, assembly areas, and refuges of-last-resort throughout the county. The choice on what zones will be evacuated or advised to shelter-in-place, along with associated transportation routes, assembly areas, and refuges of-last-resort, will be decided upon by the IC/Unified Command (UC) in cooperation with the OA EOC and cooperative partners (e.g., Six Rivers National Forest) following the decision to activate.

2.2.3.1 Zones

Zones should divide the territory of Del Norte County into digestible parcels to allow for a more manageable evacuation and transportation operation. Zones are typically identified by geographical boundaries, population density and geographics, and government jurisdictions.

Currently, zones are being developed and will be managed through Zonehaven. Once finalized, this plan will be updated to identify those zones as well as the criteria used in their development.

More information about Zonehaven can be found in Section 5.3.

2.2.3.2 Transportation Routes

Evacuation transportation routes should be evaluated based on accessibility from the evacuation area, threat from primary or secondary hazards, and volume of traffic that can be managed.

For a list of main highway and roadway specific major junctions to assist in the development of additional transportation routes and US Highway 199 helicopter landing zones, see Appendix C.

2.2.3.3 Assembly Areas

EAPs and TEPs should be identified in zones based on the need for size and scale of evacuation and transportation operations and the hazard impacting the area.

2.2.3.3.1 Emergency Assembly Point (EAP)

- An EAP is short-term location within the evacuation area. Local authorities may instruct evacuees to walk from their residence to an EAP for the purposes of transportation to a TEP or shelter.
- The County is responsible for designating and publicizing EAP location(s) in the county.
- The County should have multiple potential EAPs located throughout a designated zone to ensure all evacuees have ease in access to an EAP from their place or residence.
- The County is responsible for coordinating the use of transportation resources to pick up and transport people who utilize EAPs.
- Within Crescent City, EAPs may need to be more frequent.
- In rural and less densely populated areas, pickups at EAPs may be less frequent. Local officials may consider establishing EAPs in the following locations:
 - School bus stops
 - Transit bus stops
 - Post offices
 - Fire and police stations
 - School pickup and unloading zones

- Other large parking lots

2.2.3.3.2 Temporary Evacuation Point (TEP)

- A TEP is a designated facility in the county to receive and process evacuees prior to shelter establishment.
- The County is responsible for coordinating the use of transportation resources used to transport people from EAPs to TEP(s).
- A determination may be made to not use a TEP if there is enough notice prior to an incident to stand up a sheltering location to directly receive evacuees.
- When identifying a facility to serve as a TEP and developing operational plans for a TEP, the County should use a worst-case scenario estimate in terms of the number of evacuees that may be registered through the TEP.
- To help determine the number of staff, vehicles, and other resources that will be required to successfully operate the TEP, consider:
 - Incident type and magnitude.
 - Estimated number of evacuees.
 - Environmental factors (e.g., weather, concurrent incidents, etc.).

For a more robust physical/facility requirements for TEP facilities, see Appendix D.

2.2.3.4 Refuges of Last Resort

In some cases, a disaster can move so quickly that it negates the ability of a community to evacuate. In these instances, the county may need to utilize refuges of-last-resort. Three main types of refuges of-last-resort exist within Del Norte County:

- Vertical refuge: Most likely to be used during a tsunami or flood incident, a vertical refuge is one that allows an impacted population a vertical escape out of an impact zone. Vertical refuges may be natural or built features. If a building or landmark is socialized within the community as a vertical refuge, it should:
 - Exceed maximum anticipated tsunami or flood height.
 - Be capable of supporting a likely number of evacuees.
 - Be evaluated and confirmed by a structural engineer as being able to withstand forces of the anticipated hazard.
- Open space refuge: Most likely to be used during wildfire evacuations, an open space refuge is one that allows an impacted population to remain safe in an outdoor area within the impact zone. If an area is socialized within the community as a vertical refuge, it should:
 - Be free of overhead hazards.

- Be free of debris that impedes pedestrian movement.
- Be free from flammable and/or hazardous materials.
- Be capable of supporting the likely number of evacuees.
- Structural refuge: Most likely to be used during extreme weather incidents, a structural refuge is a public building that allows an impacted population to remain safe in an indoor area within an impact zone. If an area is socialized within the community as a structural refuge, it should:
 - Be evaluated and confirmed by a structural engineer as able to withstand forces of the anticipated hazard, such as wind force.
 - Be capable of supporting a likely number of evacuees.
 - Have the ability to provide on-site electric generation to support environmental controls, lighting, and communication. (This element is preferred but not necessary.)

Refuges of last resort should be used only on a short-term basis when other sheltering options have been exhausted.

2.2.3.5 Sheltering/Reception

Mass Care and Shelter operations should be activated simultaneously with activation of this Annex. The following information should be gathered during the implementation of protective actions, when possible, to help inform the establishment of mass care facilities and services:

- Number of overall displaced individuals
- Number of individuals with access and functional needs
- Number of individuals with critical transportation needs
- Number and type of displaced companion animals
- Number and type of displaced livestock

Information may be obtained through a variety of sources including, but not limited to, transportation providers, U.S. Census data, AFN registries, and local knowledge.

2.2.4 EVACUATION ADJUSTMENTS

During an evacuation, for a wide variety of unanticipated reasons, it may become necessary to adjust or modify procedures stipulated in an Incident Action Plan (IAP). The most readily apparent reasons for such modifications could include, but are not necessarily limited to, the following:

- Changes in the direction or intensity of the hazard
- Blockage or excessive vehicle congestion on an evacuation route
- Filling of available capacity at public shelters, hotels/motels, and short-term rentals in host areas
- Anticipated failure to complete the evacuation before hazardous conditions impact evacuees

If alternative routes, actions, or resource deployment can be pre-planned to address these possibilities, appropriate procedures will be included in the IAP. For other situations that cannot be anticipated during the planning of an evacuation, the OA EOC will work with responders at the time to adjust the evacuation as needed.

In the event of a physical blockage of an evacuation route, the OA will respond as necessary to remove the blockage. If removal is not feasible, the OA EOC will coordinate with responders to plan and implement alternative routing.

2.3 Impact

This phase begins when the OA begins to see adverse impacts on operations. During this phase, for notice incidents, the OA will work to secure facilities, people, and equipment and clear and close public transit to minimize the impact of the hazard. Within the impact phase, the “zero hour” marks the time needed to ensure the safety of first responders as the hazard makes impact and it is the designated point in time when it is no longer safe for responders to continue operations.

The impact phase is characterized by the following activities:

- Final sweep of hazard areas by first responders and front-line workers to support notification and transport of threatened populations
- Evacuation of hazard areas by remaining first responders and front-line workers
- Alert and warning messages to direct individuals remaining in hazard areas to refuges of-last-resort
- Closure and securing of travel into hazard areas
- Continual monitoring of the hazard, including any potential changes to impact areas
- Ongoing public information, utilizing all available communication methods to inform the evacuees of any availability of hotel and public shelter space in host jurisdictions, etc.

2.4 Displacement

Mass Care is mobilized and conducts operations throughout an incident to establish shelters and provide other services, but greater emphasis is placed on these activities during the displacement phase. During this phase, the evacuating jurisdictions communicate with the host area to coordinate numbers and types of evacuees, shelters, and the potential length of evacuation. Not every evacuation necessitates a robust mass care operation; it is most commonly conducted during long-lasting incidents. During shelter-in-place operations, mass care may consist of mobile commodity distribution or the establishment of hubs for evacuees to obtain food, water, and information during evacuations that last hours instead of days.

The displacement / mass care phase is characterized by the following activities:

- Provision of safe, accessible shelter secure from the elements
- Availability of food, water, and emergency relief items to shelter occupants
- Provision of medical first aid and disaster mental health counseling to shelter occupants
- Facilitation of the sheltering of pets that typically live with shelter occupants
- Efforts to support family notification and reunification at shelters
- Facilitation of referrals to recovery resources
- Efforts to ensure that disaster survivors are provided equal access and equal care

Please refer to the Mass Care Plan for additional information.

2.5 Reentry

Reentry incorporates the coordinated movement of evacuees back into a community once the threat or hazard dissipates and the event causing the evacuation ends. In instances where residents may not be able to return to their communities for a longer period, this population is relocated to host areas and returned when it is safe. Reentry typically marks the transition to recovery activities. This phase may follow the reentry of first responders if the threat or hazard was significant enough to require first responders to evacuate or will begin once first responders have stabilized the area to a point where residents can return.

A jurisdiction's law enforcement has the authority to terminate an evacuation or shelter-in-place order and to allow reentry into an impacted area.

Reentry traffic control will be directed by law enforcement with support and coordination provided through the OA EOC. Reentry will not be allowed until the UC agrees that conditions within evacuated areas are favorable for residents to return.

Reentry planning should begin before the reentry phase and should consider:

- Determination of any areas with ongoing hazards that must be mitigated before reentry, such as hazardous material spills, hazard trees, and utility lines.
- Coordination conference calls with all affected risk areas, host areas, and the UC, and identify which, if any, evacuated areas are in a condition to permit reentry.
- Mapping of the regional routes available for reentry into evacuated areas, identifying traffic control resource needs, and preparing a reentry traffic management plan.
- Coordination with the risk and host areas to identify the impact in areas throughout the planning process and support agency and organization planning efforts for reentry traffic control within its jurisdiction.
- Determination of reentry times into each risk and host area and arrangement for publicly announced reentry.

The reentry phase is characterized by the following activities:

- Completion of any efforts as feasible to mitigate ongoing hazards in reentry areas
- Coordination of conference calls led by the Del Norte's Sheriff's Office (DNSO) (in coordination with the OA EOC) to facilitate coordination efforts by law enforcement, public works, and transportation organizations on the timing of reentry into impacted areas and the resources necessary to support the efforts
- Coordination of conference calls led by the OA EOC Public Information Officer (PIO) to facilitate coordination efforts by stakeholder PIOs to disseminate reentry information to the public
- Release of appropriate, consistent information by the OA EOC PIO to the public regarding the time reentry is to be allowed, the areas opened, and the routes to be used by returning residents
- Monitoring of reentry traffic on a municipality-wide basis, identification of any needed adjustments in the reentry plan, and corrective action implementation as needed

2.6 Demobilization

During the demobilization phase, OES will support the transition back to steady-state. This support includes the following key tasks:

- Drawdown and return of resources. County-provided personnel, supplies, and equipment are released from deployment and returned to their normal operating/storage location(s).
- Collection and submission of documentation. Examples include EOC activity logs, EOC action plans, receipts, contracts, and any other documentation that is not otherwise protected. Documentation should be turned in and maintained according to EOC procedures.
- Public information. Strategies should shift to connect residents and visitors with recovery services or long-term recovery groups as appropriate. This may include mental health resources, individual assistance, and sources for ongoing information and benefit by engaging cultural brokers and trusted community stakeholders to assist in adequate and sustained tracking of situational awareness.
- Feedback and integration. Appropriate level feedback (hotwash, debrief, after-action review) should be gathered from participating personnel and submitted for improvement planning.
- Return to readiness. Response trailers, supply caches, and other resources utilized during response must be returned and replenished to a state of readiness for the next activation.

2.7 Whole Community Considerations

The priority for emergency assistance is to meet the immediate life safety and health needs of disaster survivors. While every person is vulnerable to risk, individuals from diverse populations, and particularly

those with access and functional needs, are often disproportionately more vulnerable and may be at a higher risk to harm. It is important to note the intersectional nature of what makes an individual's personal experience and resilience to an incident is played out by unique factors for that individual or population. The nuanced social vulnerabilities often come from the social and physical environment in which a person is embedded.

2.7.1 DOMESTIC/SEXUAL VIOLENCE SHELTERS

Del Norte County is home to the Harrington House, a domestic/sexual violence shelter and service organization that could be impacted during an evacuation or shelter-in-place situation. Shelter managers and management teams should strive to provide additional protections for those who have already survived domestic and sexual violence as well as prevent these acts from occurring during the operation of shelters with displaced evacuees. There is a potential for an increase in domestic/sexual violence following a disaster. Evacuation site managers should visibly post telephone numbers for local domestic violence shelters and national providers such as the National Domestic Violence Hotline: 1-800-799-SAFE (1-800-799-7233) or (1-800-787-3224) TeleTYpe (TTY) and the National Human Traffic Hotline (1-888-373-7888) in emergency shelter areas.

2.7.2 HOSPITALS AND RELATED FACILITIES

Hospitals and residential medical facilities, including hospice centers, mental health facilities, nursing homes, and other assisted living facilities, face unique resource requirements and challenges in performing protective actions.

- Sutter Coast Hospital is a 58-bed facility with a Level IV trauma center located within Crescent City. The hospital staffs emergency management personnel, stores emergency supplies, maintains an emergency operations plan that includes evacuation procedures, and trains at least annually. The hospital can also reach back to the Sutter organization for additional support.
- Crescent City Skilled Nursing Facility is an 85-bed facility located within Crescent City. The facility maintains emergency supplies and an emergency operations plan and regularly trains and exercises emergency plans.
- Addie Meedom House is a 60-bed, long-term assisted living facility located within Crescent City.

There are no hospice facilities or mental health facilities within Del Norte County.

Evacuation support for hospitals and related facilities can be obtained through the Redwood Coast Healthcare Coalition and the Regional Disaster Medical Health Specialist. The designated Medical Health Operational Area Coordinator for Del Norte County should be contacted to access these resources.

2.7.3 DISABILITIES, ACCESS, AND FUNCTIONAL NEEDS

Individuals with AFN may include, but are not limited to, individuals with disabilities, older adults, individuals who are blind, deaf, hard of hearing, have speech and language disabilities; mental health conditions, learning, intellectual and developmental disabilities, and chemical sensitivities; unaccompanied minors, individuals with limited English proficiency (LEP), limited access to transportation; and/or limited access to financial resources to prepare for, respond to, and recover from

an emergency. Through times of disaster, jurisdictions should still comply with regulations and laws that support the care of individuals with access and functional needs, such as the Americans with Disabilities Act (ADA) as well as other federal, state, and local laws and statutes.

Additional support for AFN populations, including subject matter expertise and supportive resources may be obtained through the following resources:

- California Department of Social Services, to include access to trained Functional Access Service Teams
- Del Norte Senior Center
- Redwood Coast Regional Center
- Tri-County Independent Living
- Disaster Service Workers (DSWs) for translation support

2.7.4 INCARCERATED PEOPLE

The evacuation of secure correctional facilities requires a coordinated effort between local, state, and federal law enforcement, corrections officials, and privately owned facilities to develop a clear understanding of how evacuations would be conducted and should be planned for and exercised on an annual basis.

Del Norte County contains several correctional facilities within the jurisdiction:

- Pelican Bay State Prison
- Del Norte County Jail
- Del Norte County Juvenile Hall
- Alder Conservation Camp

Facility managers are responsible for creating evacuation plans but may seek support from the OA EOC.

2.7.5 UNACCOMPANIED MINORS

The specific needs of children and unaccompanied minors must be considered during evacuation and shelter-in-place operations. Children and unaccompanied minors present a unique set of considerations, such as logistical requirements, medical needs, shelter placement, transport, and other services.

- In accordance with American Red Cross policy, shelter staff will identify any unaccompanied minors.
- Del Norte County Public Health is responsible for the development of a process for reunification with a parent/guardian or for care when a parent or guardian cannot be located.
- Del Norte Unified School District has a plan for reunification for incidents that happen during school hours or school-sanctioned events.

2.7.6 PETS AND ANIMALS

During evacuation and re-entry operations, animals require tracking, transportation, care, feeding, husbandry/waste removal, veterinary support, and sheltering support. When feasible, animals should remain with their owners during transport. By law, service animals—and, in some cases, assistance animals—must always remain with the owner.

The DNSO Animal Services Division maintains primary responsibility for the evacuation, care, and sheltering of companion animals and livestock during disasters. They are supported by the following:

- The Disaster Animal Response Team (DART) supports the care and sheltering of companion animals during and following disasters in adherence to their Standard Operating Guidelines.
- Del Norte County Search and Rescue (SAR) can assist with the evacuation of companion animals and livestock.
- A memorandum of understanding (MOU) with the Del Norte County Fairgrounds provides a shelter location for both companion animals and livestock during disaster incidents. When the fairgrounds are used, a mission number should be obtained through Cal EOC at the first opportunity.

During a disaster or emergency, the County will support to the best of its ability the movement of evacuees transporting companion animals, provided residents are able to evacuate their pets in a manner that does not threaten the safety or welfare of other evacuees. The care and safety of livestock remain the primary responsibility of the owner during an emergency or disaster but will be supported as resources allow.

The County may coordinate the use of local or state government, school, or faith-based facilities as shelters for impacted people if conditions warrant it. The County co-locates pet shelters near human population shelters when feasible.

2.8 Near-Source Earthquake and Tsunami Evacuation Considerations

Del Norte County is in an area with a unique risk for tsunamis. Tsunamis have special evacuation and transportation considerations; of particular concern is a tsunami originating from the Cascadia subduction zone. The epicenter of the generating earthquake would be near enough that roadways are likely to suffer significant damage from liquefaction, and the ensuing waves would begin arriving on Del Norte's shores within a matter of minutes. In this type of event, it is likely that emergency officials would be unable to disseminate emergency notifications (if undamaged, tsunami sirens may be signaled from the NWS Eureka office). Citizens and individuals located along the coastline will have to move immediately inland and/or to higher ground. Damaged or clogged roadways may necessitate doing so by foot, and citizens and visitors to Del Norte should assume a walking evacuation in this type of incident.

The Crescent City Harbor and its surrounding area is at the most significant risk, as pedestrian studies have shown that it takes longer, on average, to walk out of the inundation zone from that location than it could take for the first waves to arrive. Efforts are underway to acquire the resources necessary to construct a vertical evacuation center that would serve that location, but no such facility currently

exists. In a distant-source tsunami boat owners may also choose to evacuate out to sea (this decision requires staying out to sea until the threat has passed, potentially up to 24 hours); however, in a near-source incident there is not enough time to do this safely.

The tsunami threat highlights the importance of ongoing preparedness education that when an earthquake is felt near the coast, individuals should evacuate immediately on their own and not wait for evacuation notification from emergency officials.

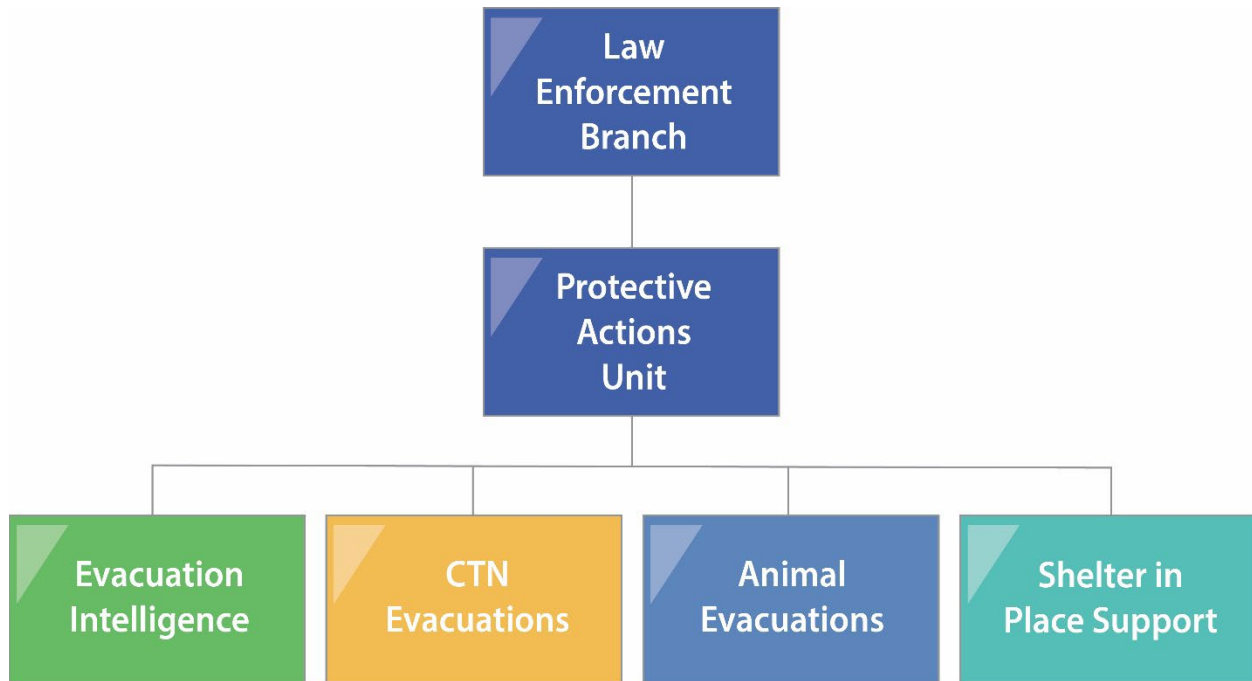
3 DIRECTION, CONTROL AND ORGANIZATION

3.1 Del Norte OA EOC

During an emergency, the Del Norte County OES will establish a temporary emergency response structure to coordinate the County's emergency activities. This structure will use Incident Command System principles and terminology, in alignment with the Standardized Emergency Management System (SEMS).

The OA EOC consists of five principal sections activated for a major incident. The sections may include subgroups to focus on specific responsibilities as the response requires. The organizational structure is intended to be flexible and scalable; the positions that are activated and staffed will be based on the needs of the emergency at hand. Furthermore, the OA EOC will coordinate with municipal, regional, and state jurisdictions in alignment with SEMS. For more information on OA EOC structure, reference the Del Norte OA EOP Base Plan.

Evacuation and transportation support are coordinated through the Operations Section, Law Enforcement Branch. The County will stand up a specific Protective Actions Unit to manage different aspects of the response.



Protective Actions is a function of the Operations Section. Once the Plan is activated, the assigned lead will report to the OA EOC as the Protective Actions Unit Leader and will be supervised by the OA EOC Law Enforcement Branch Coordinator.

The following groups may be considered for activation by the Protective Actions Unit Leader:

- **Evacuation Intelligence Group:** Captures and organizes disaster intelligence from field operations to support Protective Action functions. May work with the incident command post (ICP)(s), Planning Section, PIO / Joint Information Center (JIC), and other entities to receive and relay information needed for decision-making and public information needs. The Evacuation Intelligence Group is led by an Evac Intelligence Group Supervisor.
- **Critical Transportation Needs (CTN) Evacuation Group:** Coordinates evacuation transportation support for CTN evacuees. May work with incident command to provide input and receive information on the Traffic Plan. May coordinate with the Mass Care and Shelter Branch on sheltering for evacuees. The CTN Evacuation Group is led by a CTN Evac Supervisor.
- **Animal Evacuation Group:** Coordinates evacuation transportation for companion animals and livestock. May work with the Mass Care and Shelter Branch on sheltering for companion animals and livestock. The Animal Evacuation Group is led by an Animal Evac Supervisor.
- **Shelter-in-Place Support Group:** Coordinates shelter-in-place support for visitors, residents, and the public sector. May work with the Mass Care and Shelter Branch on distribution of food, water, and critical supplies during extended sheltering. May work with Public Works and utility providers to ensure ongoing utility functionality. The Shelter-in-Place Support Group is led by a Support Group Supervisor.

Additional information about the roles and responsibilities of these groups may be found in the job aids in the appendices.

3.2 Transportation and Resource Support

During the activation of this Annex, the OA and communities should attempt to fulfill needs locally until they can no longer meet the needs with existing resources. Once this threshold has been crossed, the OA EOC should attempt to procure needed resources through local acquisition procedures or request mutual aid through existing mutual aid avenues. Once all local avenues for procurement and mutual aid have been exhausted, resource requests should then be routed through the OA EOC for potential further assistance or resource acquisition.

An extensive list of available resources (facilities, personnel, technology, equipment and supplies, and services) that can potentially be used during Evacuation and Transportation operations is located in Appendix E.

3.3 Host Areas

An evacuation will generate impacts outside the areas immediately at risk and may necessitate the use of local resources in nonthreatened areas to support the response. The OA EOC will determine whether activation of response operations in designated host areas outside the immediate area of impact is necessary. If so, the EOC will request adjacent jurisdictions and agencies to support the evacuation as follows:

- The County may request host areas to implement mass care and shelter and traffic management in support of evacuations from risk areas. All EOCs within designated host areas may be requested to activate and prepare to initiate host response plans.
- In support of host response operations, neighboring jurisdictions/EOCs will be kept informed on incident information, including planning and implementation of protective actions.
- All jurisdictions within designated host areas may be included in a California governor's proclamation of a state of emergency and all requests by the governor for emergency disasters and major disaster declarations.
- The OA EOC will monitor hazardous situations as they develop. Regular conference calls will be held between the OA EOC, other potentially affected area EOCs (risk and host), and appropriate state and federal agencies regarding the degree of threat to the impacted area and the potential for escalation. In addition, the OA EOC will coordinate with local agencies as to whether the hazard will require coordination and implementation of protective actions, including evacuations across multiple jurisdictions. If so, the OA EOC will begin implementation of the evacuation and shelter-in-place process.

4 ROLES AND RESPONSIBILITIES

This plan supports, but does not supersede, the Del Norte OA EOP. All entities assigned responsibilities below will implement them on top of any assigned responsibilities in the Basic Plan.

4.1 Del Norte OES

- Activates the EOP and this Annex
- May serve in UC
- Notifies those with responsibilities assigned under this annex of its activation
- Notifies the County Administrative Officer/Director of the Office of Emergency Services and Cal OES Emergency Services Coordinator

4.2 Del Norte OA EOC

- Coordinates and supports evacuation, transportation, and protective action activities
- Activates the PIO to support public messaging efforts related to evacuation operations
- Coordinates with cooperative partner PIOs and/or establishes a JIC to support public messaging efforts related to protective actions
- Requests mutual aid or state support as needed

4.3 Del Norte County/OA Public Information Officer

- Provides information to the general public through the media using broadcast, print, radio, social media, and other platforms
- Serves as point of contact for media requests
- Monitors media platforms for accuracy to inform efforts to correct misinformation, including rumor control
- Provides the OA EOC General and Management Staffs with current information
- Monitors the use of and prepares releases for public information and warning
- Sets up a system for and addresses public inquiries

4.4 Del Norte County Sheriff's Office

- Provides a Protective Action Coordination Branch Leader to the OA EOC
- May serve as the IC or in UC for all County-managed protective actions
- Coordinates all transportation assets used in an evacuation
- Coordinates traffic control and security in the impacted area, in unincorporated areas

- Coordinates with local law enforcement and incident command in any County-assisted evacuations on traffic control and security issues for county highways and facilities involved with the evacuation
- Coordinates with Crescent City Police Department, impacted fire departments, Crescent City Public Works, and County Roads Division on Traffic Plan development and implementation
- Coordinates with the Crescent City Public Works or County Roads Division on the use or modification of traffic control devices to aid any evacuation
- Assists with public information and warning in the field
- Provides security during evacuation and in evacuation areas
- Provides or coordinates evacuation or sheltering of incarcerated people
- Requests the assistance of law enforcement mutual aid

4.5 Crescent City Police Department

- May serve as the IC or in UC
- Coordinates with Del Norte Sheriff's Office, impacted fire departments, Crescent City Public Works, and County Roads Division on Traffic Plan development and implementation
- Provides traffic control for municipal roads involved in the evacuation
- Assists with public information and warning in the field
- Provides security during evacuation and in evacuation areas
- Provides or coordinates evacuation or sheltering of incarcerated people

4.6 Fire Districts

- May serve as the IC or in UC
- Coordinate with Crescent City Police Department, Del Norte Sheriff's Office, Crescent City Public Works, and County Roads Division on Traffic Plan development and implementation
- Assist with public information and warning in the field
- Provide fire and rescue services within the evacuation zone, on evacuation routes, and at evacuation support sites
- Track and maintain hours and associated costs related to protective action activities in accordance with the most recent version of FEMA's Public Assistance Program and Policy Guide, using procedures provided by the OA EOC Finance Section

4.7 Del Norte Ambulance

- Becomes familiar with the Traffic Plan before entering evacuation zones
- Triage and transports incident victims
- Provides transportation for medically fragile people
- Assists with Public Information and warning in the field

4.8 County of Del Norte Roads Division / Crescent City Public Works

- May serve in the UC
- Coordinates with Crescent City Police Department and Del Norte Sheriff's Office on Traffic Plan development and implementation
- Assists with public information and warning in the field
- Provides traffic control support for municipal roads involved in the evacuation (signal timing, signage, lighting, and barriers)
- Supports restoration of impacted transportation infrastructure on local roadways

4.9 Del Norte County Department of Health and Human Services

- Supports agency for mass care and shelter operations
- Establishes TEP and shelter locations
- Assists with the identification of AFN populations potentially impacted by the evacuation and the incident

4.10 Del Norte Unified School District

- Provides transportation assets
- Supports mass notification and public information

4.11 Partner Agencies and Organizations

4.11.1 NATIONAL WEATHER SERVICE

- Provides SPOT weather forecasts

- Provide tsunami forecasts and updates
- Provides liaison to the OA EOC as requested
- NWS can remotely trigger tsunami warning sirens; this is normally done in conjunction with the County, but can be done unilaterally if necessary

4.11.2 REDWOOD COAST REGIONAL CENTER

- Serves as AFN subject matter expert
- Connects the OA EOC with AFN resources, as needed

4.11.3 REDWOOD COAST TRANSIT AUTHORITY

- Provides transportation assets, including vehicles and personnel for the transportation of CTN individuals during evacuations
- Supports commodity and information distribution during shelter-in-place
- Provides information to IC/UC in the development of the Traffic Plan

4.11.4 COMMUNITY EMERGENCY RESPONSE TEAM

- Provides personnel for traffic management
- Supports commodity and information distribution during shelter-in-place
- Can assist with door knocking for evacuation notice
- Can assist in operating TEPs, resource centers / PODs, and shelters

4.11.5 CALIFORNIA HIGHWAY PATROL

- Works with other law enforcement, fire departments, and public works / county roads to develop the Traffic Plan
- Assists with public information and warning in the field
- Provides traffic management on state highways during evacuation

4.11.6 CALIFORNIA DEPARTMENT OF TRANSPORTATION

- Supports restoration of impacted transportation infrastructure on state highways
- Supports traffic management on state highways during evacuation through resources (signage, barriers, etc.)

4.11.7 AMERICAN RED CROSS

- Supports agency for mass care and shelter operations
- Establishes TEP and shelter locations

4.11.8 DEL NORTE LOCAL TRANSPORTATION COMMISSION

- Provides subject matter expertise on traffic management within Del Norte County

4.11.9 BORDER COAST REGIONAL AIRPORT AUTHORITY

- Supports air evacuation out of Jack McNamara (CEC) or Gasquet Airport
- Can provide refuge of last resort at airports with notification and FAA clearance

4.11.10 CRESCENT CITY HARBOR DISTRICT

- Supports marine evacuation out of Crescent City Harbor
- Coordinating entity to evacuate Harbor residents and businesses

4.11.11 DISASTER ASSISTANCE RESPONSE TEAM

- Supports companion animal evacuation when possible
- Provides companion animal care and shelter

4.11.12 DEL NORTE COUNTY SEARCH AND RESCUE

- Supports livestock evacuation when possible
- Provides security and crowd control as requested

4.11.13 NEIGHBORS HELPING NEIGHBORS (NHN)

- Assists with public information and warning in NHN neighborhoods
- May assist with the identification of AFN populations potentially impacted by the evacuation and the incident
- Can provide portable generators

4.11.14 REDWOOD COAST HEALTHCARE COALITION

- Supports the coordination of patient transfer and placement during evacuation of the hospital or skilled nursing facility

4.11.15 LIFE FLIGHT (CAL-ORE)

- Can provide limited air evacuation and shelter-in-place support using landing zones outside of established airports

4.11.16 CALIFORNIA DEPARTMENT OF CORRECTIONS AND REHABILITATION

- Supports evacuation of local correctional facilities
- Supports law enforcement evacuation, security, and reentry operations

4.12 Private Sector Partners

- May provide resources to support the incident

5 COMMUNICATIONS

5.1 Alert, Notification and Warning

The Del Norte County Community Alert System is comprised of multiple communications systems and methods including notification systems, social media, email, traditional media, and direct notifications.

- Everbridge
- Emergency Alert System (EAS)
- Wireless Emergency Alert / Integrated Public Alert and Warning System
- Del Norte County OES website
- Del Norte County OES social media accounts
- Listservs
- BiCoastal Media (KCRE and KPOD)

5.2 Public Information

The OA EOC PIO should work with the OA EOC JIC and cooperative partners to develop and deliver public information that is actionable, timely, and relevant to protective actions. Such messaging should consider the following elements:

All

- The nature of the threat
- Geographic area affected
- Length of time protective actions are anticipated to be needed, if known
- Additional sources of information, such as Zonehaven AWARE

Evacuation

- Anticipated impact area, evacuation zones, and evacuation levels
- Evacuation routes (ingress and egress)
- Evacuation type (single or staged, pedestrian, transit, private vehicle, or combination)
- TEP and mass care shelter locations

- Recommendation of items to take
- Information on sheltering companion animals and livestock and other large animals
- Contact information for additional assistance for CTN evacuees

Shelter-in-Place

- Anticipated impact area and shelter-in-place zones
- Directions on how to shelter-in-place, including:
 - Closing doors, windows, fireplace dampers etc.
 - Sealing/closing all vents, fans, and other openings in the structure to the outside
 - Turning off furnaces/air conditioners
 - Covering and staying away from windows
 - Minimizing the use of elevators
- Contact information for critical needs such as injury or illness, food and water, and home health support

The California Penal Code 409.5(d) allows media access to scenes of disaster, riot, or civil disturbance but not to crime scenes. However, this statement does not imply that the news media can interfere with incident operations. If entering a location is hazardous, they should be advised; media access cannot be prevented for safety reasons unless their presence would impede by blocking the entrances and exits or disturbing evidence.

5.3 Zonehaven

Zonehaven is a software company that develops tools to help communities and first responders more effectively plan, communicate, and execute evacuations. *Del Norte OES is currently working with OA stakeholders to develop and implement the use of Zonehaven as part of its arsenal of emergency management tools.*

Preestablished evacuation zones help fire, law, and emergency service agencies prepare for, streamline, and reduce confusion around the evacuation process so that roads are clear for those who need to evacuate quickly. By evacuating the most at-risk zones first, emergency personnel are able to manage the traffic flow and more easily prevent the traffic jams that occur when an entire town or city tries to evacuate all at the same time. It also provides a common reference system for all first responders and the community.

Zonehaven AWARE is a web-based platform for community members. Residents can look up their address using the search bar to find evacuation information for their area. *Once launched, residents will be able to access Zonehaven AWARE, identify their zone, and learn what the provided information means at preparedelnorte.com.*

Residents should be encouraged to visit this site during preparedness, response, and recovery phases to obtain information, including current evacuation and reentry status.

5.4 Access and Functional Needs

People with disabilities and access and functional needs may require special accommodations to receive and utilize emergency communications. Additionally, this population may have specific donation needs post-disaster. The OA EOC Liaison will reach out to AFN partner organizations, such as New Dawn Support Services, to understand and communicate these needs to appropriate donation partners and to the PIO for public information.

Del Norte County has significant Spanish-speaking and Hmong-speaking populations. When possible, the OA EOC PIO will take steps to ensure the use of interpreters, translators, and assistive technologies are available to make certain that messaging can be received by all populations. The OA EOC PIO may also establish a predesignated location where deaf and hard of hearing can go to receive updates.

5.5 Alternate Forms of Messaging

In instances where the ability for the OA EOC to send or impacted populations to receive standard communications may be impeded, alternate methods may need to be employed. These methods can include:

- Door to door (Knock and Talks) — may be done by first responders or can be supported by Neighbors Helping Neighbors and/or CERT teams.
- Civil Air Patrol fly over with speaker for rural areas, coastal areas, and the harbor.

6 ADMINISTRATION AND LOGISTICS

6.1 Reimbursement Guidelines and Procedures

Del Norte County will follow all local, state, and FEMA reimbursement guidelines and procedures as listed in the EOP Basic Plan.

6.2 Personnel and Tracking

All personnel involved in response (both volunteer and force account) should be encouraged to maintain 214 logs to account for their time and activity tracking. 214s should include time spent on each activity, information on equipment or vehicles used, and mileage incurred. (The use of 214s may be waived for force account labor if time studies contain this same information.) Further details for both paid and unpaid staff can be found in the Basic Plan and in the Volunteer and Donations Annex.

The Timekeeping Unit is responsible for maintaining records of all hours. Sign-in sheets and 214 forms (or time studies if being used in lieu of) should be collected at the end of each operational period and accounted for in timekeeping records.

6.3 Documentation

Documentation is critical to Del Norte County for accountability and reimbursement opportunities. Required documentation for FEMA Cost Recovery of donated or procured resources is included on the checklist below. This form must be completed for all equipment and supply purchases and donations used by the EOC to ensure eligibility for credit towards the County's cost share.

This documentation should be supported by 214s for volunteer and force account labor. (Note, this documentation is not required for private, in-kind donations meant for distribution to those impacted by the disaster. Forms for this type of donation are included in the Volunteer and Donation Annex.)

- Equipment:
 - Type of equipment and attachments used, including year, make, and model (required)
 - Size/capacity (e.g., horsepower, wattage) (required)
 - Locations and days and hours used (required); should include usage logs
 - Operator name (required when requested)
 - Schedule of rates, including rate components (required if not using FEMA rates)
- Supplies or materials:
 - Quantity used (required)
 - Location(s) used (required)
 - Use of the goods (required)
 - Receipts (required)
 - Invoices or other documentation to validate claimed value (required)

7 REFERENCES AND AUTHORITIES

- Federal Emergency Management Agency. (2019). Planning Considerations: Evacuation and Shelter-In-Place: Guidance for State, Local, Tribal, and Territorial Partners.
- California Governor's Office of Emergency Services. (1999). Legal Guidelines for Controlling Movement of People and Property During an Emergency.
- California Governor's Office of Emergency Services. (2017). State of California Emergency Plan.

- Del Norte Office of Emergency Services. (2021). Del Norte Operational Area Emergency Operations Plan.

8 RECOVERY CONSIDERATIONS

Del Norte County will seek cost recovery for disaster-related expenses whenever possible, including the costs of the response. Cal OES and FEMA require certain documentation for potential recovery of costs. To facilitate this effort, Del Norte County will follow County administrative protocols to track time and expenditures for potential inclusion in a disaster assistance request. Further information on recovery considerations can be found in the Administration, Finance, and Logistics section of the EOP Base Plan.

9 PLAN DEVELOPMENT AND MAINTENANCE

9.1 Plan Maintenance

This Annex may be modified as needed after a significant incident, exercise, or for changes in State, County, or other policies, law, rules, or regulations pertaining to evacuation. The Del Norte County Office OES is responsible for plan distribution, review, update, testing, training, and how an after-action report is conducted after the plan has been implemented.

The Evacuation Annex will be reviewed regularly and amended as appropriate in accordance with a five-year schedule coinciding with the EOP.

The formal review and update process will be led by the Del Norte County OES. Stakeholders will be asked to review the Annex and provide comments to OES. OES will address the comments, making edits to the draft document as necessary, and produce the final Annex.

The Del Norte County Board of Supervisors will have final approval of any Annex changes during the formal review, after review and recommendation by the Del Norte County Disaster Council.

9.2 Training and Exercise

Del Norte OES should provide training on this annex to those responsible for its implementation. The following courses may be beneficial to those seeking to improve their capability in preparing for and responding to extended power outages:

FEMA Residential/Non-Residential/Indirect Courses

- G358 Evacuation and Reentry Planning
- G197 Integrating Access and Functional Needs into Emergency Management
- G557 Rapid Needs Assessment

Additional Training

- MGT-412 Sport Venue Evacuation and Protective Actions, Texas Engineering Extension Service
- MGT-461 Evacuation Planning Strategies and Solutions, Texas Engineering Extension Service
- Any additional training mandated by state or federal regulations
- Any additional training relevant to the topics contained in this Annex

The Annex should be tested in applicable local and countywide exercises. Elements of this Annex should be incorporated into drills and exercises by Del Norte County so that items can be flagged and updated as appropriate. The Annex may be implemented either by exercise or in response to a real incident; a complete after-action review and improvement plan should be completed after each use.

APPENDIX A. HAZARD INFORMATION

The following hazards were taken into consideration for the development of this Annex and may pose specific evacuation and sheltering-in-place related challenges based on their size and scale. For additional information and more in-depth descriptions of hazard impacts reference the Del Norte County Hazard Mitigation Plan Volume 1 document.

DAM FAILURE

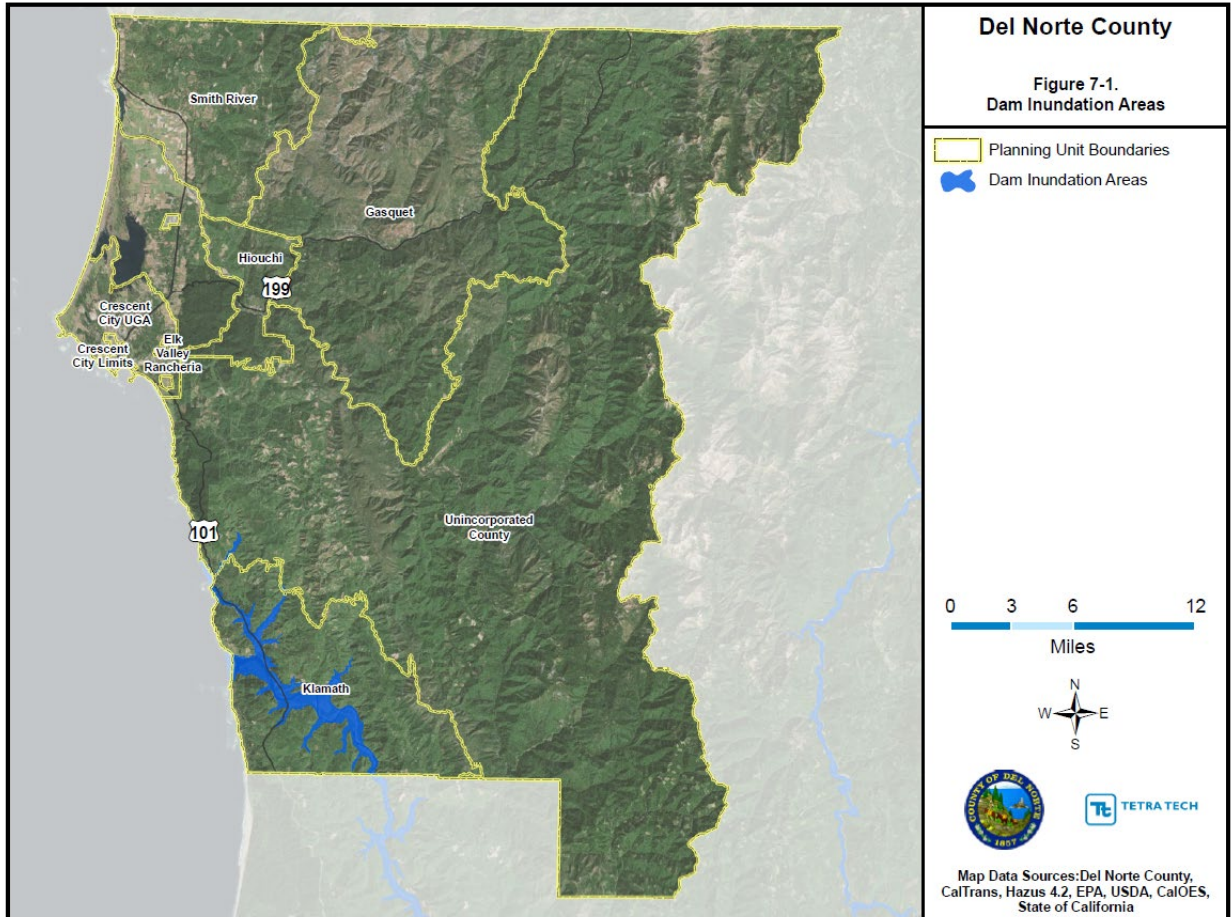
A dam is an artificial barrier that has the ability to store water, wastewater, or liquid borne materials for reasons including flood control, human water supply, livestock water supply, energy generation, or recreation. In rare events, dams can fail. These failures typically occur in one of four ways:

- Overtopping due to inadequate spillway design, settlement of the dam crest, blockage of spillways, and other factors
- Foundation defects due to differential settlement, slides, slope instability, uplift pressures, and foundation seepage
- Failure due to piping and seepage, usually caused by internal erosion due to piping and seepage, erosion along hydraulic structures such as spillways, erosion due to animal burrows, and cracks in the dam structure
- Failure due to conduits and valves, typically caused by the piping of embankment material into conduits through joints or cracks

Dam failures can also be the result of secondary impacts of other hazards, with prominent causes including earthquakes, landslides, extreme storms, massive snowmelt, equipment malfunction, structural damage, foundation failures, and sabotage.

In Del Norte County, dam failure vulnerabilities are mainly located in the areas around the Klamath River. According to the 2018 Del Norte Operational Area Hazard Mitigation Plan Volume 1, an estimated 416 structures reside in a dam failure inundation zone. The major roads that pass through the dam failure inundation zone are State Highway 169 and U.S. Highway 101. Some portions of these roads may be built above the flood level, and other portions may function as levees to prevent flooding. In severe flood events, especially with high velocity flows, these roads can be damaged or blocked, and bridges can be washed out, significantly disrupting travel through these areas. Dam failure could also result in devastating impacts to critical facilities located near the Klamath River. Washed out roads would cause the greatest impact on evacuation operations, specifically the major roads listed above.

The following map shows dam failure inundation areas in the county, as listed in the 2018 Del Norte County OA Hazard Mitigation Plan Volume 1.



EARTHQUAKE

Earthquakes are no-notice incidents that can occur at any time of day or night. Impacts from an earthquake could trigger the evacuation of multiple communities located within Del Norte County. Depending on the magnitude of an earthquake, roads, bridges, transportation resources, and critical infrastructure relied upon for the safe evacuation or sheltering-in-place of people within Del Norte County may be impacted. An earthquake can also cause cascading or secondary hazards that could be triggers for evacuation.

Areas of greatest concern of earthquakes in Del Norte County are the Bald Mountain-Big Lagoon and Lost Man faults. Areas outside of Del Norte County that could impact the county are the Cascadia Subduction Zone or activity in the fault zone around Trinidad in Humboldt County. While earthquakes on the Cascadia fault are less frequent, they are of grave concern as they could trigger a tsunami.

The following major roads in Del Norte County pass through National Earthquake Hazards Reduction Program Class D soils; Class D soils magnify shaking intensity.

- State Highway 169
- State Highway 197
- U.S. Highway 101

- U.S. Highway 199

Secondary hazards from an earthquake that could additionally impact evacuation and shelter-in-place operations are:

- Landslides
- Tsunamis
- Dam and levee failures
- Fires resulting from ruptured gas lines or downed power lines
- Soil liquefaction

FLOODING

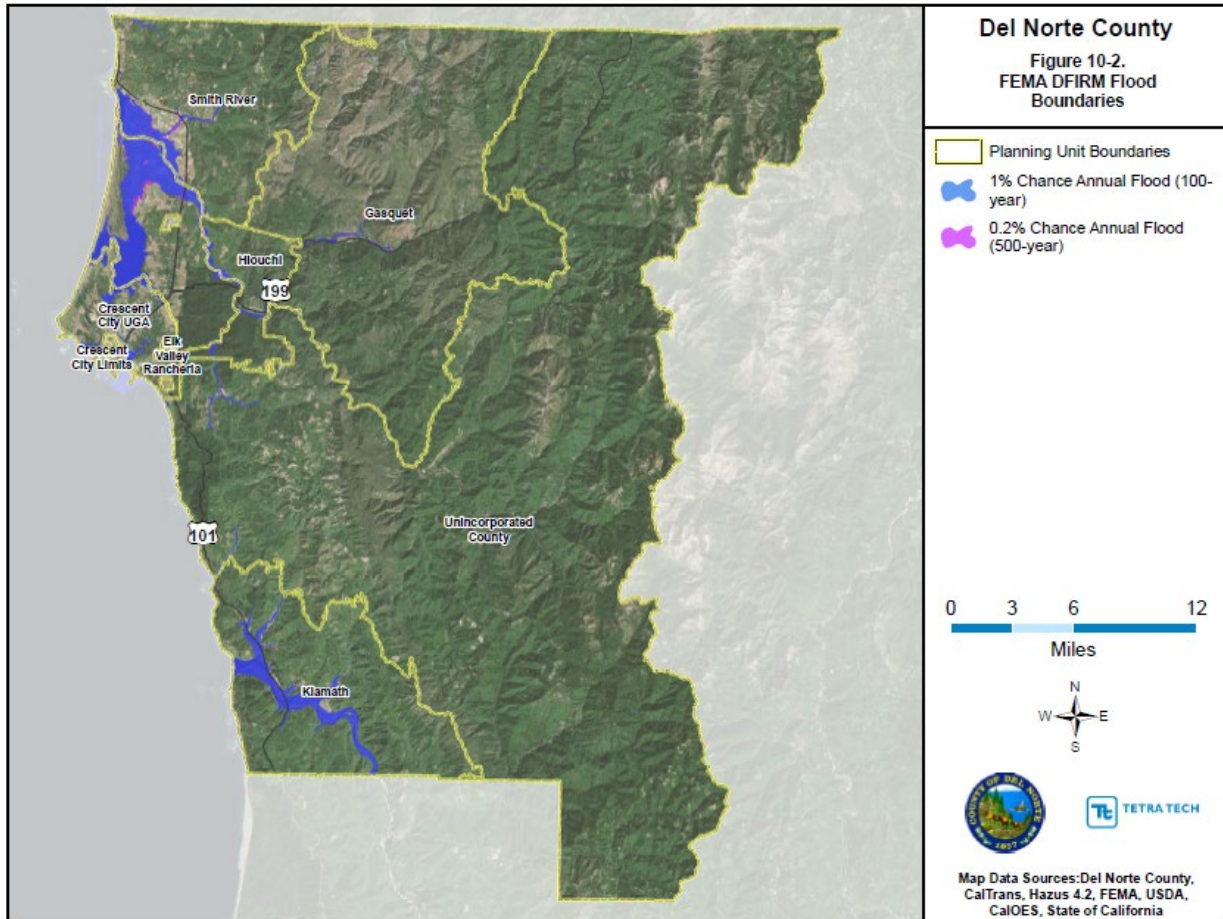
There are six types of flooding incidents that may impact Del Norte County: coastal flooding, riverine flooding, nuisance flooding, tsunami flooding, sea level rise flooding, and dam failure flooding. It is considered unusual for a flooding incident to occur without warning due to sequential patterns of meteorological conditions, although flash flooding incidents may cause no-notice or short-notice incidents. Flooding incidents may cause damage to roads, weaken soils in which bridges are constructed, wash out bridges and roads or block them with debris, and make some critical facilities relied upon for evacuation or shelter-in-place operations unusable.

The following major roads in Del Norte County pass through the 1-percent-annual-chance flood hazard area and thus are exposed to flooding:

- State Highway 169
- State Highway 197
- U.S. Highway 101
- U.S. Highway 199

Secondary hazards from a flooding incident that could additionally impact evacuation and shelter-in-place operations are:

- Bank erosion near roads, bridges, and critical facilities used for evacuation or shelter-in-place operations.
- Landslides.
- Hazardous materials spills if storage tanks rupture and spill in streams, rivers, or drainage sewers.



LANDSLIDE

Landslides are often no-notice incidents and are triggered by other hazards such as earthquakes, heavy rain, floods, or wildland fires. Most landslides in Del Norte County occur during the winter months after the water table has risen. Landslides may cause impacts to roads, bridges, and other transportation and shelter-in-place critical facilities.

Landslides can block roads, isolate neighborhoods, and cause problems for public and private transportation.

Landslides can significantly impact road bridges. They can knock out bridge abutments or significantly weaken the soil supporting them, making them unusable.

The area most susceptible to landslides in Del Norte County is Last Chance grade (Highway 101, between Crescent City and Wilson Creek)

SEVERE WEATHER

Severe weather refers to any dangerous meteorological phenomena with the potential to cause damage, serious social disruption, or loss of human life. The most common severe weather incidents to impact Del Norte County are winter weather (extreme cold and severe winter storms), thunderstorms, and damaging winds.

Severe weather incidents have the potential to happen anywhere in Del Norte County. Communities in low-lying areas next to streams or lakes are more susceptible to flooding from heavy rains associated with severe winter storms and thunderstorms. High elevation areas experience heavier snowfall and a greater risk of road closures. Wind incidents can impact the entire county.

Severe Weather can cause damage or disrupt the use of roads, bridges, transportation resources, and critical infrastructure used for evacuation and shelter-in-place operations.

Secondary hazards from a severe weather incident that could additionally impact evacuation and shelter-in-place operations are:

- Flooding
- Landslides
- Wildfires

TSUNAMI

Tsunami are typically short-notice incidents and are related to the distance and geographic location of the source event (such as an earthquake, submarine volcanic activity, or submarine landslides). Depending on the magnitude of a tsunami, roads, bridges, transportation resources, and critical infrastructure relied upon for the safe evacuation or shelter-in-place of people within Del Norte County may be severely impacted.

The following major roads in Del Norte County pass through tsunami inundation areas:

- State Highway 169
- U.S. Highway 101

Secondary hazards from tsunami incidents that could impact evacuation and shelter-in-place operations are:

- Hydraulic force from tsunami waves
- Floating debris blocking roadways and bridges
- Flooding
- Hazardous materials spills from ruptured holding tanks
- Fires

WILDFIRE

Wildfire incidents can occur naturally or intentionally, and depending on the size and scale of the incident, roads, bridges, transportation resources, and critical infrastructure relied upon for safe evacuation or shelter-in-place of people within Del Norte County may be impacted. The Del Norte Operational Area Hazard Mitigation Plan notes that 57% of the county's population lives in a mapped wildfire risk area. Historically, most wildfires in Del Norte County ignite between the months of July and October, though wildfire is a risk year round.

The following areas are most susceptible to wildfires and may have transportation route challenges:

- Gasquet
- Big Flat
- Klamath

Secondary hazards from wildfires that could impact evacuation and shelter-in-place operations are:

- Contribution to flooding
- Landslides

APPENDIX B. COMMUNITY CHARACTERISTICS

Del Norte County had an estimated population of 28,100 in 2021. This is a population density of approximately 28.9 people per square mile, although the bulk of the population is concentrated along the U.S. Highway 101 corridor between Crescent City and Smith River. Land ownership consists of federal (69.06%), private (22.60%), State (8.08%), Tribal Trust (0.20%), County (0.05%), and city (0.01%).

Big Flat

Big Flat is an off-grid, unincorporated community located in northeast Del Norte County along County Road 427 approximately 16 miles from U.S. Highway 199. It sits within the Six Rivers National Forest Smith River National Recreation Area alongside the South Fork of the Smith River and has no official fire department and limited water availability, and only one primary road for access. It is estimated that approximately 20 people live in the community, and it is at risk from earthquake, flooding, landslide, severe weather, and wildfire. There is also a campground located in Big Flat.

Crescent City (Bertsch-Oceanview)

Crescent City Bertsch-Oceanview is a census-designated, unincorporated community lying adjacent to and southeast of the municipality and primarily consists of rural residential, industrial, timberland, and resource conservation area land use designations. The Elk Valley Rancheria, a federally recognized tribe of Tolowa and Yurok people, is located within the community, and the Crescent City Harbor is located just west. Approximately 2,520 people lived in this community in 2020; it is at risk from earthquake, flooding, severe weather, tsunami, and wildfire.

Crescent City (Downtown)

Crescent City is the only incorporated city in the county and serves as the county seat. It is located approximately 20 miles south of the Oregon border along U.S. Highway 101 and primarily consists of residential and industrial land use designations. Approximately 6,628 people lived in this community in 2020; it is at risk from earthquake, flooding, severe weather, landslide, erosion, and tsunami.

Crescent City (North)

Crescent City North is a census-driven, unincorporated community lying adjacent to and north of the municipality. It is primarily residential land use designation. The Del Norte County Airport is located within this community. Approximately 4,028 people lived in this community in 2020; and it is at risk from earthquake, flooding, severe weather, and wildfire.

Fort Dick

Fort Dick is a census-designated, unincorporated community located in northwestern Del Norte County along U.S. Highway 101 approximately six miles north of Crescent City. It primarily consists of residential and agricultural land use designations. Approximately 912 people lived in this community in 2020; it is at risk from earthquake, flooding, severe weather, tsunami, terrorist attack, and wildfire.

Gasquet

Gasquet is a census-designated, unincorporated community located in northeastern Del Norte County along U.S. Highway 199, approximately 21 miles east of Crescent City. It is located within the Smith River

National Recreation Area and bisected by the Wild and Scenic Smith River, which encompasses the largest undammed Wild and Scenic River watershed in the U.S. and is entirely surrounded by the Six Rivers National Forest. It consists primarily of residential and resource conservation area land use designation. Approximately 657 people lived in this community in 2020; it is at risk from earthquake, flooding, landslide, severe weather, and wildfire.

Hiouchi

Hiouchi is a census-designated, unincorporated community located in central Del Norte County about 6 miles northeast of Crescent City along U.S. Highway 199 and State Route 197. It is bordered to the east by the Smith River National Recreation Area and the Wild and Scenic Smith River, and to the south by Redwood National and State Parks. It consists primarily of residential and resource conservation area land use designation. Approximately 314 people lived in this community in 2020 and it is at risk from earthquake, flooding, landslide, severe weather, and wildfire.

Klamath

Klamath is a census-designated, unincorporated community located in southern Del Norte County along U.S. Highway 101 and State Highway approximately 20 miles south of Crescent City and on the north side of the Klamath River. The headquarters for the Yurok Tribe are located here, and Resighini Rancheria lies just to the south. It consists primarily of residential and resource conservation area land use designation. Approximately 1,088 people lived here in 2020; it is at risk from earthquake, flooding, landslide, severe weather, tsunami, and wildfire.

Rock Creek

Rock Creek is an off-grid, unincorporated community located in northeast Del Norte County along County Road 427 approximately 10 miles from U.S. Highway 199. It sits within the Six Rivers National Forest Smith River National Recreation Area alongside the South Fork of the Smith River and has no official fire department, limited water availability, and only one primary road for access. It is estimated that approximately 50 people live in the community; it is at risk from earthquake, flooding, landslide, severe weather, and wildfire.

Smith River

Smith River is a census-designated, unincorporated community located in northwestern Del Norte County along Highway 101, approximately 13 miles north of Crescent City. Tolowa Dee-ni' Nation (a federally recognized Native American Tribe) trust lands are located just north and in close proximity. It consists primarily of residential, agricultural, and resource conservation area land use designation. Approximately 906 people lived here in 2020; it is at risk from earthquake, severe weather, tsunami, and wildfire.

Sun Star

Sun Star is an off-grid, unincorporated community located in the Rogue River Siskiyou National Forest at the northern edge of Del Norte County, east of Highway 199. It is located on Dunn Creek on the East Fork Illinois River, with primary access through Takilma, Oregon. The 2020 Community Wildfire Protection Plan notes that fire response authority for this area has now been transferred to the State of

Oregon due to access. It is estimated that approximately 50 people live here; it is at risk for earthquake, severe weather, and wildfire.

APPENDIX C. TRANSPORTATION ROUTES

The following local, state, and federal roads are designated as main transportation corridors in Del Norte County for the purposes of this Annex.

Roadways identified for evacuation will depend on the location or hazard, the size of the evacuating population, the impacts on the transportation systems and facilities, and the risks to the evacuating public. The level in which routes are overused depends on the evacuation participation, the perceived *safe* destinations, and knowledge of alternate routing. For regional threats the accumulation of vehicles on routes can result in congestion and longer clearance times.

U.S. HIGHWAY 101

U.S. Highway 101 travels north and south along the coastal areas of Del Norte County, from the Oregon border to the north and Klamath. U.S. Highway 101 is a single lane highway in each direction. The road is maintained by the California Department of Transportation (Caltrans).

Major junctions:

- State Route 299 in Arcata (Humboldt County)
- U.S. Highway 199 near Crescent City

STATE ROUTE 197 (a.k.a. North Bank Road)

State Route 197 travels east and west between U.S. Highway 101 and U.S. Highway 199 as a major connector route. It is a single lane highway in both directions. The road is maintained by Caltrans.

Major Junctions:

- U.S. Highway 101 between Fort Dick and Smith River
- U.S. Highway 199 near Hiouchi

U.S. HIGHWAY 199

U.S. Highway 199 travels north and south diagonally across Del Norte County from Crescent City to the Oregon border. U.S. Highway 199 is a single lane highway in both directions. The road is maintained by Caltrans and the Oregon Department of Transportation (ODOT).

Major Junctions:

- U.S. Highway 101 near Crescent City
- State Route 197 near Hiouchi

STATE ROUTE 169

State Route 169 travels east and west. The most east end is located in Klamath Glen and the most west end connects to U.S. Highway 101 in the Klamath townsite. The road is maintained by Caltrans.

Major Junctions:

- U.S. Highway 101 near Klamath

DN 427 (a.k.a. South Fork Road)

DN 427 travels diagonally north and south; it is the primary evacuation route for the off-grid communities of Big Flat and Rock Creek. It is very narrow and one lane in each direction. The road is maintained by the County.

Major Junctions:

- U.S. Highway 199 near Hiouchi

DN 305 (a.k.a. Low Divide)

Low Divide Road travels north and south; it is the primary evacuation route for a small, off-grid community, located above the community of Hiouchi referred to as "Low Divide". The south end of the road is located in Hiouchi and is accessed from State Route 197 and the north end of the road intersects Rowdy Creek Creek, above the community of Smith River. The road is maintained by Del Norte County.

Major Junctions:

- State Route 197 near Hiouchi
- DN 308 near the community of Smith River

DN 438B (a.k.a. Lake Earl Drive)

Lake Earl Drive travels north and south in Del Norte County. This road is a single lane road traveling in both directions; it transitions into DN 438A (a.k.a. Northcrest Drive) in Crescent City, at its south end, and north into Fort Dick where it intersects DN 403 (a.k.a. Bailey Road) and U.S. Highway 101. The road is maintained by Del Norte County.

Major Junctions:

- U.S. Highway 101 in Crescent City via Northcrest Drive
- U.S. Highway 101 near Fort Dick via Lake Earl Drive
- U.S. Highway 199 north of Crescent City via Elk Valley Cross Road

DN 116 (a.k.a. Elk Valley Road)

Elk Valley Road travels north and south in Del Norte County. This road is a single lane road traveling in both directions; it transitions into U.S. Highway 101 in Crescent City, on its south end, and into U.S. Highway 199, on its north end.

Major Junctions:

- U.S. Highway 101 in south Crescent City
- U.S. Highway 199 north of Crescent City

APPENDIX D. TEP/EAP PHYSICAL/FACILITY SUGGESTED GUIDELINES

Temporary Evacuation Point Suggested Guidelines

Internal Requirements

- Large open area to process evacuees and pets (if available)
- Multiple restrooms for evacuees (ADA compliant)
- Areas designated for screening, queuing, and manifesting evacuees
- Power or the ability to use backup power if needed
- Access to the internet
- A designated waiting area, if possible, with seats for evacuees

External Requirements

- An arrival area for local transportation assets arriving from evacuation assembly points (EAPs) to drop off evacuees. The area should have a parking area that can accommodate 2-4 buses at any one time and is attached to or in the general vicinity of the facility.
- A departure area, separate from the arrival area, where vehicles can pick up evacuees. The departure area should be attached to or near the facility.
- There should be ample lighting at the arrival and departure areas.
- Parking lot area to serve as a TEP staging area where provided vehicles can stage for short periods of time/stand in queue for the departing area.

Internal Processing Area Functions

Screening is the process of assessing evacuees to determine the evacuation support required for transportation to the shelter/reception facility. Assessment criteria may include:

- Whether each evacuee can safely travel to the shelter/reception facility in the type of provided vehicle.
- Whether an evacuee is an unaccompanied minor.
- Unaccompanied minors should be assigned to and accompanied by a local public safety official throughout the screening process and during transport to a shelter/reception facility. Upon arrival to the shelter/reception facility, supervision of unaccompanied minors should be conducted until an appropriate state authority is assigned or the child is reunified with the parent/legal guardian.
- Whether an evacuee requires additional accommodation such as an ADA compliant and/or appropriately equipped vehicle.

- Evacuees with disabilities and other access and functional needs should not be separated from family and/or caregivers.
- Evacuees should not be separated from their durable medical equipment (e.g., wheelchair, walker, etc.)
- Whether an evacuee should be transported to a medical facility.
- Such evacuees should not be separated from family and/or caregivers
- Whether an evacuee is accompanied by a pet or service animal, which requires specialized transportation accommodations or preparation.
- A *Waiting Area* is an area where evacuees can gather while waiting to be queued and manifested.

Queuing is the process of grouping evacuees together who are traveling on the same vehicle to shelter/reception facilities.

Manifesting is the process of documenting the queued evacuees assigned to specific vehicles.

- Staff should obtain each person's name and other identifying/pertinent information in each queue line and record the information on a form or via an electronic record system.
- If paper forms are utilized, one copy of the form (manifest) should be provided to the driver of the vehicle that will transport evacuees from the TEP to the shelter/reception facility, and one copy should be retained at the TEP.

External Processing Area Functions

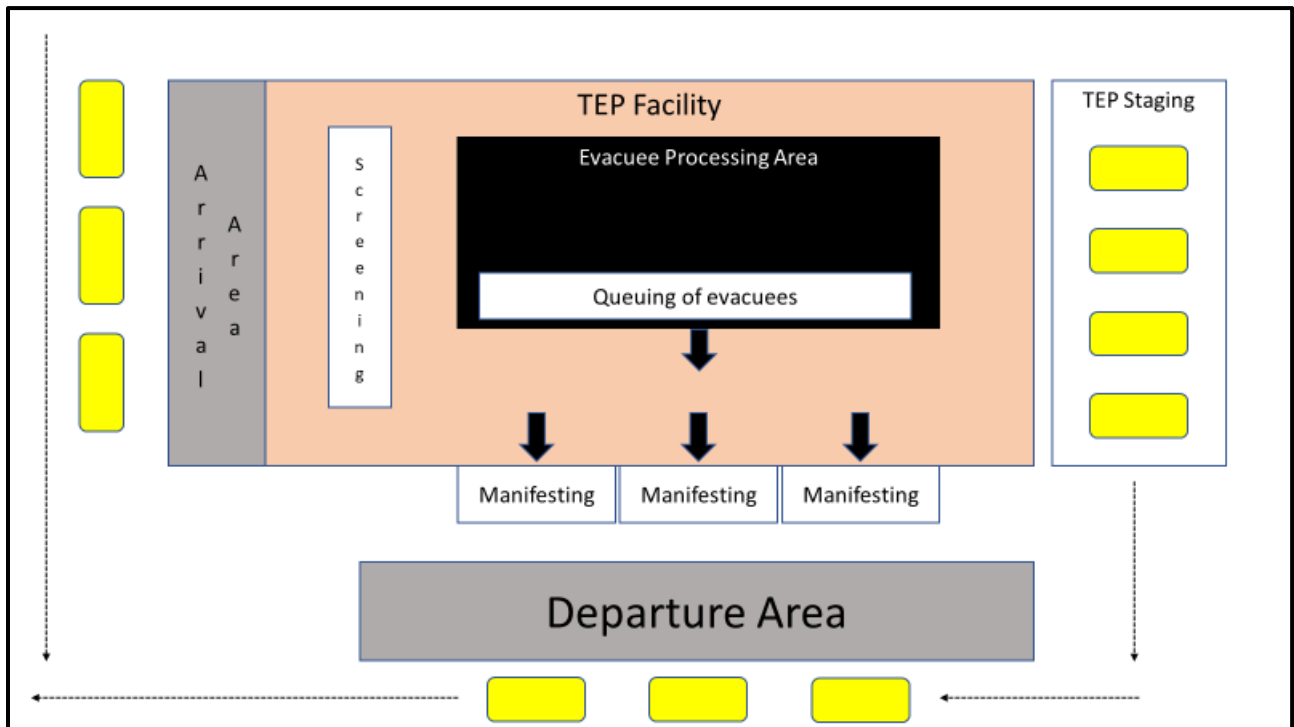
Assist with offloading evacuees, luggage, and household pets (if applicable) from the incoming vehicles at the TEP arrival area.

- Direct evacuees from the arrival area to the screening area (generally located within the TEP facility).
- Assist with loading evacuees, luggage, and household pet (if applicable) onto provided vehicles at the TEP departing area.

TEP Vehicle Allocation and Flow

- The vehicles allocated to a TEP location are typically used to transport evacuees between a TEP and designated shelter/reception facility and will generally continue running a looped route between the two facilities until the TEP operation ceases.
- The number of transportation resources at a given TEP is based on the County's anticipated number of evacuees potentially requiring transportation needs.
- Ideally, the positioning and flow of the allocated vehicles is as follows:
 - Twenty-five percent are positioned at the TEP departure area where evacuees board the vehicles.

- Twenty-five percent are en route to the shelter/reception facility.
- Twenty-five percent are off-loading evacuees at the shelter/reception facility.
- Twenty-five percent are returning from the shelter/reception facility.
- Any additional vehicles should be held in reserve at the TEP staging area until the vehicles are needed in support of the following contingencies:
 - There are more evacuees than anticipated.
 - High traffic volume leads to extended travel times for vehicles en route to or returning from assigned travel.
 - Vehicle break downs.
 - Driver rest needs.



Emergency Assembly Point (EAP) Suggested Guidelines

Internal Requirements

- Not necessary

External Requirements

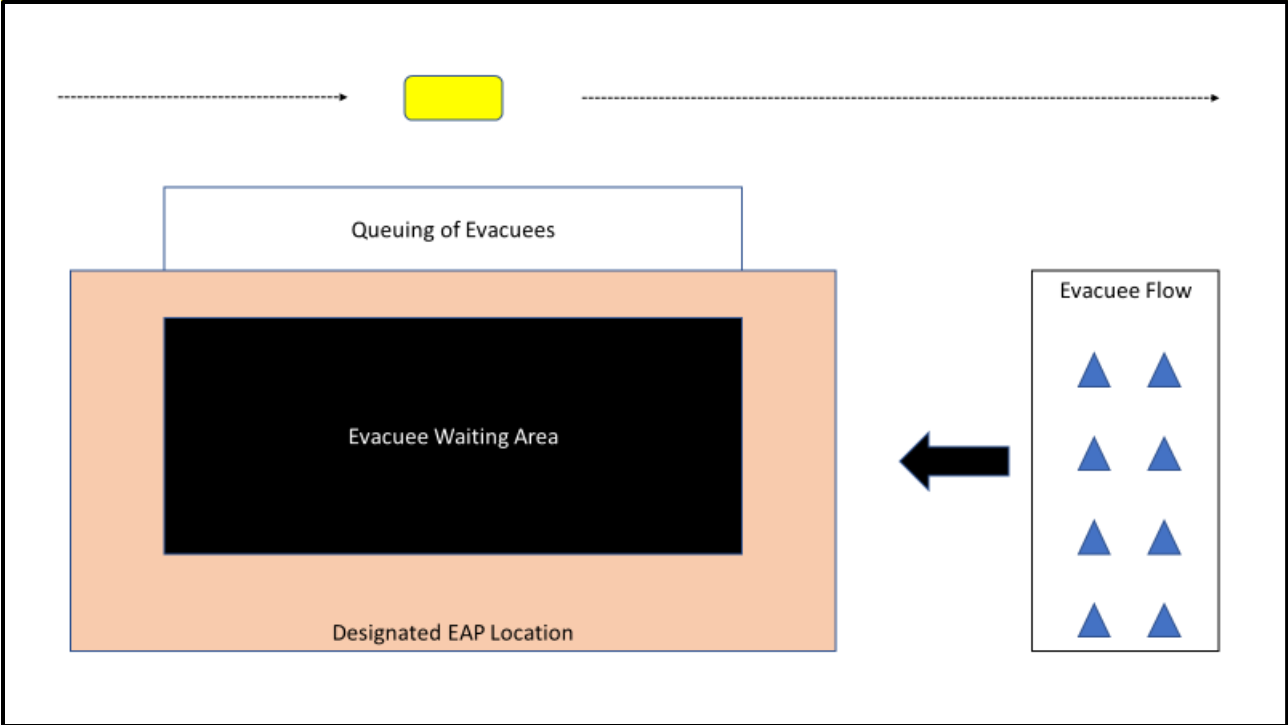
- Provide open areas to allow for gatherings of evacuees and their pets.
- If possible, should be accessible for people with access and functional needs.
- The area should have a parking area that can accommodate a transportation vehicle to safely stop and onboard evacuees.
- There should be ample lighting and the ability to post signage if applicable.
- Where possible, locations should allow evacuees to walk to the EAP.

External Area Functions

- Queuing: the process of grouping evacuees together who are traveling on the same vehicle to TEP or shelter/reception facilities.
 - Assisting with onboarding evacuees, luggage, and household pets (if applicable).
- Directing evacuees on transportation service adjustments and schedules for the EAP.

EAP Vehicle Allocation and Flow

- The vehicles allocated to EAP location(s) are typically used to transport evacuees between EAP(s) and designated TEP or shelter locations and will generally continue running a looped route between the locations until the EAP operation ceases.
- The number of transportation resources used for EAP operations is based on the County's anticipated number of evacuees potentially requiring transportation needs.



APPENDIX E. RESOURCES

FACILITIES

Where available, municipalities are encouraged to pre-identify potential EAPs, TEPs, mass care, and shelter-in-place locations within communities.

For specific numbers of staffing support and quantities of equipment available to assist with evacuation operations, agencies should be contacted directly as the size and scale of an incident may impact the level of available support.

In addition, the following facilities may be of use during evacuations:

- Community schools
- Community centers
- Churches
- Airport fields (will require coordination with Airport Director)
- Parks and fields

CAL Fire

CAL Fire has several facilities available to assist with evacuation operations:

- Crescent City Forest Fire Station (CAL Fire)
- Klamath Forest Fire Station (CAL Fire)
- Alder Conservation Camp (Cal Fire)

Smith River Fire Protection District

Smith River Fire Protection District has the Fire Station facility at 301 N. Fred Haight available to assist with evacuation operations

Caltrans

Caltrans has the Maintenance Station facility at 711 U.S. Highway 101, Crescent City, available to assist with evacuation operations.

Redwood Coast Transit Authority

Redwood Coast Transit Authority has the maintenance and Operations Center facility at 140 Williams Drive, Crescent City, available to assist with evacuation operations.

Border Coast Regional Airport Authority

Border Coast Regional Airport Authority has the following facilities available to assist with evacuation operation with coordination from the Airport Director:

- Jack McNamara Field (KCEC)

- Ward Field (O09)
- Andy McBeth Airport (S51)
- Crescent City
- Gasquet
- Klamath

STAFFING AND PERSONNEL

The DNSO and its associated personnel are considered key staff for the Protective Actions function. Additional roles may be filled by County staff in their roles as DSWs, other volunteers, mutual aid, or state and federal support. Supplemental staff may receive just-in-time training to fulfill their roles.

Del Norte CERT

DEL Norte CERT has skilled FEMA CERT certified volunteers available to assist with evacuation operations.

Disaster Service Workers

County staff will provide additional support for evacuation operations.

Del Norte DART

DEL Norte DART has several staffing available to assist with evacuation operations:

- Active and trained volunteers capable of assisting with control and SAR with animal needs during knock and talks, evacuations, and sheltering
- Will request DSWs if additional staff is needed

CAL Fire

CAL Fire has several staff available to assist with evacuation operations:

- Battalion Chief
- Fire Captains
- Fire Fighter 1's

NOAA

NOAA has meteorologists available for virtual or on-site support at the OA EOC to assist with evacuation operations.

Caltrans

Caltrans has the following staffing available to assist with evacuation operations:

- 10 Person Crews

- Supervisor
- Foreman
- Equipment Operators
- Laborers

Redwood Coast Transit Authority

Redwood Coast Transit Authority's employees are employed by a third-party contractor (First Transit) and are contractually obligated to provide regularly provided service Monday-Saturdays even during emergencies, which may impact the level of staffing support that can be provided.

Redwood Transit Authority has the following staffing available to assist with evacuation operations:

- Operators
- Maintenance and support staff

Border Coast Regional Airport Authority

Border Coast Regional Airport Authority has the following staffing available to assist with evacuation operations:

- Airport Director
- Fiscal and Program Manager
- Operations and Maintenance / Aircraft Rescue and Fire Fighting (ARFF)

DATA MANAGEMENT AND TECHNOLOGY

The following data management and technology tools are available to Del Norte County and its municipalities:

- Volunteer management software
- Zonehaven
- Everbridge
- Inventory system
- Other data management and technology tools include those already in use by the County and its municipalities, such as Microsoft Office products.

CAL Fire

CAL Fire has the following data management and technology available to assist with evacuation operations:

- CAL Fire Emergency Command Center

Redwood Coast Transit Authority

Redwood Coast Transit Authority has the following data management and technology available to assist with evacuation operations:

- Swiftly Automatic Vehicle Location (AVL) / Computer-Aided Dispatch (CAD) in all fixed-route buses.
- Community Transit Services (CTS) for paratransit scheduling using Dial-A-Ride.
- Tablets in all vehicles to communicate with dispatch
- Vehicles equipped with 2-way radios
- Repeater at the Fire District Tower

EQUIPMENT AND SUPPLIES

The following items, at a minimum, are needed to support the Protective Actions function and are readily available through existing stock or for purchase:

- Communication equipment: cell phones and radios
- Medical supplies: basic first aid kit
- Personal protective equipment (PPE): dependent on the nature of the disaster and any concurrent emergencies (such as a pandemic or high flu season); masks, gloves, goggles, and sanitizer
- Internal and external directional signage: signs for identifying evacuation routes and directing traffic and pedestrians to appropriate locations
- Forms and documents: a copy of this plan, including all associated forms and templates, a copy of existing municipal protective action plans, a contact list containing operational partners and resource suppliers
- Fuel: needed to operate first responder vehicles, transit vehicles, heavy equipment, vehicles, and potentially generators

Del Norte CERT

DEL Norte CERT has the following equipment available to assist with evacuation operations:

- Additional CERT packs (include emergency response and first aid supplies)
- Response cargo trailer (empty with shelving)
- Generators
- Canopies
- Office supplies

DEL Norte DART

DEL Norte DART has the following equipment available to assist with evacuation operations:

- 20' Conex
- 12' cargo trailer
- Wire animal sheltering crates
- Generators
- 10x10 canopies
- Tarps
- Office related equipment

CAL Fire

CAL Fire has the following equipment available to assist with evacuation operations:

- Type 3 engines
- Type 1 crews
- Fixed wing aircraft
- Rotor wing aircraft

Caltrans

Caltrans has the following equipment available to assist with evacuation operations:

- Cone truck
- Message board
- Arrow board
- Loader
- Various pickup trucks
- Traffic cones
- Barricades
- Signs
- Radios
- Portable lighting

Redwood Coast Transit Authority

Redwood Coast Transit Authority has the following equipment available to assist with evacuation operations:

- Revenue vehicles. All but one are “cutaway” buses (smaller, truck chassis with fiberglass passenger area) that can hold 10-26 passengers. Most of the fleet can hold 10-26 passengers.

SERVICES

- Transportation: The County and City maintain a fleet of vehicles that may be used for Protective Action function. However, the bulk of evacuation transportation support will be provided through Redwood Coast Transit Authority, Del Norte Unified School District, and the private sector.
- Security: County and municipal law enforcement and reserves will be the main provider of security in evacuated areas. However, in a large incident, security may need to be obtained through a contract with a private security firm or through mutual aid.
- The MOU for Emergency Transportation for Congregate Care Facilities (CCF) with Del Norte County enables the signatory with providing transportation service for people with AFN.

CAL Fire

CAL Fire has the following services available to assist with evacuation operations:

- Fire suppression
- Debris removal
- Sandbagging in conjunction with California Department of Corrections and Rehabilitation

NWS

NWS has the following services available to assist with evacuation operations:

- Weather forecasts (virtually or on-site) at the OA EOC.
- Tsunami forecasts
- Trigger tsunami sirens

Caltrans

Caltrans has the following services available to assist with evacuation operations:

- Traffic control
- Traffic planning
- Detouring
- Road closures

Redwood Coast Transit Authority

Redwood Coast Transit Authority may cancel or reduce services, depending on the size and scale of an emergency, potentially creating the opportunity for greater assistance. Redwood Coast Transit Authority has the following services available to assist with evacuation operations:

- OA EOC staffing support
- Fixed-route and Dial-A-Ride services from 7am-6pm Monday-Saturday
- Regional routes (2)
- Local routes (4) (Crescent City, CA)

Border Coast Regional Airport Authority

Border Coast Regional Airport Authority has the following services available to assist with evacuation operations:

- Airfields can be used for inbound emergency transportation of people and supplies.
- Staging for noncommercial use of airports will need to be coordinated with the Airport Director.

APPENDIX F. JOB AIDS

Job Aids for the following positions are located within this section:

- Protective Actions Unit Leader
- Evacuation Intelligence Group Supervisor
- Critical Transportation Needs (CTN) Group Supervisor
- Animal Evacuation Group Supervisor
- Shelter-in-Place Group Supervisor

Operations – Protective Actions Unit Leader

READ THIS ENTIRE POSITION CHECKLIST BEFORE TAKING ACTION

Primary: As assigned by Law Enforcement Branch Coordinator

Support: Evacuation Intelligence Group, Critical Transportation Needs (CTN) Group, Animal Evacuation Group, Shelter-in-Place Support Group

RESPONSIBILITIES

- Oversee the coordination and support of Protective Actions.
- Ensure all County agency actions are accomplished within the priorities established.
- Ensure interagency coordination is accomplished effectively within the Operational Area (OA) Emergency Operations Center (EOC).

ACTIVATION PHASE

- Follow the Generic Activation Phase Checklist.
- Based on the situation, activate the necessary groups within the Protective Actions Unit.
 - Evacuation Intelligence Group
 - CTN Evacuation Group
 - Animal Evacuation Group
 - Shelter-in-Place Support Group
- Provide an initial situation report to the Law Enforcement Branch Coordinator.
- Based on the initial EOC strategic objectives, provide recommended objectives for the Law Enforcement Branch to the Law Enforcement Branch Coordinator.

OPERATIONAL PHASE

- Ensure unit position logs and other appropriate files are maintained.
- Maintain the current status of Protective Actions being conducted in the OA.
- Provide the Law Enforcement Branch Coordinator with an overall summary of Protective Action operations periodically or as requested during the operational period.
- Provide recommended objectives for the Law Enforcement Branch for the subsequent operations period to the Law Enforcement Branch Coordinator.

- Consolidate resource requests from Protective Action Groups and submit them to the Law Enforcement Branch Coordinator.
- Refer all contacts with the media to the Public Information Officer.
- Provide your relief with a briefing at shift change informing him/her of all ongoing activities, branch objectives for the next operational period, and any other pertinent information.

DEMOBILIZATION PHASE

- Follow the Generic Demobilization Phase Checklist.
- Ensure any open actions not yet completed will be handled after demobilization.
- Ensure all required forms or reports are completed prior to demobilization.
- Be prepared to provide input to the After-Action Report (AAR).

Operations – Evacuation Intelligence Group Supervisor

READ THIS ENTIRE POSITION CHECKLIST BEFORE TAKING ACTION

Primary: As assigned by Protective Action Unit Leader

Support: Evacuation Intelligence Group support staff

RESPONSIBILITIES

- Capture and organize disaster intelligence from field operations to support Protective Action functions.
- Work with Incident Command Post(s) (ICPs), the Emergency Operations Center (EOC) Planning Section, Public Information Officer (PIO)/Joint Information Center (JIC), other Protective Action Groups, and other entities to receive and relay information needed for decision-making and public information needs.

ACTIVATION PHASE

- Follow the Generic Activation Phase Checklist.
- Obtain a briefing from the Protective Actions Unit Leader. Confirm evacuation intelligence-specific goals.
- Establish communication channels with the ICP(s), the EOC Planning Section, the PIO/JIC, other Protective Action Groups, and other entities that may be able to provide information that can support operational decision-making and inform public information messaging.
- Capture and organize disaster intelligence from identified information sources. Use the Essential Elements of Information (EEI) list in the Evacuation and Transportation Annex to guide information collection.
- Validate information whenever possible.
- Develop an initial situation report and provide it to the Protective Action Unit Leader. All information within the report should be marked as either validated or non-validated.

OPERATIONAL PHASE

- Ensure Unit position logs and other appropriate files are maintained.
- Continue to maintain lines of communication with the identified information sources.
- Continue to capture, confirm, and report on disaster intelligence.
- Refer all contacts with the media to the PIO.

- Provide your relief with a briefing at shift change informing him/her of all ongoing activities, branch objectives for the next operational period, and any other pertinent information.

DEMOBILIZATION PHASE

- Follow the Generic Demobilization Phase Checklist.
- Ensure any open actions not yet completed will be handled after demobilization.
- Ensure all required forms or reports are completed prior to demobilization.
- Be prepared to provide input to the After-Action Report (AAR).

Operations – Critical Transportation Needs (CTN) Group Supervisor

READ THIS ENTIRE POSITION CHECKLIST BEFORE TAKING ACTION

Primary: As assigned by Protective Actions Unit Leader

Support: CTN Group support staff

RESPONSIBILITIES

- Coordinate evacuation transportation support for CTN evacuees.
- Coordinate with the IC/UC to provide input and receive information on the Traffic Plan.
- Coordinate with the Mass Care and Shelter Branch on the care and shelter of evacuees.

ACTIVATION PHASE

- Follow the Generic Activation Phase Checklist.
- Obtain a briefing from the Protective Actions Unit Leader. Confirm CTN evacuation goals.
- Obtain any evacuation intelligence related to CTN evacuation needs from the Evacuation Intelligence Group Supervisor.
- Confer with relevant cooperative partners to develop an incident-specific tactical plan to meet CTN evacuation goals based on available evacuation intelligence.
- Determine the resources needed to implement the CTN tactical plan and create a resource request. At a minimum this should include number, type, deployment location, and deployment time.
- Submit the incident-specific CTN tactical plan and resource request to the Protective Actions Unit Leader.
- Coordinate implementation of the CTN tactical plan.

OPERATIONAL PHASE

- Ensure Unit position logs and other appropriate files are maintained.
- Continue to receive briefings, evacuation intelligence reports, and any updated CTN evacuation goals.
- Update CTN tactical plans to meet CTN evacuation goals, based on available evacuation intelligence, as needed.
- Develop and submit additional resource requests as needed to support the implementation of the CTN tactical plan.

- Continue to coordinate the implementation of the CTN tactical plan.
- Refer all contacts with the media to the Public Information Officer.
- Provide your relief with a briefing at shift change, informing him/her of all ongoing activities, branch objectives for the next operational period, and any other pertinent information.

DEMOBILIZATION PHASE

- Follow the Generic Demobilization Phase Checklist.
- Ensure any open actions not yet completed will be handled after demobilization.
- Ensure all required forms or reports are completed prior to demobilization.
- Be prepared to provide input to the After-Action Report (AAR).

Operations – Animal Evacuation Group Supervisor

READ THIS ENTIRE POSITION CHECKLIST BEFORE TAKING ACTION

Primary: As assigned by Protective Actions Unit Leader

Support: Animal Evacuation Group support staff

RESPONSIBILITIES

- Coordinate evacuation transportation for companion animals and livestock.
- Coordinate with the Mass Care and Shelter Branch on the care and sheltering of companion animals and livestock.

ACTIVATION PHASE

- Follow the Generic Activation Phase Checklist.
- Obtain a briefing from the Protective Actions Unit Leader. Confirm animal evacuation goals.
- Obtain any evacuation intelligence related to animal evacuation needs from the Evacuation Intelligence Group Supervisor.
- Confer with relevant cooperative partners to develop an incident-specific tactical plan to meet animal evacuation goals based on available evacuation intelligence.
- Determine the resources needed to meet animal evacuation goals, based on available evacuation intelligence. At a minimum, this should include number, type, deployment location, and deployment time.
- Submit the incident-specific animal tactical plan and resource request to the Protective Actions Unit Leader.

OPERATIONAL PHASE

- Ensure Unit position logs and other appropriate files are maintained.
- Continue to receive briefings, evacuation intelligence reports, and any updated animal evacuation goals.
- Update animal evacuation tactical plans to meet animal evacuation goals, based on available evacuation intelligence, as needed.
- Develop and submit additional resource requests as needed to support the implementation of the animal evacuation tactical plan.
- Continue to coordinate the implementation of the animal evacuation tactical plan.

- Refer all contacts with the media to the Public Information Officer.
- Provide your relief with a briefing at shift change, informing him/her of all ongoing activities, branch objectives for the next operational period, and any other pertinent information.

DEMOBILIZATION PHASE

- Follow the Generic Demobilization Phase Checklist.
- Ensure any open actions not yet completed will be handled after demobilization.
- Ensure all required forms or reports are completed prior to demobilization.
- Be prepared to provide input to the After-Action Report (AAR).

Operations – Shelter-in-Place Support Group Supervisor

READ THIS ENTIRE POSITION CHECKLIST BEFORE TAKING ACTION

Primary: As assigned by Protective Action Unit Leader

Support: Shelter-in-Place Support Group support staff

RESPONSIBILITIES

- Coordinate shelter-in-place support for impacted populations.
- Coordinate with the Mass Care and Shelter Branch on the distribution of food, water, and critical supplies during shelter-in-place operations.
- Coordinate with Public Works and utility providers to ensure ongoing utility functionality or timely restoration of services.

ACTIVATION PHASE

- Follow the Generic Activation Phase Checklist.
- Obtain a briefing from the Protective Actions Unit Leader. Confirm shelter-in-place support goals.
- Obtain any evacuation intelligence related to shelter-in-place needs from the Evacuation Intelligence Group Supervisor.
- Confer with the Mass Care and Shelter Branch to develop an incident-specific tactical plan to meet shelter-in-place goals, based on available evacuation intelligence.
- Determine the resources needed to meet shelter-in-place goals, based on available evacuation intelligence. At a minimum this should include number, type, deployment location, and deployment time.
- Submit the incident-specific shelter-in-place tactical plan and resource request to the Protective Actions Unit Leader.

OPERATIONAL PHASE

- Ensure Unit position logs and other appropriate files are maintained.
- Continue to receive briefings, evacuation intelligence reports, and any updated shelter-in-place goals.
- Update shelter-in-place tactical plans to meet shelter-in-place goals, based on available evacuation intelligence.

- Develop and submit additional resource requests as needed to support the implementation of the shelter-in-place tactical plan.
- Continue to coordinate the implementation of the shelter-in-place tactical plan.
- Refer all contacts with the media to the Public Information Officer.

Provide your relief with a briefing at shift change informing him/her of all ongoing activities, branch objectives for the next operational period, and any other pertinent information.

DEMOBILIZATION PHASE

- Follow the Generic Demobilization Phase Checklist.
- Ensure any open actions not yet completed will be handled after demobilization.
- Ensure all required forms or reports are completed prior to demobilization.
- Be prepared to provide input to the After-Action Report (AAR).

APPENDIX G. SAMPLE MESSAGING

Wildfire Evacuation Messaging

Long Message

- This is **[Agency]** with a mandatory evacuation order for **[location]** due to **[hazard]**. Take the following protective actions and leave immediately: 1. Gather all family members. 2. Gather all pets. 3. Gather only essential items. 4. Be sure to bring essential medications with you. 5. Turn off all appliances and lights in your home 6. Lock your home. The evacuation route is: **[Evacuation Route]**. An Evacuation Center is open at **[Name and Location of Evacuation Center]**. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call **[###-###-####]**.

Short Message

- Wildfire threat-Evacuation Order for **[location]**-Leave NOW-Details on radio or preparedelnorte.com

Shelter-In-Place Messaging (Hazardous Materials)

Long Message

- This is **[Agency]** reporting mandatory shelter in-place for residents in **[location]** due to a hazardous materials release. Take self-protective actions immediately: 1. Go inside immediately and stay inside your house or building. 2. Bring pets indoors only if you can do so quickly. 3. Close all windows and doors. 4. Turn off air conditioners and heating system blowers. 5. Close fireplace dampers. 6. Gather radio, flashlight, food, water, and medicines. 7. Call 911 only if you have a true emergency. You will be advised when this dangerous condition has passed and it is safe to go outside and resume normal activities. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call **[###-###-####]**.

Short Message

- Hazardous Release. All within one half mile of **[location]**. Get Inside. Stay Inside. Details on radio or preparedelnorte.com

Shelter-In-Place Messaging (Police Incident)

Long Message

- This is **[Agency]** reporting mandatory shelter in-place for residents in **[location]** due to an active police incident. Take self-protective actions immediately: 1. Go inside immediately and stay inside your house or building. 2. Bring pets indoors only if you can do so quickly. 3. Close and lock all windows and doors. 4. Call 911 only if you have a true emergency. You will be advised when this dangerous condition has passed and it is safe to go outside and resume normal

activities. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call [###-###-####].

Short Message

- Police Incident. All within one half mile of **[location]**. Get inside. Stay inside. Details on radio or preparedelnorte.com

Flood Awareness/Evacuation Messaging

Long Messages

- The National Weather Service is predicting flooding in **[location]** within the next **[##]** hours. **[Agency]** is advising residents who live in this area to be prepared for potential evacuation at any time. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call [###-###-####].
- **[Agency]** is issuing a mandatory evacuation order for **[location]**. The National Weather Service has issued a flood warning for **[location]**. Take the following protective actions and leave immediately: 1. Gather all family members or other individuals. 2. Gather all pets 3. Gather only essential items. 4. Be sure to bring essential medications with you. 5. Turn off all appliances and lights in your home. 6. Lock your home. The evacuation route is: **[Evacuation Route]**. An Evacuation Center is open at **[Name and Location of Evacuation Center]**. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call [###-###-####].

Short Messages

- Flooding predicted for **[location]** within **[##]** hours. Avoid area. Turn Around-Don't Drown. Details on radio or preparedelnorte.com
- Flood Warning for **[location]**. Evacuate NOW. Avoid area. Turn Around-Don't Drown. Details on radio or preparedelnorte.com

Active Shooter Messaging

Long Messages

- This is **[Agency]** reporting an active shooter near **[location]**. Avoid the area. If you are near the location, take the following protective measures: 1. Go inside immediately and stay inside. 2. Bring pets indoors only if you can do so quickly. 3. Close and lock all windows and doors. 4. Call 911 immediately if you have a true emergency or hear or see any suspicious activity in or near your location. If engaged with the shooter, RUN, HIDE, FIGHT. You will be advised when your safety is no longer at risk. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call [###-###-####].

Short Messages

- Active shooter near **[location]**. Avoid Area or RUN, HIDE, FIGHT. Details on radio or preparedelnorte.com

Closure Messaging

Long Messages

- **[Agency]** is reporting a closure at **[location]** due to **[describe situation]**. Only **[choose: Fire, Law Enforcement, Critical Incident Resources (Utility, CalTrans, City/County Roads), Residents]** are allowed beyond the perimeter while this closure is in effect. This closure is expected to last **[duration]**. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call **[###-###-####]**.

Short Messages

- Closure at **[location]**. Residents **[are/are not]** allowed through at this time. Public should find alternate routes. Details on radio or preparedelnorte.com

Reentry Messaging

Long Messages

- **[Agency]** has partially lifted the closure at **[location]** due to **[describe situation]**. Residents are now allowed within the perimeter with proof of residency. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call **[###-###-####]**.
- **[Agency]** has fully lifted the closure at **[location]** due to **[describe situation]**. Residents and the public may return to the area. For more information, please tune radio to 94.3 KCRE FM, visit preparedelnorte.com, or call **[###-###-####]**.

Short Messages

- Resident reentry at **[location]** with proof of residency. Details on radio or preparedelnorte.com
- Closure lifted at **[location]**. Details on radio or preparedelnorte.com

APPENDIX H. ACRONYMS

AFN: access and functional needs

AM/FM: amplitude modulation / frequency modulation

ADA: Americans with Disabilities Act

CEC: Jack McNamara Airport

CERT: Community Emergency Response Team

CTN: critical transportation needs

DART: Disaster Animal Response Team

DNSO: Del Norte Sheriff's Office

DSW: Disaster Service Worker

EAP: evacuation assembly point

EI: essential elements of information

EOC: Emergency Operations Center

EOP: Emergency Operations Plan

IAP: Incident Action Plan

IC: Incident Commander

ICP: Incident Command Post

JIC: Joint Information Center

LEP: limited English proficiency

MOU: memorandum of understanding

NHN: Neighbors Helping Neighbors

OA: Operational Area

OES: Office of Emergency Services

PIO: Public Information Officer

SAR: Search and Rescue

SEMS: Standardized Emergency Management System

TEP: temporary evacuation point

UC: Unified Command

APPENDIX I. GLOSSARY

Access and Functional Needs (AFN): individuals with disabilities, older adults, individuals who are blind, deaf, hard of hearing, have speech and language disabilities; mental health conditions, learning, intellectual and developmental disabilities, and chemical sensitivities; unaccompanied minors, individuals with limited English proficiency, limited access to transportation; and/or limited access to financial resources to prepare for, respond to, and recover from an emergency. Through times of disaster, jurisdictions should still comply with regulations and laws regulating the care of individuals with access and functional needs, such as the Americans with Disabilities Act (ADA) as well as other federal, state, and local laws and statutes.

Animal evacuees: Animals, such as service animals and assistance animals, household pets, working dogs, agricultural animals/livestock, wildlife, exotic animals, zoo animals, research animals, and animals housed in shelters, rescue organizations, breeding facilities, and sanctuaries, may need evacuation support. Service animals evacuate with their owners and remain with their owners throughout the process.

Children and unaccompanied minors: These evacuees require specialized approaches and care. During a no-notice evacuation, children and unaccompanied minors can be gathered in facilities, such as schools, childcare facilities, hospitals, or other locations. These evacuees may require assistance during evacuation or shelter-in-place operations and reunification.

Concept of operations: Presents a clear picture of the sequence and scope of the planned emergency response, what should happen, when, and at whose direction.

Contraflow: The altering of the normal flow of traffic to support emergency evacuation efforts, specifically to reverse lanes which are normally configured to travel in one specific direction.

Critical infrastructure: Assets, systems, and networks, whether physical or virtual, so vital to the United States that the incapacitation or destruction of such assets, systems, or networks would have a debilitating impact on security, national economic security, national public health or safety, or any combination of those matters.

Critical transportation needs (CTN) evacuees: Individuals who may not have access to transportation and require assistance to leave a potentially dangerous or disaster-affected area (also referred to as transportation-dependent or transportation-disadvantaged population). This category also may include individuals with AFN who may require accessible transportation assistance to evacuate.

Emergency Alert System (EAS): The Emergency Alert System is a national warning system in the United States designed to allow authorized officials to coordinate and disseminate emergency alerts and warning messages to the public via terrestrial and satellite radio and television, including broadcast and multichannel television.

Evacuation: The organized, phased, and supervised withdrawal, dispersal, or removal of civilians from dangerous or potentially dangerous areas and their reception and care in safe areas.

Evacuees: All people removed or moving from areas threatened or struck by a disaster.

Protective actions: The capability of the jurisdiction to prepare for, execute, and communicate the safe and effective sheltering-in-place of a population at-risk (and pets and service animals), and/or the organized and managed evacuation of the population at-risk (and pets and service animals) to areas of safe refuge in response to a potential or dangerous environment. In addition, protective actions encompass the safe reentry of the population when feasible.

Reentry: The coordinated movement of evacuees back into a community once the threat or hazard dissipates and the incident causing the evacuation ends.

Refuge of-last-resort: A location or venue that is used by individuals when a hazard is imminent or occurs with no warning. These are not shelters and are meant to provide temporary and limited protection as an incident occurs.

Self-evacuees: Individuals who possess the capability or can obtain the resources to evacuate from a potentially dangerous area before, during, or after an incident with minimal or no assistance. This type of evacuee uses their transportation or utilized informal assistance, such as from a family member or neighbor to evacuate by a private vehicle, all-terrain vehicle, boat, aircraft, on foot, or other evacuee-directed and controlled transportation.

Shelter: A facility where evacuees without a destination are evaluated and receive disaster services from government agencies and/or pre-established volunteer organizations. Meals and water are available as well as basic first aid, pet and service animal sheltering (if applicable), and sleeping quarters. Hygienic support and basic disaster services (e.g., counseling, financial assistance, referral) may also be available.

Shelter-in-place: The use of a structure to temporarily separate individuals from a hazard or threat.

Single evacuation: Evacuating everyone from a given area at the same time.

Spontaneous evacuees: Under some circumstances, residents may self-evacuate based on an individual, family, or group decision in reaction to an incident or threat of an incident rather than being motivated to take protective action as a result of an evacuation order. These individuals and/or groups are considered spontaneous evacuees. Spontaneous evacuations can complicate operations and add confusion. Jurisdictions can lessen the likelihood and impact of spontaneous evacuations by conducting pre-incident preparedness education campaigns; clearly defining zones, providing clear, unified, and unambiguous evacuation and shelter-in-place orders, and providing clear expected actions, and timely threat, hazard, and risk information. Jurisdictions should carefully shape all communications to use appropriate and accessible language and forms of media to provide evacuation and shelter-in-place information to the community.

Staged evacuation: Evacuating people from an area in different stages; for example, to alleviate pressure on a single egress route.

Temporary evacuation point (TEP): TEPs are defined as locations where evacuees can temporarily gather in a safe location while awaiting the opening of congregate or non-congregate sheltering. Furthermore, TEPs allow shelter staff to begin registering individuals for shelter services, which provide information about service needs (e.g., animal sheltering, medical support, feeding, etc.) and to obtain an approximate count of individuals needing shelter.