



NORTH CAROLINA STATE MASS EVACUATION AND TRANSPORTATION (MET) ANNEX

North Carolina Emergency Management
4236 Mail Service Center
Raleigh, NC 27607-337

RECORD OF CHANGES

Change Type	Number	Date Posted	Authorized By
N/A	1	February 2024	David Leonard

Change – After annual plan review, a change constitutes the least invasive of the three plan management processes and is conducted annually. A change includes but is not limited to variations in phone numbers, office symbols, locations, etc. A change, despite the level of magnitude, requires a record of changes sheet within the plan to be completed.

Update – After annual plan review, if less than 25% of the content within the plan requires a change, an update is constituted. An update could be minor organizational, procedural, and/or situational changes. An update, despite the level of magnitude, requires a record of changes sheet within the plan to be completed.

Revision – After annual plan review, if greater than 25% of the content within the plan requires a change, a revision occurs. A revision constitutes the most invasive level of change to organization, procedure, situation, overall format, and governing policy.

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I. INTRODUCTION

A. PURPOSE

The purpose of the North Carolina State Mass Evacuation and Transportation Annex is to serve as a guide for supporting local evacuation and transportation strategy. This annex is intended to improve evacuation and transportation capabilities, improve information sharing, identify the process to support local evacuation and transportation operations, and allocate evacuation resources during times of disaster.

B. SCOPE

Evacuation and transportation operations in North Carolina are ultimately a local responsibility and driven by local needs with assistance from state agencies when requested. Municipalities and counties have the primary responsibility for all evacuation operations before, during, and after incidents. However, multi-jurisdictional, large-scale, or extended duration incidents may require support from the state. The North Carolina State Mass Evacuation and Transportation Annex is scalable, flexible, designed to integrate with local and regional evacuation plans, and able to be implemented regardless of geography, resources, and capabilities.

Counties lacking American Red Cross or DSS approved shelters will likely need increased support from the state for sheltering and evacuation needs. Lack of local sheltering and evacuation resources in no way absolves jurisdictions from maintaining and executing adequate evacuation and transportation plans. This annex is not intended as a stand-alone evacuation annex; it is intended to support in-county/tribe response and operations as required to prevent the loss of life and/or property.

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This annex does not supersede existing local or regional evacuation plans but is instead designed to supplement them and provide guidance. This annex builds upon established evacuation and transportation capabilities at the local and regional levels and applies to state agencies and other partners with a role in emergency transportation and evacuation. It will be used by North Carolina agencies and other mass care partners to coordinate evacuation operations with North Carolina Emergency Management (NCEM), North Carolina Department of Health and Human Services (DHHS), and local emergency management agencies.

The primary objective of this annex is to establish relationships and procedures for NCEM in providing and coordinating evacuation management assistance needed at the regional and local level. As stated in the North Carolina Emergency Operations Plan (EOP), city and county governments are expected to develop plans to respond to emergencies and disasters using local resources to the extent of their capabilities. Each county plans its own evacuation, coordinating its activities with neighboring counties, and NCEM. As specified in GS166A, the NC Emergency Management Act, municipalities must coordinate emergency management activity through their respective county EM agency.

II. SITUATION AND ASSUMPTIONS

A. SITUATION

Activation of this annex is most likely to occur during or after a significant or man-made disaster. Severe damage to structures may rapidly overwhelm the capacity of local government causing the need for mass evacuation and transportation of disaster survivors.

B. ASSUMPTIONS

Planning assumptions represent information presumed to be true and necessary to facilitate evacuation planning. This annex is based on the following assumptions:

1. A significant natural or man-made disaster will cause damages to critical infrastructure, the condemning of residential buildings, and secondary effects which may rapidly overwhelm the capacity and capability of local resources. Disaster survivors will be forced from their homes and will make mass evacuation operations a necessity.
2. Evacuation and transportation operations will be accomplished by local jurisdictions with support through coordination with the State Emergency Response Team (SERT) in the NCEM Regional Coordination Centers (RCC) and State Emergency Operations Center (SEOC). Local and State officials will relay evacuation and transportation reports to the SEOC via WebEOC.
3. Local officials will have plans in place to support initial evacuation options with adequate time for clearance of evacuees, typically beginning 72-36

hours prior to impact, which can then be supplemented by the state, if needed.

4. Mass evacuation and transportation efforts may be run by a jurisdiction or the state.
5. Independent organizations may operate outside the guidelines and awareness of the state and its SERT partners.
6. Transportation may be needed with little or no advance notice.
7. When evacuation is recommended or ordered by local and/or state officials, the majority of those in the impact area will comply; some of these evacuees will require public shelter.
8. Some individuals seeking transportation assistance will have medical, access and functional needs. Some counties and municipalities have planned for the provision of access and functional needs support services. Those that have not may require assistance from the state.
9. It may be necessary for access and functional needs populations to undergo an early evacuation, depending upon sheltering options and transportation resources availability.
10. Although local jurisdictions are responsible for transporting individuals during localized incidents, the state may be requested to assist with evacuation during larger disasters. This applies to disasters affecting vast geographical areas or that require a large number of residents to evacuate.
11. When state resources are depleted, assistance may be sought from other states and the federal government.
12. Resource and staffing requirements outlined in this plan are the ideal standard and may not be realistic or feasible for all incidents.
13. Long-term care facilities are likely to require transportation to transport its residents during an evacuation and may even require ambulances or other forms of transportation.

III. AGENCY RESPONSIBILITIES

A. LEAD STATE AGENCY

1. NC DEPARTMENT OF PUBLIC SAFETY**NORTH CAROLINA EMERGENCY MANAGEMENT**

- a. Assist with the coordination of the overall evacuation.
- b. Provide appropriate forms to document expenditures of all resources.
- c. Business Emergency Operations Center (BEOC): Work with private sectors to identify modes of transportation for the purpose of evacuation.
- d. Logistics: Coordinate requested transportation resources for evacuation operations and provide oversight of the SERT ESF-1 Mass Evacuation Cell and coordinate resource requests as needed.
- e. Human Services: Provide support for local, regional, and state evacuation operations by facilitating communication and coordination with SERT partners. Coordinate, track, and report staffing with resource requests.
- f. Plans: Provide Human Services with evacuated population estimates based on Know Your Zone and Hurricane Evacuation Study data.

B. LEAD TECHNICAL AGENCY**1. NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

- a. Coordinate transportation resources as available.
- b. Coordinate with their districts.
- c. NCDOT Ferry Division and NCDOT Public Transportation Division will engage based on requests and local/regional planning efforts.
- d. Most mass transit systems will not provide risk-host transportation; however, they will support internal embarkation station movement if built into plans.

C. SUPPORTING AGENCIES AND ORGANIZATIONS

1. NC DEPARTMENT OF PUBLIC SAFETY

NORTH CAROLINA NATIONAL GUARD

- a. Provide evacuation and transportation support, if requested.

STATE HIGHWAY PATROL

- a. Coordinate traffic flow for evacuations and provide escort for evacuation buses.
- b. Provide traffic control for state and interstate routes within the jurisdiction for a large-scale evacuation, as assigned by the Governor.
- c. Coordinate NCSHP Traffic Control Plan for the jurisdiction with the Jurisdictions Sheriff and municipal police chiefs.

2. NORTH CAROLINA DEPARTMENT OF ADULT CORRECTIONS

COMMUNITY SUPERVISION/SPECIAL OPERATIONS AND INTELLIGENCE UNIT

- a. Provide staff for security and evacuation management/operations.

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3. NORTH CAROLINA DEPARTMENT OF HEALTH AND HUMAN SERVICES

- a. Liaise with SERT agencies and volunteer organizations to ensure the effective integration of Human Services related resources and local Departments of Social Services to support those who are affected by the disaster.

DIVISION OF SOCIAL SERVICES

- a. Coordinate with and provide support to local DSS engaged in evacuation operations. Aid in coordination of staging and

transportation issues related to people with access and functional needs.

DIVISION OF AGING AND ADULT SERVICES

- a. Support agencies in meeting the needs of individuals requiring functional support services.

DIVISION OF MENTAL HEALTH, DEVELOPMENTAL DISABILITIES, AND SUBSTANCE USE SERVICES

- a. Provide oversight to mental health services offered and utilized in an evacuation.
- b. Coordinate mental health staff for evacuating residents when requested.

DIVISION OF PUBLIC HEALTH/OFFICE OF THE CHIEF PUBLIC HEALTH NURSE

- a. Implement the DPH Shelter Medical Model.
- b. Provide support to and liaise with PHP&R and local Health Dept. Nurse Leaders and nurses during an evacuation.
- c. Provide support for those with access and functional needs.

DIVISION OF SERVICES FOR THE BLIND

- a. Provide support to meet the needs of blind individuals.

DIVISION OF SERVICES FOR THE DEAF AND HARD OF HEARING

- a. Provide support to meet the needs of deaf, hard of hearing, and deaf blind individuals.

DIVISION OF VOCATIONAL REHABILITATION SERVICES

- a. Provide and/or coordinate for assistive technology and other durable medical equipment.

DIVISION OF ENVIRONMENTAL HEALTH

- a. Coordinate with local health departments to provide sanitation transportation assessments.
- b. Consult on sanitation concerns within modes of transportation and coordinate outbreak investigation with local health departments, when needed.

PUBLIC HEALTH PREPAREDNESS AND RESPONSE BRANCH (PHP&R)

- a. Provide nurses for health education, maintaining independence, disease surveillance, or operations.
- b. Collaborate with partners for referrals to medical facilities based on presenting acuity of care.

4. NORTH CAROLINA OFFICE OF EMERGENCY MEDICAL SERVICES

- a. Coordinate pharmaceuticals, dialysis, and telemedicine during an evacuation. Command and control of the SMSS.
- b. Provide ambulances in the number and at the time required.

5. NORTH CAROLINA DEPARTMENT OF PUBLIC INSTRUCTION

- a. Support evacuation activities with personnel and modes of transportation, specifically through contractual agreement between local school boards, Jurisdiction Emergency Managers, and the American Red Cross.
- b. Notify risk and host jurisdiction school districts to prepare for evacuation based on timeline established by NCEM.
- c. Provide oversight coordination in the affected counties.
- d. Serve as state level liaison between the SEOC and jurisdiction school districts during a regional evacuation.
- e. Coordinate the establishment of evacuation resource staging areas as necessary prior to a regional evacuation.

6. NORTH CAROLINA DEPARTMENT OF AGRICULTURE & CONSUMER SERVICES DIVISION OF EMERGENCY PROGRAMS (EP)

- a. Assist with coordination of resources to support pet sheltering operations.

7. AMERICAN RED CROSS

- a. Support local and state operations through mass care services, to include providing trained staff and services as outlined in the current Letter of Intent (LOI).

D. SUPPORTING LOCAL AGENCIES**1. LOCAL EMERGENCY MANAGEMENT**

- a. Primary jurisdiction coordinator for transportation matters pertaining to overall coordination of the evacuation (either jurisdiction wide or regional).
- b. Primary point of contact for coordination of all evacuation related matters in the jurisdiction. Coordinate outside assistance for transportation requirements in support of city emergency operations with the Jurisdiction Emergency Management Coordinator.

2. LOCAL SHERIFF OFFICES

- a. Primary Local point of contact for coordinating timely evacuation movement, traffic control, and security during an evacuation.

3. BOARD OF COUNTY COMMISSIONERS/ TRIBAL LEADERSHIP

- a. Declare a "State of Emergency" in writing.
- b. After consultation, issue evacuation orders.
- c. Request assumption of state direction and control should a regional evacuation be required.
- d. Overall authority and responsibility for ensuring local emergency evacuation transportation assets are effectively utilized during an evacuation.

- e. Provide guidance to the Local Transportation Coordinator. Terminate the official evacuation order.
- f. In accordance with the NC Statewide Mutual Aid and Assistance Agreement, authorize the use of select jurisdiction property to be used as a host area for sheltering of evacuees from neighboring counties.

4. LOCAL TRANSPORTATION COORDINATORS

- a. Coordinate public transportation during jurisdiction wide evacuations. Provide direction for local public transportation use of local resources and assessment of jurisdiction needs during a regional evacuation.

5. LOCAL FINANCE DEPARTMENTS

- a. Where feasible, assist the Local Transportation Coordinator in pre-contracting for vehicles and/or vehicle drivers to support the evacuation prior to the emergency. Assist the jurisdiction officials in prioritizing emergency transportation resources.

6. JURISDICTION MANAGERS

- a. Provide for resources (people, commodities, etc.).

7. LOCAL POLICE

- a. Provide for traffic control during evacuations within respective jurisdictions.

8. SCHOOL DISTRICT SUPERINTENDENT

- a. Supervise and control use of school assets (shelters at schools, buses for jurisdiction wide evacuations, etc.). Serve as jurisdiction's point of contact for use of above resources in event of regional evacuation.

E. SUPPORTING FEDERAL AGENCIES

1. FEDERAL EMERGENCY MANAGEMENT AGENCY

- a. Provide technical support on evacuating.

*The North Carolina Division of Social Services Liaison, North Carolina Division of Aging and Adult Services Liaison, and the North Carolina Division of Mental Health/Division of Developmental Disabilities and Substance Use Liaison are only included when a regional response is required to evacuate populations with access and functional needs or populations exceeding capacity of the counties prior to predicted effects from an incident. During these events, NCEM will be integral to the command-and-control function.

IV. CONCEPT OF OPERATIONS

Evacuation and transportation remain as local functions, and this will drive how and when evacuations are triggered and when transportation may be required. Evacuations will begin at the local level with the expectation that counties will provide as much transportation and support as possible for their residents and visitors. Should a jurisdiction recognize a gap in its ability to evacuate or transport its residents and visitors, jurisdictions may request assistance through a request to their RCC. If the needs of the jurisdiction in supporting evacuation exceeds what is available within its jurisdiction, the state may provide additional transportation resources.

For forecasted incidents, such as tropical systems, evacuations should occur in a timeframe to relocate evacuees prior to the onset of hazardous conditions. For no-notice incidents, evacuations and transportation support should be requested following the notification or occurrence of a disaster.

A. FORECASTED INCIDENTS

The SEOC and RCCs are activated and staffed as deemed appropriate by NCEM approximately 96 to 120 hours prior to anticipated impacts. The SEOC will request a gubernatorial declaration of a "State of Emergency," as appropriate.

Successful evacuation relies on several critical components: accurate identification of evacuation areas, communication to evacuation areas, and timely decision making.

All information pertaining to the evacuation and sheltering of a jurisdiction will be disseminated to the public using multiple methods of communication including but not limited to county voice/text message alert systems, press releases that feature translators and American Sign Language (ASL), and multiple media outlets (including social media platforms).

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- a. For the 22 Eastern Branch Counties, the 2016 North Carolina Hurricane Evacuation Study (HES) created by the National Hurricane Program (NHP), provides estimated total evacuating population (permanent residents and tourists), public shelter demand, and local (in county) and regional (out of county to I-95) evacuation clearance times based on different storm scenarios, tourist occupancy, and public responsiveness. The latest HES and storm surge risk maps can be viewed in HURREVAC (<https://www.hurrevac.com/>) which is a decision support tool of the NHP and is available to federal, state, and local emergency managers. HURREVAC can be used to aid in the evacuation decision process as it allows emergency managers to remain apprised of how many hours or days a community has for preparation and planning in advance of a threatening storm. As new forecast information becomes available, HURREVAC continually updates and reports on the community's evacuation start time, or last possible time by which an evacuation could be initiated if it is to be completed before the arrival of the storm hazards.
- b. North Carolina's Know Your Zone initiative launched in 2020 and is the method by which evacuation orders will be announced in twenty-one eastern North Carolina counties when a tropical system approaches. The Know Your Zone website ([KnowYourZone.NC.gov](https://www.knowyourzone.nc.gov/)) allows the public to see if they live, work, or vacation in an evacuation zone and includes links to real-time information on ReadyNC such as evacuation orders, road conditions, and open shelters. Evacuation orders on ReadyNC for forecasted and no-notice events will appear as local emergency managers input this information in WebEOC.
- c. For other areas with no specific evacuation timeline analysis, decision-makers rely on other information sources such as forecasts from the National Weather Service, NC-FIMAN (Flood Inundation and Mapping Alert Network), US Geological Survey River Gauges, Evacuation Time Estimates for Fixed Nuclear Facility Emergency Planning Zones, etc.
- d. NCEM Natural Hazards Branch will also provide weather reports and suggestions for evacuation.

B. NO-NOTICE INCIDENTS

Like forecasted incidents, the SEOC and RCCs are staffed as deemed appropriate by NCEM as soon as feasible or when notification of an event or disaster is made known by the NCEM Natural Hazards Branch, in order to support the evacuation and transportation requests being made by the counties once capabilities have been exhausted at the local level.

Due to the lack of advanced warnings or notifications for no-notice incidents, evacuations should be conducted on a discretionary basis, with safety being the utmost priority, based on the current conditions at the time of the disaster/event and with forecasts made available by the NCEM Natural Hazards Branch.

Decisions for evacuating a county is usually made at the county and/or town level by the Chairman of the Board of County Commissioners; however, it may also be made by the Governor at any point that he/she deems necessary prior to the Chairman making the call.

C. ACCESS, FUNCTIONAL, AND MEDICAL NEEDS

Access, functional, and medical needs include the population that doesn't speak English as their main language, those that lack transportation, children, the elderly, those with physical disabilities, those with mental disabilities, and those that require medical support (Oxygen dependent, suctioning need, etc.). If possible, the evacuation order for access and functional needs populations should be given within 96-72 hours in advance of a forecasted incident and as soon as practical for no-notice incidents. Evacuation order timing will depend on clearance times relative to the evacuation area.

Due to the complexity of establishing a State Medical Support Shelter (SMSS) and transportation of the appropriate populations that require specialized healthcare attention to a designated SMSS, evacuation should begin 96-72 hours in advance of the forecasted event. For no-notice incidents, this part of the population will be prioritized due to the life safety risk.

Upon notification of the initial evacuation order for populations requiring specialized healthcare attention, NCEM will notify the North Carolina Office of Emergency Medical Services (NC-OEMS) and host counties to request SMSS shelter openings, if not already requested. An estimation of 48 hours is required to prepare the shelter for occupancy. NCEM will work closely

with NC-OEMS and other vital partners to ensure appropriate coordination and response.

Local transportation coordinators, emergency management coordinators, and many other social service organizations will work to coordinate local assets and prepare staging areas for the embarking of people with acute medical needs requiring SMSS sheltering and the general population evacuees requiring host sheltering. Local officials will coordinate closely with their state-level leadership throughout the evacuation process due to the regional scope of the order.

As previously stated, no notice incidents differ from forecasted incidents in that evacuation and transfers to SMSS sheltering begin as soon as you are able and is in the best interest of the local population to do so.

D. EVACUATION/SHELTER IMPLEMENTATION TIMELINE

The timeline below is representative of evacuation steps that could be performed regardless of the incident type. Note, these are suggestions and jurisdictions may utilize different timeframes and processes for evacuations based on what is practical for their jurisdiction.

Evacuation/Shelter Implementation Timeline (Hours Prior to Impact)	
120 Hours	<ul style="list-style-type: none"> The State considers activation of the EOC-based on the potential impacts. Jurisdiction EOCs activate in accordance with their EOP. NCEM seeks guidance from Human Services, Emergency Services and Public Health partners on the need to activate Host/State-Operated shelter capacity needs. NCEM and NC-OEMS consider activation of SMSS(s).
96 Hours	<ul style="list-style-type: none"> NCEM initiates the process of identifying Host/State-Operated Shelters and resources for access and functional needs populations. NCEM and NC-OEMS begin the process of identifying medical transport resources. NCEM and ESF-1 Partners begin the process of identifying general transport resources for evacuees needing transportation assistance. NCEM, NCSHP and NCDOT engaged in evacuation consideration/coordination.

Commented [TP4]: the timeline is something that I think needs to be discussed – it takes 24-72 hours to setup an SMSS depending on the situation. I think it is unrealistic to think for a lower anticipated impact we could setup in 24 hours and start receiving patients 48 hour before impact. Historically this has been a big issue – not having a good trigger for activation and it not aligning with the timeline.

Kimberly Clement NCOEMS

72 Hours	<ul style="list-style-type: none">• NCEM and NC-OEMS open SMSS(s).• Ambulances and vehicles transporting people with specialized healthcare attention begin to arrive at SMSS.• Local or Tribal Leadership decides whether or not to call a voluntary phased evacuation of access and functional needs populations.• (Coastal Impact) Staged general population evacuation begins for barrier islands, if the incident will affect the islands.• Host/State-Operated shelters open for barrier island evacuees.• Local or Tribal Leadership determines timeframe for mandatory evacuation(s) of targeted general population.
48 Hours	<ul style="list-style-type: none">• Final availability to request host sheltering for evacuees.• Division of Social Services and American Red Cross open general population shelter(s).• Mandatory evacuation begins in the jurisdiction.
12 Hours	<ul style="list-style-type: none">• The last bus leaves the final staging area in evacuating jurisdiction in route to host jurisdiction shelter.

E. INTRA-STATE AGREEMENTS

1. VIRGINIA

North Carolina and Virginia current maintain the North Carolina-Virginia Evacuation Coordination Guide which coordinates the evacuation of Northeastern North Carolina into Virginia. This guide also covers Southeastern Virginia's evacuation into Central North Carolina. The North Carolina-Virginia Evacuation Coordination Guide is located in Annex E.

2. OTHER STATES

North Carolina doesn't maintain any other evacuation agreements with other states currently. However, should the need arise, NCEM will work with partners to develop agreements with other states which may include the use of Emergency Management Assistance Compact (EMAC).

TRANSPORTATION FUNCTION

I. PURPOSE

The primary objective of the transportation annex is to establish relationships and procedures to aid NCEM in providing and coordinating transportation assets needed at the regional and local level. This section includes information on transportation resources, mass transit coordination, accessible transportation coordination, airlift resource support, and fuel resource allocation and support.

Due to “transporting” vehicles not being readily available at the state level, it is the responsibility of the impacted counties with support from NCEM to obtain the vehicles necessary for transporting evacuees through donations, contracts, emergency purchasing, the Emergency Management Assistance Compact (EMAC), and/or federal requests.

II. SCOPE

This transportation annex covers the mass transportation requirement for incident evacuation. It is aimed at providing a framework for accessible mass transportation for those who may not have a personal means of transportation out of the incident impact area. It also provides a framework for coordination of transportation of people with acute medical needs.

Many regions of North Carolina have limited access to public mass transit bus or rail systems. Air evacuation is impractical for the public segment that requires mass transportation evacuation. Public schools are closed in advance of incident to allow students, their parents, and school employees time to personally prepare for an evacuation. At this point, school buses and drivers and contracted buses or other modes of mass transportation will be considered as potentially available transportation resources for mass evacuation, either to sites within the jurisdiction or to host jurisdictions.

The use of school buses is appropriate for individuals who lack the resources to self-transport. Additional needs related to people with acute medical needs should be considered to determine the type and amount of assistance necessary to execute safe and successful evacuations. This should also include any pets and service animals. Jurisdiction mutual aid agreements for transportation should be utilized prior to requesting transportation resources from the state. Jurisdictional liability also needs to be taken into account and discussed with the jurisdiction’s legal counsel.

While this annex cannot provide a total plan for the transportation of the segment of the population who are hospitalized or institutionalized, it does provide guidance in order to address identified transportation needs for this population group. All hospitals and other medical care facilities in North Carolina are required to have an approved emergency plan in which they assume responsibility for patients under their care during an emergency to include transportation. Based on need, transportation assistance for evacuation of people with acute medical needs can be accomplished with the use of ambulances acquired through local agencies, the Statewide Mutual Aid Agreement, EMAC assistance, and/or private contractors. Additionally, the Department of Health and Human Services, Division of Health Service Regulation, and Office of Emergency Medical Services maintains plans to transport persons with medical needs.

III. NC ESF-1 TRANSPORTATION OVERVIEW

The SERT Emergency Support Function 1-Transportation (ESF-1) has a function to provide movement of resources in support of local government entities and other emergency response organizations. Comprehensive information regarding lead and supporting agencies, assigned responsibilities, operations, notification, recovery actions, and government control and coordination can be found in Annex A, Appendix 5, Tab A under the SERT Logistics Section within the EOP. ESF-1 partners include:

- NCEM Logistics Section provides functional management and coordinates any state contracted transportation vendors.
- Department of Adult Corrections may provide transportation to assist support evacuation missions. Further assistance may include transportation of essential equipment and uniformed personnel.
- Department of Transportation, Division of Highways, Division of Public Transportation (DOT, DOH), coordinates requests with the mass transit systems within the state as needed. Mass transit systems are public-private partnership-owned and are typically available to the local area in which they operate. DOT, DOH provides and maintains control devices as needed to assist with traffic control along emergency routes.
- Department of Public Instruction (DPI) coordinates use of school and activity buses across the state and allows direct contact with all NC public school systems. DPI can also coordinate mutual aid support in regard to maintenance yards and refueling.

The Transportation Function provides accessible transportation to support mass evacuation operations. It does not provide resources to manage or staff loading and unloading stations, nor does it track evacuees and their movement. All detailed mass evacuation planning and services for populations are conducted at the local and regional levels. The Transportation Function is activated and operates on the established SERT schedule when incidents indicate mass evacuation may be required, and unit members begin to gather resource availability data immediately.

The Transportation Function will provide resource partners with warning notices, and stage transport vehicles in strategic locations, as needed. Mass evacuation and transportation resource requests are submitted by jurisdictions and state agencies through WebEOC. Resource requests for mass evacuation support must include any additional drivers needed above those dispatched with the equipment, along with estimated number of evacuees needing transport, the number of ADA supported seating spaces, the requests for lifts or other specialty need and the estimated duration the support is needed. If a resource request is for drivers only, then the requesting agency must specify the quantity of drivers, the qualifications required, and the duration needed. It is the responsibility of the requesting entity to handle logistical requirements once drivers arrive on scene. When a driver resource request is submitted, the unit will check the availability of resources and dispatch them using a "closest to" method. Driver requests will be filled by the unit through using local resources first, followed by state agencies second. Staging areas will be replenished as drawdowns occur to ensure availability of resources. At landfall, the unit will begin planning for re-entry support and demobilization.

IV. STATE RESOURCES

A. DEPARTMENT OF PUBLIC INSTRUCTION

Transportation assistance for evacuation of general population can be accomplished with the use of jurisdiction school buses. It should be noted that many bus drivers in an evacuating jurisdiction will not be available due to the fact that they will be evacuating themselves. Therefore, if an evacuating jurisdiction identifies a need for additional bus drivers, a resource request will be made to the SEOC via WebEOC to the Logistics ESF-1 Desk. The Logistics ESF-1 manager at the SEOC will subsequently contact the Section Chief of the Transportation Services Section of DPI and make a tasking for the requisite number of qualified school bus drivers, buses (including accessible buses), and maintenance support from counties that are not at risk.

The drivers will report with personal gear that is adequate to be self-sufficient for up to 72 hours. They will load in groups of 20 or less onto a school bus(es) from their jurisdiction and travel to the evacuating jurisdiction. Upon arrival, the bus drivers will mount up onto the evacuating jurisdiction's school buses, pick up any evacuating personnel at pre-arranged pick-up points and travel to pre-identified shelters. Buses will be parked in staging areas in the host jurisdiction and the drivers will stay at the shelter. Depending on the situation at post-landfall, the same bus drivers may be requested to assist in the re-entry phase, or they may be shifted out with other bus drivers.

B. DEPARTMENT OF TRANSPORTATION, PUBLIC TRANSPORTATION DIVISION

Transportation assistance for evacuation of general population can be accomplished with the use of vehicles assigned to the Public Transportation Division of the Department of Transportation. These are federally funded assets. Federal Transit Administration representatives have advised NCEM through FEMA Region 4 that there are no restrictions on the use of the equipment for evacuation support in the event of an emergency.

North Carolina's transportation system is comprised of large and small urban systems, rural systems, and several regional transportation authorities. These systems have a variety of vehicles, many of which are lift equipped. The Public Transportation Division maintains a database that includes routes, points of contact, and type of vehicle for each system. When a risk jurisdiction identifies a need for additional transportation for the general population, a resource request will be made to the SEOC. The Logistics ESF-1 Manager will subsequently contact the Public Transportation Division and make a task for the requisite number and type of drivers, vehicles (including accessible vehicles), and maintenance support to assist in the evacuation.

Public transportation leaders will make the decision on which systems to pull resources in order to support the mission so that it will minimize disruption to services of its other customers (i.e., dialysis patients, etc.). Once the resources are identified, they will travel to the evacuating jurisdiction and pick up evacuating personnel at pre-arranged accessible pick-up points and travel to pre-identified shelters. Vehicles will be parked in staging areas in the host jurisdiction and the drivers will stay at the shelter. Depending on the situation at post-landfall, the same vehicle drivers may

be requested to assist in the re-entry phase, or they may be shifted out with other vehicle drivers.

V. DEVELOPMENT, REVIEW, AND MAINTENANCE

This annex will be reviewed or revised annually and/or following any drill, exercise, or real-world incident that indicates changes to the annex are necessary. The Human Services Branch will coordinate with evacuation and transportation partners to review for any updates or changes to the document before making permanent changes to the annex. The final approved draft will be distributed to all shelter, evacuation, and transportation partners with a role in the annex, and any other departmental contacts requiring or requesting annex information.