



This document outlines the response coordination of transportation within Yolo County during emergencies and serves as a Support Annex to the Yolo County Emergency Operations Plan.

# Yolo County Transportation Annex

Annex to the Yolo County  
Emergency Operations Plan

Version 2.0

December 2024

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# PROMULGATION

This Emergency Support Function Annex to the County of Yolo Emergency Operations Plan describes how Yolo County will manage an emergency incident or disaster mitigation, preparedness, response, and restoration related to this Emergency Support Function. All Primary and Support agencies identified as having assigned responsibilities in this Emergency Support Function shall perform the emergency tasks described, including preparing and maintaining Standard Operating Guidelines and Procedures and carrying out the training, exercises, and plan maintenance needed to support the plan.

This Emergency Annex plan was developed using the Comprehensive Planning Guide 101 version 3 from the Federal Emergency Management Agency and California’s emergency planning guidance documents. Adoption will occur following the established maintenance schedule; however, the plan may be modified in the interim without prior approval and formal adoption under the direction of the Director of Emergency Operations. The revised plan will be relayed digitally to all Primary and Support agencies with assigned responsibilities in this Emergency Support Function. The Primary assigned agency will coordinate the review and update of the plan with the Support agencies as needed at least every three years. This Emergency Support Function plan supersedes any previous versions.

This Emergency Support Function Annex applies to Primary and Support agencies within Yolo County who are assigned responsibilities by Emergency Support Function of the All-Hazard Emergency Operations Plan and identified within the Emergency Support Function Annex.

This plan replaces previous annexes of the same or similar title.

The County of Yolo Board of Supervisors chairperson will formally promulgate this annex. The County Ordinance empowers the County Board of Supervisors to review and approve emergency and mutual aid plans.

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Lucas Frerichs  
Chair of the Board of Supervisors

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Date:

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# SECTION 1.0: INTRODUCTION

## 1.1 GENERAL CONCEPTS

The *Yolo County Transportation* is an annex to the County of Yolo's Emergency Operations Plan (EOP), City of Davis EOP, City of West Sacramento EOP, City of Winters EOP, City of Woodland EOP, and the Yocha Dehe Wintun Nation EOP. This annex falls under the Emergency Support Function #1 (ESF #1).

The *Transportation Annex* is the responsibility of all the transportation systems and providers within Yolo County. During an activation of the Yolo County Emergency Operations Center (EOC) or transportation agency Department Operations Center (DOC), the implementation of the *Transportation Annex* will be led by Yolo Transportation District and supporting departments. Procedures pertaining to this function follow the Standardized Emergency Management System (SEMS), Incident Command System (ICS), the Yolo County Emergency Operations Plan. This Concept of Operations outlines the following elements of the Transportation function:

- Transportation Primary Roles
- Emergency Transportation of People
- Emergency Transportation of Animals
- Private Sector Partners
- Information Flow
- Organization and Structure
- Responsibilities
- Notification and Activation Procedures
- Response Actions
- Deactivation Procedures

## 1.2 PURPOSE

This *Transportation Annex* provides guidance for the effective coordination of countywide transportation response activities and identifies the actions of all involved entities during threatened or actual disaster events within the County of Yolo. The purpose of this function is to provide countywide coordination among aviation, maritime, surface, and railroad transportation activities, as well as between public and private organizations.



### 1.3 SCOPE

This annex supports transportation response activities by facilitating the collection and coordination of transportation systems information. This annex details the procedures, responsibilities, and concept of operations of ESF #1 during a potential, imminent, or declared emergency. Specific objectives of ESF #1 are to:

- Monitor and report status of damage to transportation systems, facilities, and infrastructure because of the incident.
- Identify temporary alternative transportation solutions that can be implemented by others when systems or infrastructure are damaged, unavailable, or overwhelmed.
- Coordinate the restoration and recovery of the transportation systems, facilities, and infrastructure.

Coordinate mutual aid assets through the Regional Emergency Operations Center (REOC) as the availability of regional assets is impacted by and/or has an effect on any aspects of the County.

### 1.4 ANNEX MAINTENANCE AND ADMINISTRATION

Various members are responsible for the on-going maintenance and administration of this plan, Field Operations Guides, Standard Operating Procedures, resource directories, exercises, etc., these are outlined in [Appendix A](#).

## SECTION 2.0: STAKEHOLDERS

During non-emergency transportation operations, the responsibilities, and authorities of this annex reside within a mix of local, state, and federal agencies within Yolo County.

Transportation operations during an emergency response involve the coordination between the local governments that need assistance, the state and federal resources that can be activated. Local transportation policies and plans are used to manage transportation systems and prioritize the movement of relief personnel and supplies during emergencies within a multimodal transportation system.

Activities listed in this annex support the coordination of transportation across various modes, including surface, maritime, railroad, and aviation. The Yolo Transportation District will provide expertise primarily for surface transportation and has identified stakeholders from primary and supporting agencies to take the coordination lead for other modes of transportation.

### 2.1 SUPPORTING AGENCIES AND DEPARTMENTS

Other agencies and departments that play roles in both regulatory and response operations assist in the development of this annex. These supporting stakeholders have responsibilities in assisting the coordination of all phases of emergency management. Local, state, and federal resources provide key support to this annex. The specific responsibilities of supporting agencies may be articulated within the agencies’ administrative orders, agency plans, documents, or Standard Operating Procedures (SOPs).

Department/ Agency	Division/ Group	Responsibility
Yolo County Transportation District	YoloBus	Administers intercity bus service throughout the Yolo Operational Area.
Public Works Department		Manages local road infrastructure and handles road closures.
Yolo County Administration Office	Operational Area Office of Emergency (OES) Services	OES activates and operations the EOC. Serves as the primary coordinating agency for Operational Area Emergency Management. Assists in obtaining a local emergency proclamation. Provides maintenance and updates for this annex.
UC Davis	Unitrans	Provides bus service to U.C. Davis and adjoining areas of Davis
Yolo County General Services Department	Yolo County Airport	Oversees Yolo County Airport operations.
Davis Flight Support	University Airport	Oversees University Airport operations
Woodland Watts Airport		Privately owned public use airport.
City of West Sacramento- City Manager’s Office	Port of West Sacramento	Manages port operations
CalTrans		Manages state and federal highway infrastructure.
Sierra Northern Railway		Operates freight rail service as well as

		passenger rail service via the Sacramento River Train.
AMTRAK		Operates passenger rail service, maintains rail station in Davis.
California Northern Railroad		Operates freight rail service.
S.S.A Marine		Manages independent marine terminal at the Port of West Sacramento
California Public Utilities Commission		Regulates rail safety and administers safety oversight and enforcement of passenger carriers.
California State Parks	Boating and Waterways	Oversees recreational boating.
Union Pacific Railroad		Oversees the maintenance and operations of all railroad infrastructure, including for the California Northern Railroad, the Sierra Northern Railway, and AMTRAK.
United States Department of Homeland Security	United States Coast Guard	Provides navigational assistance for the Port of West Sacramento traffic.
United States Department of Transportation	Federal Aviation Administration	Governs civil aviation.
United States Department of Transportation	Federal Highway Administration	Provides stewardship over the maintenance of federal road infrastructure.
United States Department of Transportation	Federal Transit Administration	Oversee safety measures for public transit systems.

## 2.2 STATE AGENCIES

The role of the state agencies will be dependent upon the specific nature of the emergency including the scope of the response and recovery activities, and whether the incident affects the inland or coastal zone, on state streets, highways, or state-owned buildings or grounds. Supporting state agencies are those who can provide technical, policy, and subject matter expertise, and are generally requested by stakeholder agencies or the lead coordinator(s) during an incident. Two state agencies pre-identified as necessary coordinating agencies include CalTrans and the University of California, who maintains the University Airport in Davis. The California Public Utilities Commission (CPUC) regulates rail safety in California, including freight and passenger trains, in cooperation with the Federal Transit Administration. This includes rail crossing safety. The California State Parks Division of Boating and Waterways is responsible for overseeing recreation boating throughout the state, including assistance with environmental regulations and law enforcement concerning boating operations.

## 2.3 FEDERAL AGENCIES

The National Response Framework (NRF) organizes federal resources and capabilities under 15 Emergency Support Functions (ESF). ESFs have been developed and organized for the purpose of providing federally controlled resources to state and federal agencies during the response and recovery phases of a disaster or large scale emergency. Some of the following stakeholders work closely with ESF #1 on a regular basis and include the Federal Highway

Administration, the Federal Aviation Administration, the Federal Transit Administration, and the U.S. Coast Guard.

## **2.4 PRIVATE AGENCIES**

Private agencies own and maintain several different pieces of transportation infrastructure in Yolo County, including the entire rail network as well as marine terminal at the Port of West Sacramento. In addition, the Woodland Watts Airport is a privately owned public use airport that services the County. The interplay of ESF #1 and the transportation public and private sector stakeholders is a vital part of including whole community concepts into an all phases of emergency management.

### **PORT OF WEST SACRAMENTO**

The Port of West Sacramento is situated at the heart of the Sacramento metropolitan area and centered in one of the richest agricultural regions in the world. The Port opened in 1963, primarily to serve the Northern California rice industry, and is capable of handling an array of cargo commodities through its facilities. The Port is located 79 nautical miles from San Francisco with direct access to Suisun Bay provided via the 40-mile Deep Water Ship Channel, which is maintained at a depth of 30 feet.

In 2006, the City of West Sacramento assumed responsibility for the Port and in 2013 the Port Commission adopted the Port Business Plan, which implemented a new landlord-lessee operating model. As of July 1, 2013, SSA Marine leases and operates the Port's North Terminal cargo facilities. The Port manages several other leases and owns over 300 acres of vacant, developable property surrounding the North Terminal.

### **UNION PACIFIC RAILROAD**

The Union Pacific Railroad is the principal operating company of Union Pacific Corporation. Union Pacific connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. The railroad's diversified business mix is classified into its Agricultural Products, Energy, and Industrial and Premium business groups. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports to eastern gateways, connects with Canada's rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, fuel-efficient and environmentally responsible manner. Union Pacific operates between West Sacramento and Davis in Yolo County.

### **SIERRA NORTHERN RAILWAY**

Sierra Northern operates over 100 miles of track within the County of Mendocino, Tuolumne, Stanislaus, and Yolo. Sierra Northern provides rail shipping to all of California through interchanges BNSF and UP. The Sierra Northern Railway operates both freight and passenger trains in Yolo County. Passenger operations include the Sacramento River Train, which travels along a 17 mile stretch of track between Woodland and West Sacramento. Freight customers are served along the same stretch of track with an extension to the Port of West Sacramento, where there is a connection with the Union Pacific (UP) Railroad and BNSF railway. Commodities

include lumber, particle board, wallboard, wood chips, bulk gypsum, bulk limestone, bulk plastics, canned goods, tomato paste, frozen fruits/vegetables, chemicals, steel, grain and grain products, ethanol, and propane. With access several railyards and public warehouses, ports, and industrial complexes, Sierra Northern coordinates the storage and distribution of thousands of carloads annually.

### **CALIFORNIA NORTHERN RAILROAD**

The California Northern Railroad operates freight trains along a line between Tehama and Davis where there is a connection with the UP and BNSF railroads. The line passes through the unincorporated communities of Dunnigan, Yolo, and Zamora as well as through Woodland and Davis. Commodities includes lumber, wine, beer, food products, steel pipe, agricultural products and construction material.

### **AMTRAK**

Amtrak operates the Capital Corridor train service through Yolo County, with the only Yolo County station located in Davis. The Capitol Corridor passenger train offers 18 daily trips. Amtrak also operates the California Zephyr and the Coast Starlight, two trans-continental trains which pass through Yolo County each way once a day.

### **WOODLAND WATTS AIRPORT**

The Woodland Watts Airport is the oldest privately owned public use airport in the United States, and is located outside of Woodland. The airport does not service commercial flights.

## SECTION 3.0: CONCEPT OF OPERATIONS

### 3.1 TRANSPORTATION PRIMARY ROLES

A Department Operations Center (DOC) is an operational/logistical entity designed to serve as a departmental coordinating body in support of field-level incident management. Its broad function is to assist in bringing an incident to a close, to maintain internal department operations—e.g., continuity of operations (COOP) and continuity of government (COG)—and, when necessary, to collaborate an operational area response through the Yolo County EOC.

Depending on the type and scale of the event, transportation departments may activate their DOCs to better facilitate departmental response operations. If the event is large in scale, Unified Command may be established among several operational area departments to better coordinate field operations. In addition, the Yolo County EOC may be activated to coordinate a county emergency response. If the EOC is activated, transportation departments may send a representative to the EOC Transportation Branch to assist with the coordination of transportation activities.

The following transportation departments have DOCs that may be activated in an emergency situation:

- Yolo County Community Works
- The Port of West Sacramento
- Yolo County Airports
- Yolo Transportation (Yolo Bus)
- City of Davis Transportation
- University of Davis Transportation

### 3.2 EOC TRANSPORTATION BRANCH

The primary purpose of the EOC Transportation Branch is to collect and disseminate information about the status, needs, and available resources of the transportation systems and infrastructure within Yolo County. The Transportation Branch will ensure that information is sufficiently verified and coordinated with EOC Operations Support Section branches, Yolo County departments, and other transportation entities. During an EOC activation, the Transportation Branch provides a single point within the County wherein all transportation-related information is collected, and a common operating picture is developed. With this information, the Transportation Branch will facilitate and coordination of the following activities:

- Support route clearance and recovery activities
- Designate ingress/egress routes for emergency response vehicles and personnel

- Coordinate response operations designed to restore and maintain normal operations of public transportation systems
- Designate evacuation routes and provide evacuation information to emergency responders and the Joint Information Center (JIC)
- Assist with the transportation of individuals unable to evacuate themselves
- Assist with transportation of the ill and injured under ESF #8: Public Health and Medical Services, and those in custody under ESF #13: Law Enforcement
- Provide transportation for Disaster Service Workers (DSWs) and emergency responders during recall operations, to include busing employees from outside the city to various work locations within the county.
- Assist with the transport of emergency commodities and assets.

The EOC Transportation Branch has direct lines of communication with other city departments, regional and state authorities, and private sector partners.

### **Transportation Branch Positions**

According to the needs of the event, the following positions may be activated within the Transportation Branch:

Transportation Branch Coordinator: The Transportation Branch Coordinator is the designated branch lead and is responsible for coordinating information to and from the Transportation Branch and the EOC Operations Section.

The Transportation Branch Coordinator is responsible for the following:

- Collect and compile situation status reports from transportation DOCs on a recurring basis; submit situation status reports to the Planning Section Situation Status Unit; provide updates to the Operations Support Section Chief
- Disseminate EOC Action Plans and Cumulative Situation Status Reports to branch staff and associated DOCs
- Ensure that objectives proposed to EOC Action Plan meet the needs to bring the situation under control
- Coordinate with regional partners to provide resources to restore air, water, and land transportation systems
- Coordinate and assist with the development of alternative solutions and resources in order to complete missions tasked to the branch

Route Recovery Unit Leader: The Route Recovery Unit Leader will coordinate with the Infrastructure Branch, California Highway Patrol (CHP), and CalTrans to gather assessment data about damage to roads and highways, and with the Infrastructure Branch, Construction and Engineering Group to identify priority routes and develop and implement route recovery plans. The Route Recovery Unit Leader will also coordinate

with the Law Enforcement Branch and the Human Services Branch to facilitate the following:

- Evacuation transportation
- Transportation of the ill, injured (in coordination with ESF 8), and those in custody with law enforcement (in coordination with ESF 13)
- Transportation of DSWs and emergency responders during recall operations
- Transportation of emergency commodities and assets

Traffic Control Unit Leader: The Traffic Control Unit Leader will coordinate with the DOC and EOC and the Law Enforcement Branch to ensure that appropriate traffic control measures are in place.

Mass Transit Unit Leader: The Mass Transit Unit Leader will coordinate the assessment of all mass transit systems, facilities, and infrastructure within County. The Mass Transit Unit will then coordinate mass transit restoration and recovery activities with the appropriate local and/or regional entities.

Water Transportation Unit Leader: The Water Unit Leader will coordinate assessing and restoring water-based transportation systems, facilities, and infrastructure within County. The Water Unit Leader may coordinate with the following water transportation entities:

- Port
- United States Coast Guard
- Other private water transportation providers throughout the region

The Air Unit Leader: will coordinate assessing and restoring air transportation systems, facilities, and infrastructure. Information and operations will be coordinated with air transportation entities.

### **3.3 EMERGENCY TRANSPORTATION OF PEOPLE**

The authority for evacuation orders, along with managing the movement of evacuees, is the responsibility of the Yolo County Sheriff, with logistical support by many other departments. Evacuation authorities are defined at both the State and City levels in the Closing Areas in Emergencies Section of the California Penal Code 409.5(a) and the Government Code, Section 8607.

In addition, other officials may issue an evacuation order. The order can be issued by following individuals or their designee:

- County Administrator
- City Mayors
- Fire Chief

- Police Chiefs
- Chief of Emergency Services
- Department of Public Health (Health Officer)

Once approved, Yolo County Sheriff and their mutual aid partners will be dispatched to affect the order if it is safe to do so.

The following City departments and supporting organizations may be involved in an evacuation order:

Departments and Supporting Organizations	
Cities Law Enforcement Departments	Yolo Bus
California Highway Patrol (CHP)/CalTrans	UC Davis Transport Services
Yolo County Animal Control	City of Davis
Yolo County Health and Human Services Agency	City of Winters
Yolo County Office of Emergency Services	Yocha DeHe Wintun Nation
Yolo County Sheriff	City of West Sacramento
City of Woodland	Port of West Sacramento
United States Coast Guard (USCG)	Yolo County Office of Education
Davis Dispatch	Yolo 911 (YECA)

### Evacuation Routes

Evacuation routes will be established by Yolo County Sheriff, in collaboration with DPW, Caltrans, and CHP. DPW will staff traffic control points until the above listed departments have sufficient resources to implement road and street closures.

- DPW will place message boards at requested intersections to divert traffic along the evacuation routes if required
- Law enforcement and CHP will provide security by setting up roadblocks, barricades, and a system of patrols; DPW may also assist with barricades. For further details about evacuation, please refer to Yolo County’s *Evacuation Annex*.

## 3.4 ACCESS AND FUNCTIONAL NEEDS EMERGENCY TRANSPORTATION

Transportation accessibility considerations include, but are not limited to; paratransit busses, vehicles that are lift-equipped and/or ramped with wheelchair tie-downs, and vehicles with brackets to secure oxygen cylinders. Personal Assistant Support services may be provided if needed and are available. Assistive Technology Devices and service animals will remain with the person with a disability in transit.

When it comes to public transportation for these populations, providers should think beyond ramps and lifts to ensure safe, accessible transportation for people with disabilities. For example:

- Ensure safety belts and wheelchair tiedowns for safe transport and security in the event of a mishap.
- Provide individualized options that provide people with choices, such as transferring into a seat versus staying in a wheelchair or receiving the help of another person versus navigating independently using assistive aids.
- Train for public transportation drivers to safely secure a person in a wheelchair and how to assist people who are deaf or hard of hearing and blind or have low vision.
- Require effective public communication that is accessible including 508-compliant web pages, ASL interpretation for live events and multimedia on website and social media, print materials in Braille and large, easily comprehensible print.

### **Paratransit**

Paratransit, operated by Yolo Bus, provides an essential lifeline of service which links the Yolo County Operational Area individuals who have access and functional needs (AFN), and are transit dependent due to life sustaining, critical medical, and other necessary services. This service is dependent on an application submitted by the individual who is unable to utilize Yolo Bus's fixed route services. When a disaster occurs, damage to County transportation infrastructure, including paratransit services, may result in a significant decrease of available service. During an emergency event, paratransit may be called upon to provide transportation for life sustaining medical treatment, supplemental services for emergency response, or for assistance in recovery efforts. Specifically, paratransit may support emergency transportation activities in the following areas:

- Support with the emergency movement of people by providing personnel and/or resources such as paratransit buses and vans
- Continue operation of paratransit services by supplying passengers with needed transportation to life-sustaining medical appointments, support facilities, etc., as the situation permits
- Communicate service changes, interruptions, or suspensions of paratransit' service to contract service providers and customers paratransit services will be conducted by organizations pre-identified by and contracted through, or by community-based organizations.

For additional information regarding Access and Functional Needs services during evacuations, please refer to the *Access and Functional Needs* and *Evacuation Annex*.

## **3.5 EMERGENCY TRANSPORTATION OF ANIMALS**

The Animal Services representative will coordinate with the Transportation Branch to arrange for the transportation of injured animals to triage areas, field hospitals, or other operational animal facilities as deemed necessary. Ongoing assessments will be made to determine the type and number of transportation vehicles that will be needed. This information will be relayed

to the animal services DOC or the ESF #11: Animal Services representative in the EOC as appropriate. For further information, refer to the *Animal Services Annex*.

### **3.6 PRIVATE SECTOR AND NON-GOVERNMENTAL ORGANIZATIONS**

Some private sector organizations, such as privately owned utilities and transit companies, play a direct response role in emergency transportation. Others may assist in providing response and recovery resources. Responsibilities of private sector organizations and non-governmental organizations may include:

- Transporting goods, providing equipment, removing debris, and performing other response and recovery functions under contracts with local and state governments
- Providing status reports and sending liaisons to local EOCs, Operational Area EOCs, the REOC, or the State Operations Center (SOC) upon request
- Coordinating with government agencies to facilitate an effective restoration of services
- Providing specific emergency response and recovery roles (for example, the American Red Cross, represented in the REOC Care and Shelter Branch, the SOC, and most Operational Area EOCs, may provide care and shelter for displaced persons during a regional emergency or disaster)
- Providing resources to support an emergency event in response to a Governor's Order, as authorized in the Emergency Services Act
- Receiving EOC Situation Status Reports in order to inform field-level response teams

### **3.7 INFORMATION FLOW**

ESF #1 facilitates communication among multiple response levels during countywide coordination of transportation information. The following provides an overview of the various coordination levels that maintain communication during a disaster event.

#### **Field Level**

- Assess and monitor the status of transportation systems
- Implement transportation operations as necessary
- Submit frequent situation status reports to the appropriate DOC or EOC
- Repair and restore transportation roadways, facilities, and infrastructure

#### **DOC Level**

- Maintain communication with the field level regarding the status transportation systems
- Receive requests for resources from the field; fulfill requests internally or communicate requests to the EOC
- Coordinate with the appropriate agencies to plan for multiple operational period needs
- Submit periodic situation reports to the EOC

### EOC Transportation Branch

- Gather information from DOC representatives on a continual basis
- Submit DOC situation status reports to the Transportation Branch Coordinator
- Disseminate cumulative EOC situation status reports to the DOC and field level teams
- Coordinate with regional, State, or Federal entities as necessary
- Operations Support Section Chief
- Ensure EOC situational awareness of ongoing transportation system status/issues
- Exchange information about support operations, needed resources, and field situation status for projected multiple-operational periods
- Develop objectives in the EOC Action Plan to mitigate further transportation damage and restore needed transportation services

### Supporting ESF Departments

- Support the lead agency in transportation system issues; support the EOC, DOC(s), and field operations as requested
- Maintain communication with appropriate departmental representatives by providing frequent situation status updates

## 3.8 TRANSPORTATION RESPONSIBILITIES

The following table identifies the overall roles and responsibilities of each entity that may be involved with this annex’s activation. Entities needed to support this annex’s operations will vary and will be determined according to the needs of the event.

Entity	Responsibility
Public Works	<ul style="list-style-type: none"> <li>• Activate DPW DOC as necessary</li> <li>• Report updated situation status information to the EOC Transportation Branch</li> <li>• Maintain accurate information regarding road closures; ensure this information is accurately submitted to the EOC Situation Status Unit and the Operations Support Section Chief</li> <li>• Support traffic management through placing barricades, placing signage, adjusting traffic signals, etc.</li> <li>• Clean streets for essential routes</li> </ul>
YoloBus	<ul style="list-style-type: none"> <li>• Report updated situation status information to the EOC Transportation Branch</li> <li>• Assist the EOC with possible transportation of individuals within an evacuation area</li> </ul>
Unitrans	<ul style="list-style-type: none"> <li>• Report updated situation status information to the EOC Transportation Branch</li> <li>• Assist the EOC with possible transportation of individuals within an evacuation area</li> </ul>

<p>Port of West Sacramento</p>	<ul style="list-style-type: none"> <li>• Activate Port DOC as necessary</li> <li>• On land, coordinate with law enforcement for crowd control</li> <li>• On water, coordinate with West Sac PD, West Sac FD, and USCG</li> <li>• Report updated situation status, damage assessment, and transportation closure information to the EOC Transportation Branch</li> <li>• Identify needed materials or personnel resources (e.g. barricades, staff, etc.) in order to carry out Transportation Branch functions</li> <li>• Develop new transportation information for immediate dissemination to the EOC, DOCs, and the JIC for release to the media outlets</li> </ul>
<p>CHP</p>	<ul style="list-style-type: none"> <li>• Enforce route restrictions on California roadways and bridges</li> <li>• Implement road and street closures in the affected areas</li> <li>• Assist with establishing and securing traffic control and access points as needed.</li> <li>• Inform the EOC Transportation Branch, in conjunction with the Information System and Caltrans, of information for roadway conditions, capacity, and delays within or affecting</li> </ul>
<p>USCG</p>	<ul style="list-style-type: none"> <li>• Maintain, monitor, and report on the safety and navigability of Waterways; and conduct patrols of waterways within the affected area</li> <li>• Make and enforce decisions regarding the use, opening or closing of waterways or ports to vessel traffic.</li> <li>• Notify REOC and WETA of decisions</li> <li>• Raise and lower the MARSEC level as appropriate. During MARSEC 3, the ports will likely be shut down</li> <li>• Provide emergency response services as requested by REOC</li> </ul>
<p>CalOES</p>	<ul style="list-style-type: none"> <li>• Activate the REOC</li> <li>• Receive a damage report (Situation Status Report) that includes damage, incapacitation, closure of facilities and of major roads; casualties sustained on transportation systems</li> <li>• Notify Caltrans, CHP, USCG and other affected transportation agencies that an emergency response is underway in Yolo County.</li> <li>• Prepare, coordinate, and communicate regional emergency information, response activities, resources, and transportation capabilities available to respond to the transportation needs for the County</li> <li>• Receive and process a request, from the EOC</li> <li>• Make decisions when competing demands for limited resources exist</li> </ul>

### 3.9 NOTIFICATION AND ACTIVATION

#### Notification

In the event of an emergency requiring countywide transportation coordination, Notification will then be issued to relevant supporting departments, and to any additional departments or agencies as required. Notification will be distributed via the most appropriate communications equipment for the event requirements and will detail incident information, reporting instructions, and any relevant coordination information.

#### Activation

Activation will be concurrent with any incident requiring an elevated need for transportation coordination. The level of activation will be determined according to the needs and magnitude of the event. Transportation DOC(s) and/or EOC coordination may be necessary during the following situations:

- During any event where transportation operations exceed the capacity of normal operations
- During regional activities that require activation of multiple transportation DOCs
- The magnitude of the event requires mutual aid
- Response and recovery operations will involve multiple cities
- Response and/or recovery efforts are expected to last an extended period

### **Response Actions**

#### Step 1: Initial Assessment

- Transportation entity field units conduct initial damage assessments
- Identify infrastructure damage or potential major problems that may impact transportation systems, report to department supervisors

#### Step 2: Activate DOC(s); Provide EOC Staff

- If appropriate, activate the agency/department DOC
- If EOC is activated, send departmental representatives as requested to staff the Transportation Branch
- Determine activation needs of Transportation Branch Units and assign unit leader responsibilities to the most appropriate personnel
- Make notifications to affected transportation agencies within the County, REOC and Caltrans

#### Step 3: Gather Information

Obtain continual situational awareness of the entire transportation network for specific impacts from the incident. Information will be gathered from the following sources:

- Transportation personnel in the field
- Other responding departments
- Transportation DOCs
- Private transportation entities
- Regional transportation entities
- State and Federal agencies, as appropriate (Department of Traffic [DOT], the Federal Emergency Management Agency [FEMA], etc.)

- Media (via broadcast, web information, blogs, print, social media)

### Step 4: Coordinate Response Activities

- Identify potential major problems and mitigate minor problems on priority roadways and at roadway structures
- In collaboration with DPW or the EOC identify temporary alternative transportation solutions to be implemented by others when primary systems or routes are unavailable or overwhelmed
- Provide vehicle operators and copilots, plus law enforcement officers, with route information and maps
- Update all affected transportation agencies of road closures and route changes
- Implement appropriate air traffic and airspace management measures, if needed
- Coordinate the issuance of regulatory waivers and exemptions
- In the event of an evacuation notify Law Enforcement of security needs at all the collection points, such as perimeter security, crowd control issues, and assistance for:
  - Loading DSWs and emergency responders on shuttles
  - Crowd management for people leaving on out-bound vehicles
  - Tracking DSWs as they board vehicles for destination locations

### Step 5: Coordinate/Obtain Resources

- Arrange and acquire required resources such as: buses, trains, planes, taxi's, shuttle vans, and vehicle operators, co-pilots, and support personnel
- Notify and request assistance from supporting departments as needed
- Determine additional transportation resource needs and request mutual aid assistance as necessary
- Track all costs including personnel time, fuel, repairs, and resources for reimbursement and cost expenditure records

### Step 6: Release Public Information

- Provide information and instructions to the JIC or Public information officers (PIOs) for the public, regarding transportation system use
- Disseminate emergency information and guidance to the public, private, and government organizations
- initial public information includes, but not be limited to, the following:
  - Damage assessment and estimated/anticipated duration
  - Transportation actions to resolve issues

- Collaborative community efforts from businesses, industries, and residents

Step 7: Continue to Monitor, Track, and Inform

- Monitor and report the status of and damage to the transportation system and infrastructure Receive and respond to requests for information
- Provide situation updates, as necessary
- Obtain continual situational

**Deactivation**

This annex will be deactivated when the need for additional transportation coordination has diminished, ceased, or returned to normal operations. Deactivation may occur incrementally according to the need or lack of need for specific functions. ESF #1 may be deactivated or scaled back at the discretion of the Lead Agency, the EOC Coordinator, or the Operations Support Section Chief once a demobilization plan has been coordinated.

**3.10 PLANNING ASSUMPTIONS**

The following planning assumptions for this annex. Transportation apply:

- Roads and bridges immediately surrounding the affected area will be damaged or heavily congested, impairing emergency transportation to, from, and within the area.
- Disasters can reduce the availability of many local resources and may require the transportation of resources to the affected area.
- Hazards that affect the County may damage transportation infrastructure and may hamper the movement of emergency personnel and delay the delivery of vital resources.
- Transportation missions may include:
  - Support to general evacuation, including traffic management (e.g., road closures, altering traffic signals, etc.)
  - Support to evacuation of vulnerable populations
  - Supporting management of traffic around incident sites to secure the site and allow for adequate ingress/egress of emergency vehicles
  - Transport of the elderly or other vulnerable populations who might be stranded in their homes
  - Transportation of emergency workers and other critical personnel
  - Transportation of materials such as supplies, fuel, and equipment
- In addition to the coordinating/supporting agencies with ESF #1 responsibilities, ESF #1 interagency coordination may also involve:
  - Regional and/or state entities for mutual aid

- Public safety agencies, public utilities companies, and others regarding priorities for the restoration of critical routes
- Law enforcement agencies regarding traffic control
- PIOs and/or the countywide JIC to keep stakeholders and the public informed about road closures, alternate routes, and the timing of route restoration

# APPENDIX A: DOCUMENTATION MAINTENANCE RESPONSIBILITIES

Plan/Document Name	Description	Emergency Management Phases	Owner	Last Updated
<i>Yolo County General Plan – Circulation Element</i>		ALL	Yolo County Community Services Department	
<i>Airport Emergency Plan</i>			Davis Flight Support	Under development
<i>Yolo County Transportation District Short-Range Transportation Plan</i>			Yolo County Transportation District	
<i>Port of West Sacramento Business Plan</i>			City of West Sacramento	
<i>City of Davis Short Range Transit Plans</i>			Unitrans	

## APPENDIX B: ACRONYMS

AAR – After Action Report

ADMH – Alcohol Drug & Mental Health

CAP – Corrective Action Plan

DESS – Department of Employment and Social Services

EMS – Emergency Medical Services

EOC – Emergency Operations Center

EOP – Emergency Operations Plan

ESF – Emergency Support Function

NRF – National Response Framework

NIMS – National Incident Management System

OES – Office of Emergency Services

OA – Operational Area

PHEP – Public Health Emergency Preparedness

PPW&ES – Planning, Public Works & Environmental Services

SEMS – Standardized Emergency Management System

SOP – Standard Operating Procedures

UCD – University of California Davis

YDWN – Yocha Dehe Wintun Nation

YECA – Yolo Emergency Communications Agency

## APPENDIX C: VERSION HISTORY

(Note: File each revision transmittal letter behind this record page.)

Change Number	Section	Date of Change	Individual Making Change	Description of Change
0.1	All	04/29/15	Howell Consulting	Initial draft
0.2	All	12/01/24	Yolo OES	Updated all sections