

State of South Carolina Critical Transportation Need Evacuation Operations Plan



**2021 Edition
Version 1.4**

Initial Version Prepared by:

Transportation Management Services (TMS)

**In cooperation with the South Carolina Emergency Management Division
and coastal county emergency management agencies.**

Updated by South Carolina Emergency Management Division annually

Version 1.4 (07/01/21)

Associated with the FEMA Motor Coach Evacuation Planning and Operational Support Contract



FEMA

TMS

Transportation Management Services

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South Carolina CTN Evacuation OPLAN Recipient Signature Form

The Recipient Signature Form includes the signature of the state official responsible for authorizing receipt of the South Carolina CTN Evacuation Operations Plan (OPLAN).

Recipient Signature Form

Organization:	Name and Title:	Signature:	Date:
South Carolina Emergency Management Division	Kim Stenson, Director		18 Aug 2017

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Record of Changes

RECORD OF CHANGES				
Change Number	Section/Pages Affected	Description of Change	Date of Change	Individual Making Change
01	Pages 14, 19, 27, 44 and 45	Updated language to incorporate use of motor coach fleet to support, or be used in lieu of State buses	4/17/2018	R. Burton
02	Annexes	2018 hurricane season County annex details updated	4/17/2018	R. Burton
03	Annexes	2019 hurricane season County annex details updated	8/31/2019	R. Burton
04	Base plan and Annexes	2021 hurricane season plan update, to include pandemic annex and tiered evacuation approach	7/01/2021	R. Burton

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Foreword

Foreword

The South Carolina Emergency Management Division (SCEMD) submitted a request to the Federal Emergency Management Agency (FEMA) for technical planning assistance associated with evacuating at-risk areas in the event of an imminent tropical cyclone. Transportation Management Services (TMS) is the prime contractor to FEMA for motor coach evacuation planning and operational support. This planning and operational support is related specifically to Critical Transportation Need (CTN) evacuees, which are the segment of the population that requires government-provided transportation assistance to evacuate the at-risk area.

In 2012, TMS provided technical planning support to SCEMD by developing a State Motor Coach Evacuation Concept of Operations Plan (CONPLAN) (dated 6/21/12) and Operations Plan (OPLAN) (dated 7/3/12). Since the publication of those plans, SCEMD identified the need to update the plans to incorporate new concepts in sheltering, transportation, and local responsibilities.

FEMA initially tasked TMS with facilitating a scoping meeting with state officials to formally identify the level of effort for technical planning assistance to update and revise the previous plan. This meeting took place on August 26, 2014, and included officials from multiple state agencies (i.e., SCEMD, Department of Transportation, Department of Public Safety, Department of Social Services, Department of Health and Environmental Control, Department of Education, and Clemson University Livestock and Poultry Health), as well as representatives from FEMA Region IV, FEMA Headquarters, and TMS. At that meeting, SCEMD conveyed its intent to shift the priority of effort from transporting CTN evacuees to distant shelters to enhancing local sheltering capacity in order to maintain a more localized evacuation approach.

On September 17, 2015, FEMA officially tasked TMS to provide technical planning assistance and develop an updated Critical Transportation Need Evacuation CONPLAN and Operations Plan (OPLAN). Subsequently, TMS facilitated a series of meetings with key county and state stakeholders from November 17-19, 2015, to acquire necessary information to develop a CONPLAN (to replace the existing CONPLAN dated 6/21/12). The final version of the CTN Evacuation CONPLAN was submitted to SCEMD on May 31, 2016, and shortly thereafter the plan was approved by the SCEMD Director.

Subsequently, TMS facilitated OPLAN kick-off meetings with stakeholders from the state and eight evacuating counties associated with this plan (Horry, Georgetown, Berkeley, Dorchester, Charleston, Colleton, Beaufort, and Jasper) from August 15-19, 2016, to begin the process of developing a more comprehensive CTN evacuation OPLAN.

On October 8, 2016, Hurricane Matthew made landfall in South Carolina over the Cape Romain National Wildlife Refuge as a Category 1 hurricane. In the aftermath of Matthew, state officials identified the need to introduce several new operational elements to the OPLAN that were not initially included in the CONPLAN. One of the key elements is the use of state-school buses as a contingency transportation mode to support local CTN evacuation missions.

State officials will likely maintain this OPLAN as a stand-alone document in lieu of integrating it as a subset to an existing state plan; however, if the state decides to integrate this document into

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an existing plan, minor formatting changes may be necessary. Conversely, FEMA will include this OPLAN in its family of federal transportation support plans.

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Base Plan - Section 1.0

Base Plan

Section 1.0 – Introduction

If the Governor of South Carolina orders an evacuation for one or more at-risk counties, authorized state and local officials may implement all or portions of this Critical Transportation Need (CTN) evacuation plan. CTN evacuees are individuals who do not have access to personal transportation and will require government-provided transportation assistance to evacuate.

An evacuation impacting multiple counties will undoubtedly pose a severe strain on the limited pool of local and state governmental resources. These resources may include but are not limited to sheltering, staffing at evacuee support sites, and transportation assets. To efficiently allocate available resources and effectively coordinate a large-scale CTN evacuation, close collaboration between county government and state officials is necessary.

The Base Plan provides the foundational elements and overarching principles pertaining to local and state CTN evacuation operations. Moreover, the plan describes the key operational concepts, functions, procedures, and roles and responsibilities associated with state support to local government and the *commonalities* of local CTN evacuation operations. Although the Base Plan is centered on the use of fleet coaches to support local CTN evacuations, if the state opts to use alternate transportation resources in the future, officials may need to engage in an adaptive planning process to successfully execute this plan.

1.1 – State of South Carolina Background

The State of South Carolina's location along the South-Atlantic coast, coupled with its extensive 187-mile coastline, makes it highly vulnerable to tropical storms and hurricanes moving across the Atlantic Ocean. Since official records began in 1851 through 2020, 42 tropical cyclones have made landfall on the South Carolina coast (25 hurricanes, 17 tropical/sub-tropical storms, or tropical depressions).¹ Consequently, local, state, and federal officials are continually seeking to enhance hurricane and evacuation preparedness.

The state has more than 400 elected local governments. This includes 46 counties, 269 municipalities, 85 school districts, and multiple special purpose districts. A few of the counties with more than one school district have an elected county board of education.²

In 1973, voters approved changes in Article VIII of the State Constitution, which expanded home rule for local governments. In 1975, the General Assembly passed the Home Rule Act which

¹ South Carolina Department of Natural Resources, South Carolina Hurricane Climatology, http://www.dnr.sc.gov/climate/sco/Tropics/hurricanes_affecting_sc.php. (accessed 9/18/16).

² Holly Ulbrich et al, Local Governments and Home Rule in South Carolina: A Citizens Guide, May 2011, Strom Thurmond Institute of Government and Public Affairs at Clemson University, p. 1.

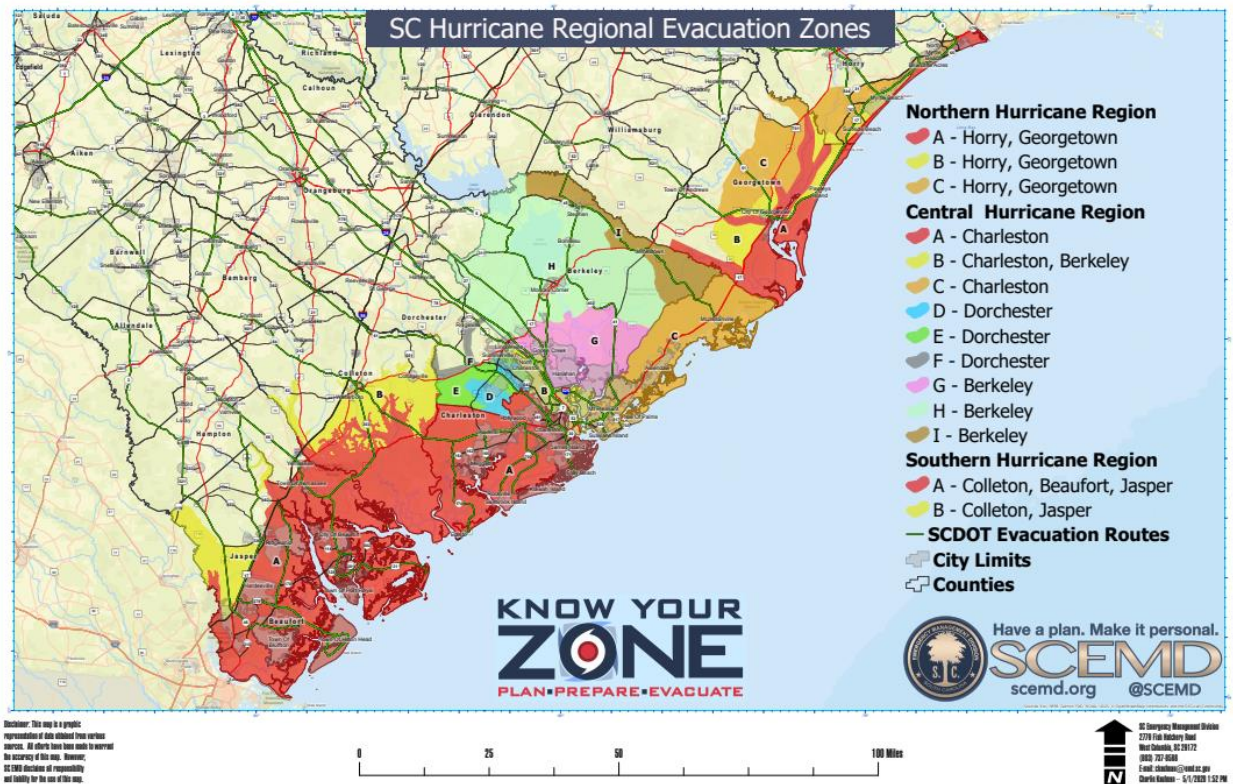
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implemented the changes authorized by the Article VIII revisions and significantly expanded the powers of counties.³

To assist counties and citizens with planning and coordinating hurricane evacuations, state officials organized the state into four hurricane regions: 1) Northern Hurricane Region 2) Central Hurricane Region 3) Southern Hurricane Region, and 4) Western Hurricane Region.

Figure 1-1: Map of South Carolina Hurricane Regions and Evacuating Counties



The state-maintained highway system consists of interstate routes, primary routes (SC and US routes), and secondary routes, totaling approximately 41,400 miles (*see Figure 1-2*).⁴ In order to move evacuees out of coastal regions in a timely manner, lane reversals along certain interstate and primary routes may be necessary. Should it become necessary to reverse the flow of traffic on these roads, evacuees will be routed according to designated Northern, Central, and Southern Evacuation Routes (*see Attachment 19*).⁵

³ Ibid. p. 4.

⁴ "SCDOT: Statewide Transportation Improvement Program" (PDF), South Carolina Department of Transportation. July 16, 2009, p. 3 <http://www.scdot.org/inside/pdfs/stip/stip.pdf>, (accessed 1/5/17).

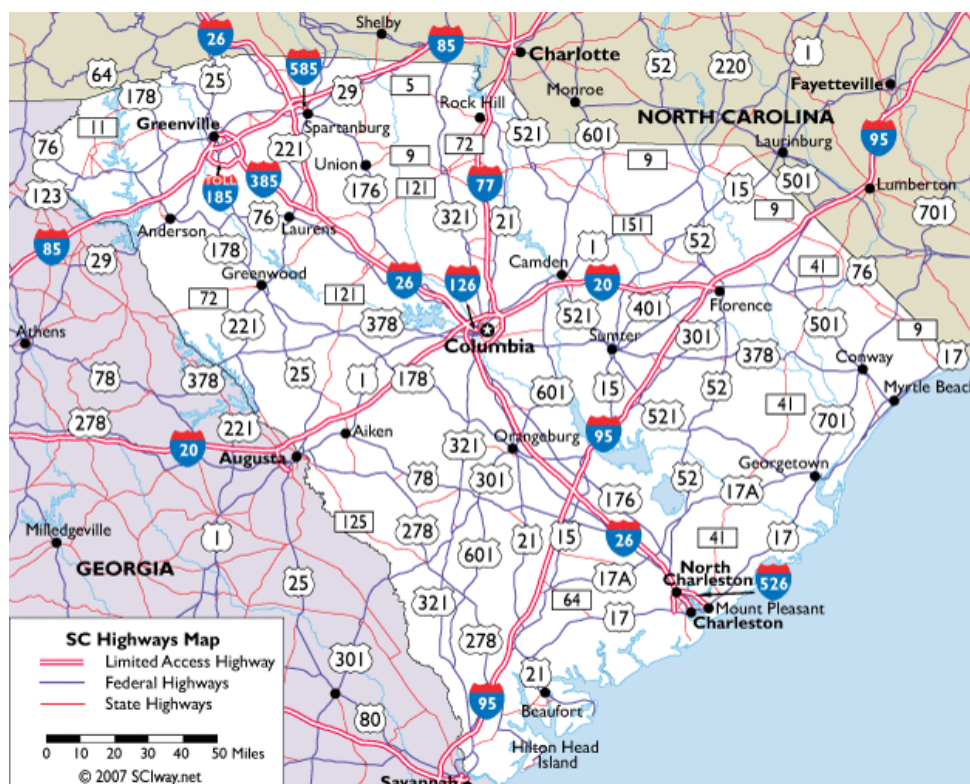
⁵ SCDPS Emergency Traffic Network, http://www.sctraffic.org/lane_reversal.html, (accessed 1/5/17).

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In summary, the state's geographic location, storm history, government structure, hurricane region planning/coordinating construct, and roadway system/evacuation lane reversals are just a few of the initial elements that factored into the development of this plan.

Figure 1-2: Map of South Carolina Highways



1.2 – Purpose

The purpose of the OPLAN is to provide information to successfully execute a local- and state-coordinated CTN evacuation in the three hurricane regions. To do so, it is critical that local and state government coordinate operations as the complexity of the evacuation increases. While the plan specifically focuses on the CTN population, the goal is to ensure that the operational implementation integrates seamlessly with other segments of the evacuating population.

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Base Plan - Section 2.0

Section 2.0 – Terminology and Definitions

The following terminology and definitions are applicable to this plan. This information not only establishes the overall planning framework but also helps to ensure consistency with other evacuation planning efforts.

2.1 – Evacuee Types

CTN Evacuees – Segment of the population that lacks personal transportation and requires government-provided transportation to evacuate out of an at-risk area to a designated shelter.

Self-Evacuees – Segment of the population that is capable of evacuating the at-risk area using his/her own means of transportation.

2.2 – Evacuation Compliance

Evacuation Compliance Level – The percentage of the population residing in an evacuation zone that chooses to evacuate.

Evacuation Compliance Factors – The five essential elements of information related to a hurricane advisory that an evacuee may consider in deciding whether to evacuate. These include:

- **Storm Intensity** – The magnitude of a storm (i.e., tropical storm, CAT 1, CAT 2, CAT 3, CAT 4, and CAT 5).
- **Storm Track** – The direction a storm is approaching (i.e., from the southwest/western Caribbean, from the south, or from the southeast/Atlantic).
 - A storm track approaching from a southwesterly direction will result in a lower level of evacuation compliance because in many cases the storm will run parallel to the coast or curve off shore.
 - A storm track approaching from a southerly direction will result in a higher level of evacuation compliance because the storm has a higher probability of impacting the South Carolina coastline.
 - A storm track from a southeasterly direction (e.g., Hurricane Hugo) will result in the greatest level of evacuation compliance because the storm has a higher probability of directly impacting the South Carolina coastline.
- **Storm Angle of Approach** – The anticipated landfall relative to the South Carolina coastline (e.g., 30, 45, or 90-degree angle to the coastline).
- **Storm Threat Trend** – Based on the three (3) most recent National Weather Service (NWS) advisories, state officials assess whether the hurricane threat to the South Carolina coastline is increasing, decreasing, or not changing.

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Base Plan - Section 2.0

- **NWS Storm Surge Watch/Warning** – NWS may issue a storm surge watch 48 hours before the onset of tropical storm-force winds (H-48) and a storm surge warning 36 hours before the onset of tropical storm-force winds (H-36).

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Base Plan - Section 2.0

2.3 – CTN Evacuee Support Sites

Pick-Up Point – A short-term use location within an evacuating county that is typically outdoors and along an existing or temporary bus route. The pick-up point serves to temporarily stage evacuees who will be transported directly to either a shelter or collection point. For more rural areas where a bus route is not feasible, it may be necessary to identify a familiar location (e.g., school, town/municipal building, etc.) as a pick-up point.

Collection Point – A location within an evacuating county (preferably indoors) that serves to temporarily stage and process CTN evacuees. The evacuees are assigned to a state-coordinated vehicle that is bound for a state-coordinated shelter. The collection point is typically co-located with a pre-designated in-county shelter; however, in some cases it may be a stand-alone facility.

2.4 – Transportation Field Sites

Forward Staging Area (FSA) – A location either adjacent to or in close proximity to the collection point. The purpose of the FSA is to stage vehicles from the Vehicle Staging Area (VSA) to facilitate a timely response to the collection point.

Vehicle Staging Area (VSA)* – A location for staging state-coordinated vehicles used for a CTN evacuation.

Vehicle Replenishment Point (VRP)* – A location for drivers to rest while staff clean, re-fuel (optional), replenish commodities (optional), and stage state-coordinated vehicles in preparation for another evacuation mission, upcoming re-entry operations, and/or demobilization operations.

* These sites have distinct functions and will likely be operating simultaneously.

2.5 – Sheltering

In-County Shelter – A physical structure located within an evacuating county that serves as a safe haven for evacuees.

Host-County Shelter – A physical structure located outside the evacuating county that serves as a safe haven for evacuees.

State-Coordinated Shelter – Shelter locations that are identified and coordinated by State Emergency Support Function (ESF)-6 in support of a Level 3 evacuation (*see Section 6.0*).

Shelter Capability – A local entity's ability to provide the building/facility, staffing, and wraparound services to shelter evacuees.

Shelter Capacity – The number of evacuees that a specific shelter facility can accommodate based on staffing and wraparound services.

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Base Plan - Section 2.0

2.6 – Movement Control

Movement Control System (MCS) – a point-to-point coordination and communication system associated with a state-supported CTN evacuation operation potentially using multiple types of transportation resources (i.e., school buses, motor coaches, etc.). More specifically, the MCS is a strategic and tactical management construct which provides for overall situational awareness and tactical deployment of transportation resources.

State Movement Control Officer (MCO) – The single point of contact within State government that is tasked with managing the strategic movement of transportation resources in support of a local CTN evacuation operation. Note: The South Carolina Department of Transportation (SCDOT) may delegate the State MCO role to a transportation vendor.

Local MCO – The single point of contact within local government that is tasked with managing the tactical movement of transportation resources in support of a local CTN evacuation operation.

2.7 – Timeline

E-Hour – Time at which the evacuation begins for self-evacuees, lane reversal, and CTN evacuations. Note: The State of South Carolina no longer differentiates between a voluntary and mandatory evacuation.

H-Hour – The onset of tropical-storm-force winds.

Clearance Time – The time required to evacuate the vulnerable population. Factors that contribute to clearance time are the number of evacuating vehicles and the road network.

2.8 – Other

Evacuation – The movement of people away from an at-risk area to a safe location.

Local – Municipal and/or county government(s).

Home Rule – The exercise of independent authority by elected local governments.

Major Hurricane – A Category 3 hurricane or greater based on Saffir-Simpson wind-scale criteria.

On-Demand Service – The process by which a CTN evacuee requests transportation assistance from a Local Government Authority (LGA) and the LGA provides evacuation assistance by dispatching transportation directly to a CTN evacuee's residence.

Wraparound Services – Equipment and supplies necessary to operate a fully functional shelter or collection point.

Agency/Vendor Liaison – An individual from an assisting or cooperating agency/vendor who is assigned to an incident and provides a communications link and information sharing on matters

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Base Plan - Section 2.0

affecting that agency's/vendor's participation at the incident. This individual may not have tasking authority.

Agency/Vendor Representative – An individual from an assisting or cooperating agency/vendor who is assigned to an incident and has been delegated authority to make decisions on matters affecting that agency's/vendor's participation at the incident. Examples include:

- School District Representative – A participating school district employee working within the MCS to facilitate coordination and communications between the Quick Reaction Evacuation Group (QREG) and school buses/drivers.
- Private Sector Representative – Private vendor employee official working within the MCS to facilitate coordination and communication between the QREG and vendor-provided vehicles/drivers (e.g., motor coach or para-transit vehicles/drivers).

Evacuation Support Element – A team consisting of at least two experts in transportation and evacuation management that provides for subject matter expertise relative to a CTN evacuation.

Quick Reaction Evacuation Group (QREG) – A group of trained evacuation transportation staff that deploys to specified locations such as transportation field sites (i.e., Vehicle Staging Area and Forward Staging Area), Collection Point Departure Area(s), and the State Emergency Operations Center (SEOC) in support of a CTN evacuation.

Demobilization Team – Personnel assigned to a designated location to retrieve state-, federal-, or vendor-issued equipment [e.g., Global Positioning Systems (GPS) tracking devices] from drivers/vehicles that completed their final transportation missions.

Household Pet – As defined in the FEMA Public Assistance Program and Policy Guide (PAPPG), version 1, “Household pets are domesticated animals that:

- Are traditionally kept in the home for pleasure rather than commercial purposes
- Can travel in commercial carriers
- Can be housed in temporary facilities

Examples are dogs, cats, birds, rabbits, rodents, and turtles. Household pets do not include reptiles (except turtles), amphibians, fish, insects, arachnids, farm animals (including horses), or animal kept for racing purposes.”⁶ Note: This definition is intended only for the purposes of FEMA reimbursement under the PA program. Local and state jurisdictions may modify this definition for their own pet sheltering guidelines and plans. This plan will use the term “pet.”

Service Animal – The U.S. Department of Justice (DOJ) Americans with Disabilities Act (ADA) defines a service animal as “a dog that is individually trained to do work or perform tasks for an individual with a disability.”

Service animals are working animals, not pets. The work or task a dog has been trained to provide must be directly related to the person's disability. Examples of such work or tasks

⁶ FEMA Public Assistance Program and Policy Guide (PAPPG), FP 104-009-2/January 2016. The entire document can be found at FEMA's website: <https://www.fema.gov/media-library/assets/documents/111781>.

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include guiding people who are blind, alerting people who are deaf, pulling a wheelchair, alerting and protecting a person who is having a seizure, and reminding a person with mental illness to take prescribed medications.⁷ A service animal may accompany its handler anywhere, including during an evacuation process.

Mutual Aid – An agreement among governmental entities to lend assistance across jurisdictional boundaries.

Adaptive Planning – The process of modifying an existing plan based on a specific incident and subsequent CTN evacuation requirements.

Preparedness Phase – The period in which deliberate planning occurs that is not specific to any storm.

Operations Phase – The period in which storm-specific adaptive planning occurs and the CTN evacuation mission is executed.

⁷ U.S. Department of Justice, Civil Rights Division, Disability Rights Section, Revised ADA Requirements: Service Animals, http://www.ada.gov/service_animals_2010.htm, (accessed 4/9/17).

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Base Plan - Section 3.0

Section 3.0 – Scope

This OPLAN describes the operational elements associated with a CTN evacuation in the State of South Carolina. More specifically, the execution of this plan corresponds with an evacuation in one or more of the three hurricane regions (*see Table 3-1*). Moreover, each subsequent Annex in this OPLAN coincides with an evacuating county's specific operations and actions associated with a CTN evacuation.

Table 3-1:

Hurricane Regions and Evacuating Counties		
Northern Hurricane Region	Central Hurricane Region	Southern Hurricane Region
Horry County	Berkeley County	Colleton County
Georgetown County	Dorchester County	Beaufort County
	Charleston County	Jasper County
		Hampton County*

**Hampton County does not have an evacuation requirement; however, it provides a supporting role in the Southern Hurricane Region.*

Additionally, this OPLAN:

- Centers around a hurricane-evacuation scenario that causes counties to exceed sheltering capacities.
- May be implemented for any category storm (i.e., Category 1 through Category 5) that results in widespread evacuations.
- Includes information regarding the over-the-road ground-transportation resources, functions, processes, procedures, and operational-support requirements associated with transporting CTN evacuees from evacuee support sites to designated shelters.
- Underscores the basic premise that all disasters are local by outlining the concepts associated with local CTN evacuation operations and capabilities.
- Demonstrates the synchronization between local and state CTN evacuation operations if state-coordinated support becomes necessary.

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This OPLAN does not account for the evacuation of:

- Health-care facilities such as hospitals or long-term care facilities (i.e., nursing homes, assisted living facilities, and hospice centers) or group homes that house CTN residents. This is the responsibility of local and State ESF-8 agencies.
- Secure facilities (i.e., jails, prisons, juvenile detention centers, etc.), which are generally the responsibility of local and State ESF-13 agencies.
- Shadow evacuees (those individuals that choose to evacuate even though they are outside the official evacuation zone).

Although a hurricane scenario serves as the backdrop for this OPLAN, it is designed to be scalable and adaptable to other incidents causing large-scale, region-wide evacuations. Moreover, the intent is for officials to integrate this plan with other local- and state-initiated planning endeavors.

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Base Plan - Section 4.0

Section 4.0 – Situation

Hurricane Hazel (1954), Gracie (1959), and Hugo (1989) are notable storms that impacted South Carolina over the last few decades, and they offer a strong reminder of the devastating impact hurricanes pose to coastal and inland communities.

The Governor may order an evacuation for any of the three hurricane regions based on an impending hurricane threat. Depending on the cone of uncertainty⁸ and the magnitude of the storm (*see Table 4-1*), state and local officials may implement all or portions of this CTN evacuation plan.

In coastal evacuating counties, storm-surge flooding is often the greatest risk to life and property from a hurricane. While hurricanes produce other hazards such as high winds, heavy rainfall, and tornadoes, roughly half of all U.S. deaths from tropical cyclones are due to the storm surge.⁹

Hurricane storm surge is the result of water being pushed onto shore by a hurricane. Moreover, the progressing storm surge combined with the normal tide creates a storm tide (*see Figure 4-1*)¹⁰

Table 4-1:

Saffir-Simpson Hurricane Scale	
Category	Wind Speed (mph)
1	74-95
2	96-110
3 (major)	111-129
4 (major)	130-156
5 (major)	157 or higher

Figure 4-1:



⁸ The cone of uncertainty is a phrase the National Hurricane Center uses to represent the hurricane risk to the public prior to landfall. More specifically, the cone of uncertainty is a visual aid that represents the mathematical error of the storm track.

⁹ Jon Erdman, “88 Percent of Deaths are from Hurricanes, Tropical Storms are from Water not Wind,” Weather.com, published October 6, 2016, <https://weather.com/safety/hurricane/news/hurricanes-tropical-storms-us-deaths-surge-flooding> (accessed 1/4/17).

¹⁰ Weather Underground, Prepare for a Storm Surge, <https://www.wunderground.com/prepare/storm-surge>, (accessed 1/5/17).

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The storm surge depends greatly upon the size and intensity of a hurricane, the angle that it approaches the shore, how deep the water is close to shore (the slope of the seabed at the coastline), and how fast the hurricane is moving.¹¹ At high tide, storm surge associated with a major hurricane could cause a maximum inundation of more than 20 feet in various locations along the South Carolina coast.¹²

Table 4-2 represents the estimated number of CTN evacuees per hurricane region. The county data is based on the following planning considerations:

- The scenario is a Category 5 hurricane.
- Five percent (5%) of the evacuating population are CTN evacuees.
- The evacuation compliance level is 100%.¹³

Table 4-2:

Estimated Number of CTN Evacuees Per Hurricane Region		
Northern Hurricane Region	Central Hurricane Region	Southern Hurricane Region
Horry County 7,606	Berkeley County 8,892	Colleton County 738
Georgetown County 2,362	Dorchester County 1,738	Beaufort County 9,000
	Charleston County 17,510	Jasper County 910
Total: 9,968	Total: 28,140	Total: 10,648
Total for <u>all</u> Hurricane Regions: 48,757		

The level of CTN evacuation planning detail and capabilities varies among the evacuating counties. Nevertheless, local officials must be prepared to issue evacuation orders, successfully implement an evacuation, and request state support as required.

¹¹ Ibid.

¹² South Carolina Hurricane Evacuation Study Technical Study Report, December 2013 Final Report, Army Corps of Engineers, p. 2-13 – 2-15.

¹³ This percentage is strictly for planning purposes because actual evacuation compliance will not be that high.

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Base Plan - Section 5.0

Section 5.0 – Planning Considerations

The following planning considerations include events or circumstances that are relevant to a CTN evacuation operation in South Carolina.

General Planning Considerations:

- In addition to CTN evacuees, a widespread evacuation will include the following population groups:
 - Tourists
 - Medical patients
 - Self-evacuees
 - College/university students
 - Military personnel and their families

Note: These population groups tend to evacuate at different times within the evacuation clearance period.

- While this plan specifically addresses the CTN population, the goal is to ensure that the operational implementation integrates in a seamless manner with other segments of the evacuating population.
- Given the scalable nature of this plan, authorized local and state officials may find it necessary to implement all or portions of the plan depending on the magnitude of the CTN evacuation.
- This plan will integrate and synchronize with other existing state and local emergency plans to include those plans currently under development.
- Implementation of this plan is focused on a hurricane making landfall along the South Carolina coastline; however, some counties may have a lower threshold for implementing this plan (i.e., tropical storm, Category 1, or Category 2 hurricane) due to the county's topography and susceptibility to storm-surge flooding.
- An evacuation of storm-surge zones is the preferred protective action for a hurricane threat.
- The National Hurricane Center's "cone of uncertainty" may include more than one hurricane region for a hurricane threat that is tracking toward the South Carolina coastline.
- An evacuation associated with a hurricane may take up to 48 hours to evacuate the at-risk population depending on multiple variables which include the coastal county at risk, the category of storm, time of year, and time of day that the evacuation commences.
- Authorized SCEMD officials will activate the SEOC if a hurricane is expected to make landfall along the South Carolina coast.
- The Governor of South Carolina is the elected chief executive who will order an evacuation.

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- The decision to commence an evacuation order may be contingent on storm conditions, anticipated/actual traffic densities, inter-state evacuation impacts, and day/night considerations.
- If the National Hurricane Center forecasts a hurricane to make landfall, the Governor will declare a State of Emergency, order an evacuation for at-risk areas, and authorize the implementation of this plan.
- Local officials must follow official state protocols when submitting resource requests; these protocols are required for state officials to manage all incoming resource requests, maintain situational awareness, track resource costs, and provide historical record keeping.
- SEOC Logistics will primarily process local resource requests via Palmetto (a software system that provides an emergency management common operating picture framework).
- The Governor may submit a request to the President for a pre-disaster emergency declaration.
- The President may authorize a pre-disaster emergency declaration if a hurricane is expected to make landfall along the South Carolina coast.
- SCEMD may require federal¹⁴ or contracted assistance to support CTN evacuation field-site operations.
- Local law enforcement may be required to provide security/traffic control at various transportation and evacuee support sites.
- The CTN evacuation operation will conclude before the onset of tropical-storm-force winds.

Transportation-Related Planning Considerations:

- A large-scale CTN evacuation operation may require multiple types of transportation resources (e.g., school buses, motor coaches, para-transit vehicles, etc.).
- State officials intend to use motor coach contracts as the primary transportation mode to support local CTN evacuation missions if required and available. State school buses may be available for support if required and situation dictates.
- A portion of the acquired school bus or motor coach fleet will be ADA compliant.
- A CTN evacuee who is in a wheelchair will be assigned to an ADA-compliant vehicle.
- In accordance with federal policy, the federal government does not provide the vehicles or drivers to support an evacuation operation.
- It is likely that evacuation vehicles (county- or state-coordinated vehicles) will only make one trip to an out-of-county shelter, primarily dependent on the shelter location.

¹⁴ SCEMD will submit a Resource Request Form (RRF) to FEMA for federal support if the President issues a pre-landfall emergency disaster declaration within the state's timeline parameters.

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- Due to lead-time requirements, the acquisition of transportation resources may be based on anticipated need.
- State ESF-1 is responsible for the acquisition of transportation field sites (i.e., VSAs and VRPs).
- If contracted buses are used, the state will provide a contracting representative from State ESF-1 at the VSA and VRP to facilitate the management of state- and vendor-supplied vehicles.
- FEMA communication kits may be requested via a Resource Request Form through FEMA Region IV to provide situational awareness of state-coordinated evacuation vehicles (i.e., school buses) and the mission status.
- Implementation of the communication kits will be a mission assigned to the QREG.

On-Demand-Service Planning Considerations:

- County officials are responsible for the planning and execution of on-demand services.
- On-demand service may be necessary if a CTN evacuee is unable to walk to a pick-up point because he/she has access and functional needs or for other reason(s) may require local transportation assistance to evacuate from a residential location to a pick-up point, collection point, or in-county shelter.
- In less populated evacuating counties, government officials may elect to use on-demand service in lieu of pick-up points.
- In more populated evacuating counties, on-demand service will be supplemented by pick-up-point routes and collection point operations due to the demands for staffing and transportation resources during a large-scale evacuation.

Pick-Up Point-Related Planning Considerations:

- Local authorities establish pick-up points if the anticipated number of CTN evacuees exceeds the local government's ability to provide on-demand service.
- Designated officials in each evacuating county are responsible for the planning and operational implementation of pick-up points.
- Each county is responsible for:
 - Informing its residents of pick-up-point locations.
 - Obtaining transportation resources to transport CTN evacuees from pick-up points to an in-county shelter or collection point and in some cases to a host-county shelter.

Collection Point-Related Planning Considerations:

- The decision to activate a collection point is dependent on the storm intensity, evacuation compliance level, and shelter capacity level (i.e., percentage of shelter capacity).

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- A collection point is typically co-located with an in-county shelter, provided the facility is large enough to accommodate the anticipated number of CTN evacuees.
- Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Attachment 3*).
- A CTN evacuee who is medically incapable of traveling from the collection point to a more distant shelter will be assigned to an in-county shelter.

Sheltering-Related Planning Considerations:

- There is a direct relationship between the size and scope of the sheltering mission and the complexity of the transportation support mission.
- Upon being transported to a shelter, some CTN evacuees may identify another means of lodging support (e.g., family, friends, etc.) and therefore may not remain at the public shelter. Subsequent transportation to alternate self-identified lodging is not government provided.
- The plan to shelter CTN evacuees is a fluid process and is based on available shelter capacity at the time of an evacuation.
- Shelter personnel will register incoming CTN evacuees using American Red Cross forms or other applicable system or form.
- For a large-scale coastal evacuation, the American Red Cross may be challenged in its ability to provide the necessary staff to manage and operate shelters in support of the evacuation.
- To a large degree, effective local shelter management may be contingent upon receiving state support for staffing and wrap-around services.
- The state's goal is to enhance local sheltering capacity to minimize the number of CTN evacuees that require state-coordinated transportation to out-of-county shelters.

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Section 6.0 – Evacuation Support Levels

State and local officials are encouraged to use the tiered system below to determine the anticipated level of CTN evacuation support necessary for each at-risk county. Each level coincides with the extent of evacuation support required to shelter and transport the CTN population.

Evacuation Support Level Guidelines:

- Evacuation support levels only apply to evacuating counties (not host counties).
- Each at-risk county should perform a self-assessment to identify its anticipated evacuation support level well in advance of any perceived threat or incident (for planning purposes).
- Each at-risk county should re-assess its evacuation support level in the event of an impending storm which will apply to the next operational period.
- County officials should inform SCEMD of the anticipated evacuation support level during the state/county coordination conference call.
- There may be unique situations that are not accounted for in the three evacuation support levels; however, a county should identify the level that is most suitable given the overarching circumstances.
- Evacuee compliance will influence the county's evacuation support level.

Level 1 Evacuation Support: In-County Shelter Support (State-Coordinated Transportation Support Not Required)

- Sufficient in-county capability [i.e., facilities, Department of Social Services (DSS)/local American Red Cross county-identified staffing, and wrap-around services] is available to operate in-county shelter(s).
- Sufficient in-county capacity is available to shelter the anticipated evacuees.
- Sufficient local transportation resources (i.e., drivers and vehicles) are available to transport CTN evacuees to in-county shelters.

Level 2 Evacuation Support: Mutual Aid/Host-County Shelter Support (State-Coordinated Transportation Support Not Required)

- A county exceeds its in-county shelter capacity and requires host-county shelter support.
- In-county transportation resources (i.e., drivers and vehicles) are available to transport CTN evacuees to designated host-county shelters.

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Level 3 Evacuation Support: State-Coordinated Shelter Support and/or State Coordinated Transportation Support Required

- A county exceeds its in-county shelter capacity and requires state-coordinated shelter support.
- AND/OR
- A county requires state-coordinated transportation to transport CTN evacuees to a state-coordinated shelter because:
 - County vehicles cannot travel outside the county limits;
 - A county exceeds its CTN transportation capacity (i.e., drivers and/or vehicles).
 - An evacuating county establishes a collection point (some counties may choose to co-locate a collection point at a pre-designated shelter facility).
 - If state-coordinated vehicles are required:
 - The anticipated lead time to implement operations for Level 3 Evacuation Support is up to thirty-six (36) hours.
 - Vehicles arrive at the collection point to transport CTN evacuees to state-coordinated shelters.

Table 6-1:

Summary of Evacuation Support Levels			
	Level 1	Level 2	Level 3
Sufficient in-county sheltering capability exists.	X		
Sufficient in-county transportation resources are available to transport CTN evacuees to a designated shelter.	X	X	
County requires <u>host-county shelter support.</u>		X	
County requires <u>state-coordinated shelter support</u> AND/OR <u>state-coordinated transportation support.</u>			X
County establishes a designated collection point.	*	*	X

***optional**--in some counties the collection point may serve as a location to consolidate evacuees arriving from partially loaded pick-up-point vehicles and transfer them to a separate vehicle to ensure full passenger capacity before transporting CTN evacuees to a shelter.

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Section 7.0 – Concept of Operations

A CTN evacuation is a highly complex mission. The primary reason for executing a CTN evacuation is a lack of shelter capacity within one or more evacuating counties. When this occurs, the state may be required to assume a significant role in coordinating shelter locations and in some cases providing transportation for a CTN evacuation.

Operational Overview:

The evacuation compliance level of an at-risk population is critical in determining the anticipated transportation and staffing resource requirements to support a hurricane evacuation. Typically, as the evacuation compliance level increases, the resources required to successfully execute an evacuation also increases, which results in a more complex evacuation mission.

Local government initiates the CTN evacuation mission. At a minimum, local governments are required to provide on-demand service in order to pick up and transport CTN evacuees from residences to shelters. As the number of CTNs increases, on-demand services alone may not be sufficient. In this case, pick-up points may be established throughout each at-risk county. Local government must provide enough vehicles to support routes to each pick-up point at regular intervals. Both on-demand and pick-up-point missions may initially take all CTN evacuees to in-county shelters.

Once it's determined that in-county shelter capacity is insufficient, local officials may implement agreements with neighboring counties to shelter evacuees. If neighboring sheltering agreements do not exist, county officials will request state sheltering and transportation support. When this occurs, it is incumbent on the evacuating county to establish a collection point. When the collection point becomes operational, local vehicles (i.e., those providing on-demand and pick-up-point service) transport CTN evacuees directly to the collection point. At this location, staff will process, queue, and assign the evacuees to state-coordinated vehicles which are bound for a state-coordinated shelter.

Upon determining that the CTN evacuation will enter the more complex phase and require state support, state officials' immediate priorities include the following:

- Identifying available shelters (based on local request for shelter support or anticipated need).
- Acquiring and deploying transportation resources (vehicles/drivers).

State officials intend to use contract motor coaches as the primary transportation mode to support local CTN evacuation missions, (a State school bus fleet may be used in lieu of, or in support of school buses if required and the situation dictates). Upon deployment, transportation resources may travel from a school district transportation yard directly to a:

- Forward Staging Area (FSA) located near a county collection point;
- OR
- Pre-determined Vehicle Staging Area (VSA) and then onward to a FSA.

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At the request of collection point staff, coaches/buses will travel from the FSA to the collection point departure area, where queued groups of CTN evacuees board school buses/coaches. The buses transport the CTN evacuees to a state-coordinated shelter, which generally marks the end of the evacuation mission.¹⁵ School buses/coaches then return to their respective school district transportation yard(s)/VSA or FSA as deemed appropriate.

The following sub-sections describe in greater detail the key operational concepts, functions, and procedures associated with local and state CTN evacuation operations.

7.1 – Evacuation Compliance

The evacuation compliance level is essential in determining the anticipated transportation and staffing resource requirements in support of a hurricane evacuation.

- Local and state emergency managers use evacuation compliance factors to objectively estimate the evacuation compliance level.
- Evacuation compliance factors correspond with five essential elements of a hurricane advisory:
 - 1) Storm Intensity
 - 2) Storm Track
 - 3) Storm Angle of Approach
 - 4) Storm Threat Trend
 - 5) NWS Storm Surge Watch/Warning
- Compliance levels generally increase in counties that have ocean frontage or frontage to large bodies of water.
- Local and state emergency management officials will continue to assess the anticipated evacuation compliance level through E-Hour using the most recent NWS advisory.
- Given the varying nature of the NWS advisories, the anticipated evacuation compliance and transportation/staffing levels may not always align with actual evacuation compliance.
- The Evacuation Compliance Worksheet (*see Figure 7-1*) serves as a tool for local and state officials to determine the estimated compliance level for an impending storm.
- The Estimated CTN Population Worksheet (*see Figure 7-2*) serves as a tool for county officials to identify a county's estimated CTN population for an impending storm.

*Note: It is likely that the greatest level of CTN evacuation compliance will occur during the **second half** of the clearance time.*

¹⁵ Drivers/vehicles that receive state-, federal-, or vendor-issued equipment prior to the evacuation commencement will be directed to a designated location where a demobilization team retrieves the equipment.

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Figure 7-1:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts	Parallel to coast/off shore= 10 pts		45°angle to coastline= 15 pts	90°angle to coastline= 20 pts	
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories
 ** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

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Figure 7-2:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable estimated storm intensity at landfall (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

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7.2 – CTN Evacuee Support Sites

The CTN evacuee support sites include pick-up points and collection points. These sites are fundamental components of a CTN evacuation.

7.2.1 – Pick-Up Points

- A pick-up point is a short-term use location (e.g., school bus stops, transit bus stops, etc.) within the evacuating county. County authorities may instruct CTN evacuees to walk from their residences to a pick-up point to obtain evacuation transportation to an in-county shelter, host-county shelter, or collection point (if applicable).
- County officials are responsible for designating and publicizing pick-up-point locations within their jurisdiction.
 - Counties may have multiple pick-up points located throughout the jurisdiction to ensure that CTN evacuees do not have to walk far from their homes to a pick-up point.
- Each evacuating county is responsible for providing transportation resources to pick up CTN evacuees at pick-up points at regular intervals during the evacuation process. Frequency of pickups are based on multiple factors including the number of vehicles running routes, demand, and the circumstance of the incident.
 - In urban and more populated areas, pickups may need to be more frequent, and local officials may consider establishing pick-up points in the following locations:
 - School bus stops along designated routes
 - Transit bus stops along designated routes
 - In rural and less populated areas, pickups may be less frequent and local officials may consider establishing pick-up points at the following types of locations:
 - School bus stops along designated routes
 - Well-known local facilities such as a:
 - ❖ Post office or library
 - ❖ Fire or police station
 - ❖ Community center or church
 - ❖ Shopping center
- Local authorities should publicize pick-up-point times to avoid having evacuees wait at pick-up points for prolonged periods of time.
- A designated local vehicle(s) is assigned to a specific route that contains multiple pick-up points.

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- Local vehicles will transport CTN evacuees from a pick-up point to one of the following locations:
 - In-county shelter
 - Collection point

7.2.2 –Collection Point

- A collection point mainly functions as a location within an evacuating county, where local vehicles (i.e., those providing on-demand and pick-up-point service) transport CTN evacuees who require Level 3 evacuation support. Collection point staff will process, queue, and assign the CTN evacuees to state-coordinated vehicles which are bound for a state-coordinated shelter.
- Alternatively, a collection point may serve as a location to consolidate evacuees arriving from partially loaded pick-up-point vehicles and transfer them to a separate vehicle; this ensures full passenger capacity before traveling to an in-county or host-county shelter (during a Level 1 or Level 2 evacuation).
- Each evacuating county is responsible for pre-identifying the collection point location.
- Each facility must meet certain physical and geographical criteria to qualify as a collection point site (*see Attachment 2*).
 - Ideally, the collection point is co-located with an activated shelter location.
 - This provides enhanced efficiency since existing shelter resources (i.e., staffing, equipment, supplies, etc.) may serve as temporary support for collection point operations.
 - Although co-located, the two areas should remain independent and physically separate from one another.
- Each evacuating county is typically responsible for set up, management, and staffing of the collection point.
 - Each county will have varying requirements based on the county CTN population, severity of the storm, and evacuation compliance levels.
- The evacuating county may need to request state resource support (i.e., staff, equipment, and supplies) to operate a collection point.
- When it appears likely that a county will exceed available sheltering capacity, county and state officials will coordinate efforts to promptly establish collection point operations.
- A collection point typically includes the following functional areas (*see Attachment 4 and 5*) and associated tasks when it is established for a Level 3 evacuation:
 - Arrival Area
 - Monitor the flow of inbound local vehicles that are transporting CTN evacuees to the Arrival Area.

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- Assist with unloading CTN evacuees, luggage, and pets (if applicable).
- Screening Area
 - Medical personnel (e.g., paramedic, nurse, etc.) conduct cursory assessment of CTN evacuees to determine the evacuation support required. Assessment criteria may include identifying whether an evacuee is:
 - ❖ Physically capable of traveling in a vehicle to a more distant shelter location. This includes individuals who are mobility challenged (e.g. use a walker or wheelchair) and require an ADA-compliant vehicle. CTN evacuees who are incapable of travel (e.g., those who are elderly or have health/medical concerns) will be transported to a local shelter or local hospital/medical facility (if necessary.)
 - ❖ Accompanied by a pet. In most instances, CTN evacuees who are accompanied by a pet will be transported to a local shelter that is either co-located with or in close proximity to a pet shelter.
 - Medical personnel for the Screening Area may be acquired from the following governmental entities (in order of priority):
 - ❖ City or County
 - ❖ State (DHEC)
 - ❖ Federal (EMS Contract)
 - If medical personnel are unavailable to assist at the screening area, CTN evacuees will “self-identify” whether they are capable of traveling to a more distant shelter.
- Registration Area
 - The typical registration process (using either a handwritten or computerized system) includes obtaining pertinent identifying information (i.e., name, address, phone number, and whether individual is traveling with other family members). This information is associated with each CTN evacuee for purposes of tracking and manifesting.
- Queuing/Manifesting Area
 - Queue the appropriate number of evacuees based on the number of seats in the evacuation vehicle.
 - Create a manifest of the queued group of evacuees assigned to a specific vehicle.
 - Assign a shelter destination for the queued group of evacuees.
- Frail Traveler/Medical Area
 - Area where CTN evacuees wait for locally-provided transportation to a local shelter or hospital/medical facility if they are incapable of traveling long

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distance to a shelter for various reasons (e.g., those who are elderly or have medical issues).

- Waiting Area
 - After the queuing process, CTN evacuees may be directed to stay in a waiting area until a guide directs them to an evacuation vehicle in the Departure Area.
- Pet Processing Area
 - Register and process the pets that arrive at collection point with a CTN evacuee. CTN evacuees and their pets will be sheltered locally, wherever possible.
- Departure Area
 - Meter the flow of vehicles required at the Departure Area.
 - Coordinate with the FSA and request a specified number/type of CTN transportation resources required at the Departure Area.
 - Assist with loading CTN evacuees and luggage onto a designated vehicle at the Departure Area. Note: Drivers do not assist with loading activities.
 - Provide a copy of the manifest to the driver, as well as a map, and directions to a specified shelter and VRP (if applicable).
 - Provide a copy of the manifest to the collection point manager.
- Each evacuating county:
 - Determines the collection point hours of operation.
 - Demobilizes collection point operations no later than E+48.

7.3 – Transportation Field Sites

Various transportation field sites may be necessary to execute a state-coordinated CTN evacuation operation. The transportation field sites may include the VSA, FSA, and VRP, which are supported by State ESF-1 and contractors as assigned.

7.3.1 – Vehicle Staging Area (VSA)

- The VSA serves as the location where personnel stage and process transportation resources (e.g., motor coaches, transit vehicles, or para-transit vehicles) for deployment to an FSA. Note: State-ESF-1 (and contractors as assigned) will only establish a VSA if they acquire a contingency fleet of vehicles based on anticipated local needs.
- Site-selection criteria include:
 - Roadway access:
 - Roadway width allows for turning radius of a school bus or motor coach
 - Hard surface roadway for ingress and egress

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- Staging-Area Considerations:
 - Large open area for parking numerous buses or other transportation resources
 - Hard-stand surface (asphalt or concrete)
 - Adequate lighting
- Other On-Site-Amenity Considerations:
 - Perimeter fencing
 - Electricity (fixed or generator)
 - Running water
 - Restrooms
 - Cellular phone service
- The initial deployment of school buses/motor coaches occurs just prior to evacuation commencement. Subsequent school bus/motor coach deployments are metered throughout the remaining evacuation clearance time, more heavily weighted on the second half of the clearance time.
- VSA personnel check in and process the incoming vehicles prior to deploying them to a designated FSA.
- The recommended VSA functional areas for school buses include:
 - Check In
 - The area where VSA personnel obtain specific information from each driver and record the information using a pre-established form (*see Attachment 10 for Sample VSA Check-in Form*).
 - Distribution of SCEMD-provided GPS tracking devices (if available)
 - The area where VSA personnel assign and distribute communication kits/GPS tracking devices to incoming drivers/vehicles.
 - Staging/Parking Area
 - The area where VSA personnel stage/park incoming vehicles that are prepared to support the CTN evacuation mission.
 - Vehicle Ready Line and Mission Briefing
 - The area where a driver positions his vehicle immediately prior to deployment. VSA personnel provide a cursory mission briefing and driver packet information (e.g., map or other mission-related information) to the driver.
 - Tactical Dispatching
 - The area where VSA personnel provide dispatching duties which include processing requests for vehicles and dispatching vehicles to designated locations.

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- Whenever contracted vehicles are required, VSA operations are more complex and generally require additional functional areas (i.e., due to contract requirements, vehicle safety checks, etc.).
- The state may choose to staff the VSA using the following options:
 - State-government-provided personnel
 - Transportation vendor personnel (via state contract or federal support)
- VSA staff:
 - Commence operations at approximately E-12.
 - Maintain 24-hour operations until state officials issue a demobilization order.
 - Demobilize operations upon completion of the operation or not later than E+48 depending on the location.

7.3.2 – Forward Staging Area (FSA)

- The purpose of the FSA is to stage vehicles arriving from either a school district transportation yard or a VSA to facilitate a timely response to the collection point departure area.
 - Vehicles may travel directly from a school district transportation yard to an FSA when there is a confirmed county request for school buses.
 - Vehicles may travel from a VSA to an FSA if the state is pre-positioning vehicles/drivers based on anticipated local needs.
- An FSA is located near the collection point.
- FSA staff receive requests from authorized collection point staff when a specified number of buses are required at the collection point departure area.
- The FSA demobilizes operations in accordance with the collection-point-demobilization schedule.

7.3.3 – Vehicle Replenishment Point (VRP)

- A VRP serves as the location for drivers to rest while their vehicles are cleaned, re-fueled (if required), and replenished with commodities in preparation for future mission assignments and/or re-entry operations.
- Additionally, a VRP may function as a demobilization location if designated transportation resources are no longer required for the evacuation or re-entry operation.
- State ESF-1 (and contractors as assigned) will typically only establish a VRP if contracted vehicles are used for the CTN evacuation mission.
- The authorized VRP site shall be a safe distance from the at-risk area, ideally in the same region as the designated state-coordinated shelters.
 - In some cases, the VRP and VSA may share the same site depending on the location of the VSA.

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- If a VRP is required, state officials (in coordination with a transportation vendor) will identify the functional details required during the adaptive planning process.

7.4 – Evacuation Support Element

The Evacuation Support Element (ESE) consists of a minimum of two subject matter experts in transportation and evacuation management in support of a CTN evacuation. In addition, two support staff will be deployed to the SEOC to assist in shaping the CTN evacuation operation by providing support to the adaptive planning and documentation process.

- State officials acquire the ESE from a private transportation vendor.
- The ESE:
 - Operates out of the SEOC.
 - Deploys at approximately E-60.
 - Is operational no later than E-42.
- After deployment of the Quick Reaction Evacuation Group (QREG), the ESE will demobilize and ESE staff will be embedded in the QREG.

7.5 – Quick Reaction Evacuation Group (QREG)

The QREG is a group of evacuation transportation staff that assists with managing and controlling transportation assets in support of a CTN evacuation. The QREG is scalable and organized into three package types which are defined in the following table:

Table 7-1:

QREG Packages			
Name	Type	Description	Sub-Packages
QREG Light	III	A pre-identified number of staff with capabilities and capacities to manage up to 250 vehicles.	Staff may be divided into two sub packages to support 125 vehicles each
QREG Medium	II	A pre-identified number of staff with capabilities and capacities to manage up to 500 vehicles.	Staff may be divided into three sub packages to support the following vehicle packages: 250 vehicles/125 vehicles/125 vehicles
QREG Heavy	I	A pre-identified number of staff with capabilities and capacities to manage up to 750 vehicles.	Staff may be divided into the following three sub packages to support the following vehicle packages: 500 vehicles/125 vehicles/125 vehicles

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- The QREG deploys to specified locations such as transportation field sites (i.e., VSA and FSA), Collection Point Departure Area(s), and the SEOC.
- The QREG maintains management and control of transportation assets from mobilization through demobilization.
- The state may staff the QREG using the following options:
 - State government-provided personnel
 - Transportation vendor personnel (via state contract or federal support)

If the state acquires the QREG through a transportation vendor:

- Each package is self-contained as the vendor is responsible for providing meals and lodging for the QREG staff.
- There is a limited timeframe to acquire and deploy the QREG.
 - ❖ The state contract or federal resource request process should begin no later than E-54 to allow for 24-hour processing time.
 - ❖ The vendor must receive the state contract or federal task order no later than E-30.
 - ❖ The estimated deployment time for QREG staff is 18 hours.
- The number of QREG staff responding to an evacuation must be commensurate with the anticipated number of CTN evacuees and transportation vehicles (*see Table 7-2*).
- QREG staffing includes the following:
 - QREG Management – Provides overhead management for the QREG and typically consists of the following positions: leader, operations, planning, logistics, and finance/administration.
 - Transportation Liaison Officer (LNO)/Subject Matter Expert (SME) – Provides situational awareness, offers transportation-related subject matter expertise, disseminates information, and processes informational requests related to the transportation mission. The Transportation LNO/SME also liaisons between state officials at the SEOC, the State MCO, and QREG management.
 - Movement Control Staff – Includes the State MCO(s) and MCO dispatcher support staff assigned to the SEOC. The State MCO is the single point of contact for the strategic and tactical movement of transportation resources assigned to a CTN evacuation.
 - Communications Specialist – Provides overall Information Technology (IT) support to the QREG. The Communications Specialist also oversees the inventory of handheld radios which includes assigning and distributing equipment to designated QREG staff and retrieving equipment after the transportation mission ends.
 - VSA staff – Includes a field site manager and field support staff.
 - FSA staff – Includes a field site manager and field support staff.

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- Collection Point Departure Area staff – Includes a field site manager and field support staff.
- Demobilization Team – Includes the staff assigned to a designated location to retrieve state-, federal-, or vendor-issued equipment (e.g., GPS tracking devices) from drivers/vehicles that completed their final transportation missions.
- QREG staffing packages are based on the evacuation compliance level.
 - The state must order a complete QREG package (e.g., light, medium, or heavy) and can then subdivide the package if necessary based on operational need. The state also has the option of ordering more than one QREG package.
- The QREG is supported remotely by a Central Dispatch Operations (CDO) Center that sustains forward operations.
- After South Carolina Department of Education (SCDE) officials assemble the required transportation resources, SCDE transfers operational control of the fleet to the QREG to manage the deployment and employment of transportation resources. SCDE retains inherent authority of their assets.
- Staffing packages are fully operational no later than E-6.
 - Elements of the QREG that are assigned to the SEOC are operational earlier than field site staff.
- The QREG hours of operation are based on either 12- or 24-hour operations.

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Table 7-2:

Quick Reaction Evacuation Group Staffing Requirements																
Staffing	Light (Type III) (up to 250 vehicles) 12-hour operations		Light (Type III) (up to 250 vehicles) 24-hour operations		Medium (Type II) (up to 500 vehicles) 12-hour operations			Medium (Type II) (up to 500 vehicles) 24-hour operations			Heavy (Type I) (up to 750 vehicles) 12-hour operations			Heavy (Type I) (up to 750 vehicles) 24-hour operations		
	Sub Package #1 (number of staff for 125 buses)	Sub Package #2 (number of staff for 125 buses)	Sub Package #1 (number of staff for 125 buses)	Sub Package #2 (number of staff for 125 buses)	Sub Pkg #1 (Number of staff for 250 buses)	Sub Pkg #2 (Number of staff for 125 buses)	Sub Pkg #3 (Number of staff for 125 buses)	Sub Pkg #1 (Number of staff for 250 buses)	Sub Pkg #2 (Number of staff for 125 buses)	Sub Pkg #3 (Number of staff for 125 buses)	Sub Pkg #1 (Number of staff for 500 buses)	Sub Pkg #2 (Number of staff for 125 buses)	Sub Pkg #3 (Number of staff for 125 buses)	Sub Pkg #1 (Number of staff for 500 buses)	Sub Pkg #2 (Number of staff for 125 buses)	Sub Pkg #3 (Number of staff for 125 buses)
QREG Management	5		5		5			5			5			5		
Transportation LNO/SME (at SEOC)	1		2		1			2			1			2		
Movement Control (at SEOC)	3 (1 State MCO, 2 MCO Dispatchers)		5 (2 State MCOs, 3 MCO Dispatchers)		4 (1 State MCO, 3 MCO Dispatchers)			7 (2 State MCOs, 5 MCO Dispatchers)			5 (1 State MCO, 4 MCO Dispatchers)			8 (2 State MCOs, 6 MCO Dispatchers)		
Communications Specialist	1		1		1			1			1			1		
Vehicle Staging Area	3	3	5	5	4	3	3	6	5	5	8	3	3	12	5	5
Forward Staging Area(s)	6	6	9	9	9	6	6	14	9	9	18	6	6	28	9	9
Collection Point Departure Area(s)	12	12	18	18	17	12	12	26	18	18	34	12	12	52	18	18
Demobilization Teams* (if applicable)	6	6	9	9	9	6	6	12	9	9	15	6	6	15	9	9
Total Staff:	64		95		104			155			141			205		

* A team is comprised of three (3) staff members

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7.6 – Key County CTN Evacuation Functions

Local officials from each evacuating county are responsible for the implementation and oversight of the following functions which are essential to the success of a CTN evacuation:

7.6.1 – On-Demand Service

County officials are encouraged to develop plans and capabilities for identifying CTN evacuees who are unable to make their way to a pick-up point. These CTN evacuees may have access and functional needs or other limitations that preclude them from evacuating their homes without receiving local transportation assistance. Therefore, these individuals may request on-demand service from local government to evacuate their homes and proceed to a local shelter or collection point. Examples of local operational capabilities for identifying CTN evacuees that require on-demand service include but are not limited to the following:

- Establish a government-information line/hot line that residents and third parties (e.g., family, friends, or caregiver organizations) may call to request evacuation assistance.
- Establish a local registry/database of residents who may require government transportation assistance.
- Conduct welfare checks of homes, particularly those known to be occupied by people with access and functional needs.
- Coordinate with the government and Non-Governmental Organizations (NGOs) that typically provide service to the access and functional needs community. Coordination should occur during the preparedness/planning phase and in real time during the operations phase.

7.6.2 – Pick-Up Points

Evacuating counties are responsible for implementing the following pick-up-point functions in the preparedness and operations phases:

Preparedness Phase:

- Designate pick-up-point locations and inform the public of the locations, pick-up times, and hours of operation.
- Establish appropriate routes to support pick-up-point operations.

Operations Phase:

- Implement and oversee pick-up-point operations.
- Demobilize pick-up-point operations in accordance with established timelines.

7.6.3 – Forward Staging Area (FSA) Operations

Evacuating counties are responsible for implementing the following FSA functions in the preparedness and operations phases:

Preparedness Phase:

- Pre-identify an FSA near the pre-identified collection point.

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- Enter into agreement/contract to use the specified FSA if it is unaffiliated with the collection point.
- Pre-identify the staffing and logistical resources required.

Operations Phase:

- Implement FSA operations if the county requires Level 3 evacuation support.
- Acquire the staff and logistical resources necessary to operate an FSA.
 - The state or other outside resources (i.e., NGOs and/or private sector) may provide staff support at a county FSA if requested by county government.
- Oversee FSA operations and demobilize no later than E+48.

7.6.4 – Collection Point Operations

Evacuating counties are responsible for implementing the following collection point functions in the preparedness and operations phases:

Preparedness Phase:

- Pre-identify a collection point facility within the evacuating county.
- Enter into agreements/contracts to use the specified collection point facility.
- Pre-identify the staffing and logistical resources required (*see Attachment 3 for Collection Point Staffing Requirements Worksheet*).

Operations Phase:

- Implement collection point operations if:
 - It becomes necessary to transfer evacuees from a partially loaded pick-up-point vehicle to a separate vehicle before transporting evacuees to a designated in-county or host-county shelter.
- AND/OR
- The county requires Level 3 evacuation support.
- Acquire the staff and logistical resources necessary to operate a collection point.
 - The state or other outside resources (i.e., NGOs and/or private sector) may provide support staff (if available) at a county collection point if county government requests support and provides sufficient lead time for the request.
- Oversee collection point operations and demobilize no later than E+48.
 - Specify the estimated number of CTN evacuees requiring transport and any specialized transportation services required (e.g., para-transit vehicles).
- Continue to evaluate the availability of buses and drivers as storm advisories change.

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7.6.5 – Local Ground Transportation

Evacuating counties are responsible for the following ground transportation functions in the preparedness and operations phases:

Preparedness Phase:

- Pre-identify the estimated number of ground-transportation resources (i.e., school buses, transit buses, local government vans/buses, etc.) and drivers necessary to transport CTN evacuees from a private residence (on-demand service) or pick-up point to one of the following locations:
 - In-county shelter
 - Collection point
- Pre-identify local transportation provider(s):
 - Query local transportation providers to identify the type/quantity of available transportation resources.
 - Enter into agreements/contracts to use pre-identified transportation resources.

Operations Phase:

- Coordinate the acquisition of local transportation resources.
 - Execute transportation agreements/contracts.
- Coordinate the movement of transportation resources in support of on-demand services.
- Coordinate the movement of transportation resources in support of pick-up-point routes.
- Request state support if the county anticipates exceeding its local sheltering and transportation capacities.

7.6.6 – Local CTN Evacuation Process/Flow

This section provides an overview of the locally supported CTN evacuation process and flow for on-demand services and pick-up-point operations.

On-Demand Services:

Step 1: Resident notifies local government to request transportation assistance to evacuate.

Step 2: Local government authority notifies local-transportation provider.

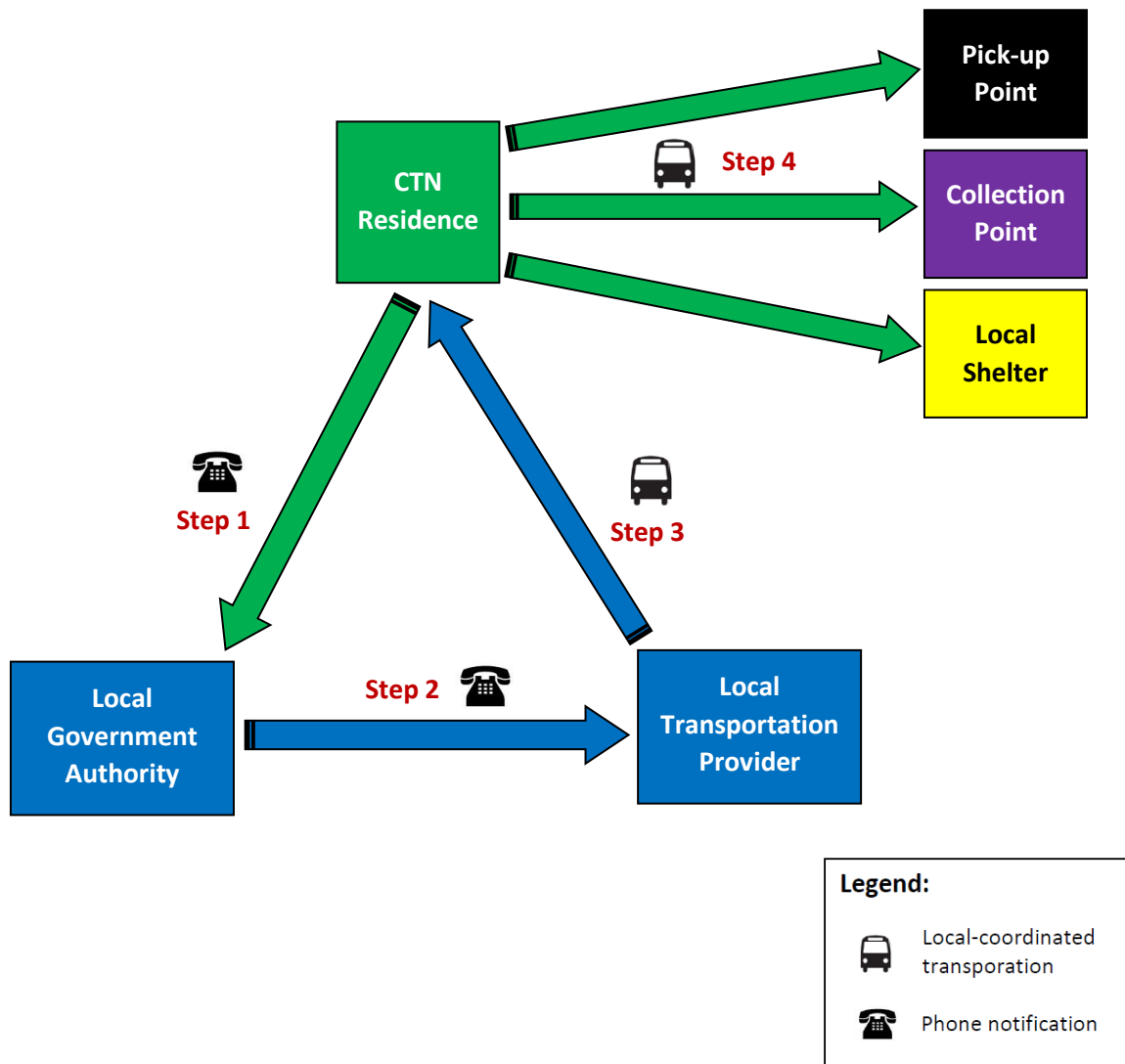
Step 3: Transportation provider dispatches a vehicle to the CTN evacuee's residence.

Step 4: Local vehicle transports CTN evacuee to one of the following locations:

The nearest pick-up point, collection point, or shelter within the evacuating county.

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Figure 7-3: Local CTN Evacuee Flow for On-Demand Services

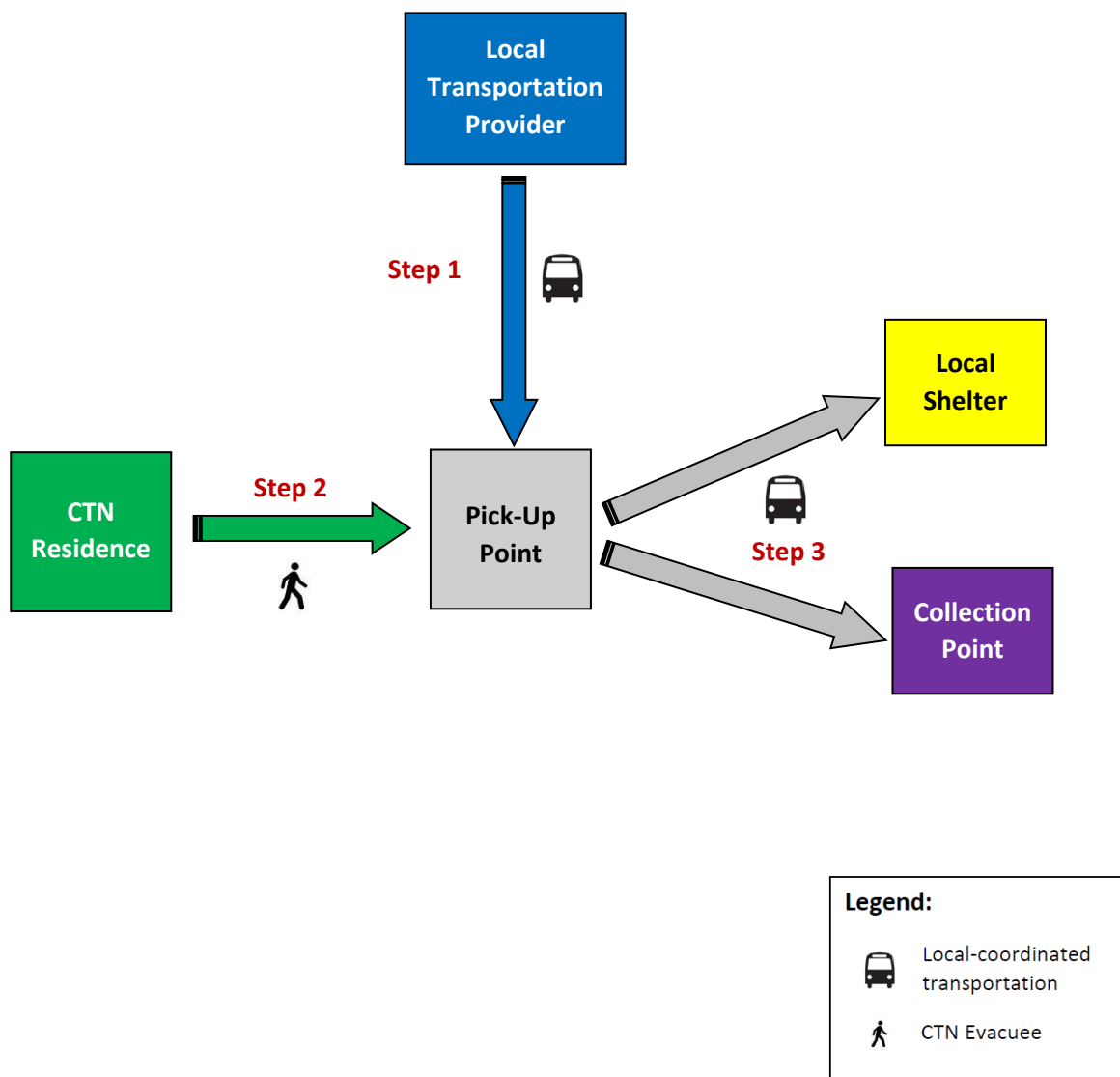


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Pick-Up-Point Operations:

- Step 1: Local government authority coordinates with the local transportation provider to dispatch vehicle(s) [e.g. bus(es)] to a designated pick-up-point route at regular intervals.
- Step 2: CTN evacuees proceed to a pick-up point based on guidance/instructions from local government.
- Step 3: Local transportation provider transports CTN evacuees to either a shelter or collection point within the evacuating county.

Figure 7-4: Local CTN Evacuee Flow for Pick-Up-Point Operations



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7.6.7 – County Pet Transportation/Sheltering

Evacuating counties are responsible for implementing the following pet transportation/sheltering functions in the preparedness and operations phases:

Preparedness Phase:

- Establish guidelines for transporting pets using local transportation resources on each of the following potential routes:
 - Residence to pick-up point or in-county shelter
 - Pick-up point to in-county shelter or collection point
- Develop a CTN Evacuation Pet Transportation Support Plan which includes pet processing procedures at the collection point.
- Acquire the resources (e.g., transportation, equipment, and supplies) to assist with the evacuation of pets and service animals.

Operations Phase:

- Provide staff support, supplies, and equipment to assist with the evacuation of pets.
- Assist with pet processing (e.g., registration, tagging, etc.) at collection point and in-county shelter locations.
- Identify and coordinate transportation resources that may be necessary to safely transport pets to shelters.

7.6.8 – County Public Information/Messaging

Evacuating counties are responsible for implementing the following public information/messaging functions in the preparedness and operations phases:

Preparedness Phase:

- Develop public education information tools for a CTN evacuation.

Operations Phase:

- Coordinate public information messaging for a locally supported CTN evacuation.
 - Coordinate messaging with the state Joint Information Center (JIC).
 - Disseminate evacuation information to residents.
 - Prepare press releases and schedule press conferences.

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7.7 – Key State CTN Evacuation Functions

State officials are responsible for the implementation and oversight of the following functions which are essential to the success of a Level 3 CTN evacuation:

7.7.1 – Ground Transportation

Preparedness Phase:

- Query at-risk counties to confirm the level of anticipated support required based on CTN population data and shelter capacities.
- Pre-identify ground transportation resource requirements (estimated type and number of vehicles required for a state-supported CTN evacuation).
- Pre-identify transportation provider(s).
 - Query transportation providers to confirm the type/quantity of available transportation resources.
 - Enter into contracts with transportation provider(s) to acquire transportation resources.
 - Enter into agreements with SCDE to acquire school buses for CTN evacuation as a contingency plan.

Operations Phase:

- Query each evacuating county Emergency Management Agency (EMA) to identify evacuation compliance levels.
- Query each evacuating county EMA to identify sheltering shortfalls and transportation support requirements. This specifically includes:
 - The estimated population that may need sheltering outside of the county;
 - The estimated CTN population that may need transportation out of the county.
- Implement the transportation Movement Control System (*see Section 10.2*).
- Oversee all state-coordinated transportation resources that are used in support of the CTN evacuation.
 - Although State ESF-1 is responsible for managing state-coordinated transportation resources, State ESF-1 may delegate this responsibility to a contracted transportation vendor.
- Coordinate with the Local MCO in each evacuating county regarding the SCDE transportation resources being deployed to that county.
- Coordinate with State ESF-6 regarding the deployment of transportation resources from the collection point to a state-coordinated shelter.

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7.7.2 – Transportation Field-Site Operations (VSA and VRP)

Preparedness Phase:

- Pre-identify transportation field sites that meet pre-established site criteria (*see Section 7.3*).
- Enter into agreements/contracts with field site providers to use the site/facility in the event of a hurricane or other natural or man-made disaster that warrants a mass evacuation.
- Pre-identify the staffing and logistical resources required at each transportation field site in accordance with task tables.
- Pre-identify the staffing provider(s) (e.g., state government, vendor contract staff, etc.) and number of staff required at each field site.

Operations Phase:

- Execute field-site transportation agreement(s)/contract(s) and coordinate the acquisition of transportation resources.
- Confirm field-site staffing requirements in accordance with task tables.
- Implement, oversee, and demobilize transportation field-site operations in accordance with established timelines.
- Process and deploy vehicles to designated locations.
- Communicate and coordinate with appropriate entities/personnel in accordance with the Movement Control System (*see Section 10.2*).

7.7.3 – Shelter Assignments

An accurate and efficient shelter assignment process is essential to ensure that CTN evacuees arrive at the correct state-coordinated shelter destination in a timely manner. State ESF-6 initiates the shelter assignment process for CTN evacuees that are being transported on state-coordinated vehicles to a state-coordinated shelter. The shelter assignment process/communication flow includes the following key steps:

- State ESF-6 identifies available shelters and establishes shelter assignments.
- State ESF-6/SEOC provides strategic shelter information (i.e., the number of CTN evacuees assigned to each specific shelter) to the State MCO.*
- State ESF-6/SEOC forwards the shelter assignment information to the evacuating county's Emergency Operations Center (EOC) or collection point.*
- County ESF-6/EOC forwards the shelter assignment to the county collection point liaison.*
- A designated collection point staff member provides the driver with the passenger manifest and shelter assignment/destination.
- Collection point liaison faxes/e-mails the manifest to State ESF-6/SEOC.

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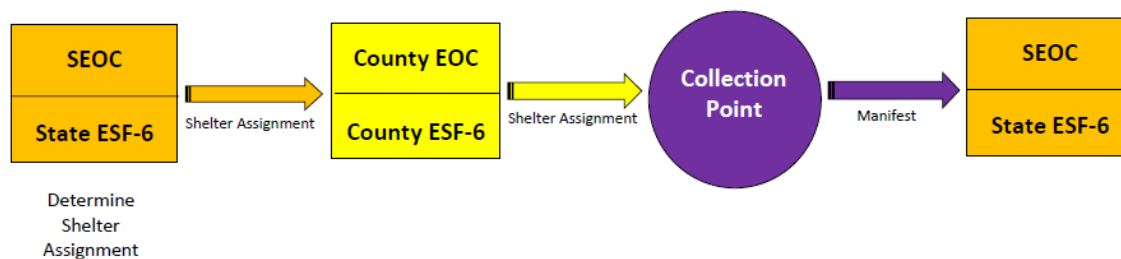
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**This information is entered into Palmetto.*

Note: Some counties may choose to send CTN evacuees to local shelters until those shelters reach a pre-designated capacity. Other counties may send CTN evacuees to out-of-county shelters at the beginning of the evacuation to reserve in-county shelters for self-evacuees, elderly evacuees, evacuees with pets, and those CTNs that evacuate too late to be safely transported to out-of-county shelters.

Figure 7-5:

Shelter Assignment Process/Communication Flow



7.7.4 – State Pet Transportation/Sheltering

Pet transportation and sheltering is a county responsibility; however, Clemson University Livestock-Poultry Health may, as part of ESF-6, help coordinate resources to support the following functions in the preparedness and operations phases if requested by the county:

Preparedness Phase:

- Assist with establishment of an inventory of statewide resources (e.g., transportation, equipment, and supplies) that may be needed to support people evacuating with pets.
- Assist counties with developing pet evacuation and sheltering procedures.
- Provide ADA guidance related to service animals.
- Promote options such as pet-friendly hotels and boarding facilities to pet owners for care of their pets in emergencies. A shelter should be a last resort.

Operations Phase:

- Provide public information about available pet shelter options to evacuating pet owners.
- Coordinate resources needed for pet evacuation and sheltering including the following:
 - Facilities that can be used for emergency pet sheltering when local sites are full or unavailable.
 - Volunteers to assist with pet processing (e.g., registration, tagging, etc.) at collection points and shelter locations.
 - Volunteers to set up, staff, and manage emergency pet shelters.

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- Vehicles and drivers who understand and employ methods to safely transport pets, sometimes in large numbers.

7.7.5 – State Public Information/Messaging

The following state functions/tasks are associated with public/information messaging for a CTN evacuation:

Preparedness Phase:

- Develop CTN evacuation public-education information tools in coordination with local emergency management officials.

Operations Phase:

- Coordinate public information messaging for a state-supported CTN evacuation.
- Establish the JIC and potentially a Regional JIC to coordinate messaging with local JICs/Public Information Officers (PIOs).
- Disseminate information to the CTN population using all necessary tools including but not limited to:
 - Mass commercial media (radio, television, newspapers)
 - Publicly owned media
 - Cable television
 - Highway advisory radio
 - Government websites
 - Emergency Alert System (EAS)
 - CodeRED Alerts
 - Social media (Facebook, Twitter, etc.)
 - Call centers (i.e., 2-1-1) or direct telephone (hotline) number(s)

Section 8.0 – State Transportation Resources

At the core of this plan are the transportation resources necessary to transport CTN evacuees to and from specified locations during an evacuation. Therefore, this section identifies ground transportation vehicle typing, state ground transportation requirements, acquisition of transportation resources, and deployment process. For a CTN evacuation requiring state-coordinated support, it is incumbent on state officials to:

- Identify the quantity of transportation resources required (i.e., vehicles and drivers);
- Identify the transportation resource providers;
- Successfully acquire the transportation resources;
- Coordinate the deployment of the transportation resources in a timely and efficient manner.

As the evacuation nears completion, state officials will develop a plan to demobilize evacuation transportation resources.

8.1 – Ground Transportation Vehicle Typing

Vehicle typing is an effective way of defining vehicle resource capabilities, in addition to providing ease of ordering and tracking during a disaster. Moreover, vehicle typing helps ensure that the proper vehicle is used for the proper mission.

[†]Note: The passenger seating capacity accounts for the luggage storage requirements¹⁶ for vehicles without under-storage capability.

*A=ADA; vehicle includes lift capability but has limited space for motorized wheelchairs.

- **Type I** – 47 or greater passenger seating capacity, restroom, and under storage (typically a motor coach). *The planning factor is 45.*
- **Type IA*** – 47 or greater passenger seating capacity, restroom, under storage, and ADA compliant (typically a motor coach). *The planning factor is 45.*
- **Type II** - 47 or greater passenger seating capacity, no restroom, and under storage (typically a transit-spec motor coach). *The planning factor is 40.*
- **Type IIA*** - 47 or greater passenger seating capacity, no restroom, under storage, and ADA compliant (typically a transit-spec motor coach). *The planning factor is 40.*
- **Type III** – 30-40 passenger seating capacity[†], no restroom, and no under storage (typically a school bus). *The planning factor is 35.*
- **Type IIIA*** – 30-40 passenger seating capacity[†], no restroom, no under storage, and ADA compliant (typically a school bus). *The planning factor is 35.*
- **Type IV** – 20-30 passenger seating capacity[†], no restroom, and no under storage (typically a transit bus). *The planning factor is 20.*

¹⁶ Luggage storage requirements are based on one bag per person.

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- **Type IVA*** – 20-30 passenger seating capacity[†], no restroom, no under storage, and ADA compliant (typically a transit bus). *The planning factor is 20.*
- **Type V** – 10-20 passenger seating capacity[†], no restroom, and no under storage (typically a mini bus). *The planning factor is 12.*
- **Type VA*** – 10-20 passenger seating capacity[†], no restroom, no under storage, and ADA compliant (typically a mini bus). *The planning factor is 12.*
- **Type VI** – 12-15 passenger seating capacity[†], no restroom, and no under storage (typically a passenger van). *The planning factor is 6.*
- **Type VIA*** – 12-15 passenger seating capacity[†], no restroom, no under storage, and ADA compliant (typically a passenger van). *The planning factor is 6.*

8.2 – Ground Transportation Identification

During the planning/preparedness phase, SCEMD pre-identifies ground transportation resource requirements (i.e., the number and type of vehicles) based on estimated CTN population data and shelter capacities.

- Transportation providers consist of:
 - Private transportation providers (requires a state contract to procure vehicles)
 - Motor coaches
 - Minibuses
 - 15-passenger vans
 - Para-transit vehicles
 - State/public transportation providers (likely requires a pre-established written agreement to procure vehicles)
 - South Carolina Department of Education (SCDE) (school buses)
 - Vocational Rehabilitation Department (passenger vans)
- State officials may elect to use SCDE school buses as contingency based transportation resources to support a local CTN evacuation.
 - The state owns a fleet of 5,582 school buses.¹⁷
 - While the buses are state-owned resources, the drivers are employed by the local school districts. SCDE distributes state funding to districts, provides driver training, and certifies completion of driver training.

¹⁷ McMahon, Thomas, “Plan Unveiled to Update South Carolina’s School Bus Fleet.” School Bus Fleet, January 12, 2017, <http://www.schoolbusfleet.com/news/719538/plan-unveiled-to-update-south-carolina-s-school-bus-fleet> (accessed 17, 2017).

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- State ESF-6 queries evacuating county ESF-6 agencies or county EMAs to determine whether they anticipate exceeding local shelter capacity.
 - Those counties that anticipate exceeding local shelter capacity will provide State ESF-6 with the estimated shelter capacity shortfall and corresponding number of evacuees requiring transportation assistance.

8.3 – Acquisition of Transportation Resources

State ESF-1, supported by SCEMD, has the ultimate responsibility for acquiring the transportation resources used for a state-coordinated CTN evacuation.

- Once state ESF-6 determines that a county will exceed its shelter capacity and identifies the estimated number of evacuees requiring transportation assistance to a state-coordinated shelter, State ESF-6 relays this information to ESF-1/SCEMD.
- ESF-1/SCEMD may acquire transportation resources for a CTN evacuation based on:
 - An evacuating county submitting an “official” request for transportation assistance;
 - Anticipated local needs.
- ESF-1/SCEMD will:
 - Determine the number of vehicles required based on the information received from State ESF-6 (i.e., the shelter capacity shortfall and corresponding number of evacuees requiring transportation support in each evacuating county).
 - Notify SCDE/private transportation contractor to acquire the required number of school buses/motor coaches and drivers to support a CTN evacuation.

Note: SCDE will coordinate the acquisition of state school buses and drivers from school districts within the state that intend to close due to the impending hurricane but are located outside the surge zones.
 - Provide SCDE with the delivery schedule (locations and time frame) of transportation resources if school buses are being utilized.
 - The transportation requirement is phased in to provide vehicles throughout the entire evacuation clearance time.
 - Acquire the VSA site (if applicable).
 - Specify that school buses/motor coaches report directly to a designated FSA or VSA as required.
 - Provide oversight and direction to SCDE as it relates to the CTN evacuation mission.

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8.4 – Deployment Process for State-Coordinated Transportation Resources

After ESF-1 formally acquires the transportation resources necessary, Movement Control System personnel (*see Section 10.2*) coordinate the deployment of those resources. The two methods for deploying state-coordinated transportation resources are: 1) Official County Request, and 2) Anticipated Local Needs. Each of these methods is described below.

Official County Request:

The following deployment process occurs when the state receives an official county request for transportation resources, and school buses are being used.

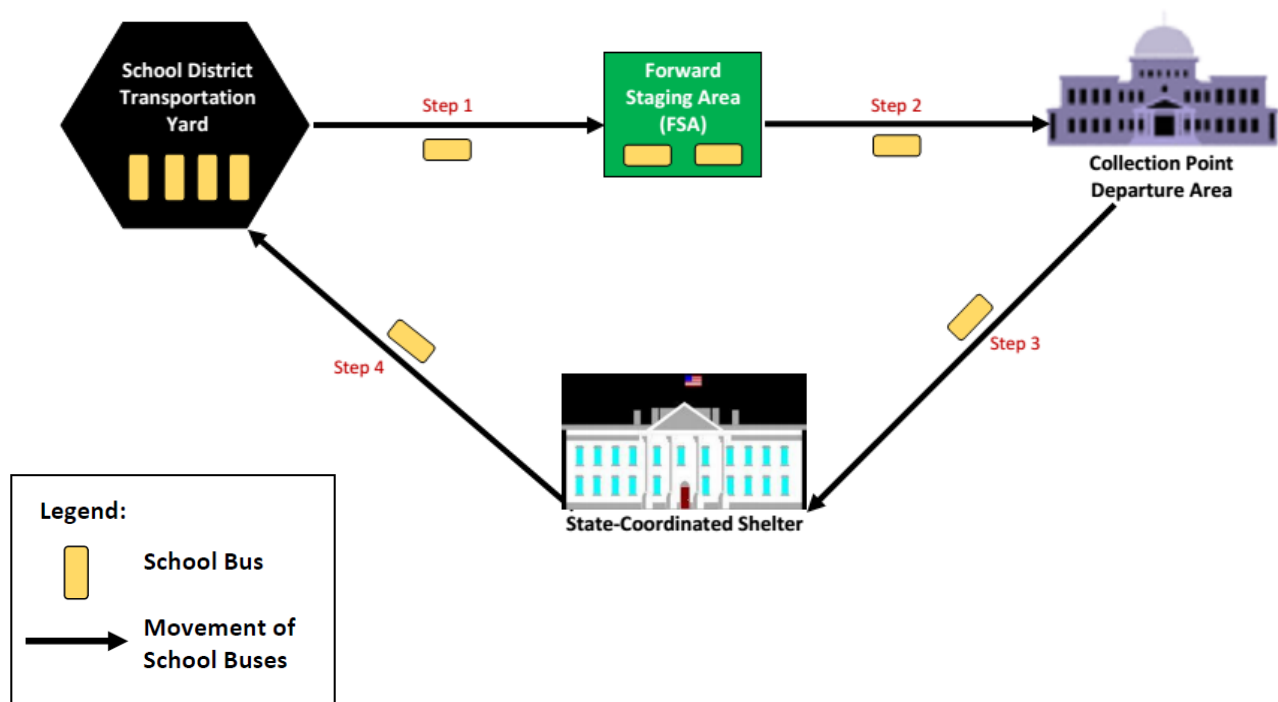
Step 1: At the direction of ESF-1, a local school district deploys vehicles and/or drivers from a school district transportation yard to a designated FSA.

Step 2: After receiving a request from collection point staff for vehicles, the FSA Manager directs the requested number of vehicles to the collection point departure area.

Step 3: After a state-coordinated vehicle (e.g., school bus) arrives at the collection point departure area, a queued group of CTN evacuees board the vehicle. The driver receives a passenger manifest and shelter assignment before transporting CTN evacuees to a designated state-coordinated shelter.

Step 4: After evacuees exit the vehicle and retrieve their luggage, the driver provides the shelter manager with the manifest and travels back to his/her respective transportation yard.

**Figure 8-1: Flow of State-Coordinated School Buses
Based on Official County Request**



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Anticipated Local Needs:

The following process occurs when the state acquires a contingency fleet of school buses based on anticipated local needs.

Step 1: At the direction of SCDE, local school district deploys vehicles and/or drivers to a designated VSA to check in, process, and stage vehicles.

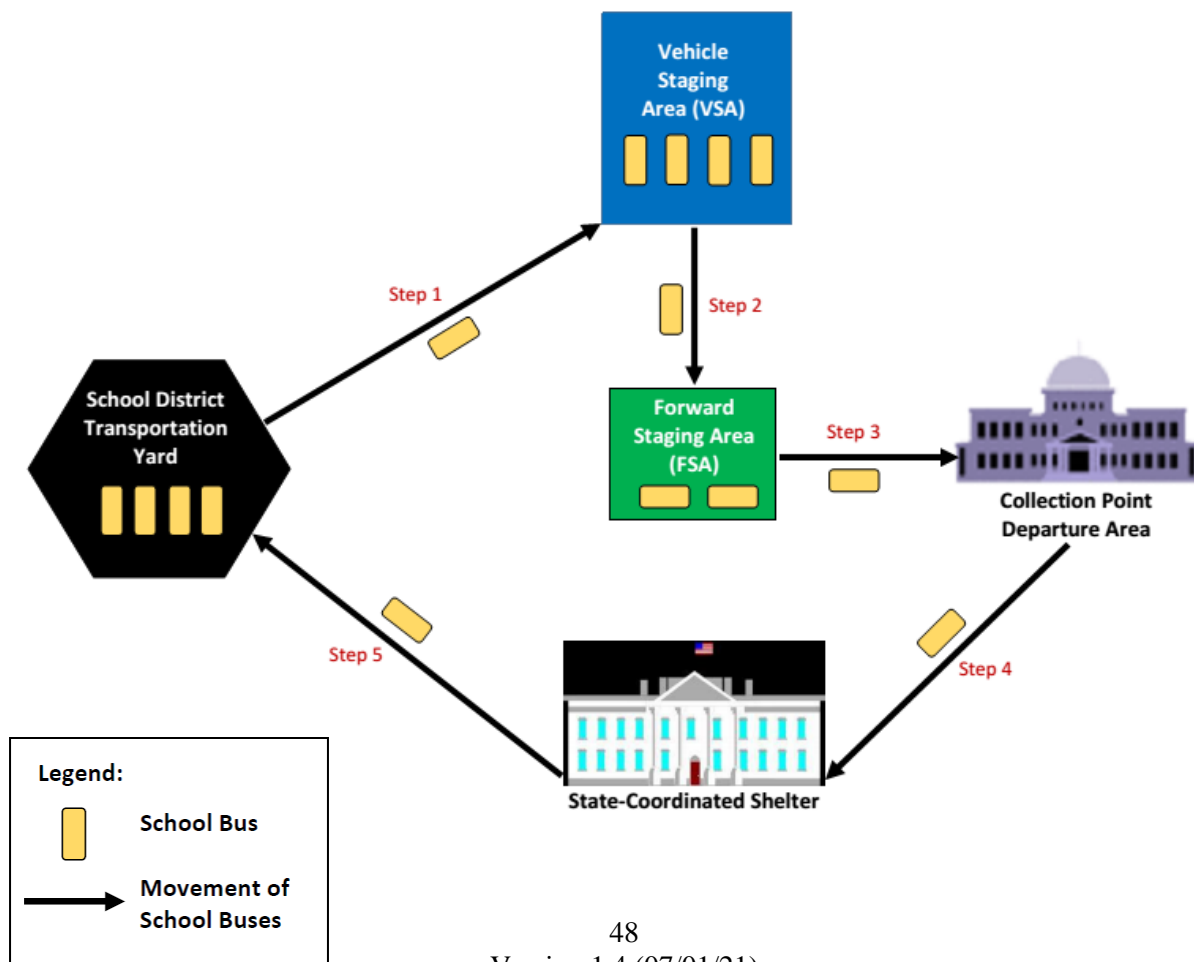
Step 2: Upon direction from the State MCO, VSA personnel deploy a specified number of vehicles to a designated FSA.

Step 3: After receiving a request from collection point staff for vehicles, the FSA Manager directs the requested number of vehicles to the collection point departure area.

Step 4: After a state-coordinated vehicle (e.g., school bus) arrives at the collection point departure area, a queued group of CTN evacuees board the vehicle. The driver receives a passenger manifest and shelter assignment before transporting CTN evacuees to a designated state-coordinated shelter.

Step 5: After evacuees exit the vehicle and retrieve their luggage, the driver provides the shelter manager with the manifest and travels back to his/her respective transportation yard.

**Figure 8-2: Flow of State-Coordinated School Buses
Based on Anticipated Local Needs**



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9.0 – Strategic Timeline

This section includes strategic timeline planning considerations and the state evacuation timeline (*see Figure 9-1*). The timeline identifies key actions in chronological order that are required before and after the evacuation commences. Coastal counties and state officials are encouraged to utilize the timeline information contained in this section as a baseline tool for planning and decision-making.

9.1 – Strategic Timeline Planning Considerations

The following planning considerations include situations or circumstances that are relevant to establishment of the state’s strategic timeline, which is essential to operational decision making:

- The hurricane region clearance times (*see Table 9-1*) reflect the longest clearance time for each hurricane region based on data contained in the South Carolina Hurricane Plan, Annex C, Evacuation Zones and Clearance Times.
 - Based on 2020 updated clearance times for a major hurricane, times have been rounded up to 48 hours for the Central and Southern Hurricane Regions, and 36 hours for the Northern Hurricane Region.
- State officials use an E-Hour evacuation timeline as a planning and decision-making tool.
 - E-Hour is defined as the time at which the evacuation begins for self-evacuees, lane reversal, and CTN evacuations.
 - E-Hour is an estimate based on the longest hurricane region clearance time (approximately 48 hours) and the evacuation ending approximately six hours prior to the onset of tropical-storm-force winds.
- Commencement of timeline actions is dependent upon various factors including but not limited to:
 - Magnitude and timing of the storm
 - Political decision making
 - State of emergency declaration status
- Timeline actions may require adjustments based on the need to commence evacuation during daylight hours.
- The state may acquire and deploy transportation resources based on the anticipated needs of local government.
- It is likely that most of the CTN population will evacuate in the second half of the clearance time.

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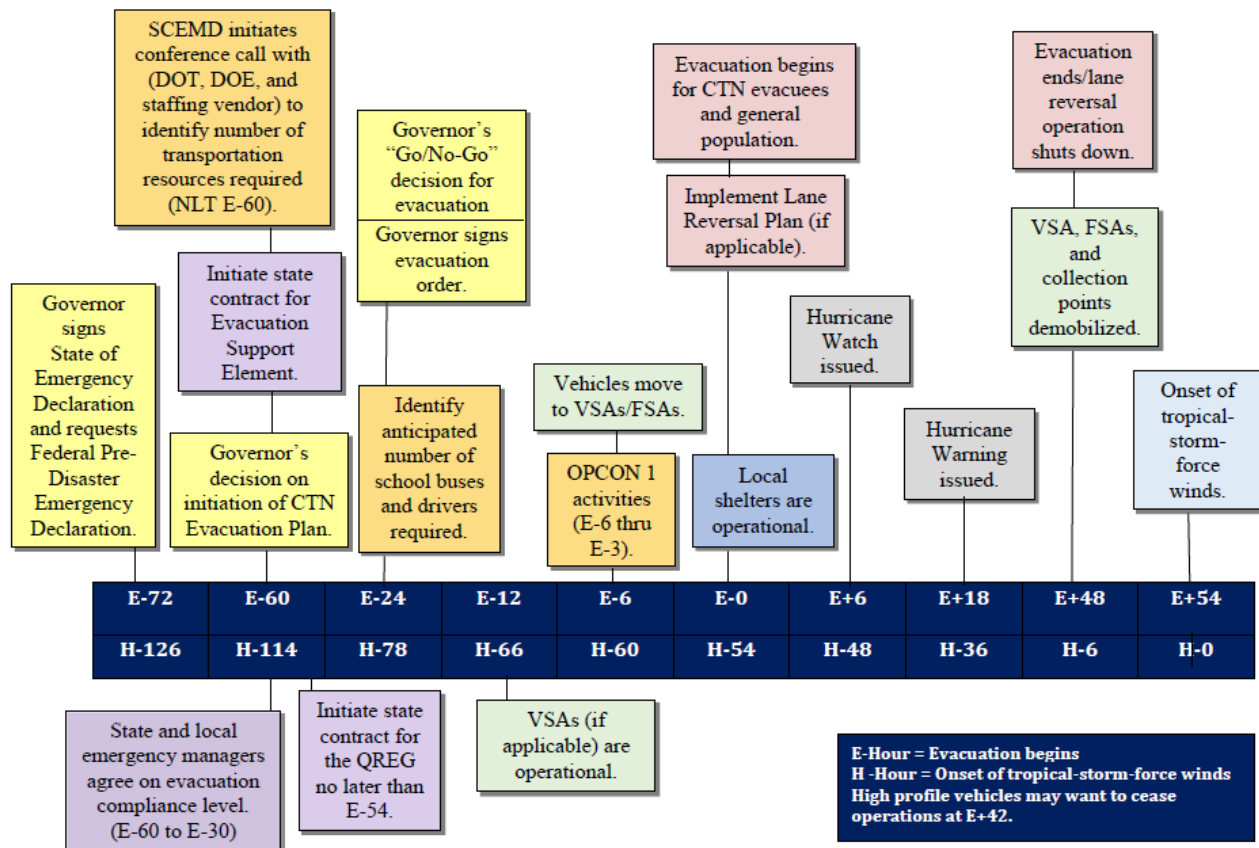
Table 9-1:

Hurricane Region Clearance Times			
	Northern Hurricane Region	Central Hurricane Region	Southern Hurricane Region
Evacuation Clearance Time	36 hours	48 hours	48 hours

9.2 – State Strategic Evacuation Timeline

The strategic evacuation timeline identifies the key tasks/actions required before and after the evacuation commences.

Figure 9-1: Strategic Timeline



Section 10.0 –Management and Coordination

10.1 – Strategic Management and Coordination

Local, state, and federal government agencies operate using independent management and coordination systems; however, these agencies will integrate their operations during a large-scale incident or disaster by using a unified command structure. Local, state, and federal command centers provide the physical location for key management officials to convene to effectively implement management and coordination of an emergency or disaster. In the event of a hurricane evacuation in the State of South Carolina, the primary command centers will include local EOCs and the SEOC. The supporting federal command centers will include the Region IV Regional Response Coordination Center (RRCC) in Atlanta, GA and the FEMA National Response Regional Coordination Center (NRCC) in Washington D.C.

If required, contractors/vendors employed by the State of South Carolina and the federal government may operate using an independent management and coordination structure; however, integration into state, federal, and local command structures is critical when providing support to the state during an evacuation and/or re-entry operation.

The contractors/vendors shall operate under the authority of the state and integrate into the overall state command structure. All decisions related to the mission (to include setting of priorities) shall be directed by the State of South Carolina, and all reports and communications shall be vetted by the SEOC before dissemination.

10.2 - Transportation Movement Control System (MCS)

The Transportation Movement Control System (MCS) (*see Figure 10-1*) is a point-to-point coordination and communication system associated with evacuation-transportation resources. More specifically, the MCS is a strategic and tactical management construct for state-coordinated transportation resources used to support a local CTN evacuation. The MCS supports strategic decision making, situational awareness, and the strategic movement of vehicles to key locations throughout the state. The MCS also tactically controls the deployment and movement of vehicles and drivers from the point of mobilization through demobilization.

ESF-1 is responsible for the establishment and oversight of the MCS; however, ESF-1 will likely delegate this role to a transportation vendor. Therefore, the contracted transportation vendor is responsible for staffing the following key MCS positions:

- State MCO at the SEOC
 - Single point of contact for the strategic and tactical movement of state-coordinated transportation resources assigned to a CTN evacuation.
 - Duties include:
 - Establish communication and coordination links with appropriate transportation nodes.
 - Obtain estimated CTN throughput at each collection point.

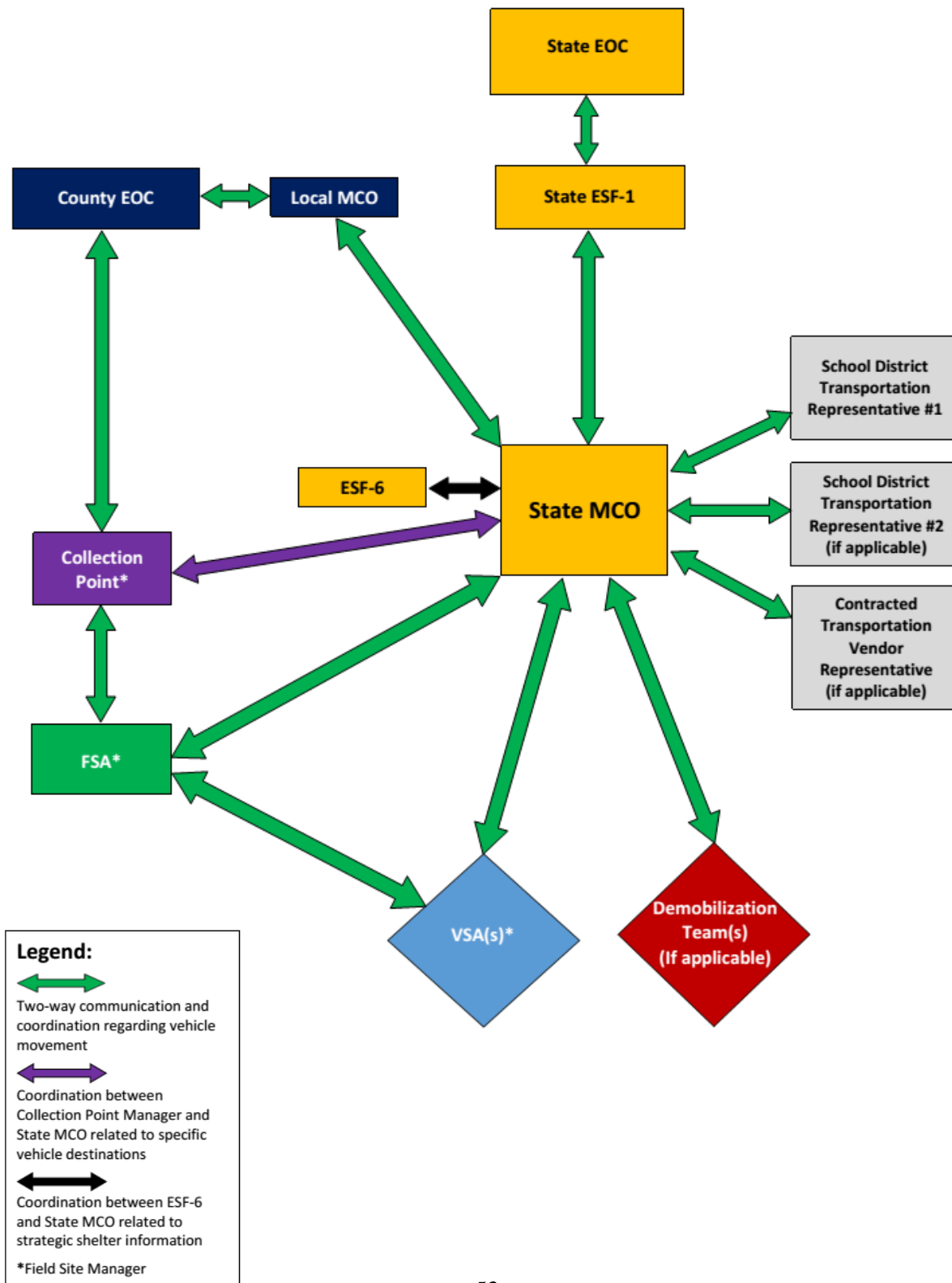
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- Assist ESF-1 and SCDE if required, in estimating the number of transportation resources required for the CTN evacuation.
- If a VSA is established, pre-position a percentage of VSA buses at each FSA prior to the implementation of lane reversal (if applicable).
- Monitor the status of the entire transportation fleet based on the following criteria and terminology.
 - ❖ Available – Transportation resource is parked at a school district transportation yard or VSA (if applicable) and available for assignment.
 - ❖ En route – Transportation resource is currently en route to a VSA, FSA, or shelter.
 - ❖ Staged – Transportation resource is parked at and committed to either an FSA or collection point.
- Maintain operational control of state-coordinated vehicles for the duration of the CTN evacuation.
- Field Site Managers (VSA and FSA)
 - Oversee staffing and operations of transportation resources at a designated transportation field site location (i.e., VSA and FSA).
 - Duties include:
 - Establish communication and coordination links with appropriate transportation nodes.
 - Coordinate the movement of transportation resources based on real-time and anticipated need.
 - Report transportation resource accountability at predetermined intervals based on the above terminology (i.e., Available, En Route, and Staged):
- Other personnel at key locations (*see Figure 10-1 and Table 10-1*) support the MCS by providing situational awareness of vehicles as they move from various locations during the evacuation.
- If an evacuating county is providing local school buses and drivers to transport CTN evacuees out of the county, the Local EMA shall provide the State MCO with the following information for vehicle tracking purposes:
 - Vehicle placard bus numbers
 - Driver names
 - Driver cell numbers
- This information is necessary for the State MCO to communicate and coordinate with the drivers concerning their assigned missions.
- The State MCO will provide this information to the FSA field site manager.

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Figure 10-1: State MCS Coordination and Communications Flow



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Abbreviations in Movement Control System Overview Table:

CTN - Critical Transportation Need
 ESF - Emergency Support Function
 FSA - Forward Staging Area
 GPS - Global Positioning System

MCO - Movement Control Officer
 POC - Point of Contact
 SEOC - State Emergency Operations Center
 VSA - Vehicle Staging Area

Table 10-1: Movement Control System Communication and Coordination Overview			
Position	Physical Location	Communication/ Coordination Links	Duties
State MCO	<ul style="list-style-type: none"> • SEOC • Embedded within State ESF-1 	<ul style="list-style-type: none"> • State ESF-1 • Primary ESF-6 agency • School District Transportation Representative • Contracted Transportation Vendor Representative (if applicable) • VSA Field Site Manager • Demobilization Team(s) (if applicable) 	<ul style="list-style-type: none"> • Primary POC for situational awareness of transportation assets. • Primary POC for CTN evacuation status. • Coordinate strategic movement of evacuation support vehicles. • Coordinate strategic and tactical tracking of vehicles. • Provide direction to all Field Site Managers. <p>Note: Any of these tasks may be delegated to State MCO staff. The number of State MCO staff will be proportional to the size and diversity of the transportation fleet.</p>
ESF-6 Liaison	<ul style="list-style-type: none"> • SEOC 	<ul style="list-style-type: none"> • Primary ESF-6 agency • State MCO 	<ul style="list-style-type: none"> • Serve as liaison (between primary ESF-6 agency and State MCO). • Coordinate with primary ESF-6 to identify shelter destinations. • Provide shelter destinations to the State MCO.

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Table 10-1: Movement Control System Communication and Coordination Overview			
Position	Physical Location	Communication/ Coordination Links	Duties
School District Transportation Representative	<ul style="list-style-type: none"> • SEOC 	<ul style="list-style-type: none"> • School District's Dispatch Center • State MCO 	<ul style="list-style-type: none"> • Serve as liaison (between the school district's dispatch center and State MCO). • Coordinate with school district dispatch center on vehicle availability and/or dispatching. • Identify and resolve any issues related to the school district's vehicles.
Contracted Transportation Vendor Representative	<ul style="list-style-type: none"> • SEOC 	<ul style="list-style-type: none"> • State MCO 	<ul style="list-style-type: none"> • Serve as the primary POC between the State MCO and the transportation vendor. • Ensure contract requirements are met. • Identify and correct any internal vendor challenges.
VSA Field Site Manager (if applicable)	<ul style="list-style-type: none"> • Various locations 	<ul style="list-style-type: none"> • State MCO • FSA 	<ul style="list-style-type: none"> • Oversee the following actions: <ol style="list-style-type: none"> 1. Check in of vehicles/drivers Vehicle/Driver Check In 2. Distribution of communications/GPS tracking devices (optional) 3. Staging of vehicles Staging vehicles • Create and maintain ready line for quick deployment to FSA(s). • Continually monitor the vehicle status at FSA(s). • Report on vehicle status at regular intervals to State MCO.

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Table 10-1: Movement Control System Communication and Coordination Overview			
Position	Physical Location	Communication/ Coordination Links	Duties
FSA Field Site Manager	<ul style="list-style-type: none"> • Close proximity to collection point 	<ul style="list-style-type: none"> • Collection point • VSA (if applicable) 	<ul style="list-style-type: none"> • Check in state-coordinated vehicles. • Dispatch vehicles to the collection point departure area. • Continually monitor status of state-coordinated vehicles to ensure there are sufficient vehicles to support the demand. • Continually monitor the status of collection point activity.
Collection Point Manager	<ul style="list-style-type: none"> • Various locations 	<ul style="list-style-type: none"> • State MCO • FSA 	<ul style="list-style-type: none"> • Receive CTN evacuees at collection point arrival area. • Screen CTN evacuees for inability to travel longer distances (e.g., elderly, CTN evacuees with pets). • Enter CTN identification information into tracking system (if applicable). • Queue the appropriate number of CTN evacuees associated with the capacity of each bus/motor coach. • Create CTN manifest. • Provide shelter destinations. • Assist with the loading of CTN evacuees and luggage.

Section 11.0 – Roles and Responsibilities

There are multiple components to a CTN evacuation operation that involve extensive coordination by numerous agencies and organizations. This section identifies the lead and supporting agencies/organizations that have essential roles and responsibilities in a CTN ground-transportation evacuation. While this section highlights primary roles and responsibilities, it is incumbent upon the agencies/organizations identified in this plan to develop Standard Operating Procedures (SOPs) in support of a CTN evacuation.

11.1 Lead State Agency

Office of the Adjutant General, South Carolina Emergency Management Division (SCEMD)

SCEMD, as the lead agency for the South Carolina State Emergency Response Team (SERT), is responsible for coordinating all state and federal support to local governments for disaster- and evacuation-related operations. The SEOC is organized by operations, operations support, planning, and administration functions. ESFs provide for coordination of assigned missions related to specific functions. SEOC Operations Support is responsible for coordinating specified equipment/supplies, services, and facilities in the event ESFs are unable to fill requests. The primary SCEMD roles and responsibilities during the preparedness and operations phases include:

Preparedness Phase:

- Coordinate with counties to assist with the development of plans and procedures to evacuate and transport CTN evacuees and pets from at-risk areas into safe areas.
- Ensure that contracts/agreements are in place with transportation providers and facility owners/operators to support this plan.
- Query at-risk counties to confirm the level of anticipated support required based on CTN population data and shelter capacities.

Operations Phase:

- Notify the applicable ESFs of a potential CTN evacuation requiring state support.
- Provide situational awareness, expertise, and recommendations to State government leadership and SEOC staff related to all aspects of the CTN evacuation.
- Query each evacuating county EMA to identify anticipated evacuation compliance levels.
- In coordination with State ESF-6 and ESF-1, query each evacuating county EMA to identify the sheltering shortfalls and transportation support requirements.
- Coordinate support to affected counties when requested.
- Coordinate with FEMA for federal assistance if necessary.
- Develop and publish an Incident Action Plan to identify SEOC priorities and ESF supporting tasks.

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- Develop and publish Situation Reports.
- Support ESF-1 with transportation resourcing and mission support.

11.2 State Coordinating Agencies

Governor's Office

In the event of an imminent hurricane or other significant threat to the state's residents and visitors, the Governor may:

- Declare a State of Emergency.
- Order an evacuation for at-risk areas of the state.
- Order implementation of the CTN Evacuation Plan and other applicable state plans.
- Submit a federal disaster declaration request to the President of the United States.
- Authorize the activation and deployment of National Guard resources in support of state operations or to support local government as requested.
- Authorize implementation of the South Carolina Lane Reversal Plan as needed.

Transportation (ESF-1)

Primary Agency: South Carolina Department of Transportation (SCDOT)

ESF- 1 key roles and responsibilities during the preparedness and operations phases include:

Preparedness Phase:

- Pre-identify ground transportation resource requirements (estimated type and number of vehicles required for a state-supported CTN evacuation).
- Pre-identify ground transportation provider(s) and enter into agreements/contracts to acquire a specified type and number of transportation resources.
 - Coordinate with SCDE and South Carolina-based Rapid Transit Authorities to acquire vehicles and drivers to support mass evacuation needs if requirements exceed local capabilities.
- Pre-identify transportation field sites (i.e., VSAs and VRPs) that meet pre-established site criteria and enter into agreements/contracts to acquire field sites in support of CTN evacuation.
- Pre-identify staffing and logistical resource requirements at each transportation field site.
- Pre-identify the staffing provider(s) (e.g., state government, vendor contract staff, etc.) and the number of staff required at each field site.
- Coordinate with ESF-16 and SCEMD to develop primary and alternate evacuation routes.

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- Coordinate with counties, SCEMD, and ESF-16 to develop evacuation maps, plans, and procedures to evacuate and transport CTN evacuees and pets from at-risk areas into safe areas.
- Document the primary and alternate CTN evacuation routes with ESF-16.

Operations Phase:

- In coordination with State ESF-6 and SCEMD, query each evacuating county EMA to identify the sheltering shortfalls and transportation support requirements.
- Confirm field-site staffing requirements.
- Execute transportation agreement(s)/contract(s) and coordinate the acquisition of transportation resources.
- Implement, oversee, and demobilize transportation field-site operations in accordance with established timelines.*
- Process and deploy vehicles to designated locations.*
- Implement the transportation Movement Control System and oversee the State MCO.
- Communicate and coordinate with appropriate entities/personnel in accordance with the Movement Control System.*
- Assign GPS tracking devices (if available) to state-coordinated vehicles/drivers.*
- Oversee all state-coordinated transportation resources that are used in support of the CTN evacuation.*
- Coordinate with the Local MCO in each evacuating county regarding transportation resources being deployed to that county.*
- Coordinate with State ESF-6 regarding the deployment of transportation resources from a collection point to a state-coordinated shelter.*
- Provide necessary traffic-control resources (e.g., barricades, cones, barrels, mobile message boards, arrow boards, remote signal devices, etc.).

* State ESF-1 will likely require support from a transportation vendor; therefore, this task may be delegated to the vendor.

Note: State ESF-1 may request transportation resource support from the South Carolina Vocational Rehabilitation Department (SCVRD) to assist with local on-demand services as required. SCEMD will assist ESF-1 with all transportation resourcing and mission support as assigned/required.

Support Agency: South Carolina Department of Education (SCDE)

- During the preparedness phase, in coordination with SCEMD, develop SOPs that describe how SCDE will deploy school buses and drivers to evacuating counties in support of a CTN evacuation.

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- During the operations phase, if needed provide buses and drivers in support of a coastal hurricane region CTN evacuation.

Information and Planning (ESF-5)

Primary Agency: Office of the Adjutant General, South Carolina Emergency Management Division

- See Section 11.1.

Mass Care (ESF-6)

Primary Agency: South Carolina Department of Social Services (SCDSS)

SCDSS key roles and responsibilities during the preparedness and operations phases include:

Preparedness Phase:

- Identify shelter capability and capacities throughout the state.
- Coordinate with the SCDE and other facility owners to identify facilities that can be used for emergency shelters during an evacuation operation.
- Identify shelter support requirements to increase shelter capacity for at-risk counties prior to an evacuation.

Operations Phase:

- In coordination with SCDOT and SCEMD, query each evacuating county EMA to identify the sheltering shortfalls and transportation support requirements.
- Coordinate all sheltering requirements (i.e., staffing and wrap-around services) associated with state-coordinated shelter operations.
- Forward deploy staff and wrap-around services to increase county sheltering capacity.
- Coordinate all shelter assignments associated with CTN evacuees traveling on state-coordinated vehicles to a state-coordinated shelter.
- Coordinate with State ESF-1 regarding the deployment of transportation resources from a collection point to a state-coordinated shelter.
- Coordinate resources to support pet evacuation, transportation, and sheltering.
- Assist county emergency management officials in support of the mass-evacuation plan involving pets and service animals.

Resource Support (ESF-7)

Primary Agency: Office of the Adjutant General, South Carolina Emergency Management Division

- Coordinate and acquire state requests for resources related to a mass evacuation. This may include supporting or, in conjunction with SCEMD Operations Support, acquiring transportation resources and activating state emergency contracts for the CTN evacuation.

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Health and Medical Services (ESF-8)

Primary Agency: South Carolina Department of Health and Environmental Control

- Identify medical resources and requirements to support a CTN evacuation. This may include providing medical personnel at collection points to supplement local capabilities. Medical personnel may be asked to assist with performing a cursory screening of each CTN evacuee to determine whether he/she is physically capable of traveling on a bus to a state-coordinated shelter.

Food Services (ESF-11)

Primary Agency: South Carolina Department of Social Services (SCDSS)

- Coordinate with ESF-6 and SEOC Operations Support for the acquisition and delivery of food and water (i.e., commodities or services) to emergency public shelters or collection points as required.

Energy (ESF-12)

Primary Agency: South Carolina Office of Regulatory Staff

- Coordinate with fuel providers to ensure that fuel stops along evacuation routes have a sufficient supply of petroleum products.
- May support SCEMD or other ESFs as required

Law Enforcement Services (ESF-13)

Primary Agency: South Carolina Law Enforcement Division

- Assist local authorities with developing security plans for transportation support sites (i.e., VSA and FSA) and evacuee support sites (i.e., collection point and in-county shelters).

Public Information (ESF-15)

Primary Agency: Office of the Adjutant General, South Carolina Emergency Management Division

- Coordinate with county EMAs on the procedures for disseminating evacuation notifications to local jurisdictions.
- Develop public education tools for a mass transportation evacuation education program in coordination with county EMAs.
- Coordinate with county officials to develop information announcements regarding evacuation procedures.
- Develop regional and statewide information announcements regarding multi-jurisdictional (county/regional) evacuation procedures.
- Establish a JIC to provide unified messaging.

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Emergency Traffic Management (ESF-16)

Primary Agency: South Carolina Department of Public Safety/South Carolina Highway Patrol (SCHP)

- Provide guidance on CTN evacuation routes to ensure they do not conflict with general-population routes.
- As part of general evacuation planning, SCHP has developed an evacuation plan that accounts for all viable routes within the existing highway infrastructure. Note: SCHP is prepared to engage in adaptive planning at the time of an evacuation to alleviate traffic management issues that may occur with evacuation vehicles around metropolitan areas.

Military Support (ESF-19)

Primary Agency: South Carolina National Guard

- Provide overall staffing and operational support as required.

11.3 Coastal Counties

- Each county is responsible for transporting their local populations out of an evacuation zone.
- The State will assist the counties in locating assets to help reduce identified shortfalls.
- Individuals will be transported to destinations in or out of the county, and will be offered return transportation when re-entry has been approved for that jurisdiction.
- State government will assist counties through pre-impact loss estimation modeling to identify population segments and areas potentially in need of mass transportation.
- Counties will pre-coordinate known mass transportation shortfalls with State ESF-1, who will pre-identify State-owned transportation assets to assist county mass transportation needs.
- In accordance with the South Carolina Emergency Operations Plan, counties, tribes, and local entities are responsible for all costs associated with any and all requests fulfilled through SCEMD, the National Guard, and/or federal agencies unless deemed otherwise by the SCEMD Director, The Adjutant General, or the Governor.

11.4 Private Sector

Transportation Vendor (coordinated through State ESF-1/SCEMD)

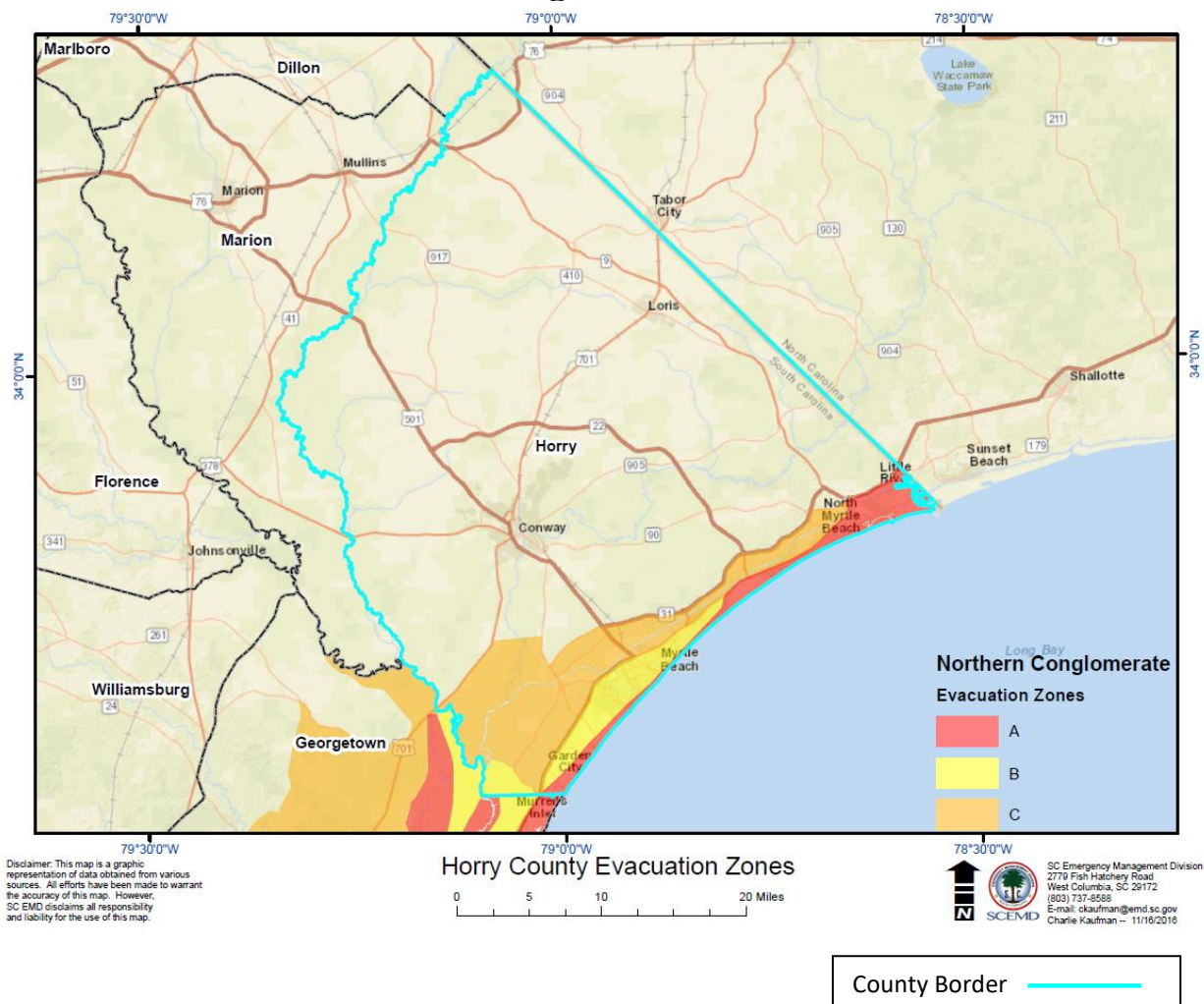
- Coordinate the movement of state-acquired vehicles in support of evacuation operations.
- Provide QREG staffing based on the State's requested support package.
- Provide subject matter expertise related to transportation for CTN evacuees.

Annex A: Horry County

Section 1.0 – Introduction

Horry County, located in the Northern Conglomerate, has an estimated population of 322,172 people.¹⁸ Horry is the largest county by geographic area in South Carolina totaling 1,134 square land miles, and equating to 284 people per square mile. The City of Conway serves as the county seat. Horry County contains evacuation zones A, B, and C. Each zone is evacuated based on the projected surge, with Zone A being the most vulnerable zone.

Figure A-1:



¹⁸ U.S. Census Bureau, 2019, and ESRI Business Data, 2021.

Table A-1 represents Horry County’s population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure A-3*).

Table A-1:

Horry County Population	
Evacuation Zone	Total Population
A	36,050
A-B	88,301
A-B-C	177,409
Not in Evacuation Zone	144,763
Total	322,172

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure A-2*) serves as a tool for officials to objectively estimate the County’s evacuation compliance level based on an impending storm.

Figure A-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts	From the south= 10 pts		From the southeast= 15 pts		
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts	Parallel to coast/off shore= 10 pts	45° angle to coastline= 15 pts	90° angle to coastline= 20 pts		
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts	Increasing Threat= 20 pts		
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts	Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts		
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories

** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the County's CTN population based on an impending storm.

Figure A-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

Section 2.0 – Concept of Operations

Based on the County’s estimated CTN population and existing CTN sheltering and transportation capacities, Horry County officials anticipate maintaining Level 1 evacuation operations for storms of category 1, regardless of the evacuation compliance level. Due to wind load restrictions on schools used for sheltering operations, for category 2 and higher storms, the County will require Level 3 support, utilizing host-county shelter support from an ESF-6 pre-identified County/Countries. This section describes the specific operational elements and procedures associated with a Horry county CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Horry County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the County instructs CTN evacuees to either contact Coast RTA/Waccamaw Regional Transportation Authority or the Horry County information line (in the EOC).

Table A-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Call Coast RTA or County Information Line (in the EOC)	Coast RTA vehicles

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable are instructed to proceed to the nearest pick-up point for evacuations.
- Horry will use a combination of Coast RTA and school buses to pick up evacuees on pick-up-point routes for any potential evacuation.
- Horry County has eighteen (18) pick-up points along the Grand Strand. Officials will only activate pick up points in zones included in the evacuation:

- 1) 12125 Hwy 17 Bypass at Inlet Square Mall, Murrells Inlet
- 2) 545 Garden City Connector at Walmart, Murrells Inlet
- 3) 5905 S. Kings Hwy, Myrtle Beach
- 4) 2913 Ocean Boulevard at 29th Avenue South, Myrtle Beach
- 5) 2201 Ocean Boulevard at 22nd Avenue South, Myrtle Beach
- 6) 1501 Ocean Boulevard at 15th Avenue South, Myrtle Beach
- 7) 901 Ocean Boulevard at 9th Avenue South, Myrtle Beach
- 8) 201 Ocean Boulevard at 2nd Avenue South, Myrtle Beach
- 9) 504 Ocean Boulevard at 5th Avenue North, Myrtle Beach
- 10) 1304 Ocean Boulevard at 13th Avenue North, Myrtle Beach
- 11) 3000 Ocean Boulevard at 30th Avenue North, Myrtle Beach
- 12) 5200 Ocean Boulevard at 52nd Avenue North, Myrtle Beach
- 13) 7000 Ocean Boulevard at 70th Avenue North, Myrtle Beach
- 14) 7700 Ocean Boulevard at 77th Avenue North, Myrtle Beach
- 15) 10177 N Kings Highway at Myrtle Beach Mall (formerly Colonial Mall)
- 16) 3500 South Highway 17, at Roses North Myrtle Beach, North Myrtle Beach
- 17) 550 N Highway 17 at Gator Hole Plaza, North Myrtle Beach
- 18) 3379 East Highway 9 at Food Lion, Little River

- The pick-up points are published on the Horry County website and the Coast RTA website.
- The pick-up-point vehicles will transport CTN evacuees to a designated local CTN shelter or collection point.
- Officials will maintain 12- to 16-hour pick-up-point operations (depending on daylight).

Table A-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	Coast RTA and school buses	18

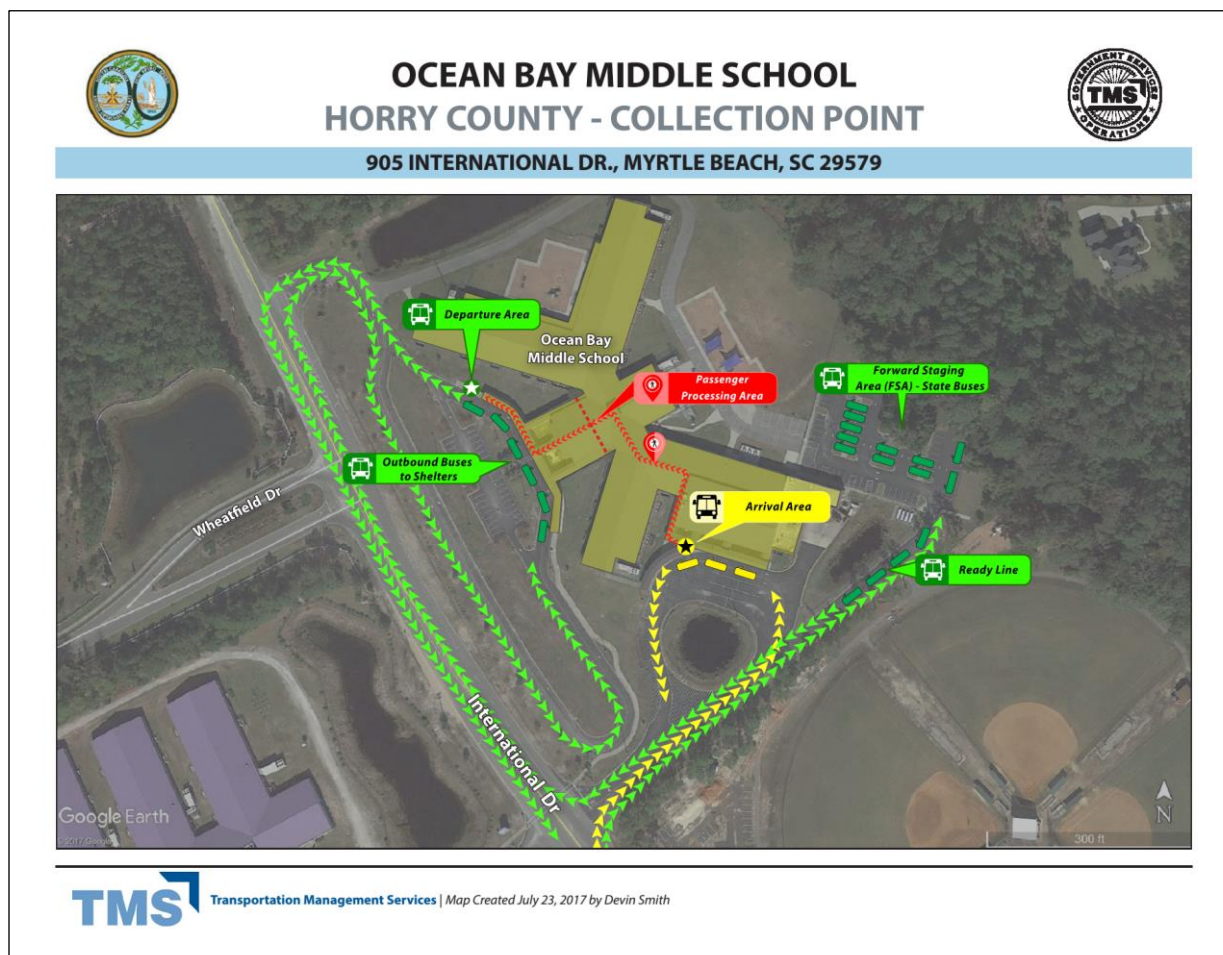
2.1.3 – Collection Point Operations

- The collection point is co-located with the Ocean Bay Middle School shelter (*see Figure A-4*).
- Ocean Bay Middle School will either operate in the role of a shelter, or for collection point operations, not both.
- Collection point operations will be implemented by County officials if an incoming storm is category 2 or higher.
- The State will require at least 60hrs notice of impending potential collection point operations in order to move resources and personnel.
- Management of the collection point will be conducted by State contract transportation management staff (TMS), supplemented by a State Incident Management Team (IMT). If multiple Counties are requesting staff support for collection point operations simultaneously, then State Guard/National Guard personnel may be used in lieu of an IMT to supplement contract transportation management staff.
- SCEMD will deploy a liaison officer to the collection point to facilitate setting up the operation if available. If multiple Counties are conducting collection point operations then a liaison officer may be unavailable.
- All requests for collection point management staff should be made through SCEMD logistics, via resource request, utilizing the numbers determined in the County Staffing Requirements Worksheet (*see Figure A-5*).
- Local security will be available for use at the collection point if needed.
- The Horry collection point serves as a location to transfer CTN evacuees from partially loaded pick-up-point vehicles, or from Ocean Bay Middle itself, to a fully loaded motor coach that is bound for a subsequent activated CTN shelter in an ESF-6 identified County.
- If Ocean Bay Middle is utilized for collection point operations, the method for transporting CTN evacuees from the collection point to ESF-6 identified shelters is by state-coordinated contract motor coaches.
- CTN evacuees transferred to out of County shelters will be returned to the collection point via state-coordinated contract motor coaches post event.
- Officials will maintain 12- to 16-hour collection point operations (depending on daylight).
- All public information messaging of collection point operations will be managed locally.

Table A-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Ocean Bay Middle School 905 International Drive Myrtle Beach, SC 29579	Co-located	Yes

Figure A-4:



2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure A-5*), or may choose for the State Mass Transportation Plan Staffing Table to be used (*see Figure A-6*).

The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet, although a planning factor of 1,000 is traditionally used.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

Figure A-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

- It is expected that Horry County will not be able to staff County Collection Point operations at any level above a minimal capacity, therefore, State contract transportation

management staff (TMS), supplemented by a State Incident Management Team (IMT) and/or National/State Guard personnel will be needed.

- Requests for staffing support should be delivered through the normal resource request process.
- If the State Mass Transportation Plan Staffing Table is used, positions will be filled as shown below.

Figure A-6:

South Carolina Collection Point Typing, Functions, and Staffing Guidance			
	Type III	Type II	Type I
CTN throughput Per Hour	25	50	100
Number of Motor Coaches Required Per Hour	1 (every two hours)	1	2
Number of Motor Coaches Required Per Hour (Pandemic)	1	2	4
CTN throughput over a 30-hour operational timeframe	750	1500	3000
Total Number of Motor Coaches Required	17	33	67
Total Number of Motor Coaches Required (Pandemic)	30	60	120
Collection Point Function/Position	Number of Recommended Staff		
CP Manager*	1	1	1
CP Assistant Manager*	0	0	1
Security*	1	2	3
Guides at Arrival Area+	1	1	2
Information Assistance and Sorting+	1	1	2
Guides at Internal Processing Area+	0	1	2
Medical Station* (#)	1	1	2
Queuing/Manifesting+	1	1	2
Guides Leading to Vehicle Departure Area+	0	1	2
Vehicle Departure Area**	2	2	2
Pandemic Care Line Triage+	1	1	1
Pandemic EBT Screening+	1	1	2
Pandemic Quarantine Area (Medical)* (#)	1	1	2
Pandemic Quarantine Area (Non-Medical)+	1	1	2
Pandemic Vehicle Departure Area**	0	0	2
Total (per shift):	8 (12 for Pandemic)	11 (15 for Pandemic)	19 (28 for Pandemic)

* Local-Provided Staff

** Transportation Management Services Staff

+ State-Provided Staff

(#) These positions may be consolidated

Planning Considerations:

- CTN evacuation operation occurs during daylight hours only.
- CTN evacuation timeframe is 30 hours.
- Motor coach capacity is 45 passengers.
- Motor coach capacity in pandemic environment is 25 passengers.
- TMS will staff the Forward Staging Area (FSA) associated with the Collection Point.



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2.1.4 – Ground Transportation

Horry County has a wide array of capabilities and capacities for transporting CTN evacuees within the County. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity, vehicles and/or drivers will reach maximum capacity and/or storm intensity max exceed building code restrictions on designated shelter(s). Therefore, as storm intensity and compliance levels increase, Horry County will require State transportation contractor support in the form of drivers and motor coach vehicles to evacuate the CTN population out of the County to ESF-6 identified shelter locations.

Table A-5 reflects the current ground transportation resource capabilities/capacities in Horry County.

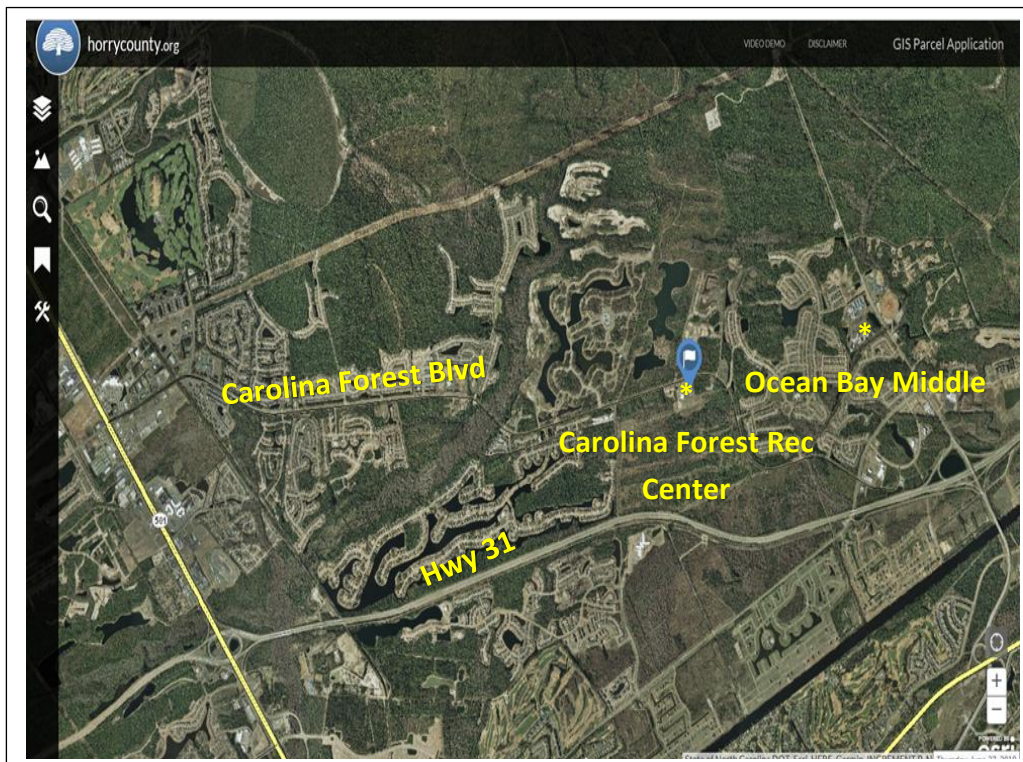
Table A-5:

Horry County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	300	Yes	450	450	450
School District Buses	70	Yes	See above	See above	See above
Transit Buses (Coast RTA)	34	Yes	40	40	40

- Primary method of transporting CTNs to shelter(s) outside of Horry County will be State transportation contract motor coaches and drivers.
- The County is responsible for assigning a local MCO to coordinate school district buses/transit bus usage, for transporting CTNs from identified pick-up-point locations to shelter(s)/county collection point within the County.
- State transportation contractor will provide tracking and communications for all State-coordinated motor coaches used in a CTN operation.
- State-coordinated motor coaches will be used to return CTN evacuees back to the collection point, or a pre-identified alternate collection point post-storm.
- A percentage of the State-coordinated contract motor coach fleet will be ADA compliant.

-
- In order to facilitate the staging of State-coordinated motor coaches, a secondary forward staging area will be located at the Carolina Forest Recreation Center, at 2254 Carolina Forest Blvd, Myrtle Beach, SC 29579 (*see Figure A-7*).
 - If collection point operations are identified as being needed based on the storm size, strength and intensity, then state-coordinated motor coaches will be forward staged at the Carolina Forest Recreation Center if space is unavailable at Ocean Bay Middle. As space becomes available, motor-coaches will be moved forward to Ocean Bay Middle.
 - Resource requests through SCEMD logistics section will be used to request and track motor coach usage for reimbursement purposes. Motor coaches forward staged at the Carolina Forest Recreation Center will not be charged to Horry County until they are called forward via resource request to Ocean Bay Middle.
 - State-coordinated transportation contract management staff will manage the secondary forward staging area.

Figure A-7:



2.1.5 – Sheltering

Horry County officials may activate specified shelters, or need the use of ESF-6 pre-identified shelters (*see Table A-6*) depending on the intensity of the storm and estimated evacuation compliance level.

Table A-6:

Horry County Hurricane Shelters – Total Capacity 3,958/1,979/720 (Not Including Re-entry)						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
N1	9	Loris High School	301 Loris Lion Road, Loris, SC 29569	872	436	159
N1	17	North Myrtle Beach High School	3750 Sea Mountain Highway, Little River, SC 29582	584	291	106
N1	501	Aynor Middle School	400 Frye Road, Galivants Ferry, SC 29544	770	385	140
N1	501	Conway High School	2301 Church Street, Conway, SC 29526	959	480	174

Figure A-7:

Horry County Transportation Evacuation Landfall Timeline Using Fictional Dates/Times									
		20-Sep		21-Sep		22-Sep			
		Friday		Saturday		Sunday			
		0800	2000	0800	2000	0800	2000		
OPCON 3		OPCON 2					OPCON 1		
E-84	E-72		E-60	E-48		E-36	E-24		
		H-120		H-96		H-72			
State Amb. Contract		Mass Trans Decision		Man Med Evac Decision		Activate NG		Evac Dec/Mand Med Evac	
State of Emergency				Vehicles Begin Arriving In-State At State Vehicle Staging Area				Vehicles Forward Staged	
Cot Distribution Plan Decision						Horry County State Mass Transportation Support Notification		Shelters Indentified	

23-Sep Monday		24-Sep Tuesday		25-Sep Wednesday	26-Sep Thursday	
0800	2000	0800	2000	0800	0800	2000
OPCON 1					OPCON 1	
E-6	E-0	E+24		E+48		
	H-48	H-36	H-24	H-0	H+12	H+24
Transportation Evacuation Mission Window					Landfall/Shelter-In-Place	
Lane Reversal					TS Winds	
Northern (45/31 hrs)						
Central (44 hrs/36 hrs)						
Southern (25 hrs/18 hrs)						

27-Sep Friday		28-Sep Saturday		29-Sep Sunday		
0800	2000	0800	2000	0800	2000	
OPCON 1						
H+36	H+48	H+60		H+72		
Re-entry Assessed		Transportation Return Mission Executed				
Transportation Return Mission May Begin Earlier Or Later Than Indicated Depending On Status of Damage Assessments and Re-Entry						

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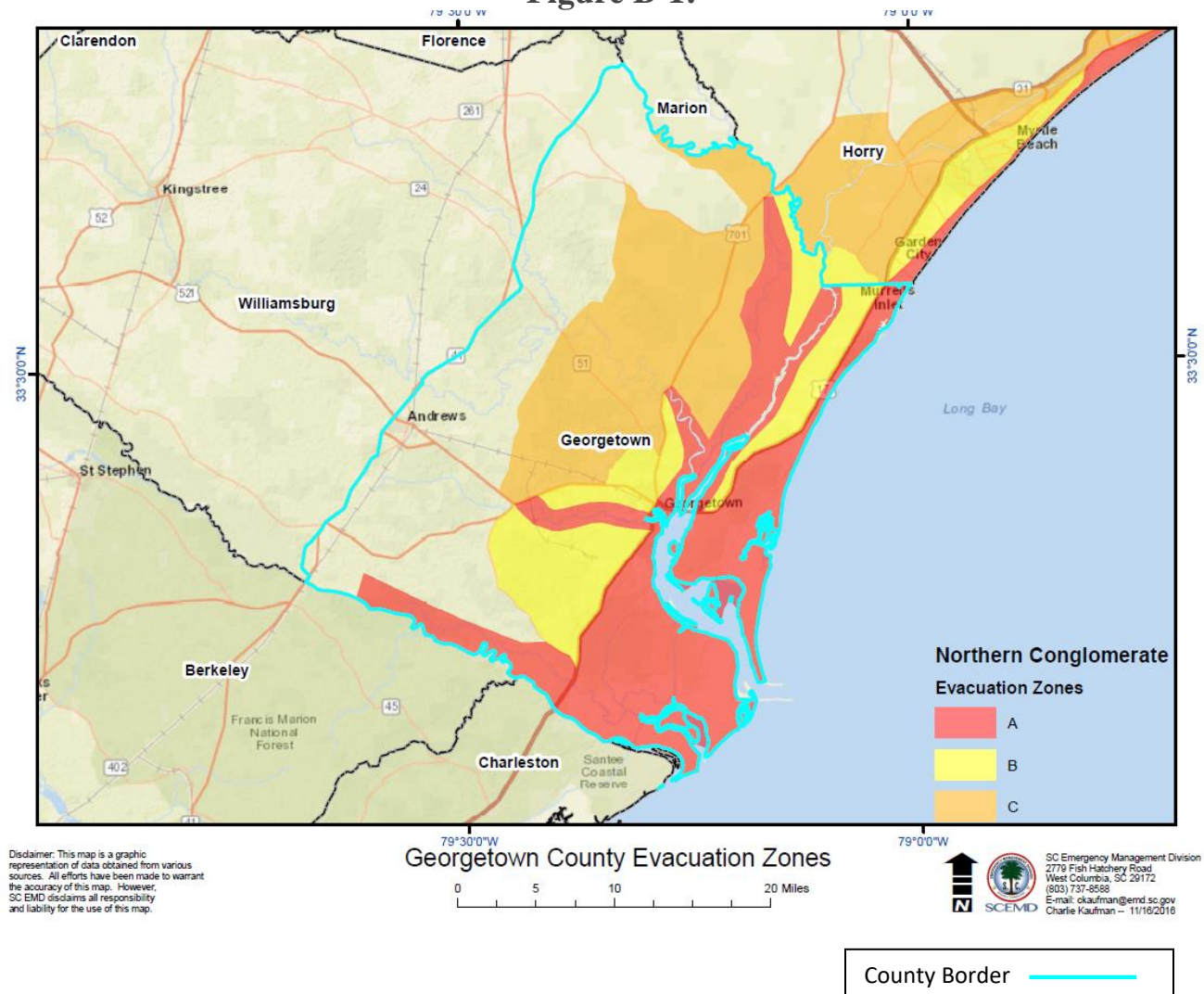
Annex B – Georgetown County

Annex B: Georgetown County

Section 1.0 – Introduction

Georgetown County, located in the Northern Conglomerate, has an estimated population of 61,952 people.¹⁹ The county's land area is 814 square miles, equating to 76 people per square mile. The City of Georgetown serves as the county seat. The county contains evacuation zones A, B, and C. Each zone is evacuated based on the projected surge, with Zone A being the most vulnerable zone.

Figure B-1:



¹⁹ U.S. Census Bureau, 2019, and ESRI Business Data, 2021.

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Annex B – Georgetown County

Table B-1 represents Georgetown County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure B-3*).

Table B-1:

Georgetown County Population	
Evacuation Zone	Total Population
A	15,969
A+B	45,352
A+B+C	51,651
Not in Evacuation Zone	10,301
Total	61,952

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure B-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

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Annex B – Georgetown County

Figure B-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45°angle to coastline= 15 pts	90°angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories

** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

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Annex B – Georgetown County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure B-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

State of South Carolina CTN Evacuation OPLAN

Annex B – Georgetown County

Section 2.0 – Concept of Operations

Based on the county's estimated CTN population and existing CTN sheltering and transportation capacities, Georgetown County officials anticipate maintaining Level 1 evacuation operations regardless of the storm intensity and evacuation compliance level. This section describes the specific operational elements and procedures associated with a Georgetown County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Georgetown County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to call either 2-1-1 or the Disaster Call Center.

Table B-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Call 2-1-1 or Disaster Call Center (843-545-3273)	Sheriff Department truck or school district suburban

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable are instructed to proceed to the nearest pick-up point.
- Georgetown County school buses pick up evacuees on pick-up-point routes.
- Georgetown County has seven (7) pick-up points along the beach area:
 - 1) Food Lion – Hwy. 707 and Hwy 17 (760 Mink Avenue), Murrells Inlet
 - 2) Waccamaw Middle School – 320 Wildcat Way, Pawleys Island

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Annex B – Georgetown County

- 3) Waccamaw Elementary School – 1364 Waverly Road, Pawleys Island
 - 4) St. Mary’s AME Church – 8833 Ocean Hwy, Pawleys Island
 - 5) Tractor Supply Company – 1295 North Fraser Street, Georgetown
 - 6) Food Lion – 2234 South Fraser Street (Maryville), Georgetown
 - 7) St. Cyprian’s Catholic Church – 1905 Front St., Georgetown, SC
- The pick-up points are published on the Georgetown County website.
 - The school buses will transport CTN evacuees to a designated local shelter or collection point.
 - Officials will maintain 12-hour pick-up-point operations (during daylight hours).

Table B-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	School buses	7

2.1.3 – Collection Point Operations

- The collection point is co-located with the Carvers Bay High School shelter (*see Figure B-4*).
- When local shelters reach 75% capacity, county officials may implement collection point operations; however, the shelter capacity percentage may vary based on storm strength and the evacuation compliance level.
- County ESF-6 (DSS) has the primary responsibility for managing collection point operations.
- School buses will transport CTN evacuees from pick-up points to the collection point arrival area.
- If the county exceeds CTN shelter capacity, the methods for transporting CTN evacuees from the collection point to a state-coordinated shelter are noted below in order of priority:
 - The county’s state-owned school buses and school-district-provided drivers;
 - State-coordinated motor coaches and state-coordinated drivers;
 - State-coordinated school buses and state-coordinated drivers.
- Officials will maintain 12-hour collection point operations (during daylight hours).

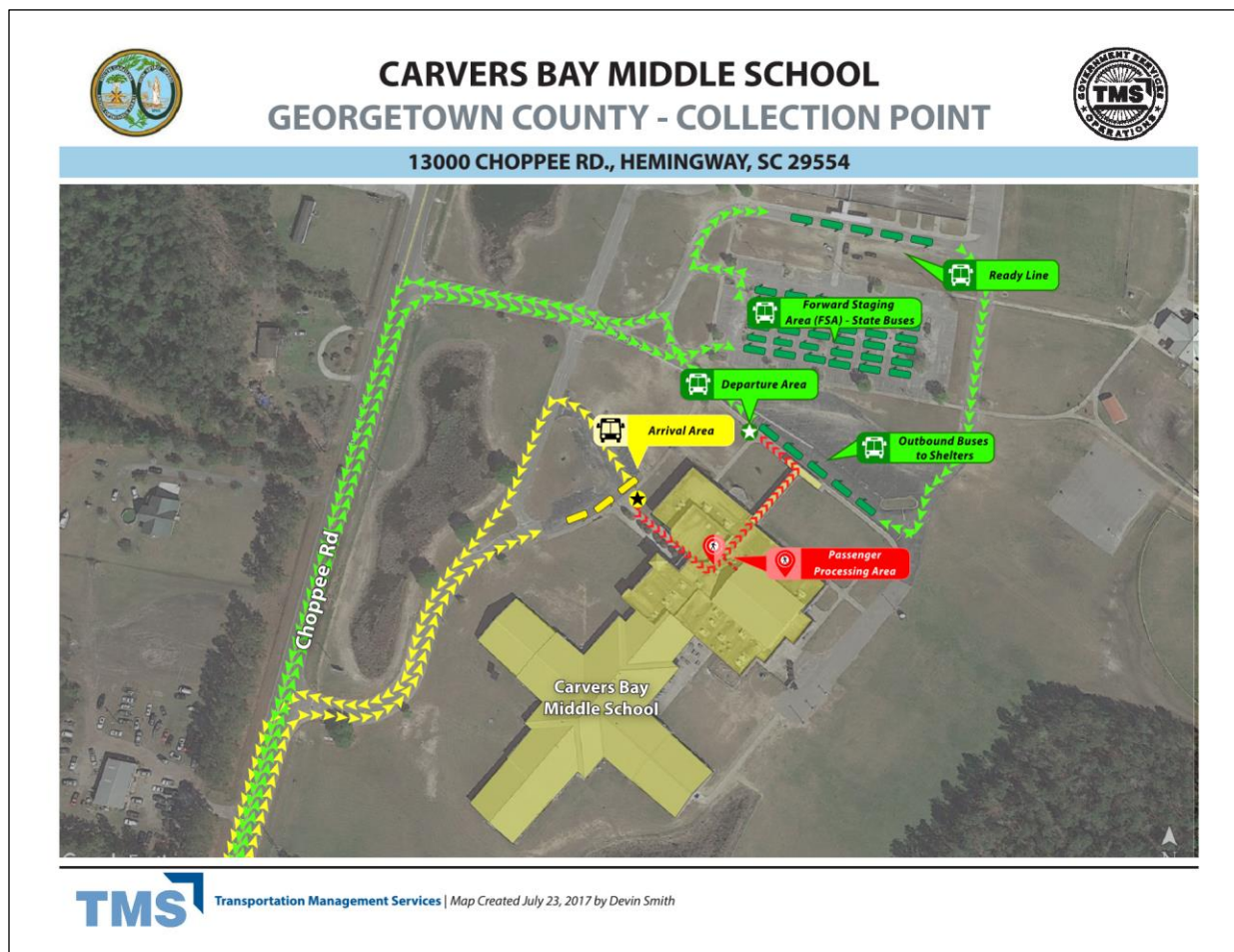
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Annex B – Georgetown County

Table B-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Carvers Bay High School 13002 Choppee Rd, Hemingway, SC	Co-located	No

Figure B-4:



2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing

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Annex B – Georgetown County

Requirements Worksheet (*see Figure B-5*). The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

Figure B-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

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Annex B – Georgetown County

2.1.4 – County Ground Transportation

Georgetown County has a wide array of capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity and vehicles and/or drivers will reach maximum capacity. Therefore, as storm intensity and compliance levels increase, an evacuating county may require additional drivers or potentially vehicles and drivers to evacuate the CTN population. Table B-5 reflects the current ground transportation resource capabilities/capacities in Georgetown County.

Table B-5:

Georgetown County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	80	YES	8	16	24
School District Buses	20	YES	2	4	6
Contracted School Buses	NA	NA	NA	Na	NA
Transit Buses	NA	NA	NA	NA	Na
Other	Parks & Rec 2 Mini Bus	YES	2	2	2

- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

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Annex B – Georgetown County

2.1.5 – Sheltering

Georgetown County has a designated list of shelters (*see Table B-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level.

Table B-6:

Georgetown County Hurricane Shelters – Total Capacity 2,490/1,254/452						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
N1	521	Andrews Elementary School	13072 County Line Road, Andrews, SC 29510	725	363	132
N1	51	Pleasant Hill Elementary	127 Schoolhouse Drive, Hemingway, SC 29554	530	204	96
N1	51	Carvers Bay Middle School	13000 Choppee Road, Hemingway, SC 29554	310	131	56
N5	521	Andrews High School	12890 County Line Road, Andrews, SC 29510	239	291	43
N5	51	Carvers Bay High School	13002 Choppee Road, Hemingway, SC 29554	686	265	125

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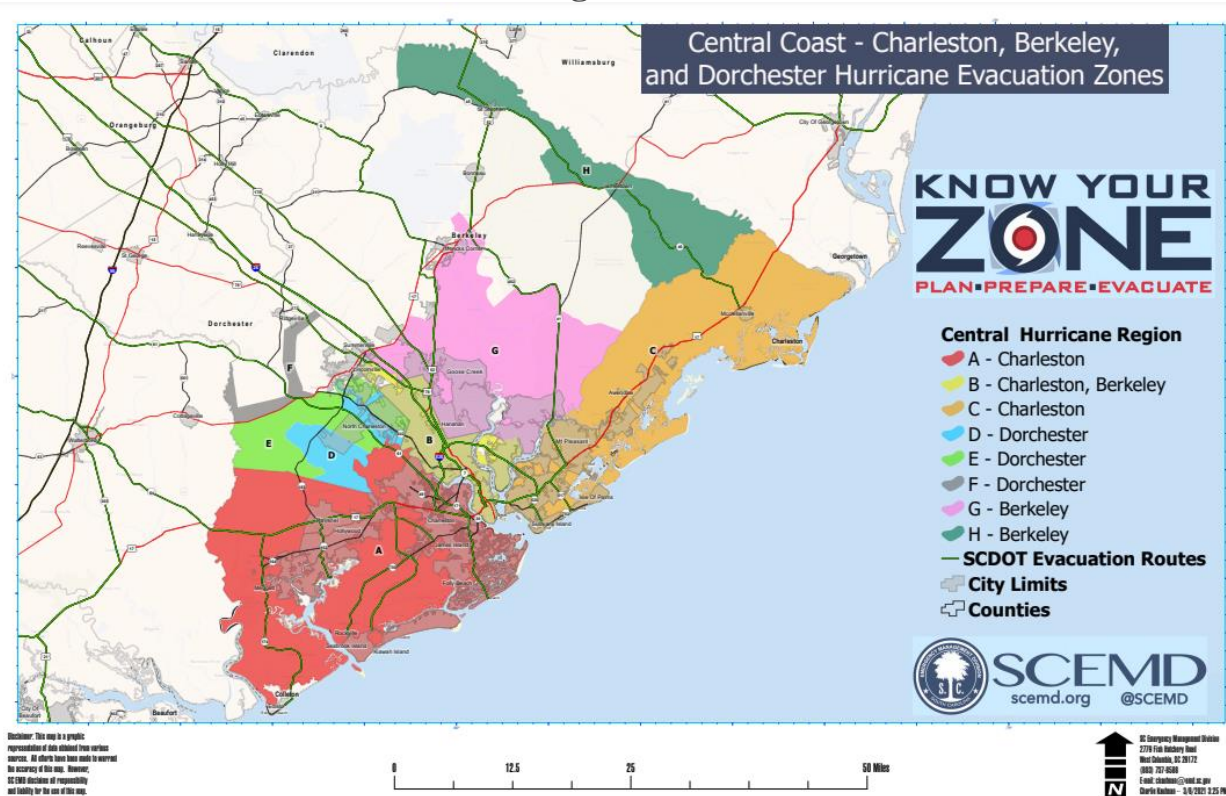
Annex C – Berkeley County

Annex C: Berkeley County

Section 1.0 – Introduction

Berkeley County, located in the Central Conglomerate, has an estimated population of 215, 044 people.²² The county's land area is 1,099 square miles, equating to 195 people per square mile. Moncks Corner serves as the county seat. The county contains evacuation zones B, G, and H. Each zone is evacuated based on the projected surge, with Zone B being the most vulnerable zone in Berkeley.

Figure C-1:



County Border

²² ESRI Business Data June 2021

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Annex C – Berkeley County

Table C-1 represents Berkeley County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure C-3*).

Table C-1:

Berkeley County Population	
Evacuation Zone	Total Population
B	24,339
G	133,581
H	4,935
Not in Evacuation Zone	52,189
Total	215,044

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure C-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

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Annex C – Berkeley County

Figure C-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45°angle to coastline= 15 pts	90°angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories
 ** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

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Annex C – Berkeley County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure C-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

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Annex C – Berkeley County

Section 2.0 – Concept of Operations

Based on the county's estimated CTN population and existing CTN sheltering and transportation capacities, Berkeley County officials may require Level 3 support depending on storm conditions and the evacuation compliance level. However, officials will likely request state-coordinated staffing and logistical resources to support in-county shelter operations. This section describes the specific operational elements and procedures associated with a Berkeley County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Berkeley County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to contact the County Emergency Contact Line 843-719-4800.

Table C-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Call County Emergency Contact Line or 9-1-1	Law Enforcement or Fire Department vehicles as available

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable are instructed to proceed to the nearest pick-up point.
- Tri-County Links transit buses pick up evacuees on pick-up-point routes.
- Berkeley County has five pick-up points:

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Annex C – Berkeley County

- The Public Information Officer will publish pick-up points on social media and news outlets.
- Tri-County Links buses will transport CTN evacuees to a designated local shelter or collection point.
- Officials will maintain 12-hour pick-up-point operations (during daylight hours).

Table C-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	Tri-County Links	5

2.1.3 – Collection Point Operations

- The collection point is located at Berkeley High School (*see Figure C-4*).
- When local shelters reach 75% capacity, county officials may implement collection point operations; however, the shelter capacity percentage may vary based on storm strength and the evacuation compliance level.
- Berkeley County ESF-1 has the primary responsibility for managing collection point operations.
- Tri-County Links buses will transport CTN evacuees from pick-up points to the collection point arrival area.
- If the county exceeds CTN shelter capacity, the methods for transporting CTN evacuees from the collection point to a state-coordinated shelter are noted below in order of priority:
 - The county's state-owned school buses and school-district-provided drivers;
 - State-coordinated motor coaches and state-coordinated drivers;
 - State-coordinated school buses and state-coordinated drivers.
- Officials will maintain 12-hour collection point operations (during daylight hours).

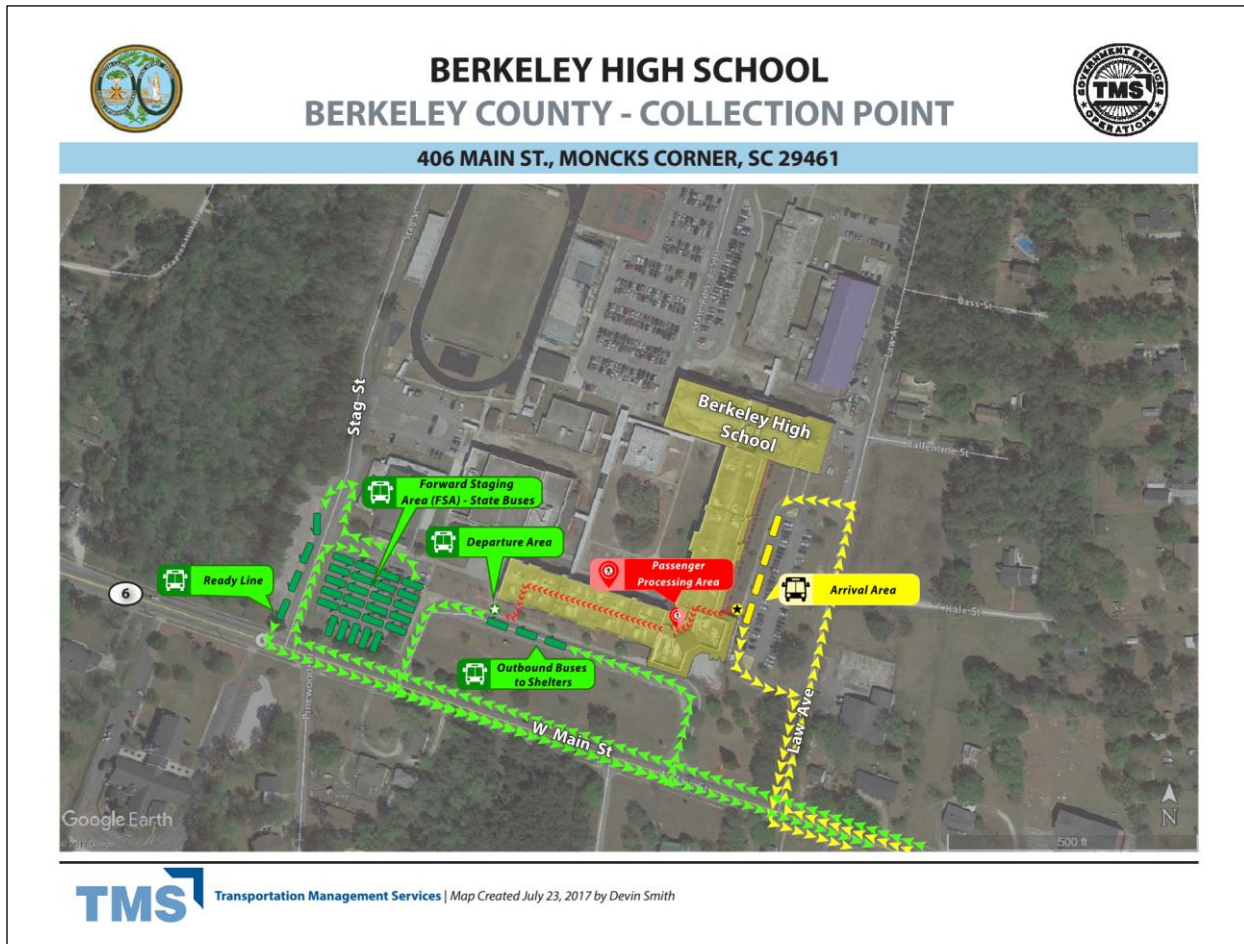
Table C-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Berkeley High School	Co-located	To be determined

State of South Carolina CTN Evacuation OPLAN

Annex C – Berkeley County

Figure C-4:



2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure C-5*). The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

State of South Carolina CTN Evacuation OPLAN
Annex C – Berkeley County

Figure C-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

2.1.4 – County Ground Transportation

Berkeley County has a wide array of capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity and vehicles and/or drivers will reach maximum capacity. Therefore, as storm intensity and compliance levels increase, an evacuating county may require additional drivers

State of South Carolina CTN Evacuation OPLAN

Annex C – Berkeley County

or potentially vehicles and drivers to evacuate the CTN population. Table C-5 reflects the current ground transportation resource capabilities/capacities in Berkeley County.

Table C-5:

Berkeley County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	194	Yes	150	100	75
School District Buses	58	Yes	184	150	100
Contracted School Buses	TBD				
Tri-County Links Transit Buses	86	Yes	82	75	40
Other					

- Tri-County Links buses are reserved for Berkeley County evacuations.
- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

2.1.5 – Sheltering

Berkeley County has a designated list of shelters (*see Table C-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level.

State of South Carolina CTN Evacuation OPLAN

Annex C – Berkeley County

Table C-6:

Berkeley County Hurricane Shelters – Total Capacity 6,791/3,037/1,235 (Not Including Re-entry)						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
C1	6	Berkeley High School	406 West Main St. Moncks Corner, SC 29461	620	356	113
C1	176	Cane Bay High School (pet friendly)	1624 State Rd. Summerville, SC 29483	1,131	202	206
C1	6	Cross High School	1293 Old Highway 6 Cross, SC 29436	320	155	58
C1	52/176	Goose Creek High School	1137 Redbank Rd. Goose Creek, SC 29445	792	176	144
C1	52	St. Stephen Elementary School	1053 Russellville Road St. Stephen, SC 29479	231	58	42
C1	176	Westview Middle School	101 Westview Blvd. Goose Creek, SC 29445	295	147	54
C2	26	Cane Bay Middle School	1175 Cane Bay Blvd. Summerville, SC 29483	547	94	99
C2	26	Sangaree Elementary/Middle School	1460 Royle Road Summerville, SC 29483	528	461	96
C2	176	Westview Elementary School	100 Westview Blvd. Goose Creek, SC 29445	310	274	56
C2	17A	Macedonia Middle School	200 Macedonia Foxes Circle St. Stephen, SC 29479	407	237	74
C3	26	Cane Bay Elementary	1247 Cane Bay Blvd. Summerville, SC 29483	397	37	72
C3	52/176	Sedgfield Middle School	131 Charles B. Gibson Blvd. Goose Creek, SC 29445	540	270	98
C3	17A	H.E. Bonner Elementary School	171 Macedonia Foxes Circle St. Stephen, SC 29479	99	60	18
C3	176	Devon Forest Elementary School	1127 Dorothy Street Goose Creek, SC 29445	395	197	72
C3	6	Cross Elementary School	1325 Ranger Road Cross, SC 29436	179	313	33

State of South Carolina CTN Evacuation OPLAN

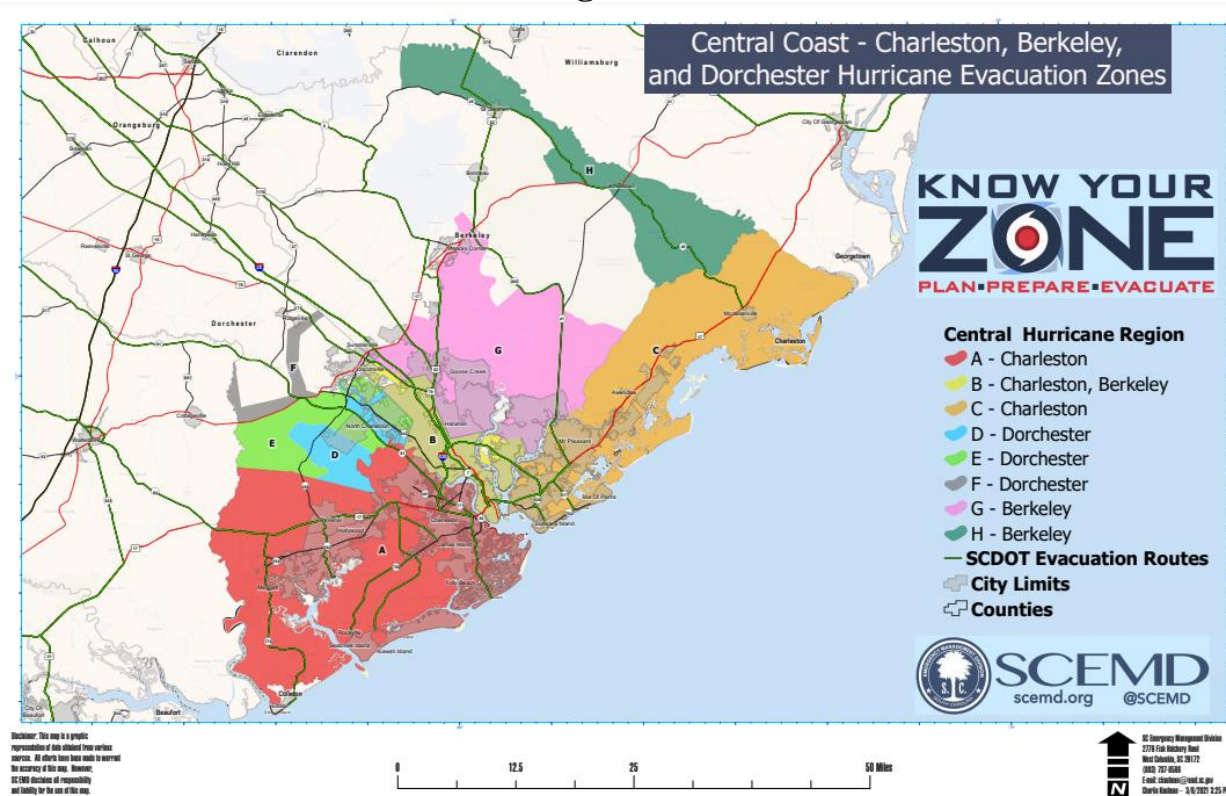
Annex D – Dorchester County

Annex D: Dorchester County

Section 1.0 – Introduction

Dorchester County, located in the Central Conglomerate, has an estimated population of 158,299 people.²³ The county's land area is 573 square miles, equating to 276 people per square mile. St. George serves as the county seat and the town of Summerville is the largest municipality. The county contains evacuation zones D, E, and F. Each zone is evacuated based on the projected surge, with Zone B being the most vulnerable zone in Dorchester County.

Figure D-1:



²³ *Data obtained from the US Census Bureau, 2019, and Business ESRI, 2021

State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

Table D-1 represents Dorchester County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure D-3*).

Table D-1:

Dorchester County Population	
Evacuation Zone	Total Population
D	24,709
E	58,766
F	413
Not in Evacuation Zone	74,411
Total	158,299

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure D-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

Figure D-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45° angle to coastline= 15 pts	90° angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories

** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure D-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

Section 2.0 – Concept of Operations

Based on the county's estimated CTN population and the existing CTN sheltering and transportation capacities, Dorchester County officials may require Level 3 support depending on storm conditions and the evacuation compliance level. This section describes the specific operational elements and procedures associated with a Dorchester County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Dorchester County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to contact the County Call Center.

Table D-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Contact the County Call Center	To be determined (NGOs)

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable will be instructed to proceed to their nearest pick-up point.
- Dorchester County school buses will pick up evacuees at pre-established locations.
- Dorchester County currently has seven (7) potential pick-up-point locations:
 - 1) Ladson Oakbrook Shopping Center, 4570 Ladson Rd, Summerville, SC 29485
 - 2) Church of Christ, 413 Old Trolley Rd, Summerville, SC 29485
 - 3) Bi-Lo, 957 Bacons Bridge Rd, Summerville, SC 29485

State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

- 4) Festival Center, 5101 Ashley Phosphate Rd, North Charleston, SC 29418
 - 5) Cathedral of Praise, 3790 Ashley Phosphate Rd, North Charleston, SC 29418
 - 6) Food Lion, 3740 Ashley Phosphate Rd, North Charleston, SC 29418
 - 7) Sand Hill United Methodist Church, 1916 Summers Drive, Ridgeville, SC 29472
- A school bus is parked at each pick-up-point location awaiting the arrival of CTN evacuees.
 - The pick-up-point locations are published 24-hours in advance of a hurricane evacuation.
 - The school buses will transport CTN evacuees to a designated local shelter or collection point.
 - Officials will maintain 12-hour pick-up-point operations (during daylight hours).
 - Transportation assistance routes may be run in lieu of pick-up point operations through select neighborhoods near the designated pick-up points listed above. If this method is executed, routes will be communicated to the public via ESF-15.
 - An on demand-type service in evacuation zones may also be available, (for individuals that may be mobility impaired for example), deviating from designated routes where applicable.

Table D-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	School buses	7

2.1.3 – Collection Point Operations

- The collection point is located at William Reeves Elementary School (*see Figure D-4*).
- When local shelters reach 75% capacity, county officials may implement collection point operations; however, the shelter capacity percentage may vary based on storm strength and the evacuation compliance level.
- County ESF-6 (DSS) has the primary responsibility for managing collection point operations.
- School district buses will transport CTN evacuees from pick-up points to the collection point arrival area.
- If the county exceeds CTN shelter capacity, the methods for transporting CTN evacuees from the collection point to a state-coordinated shelter are noted below in order of priority:
 - The county's state-owned school buses and school-district-provided drivers;

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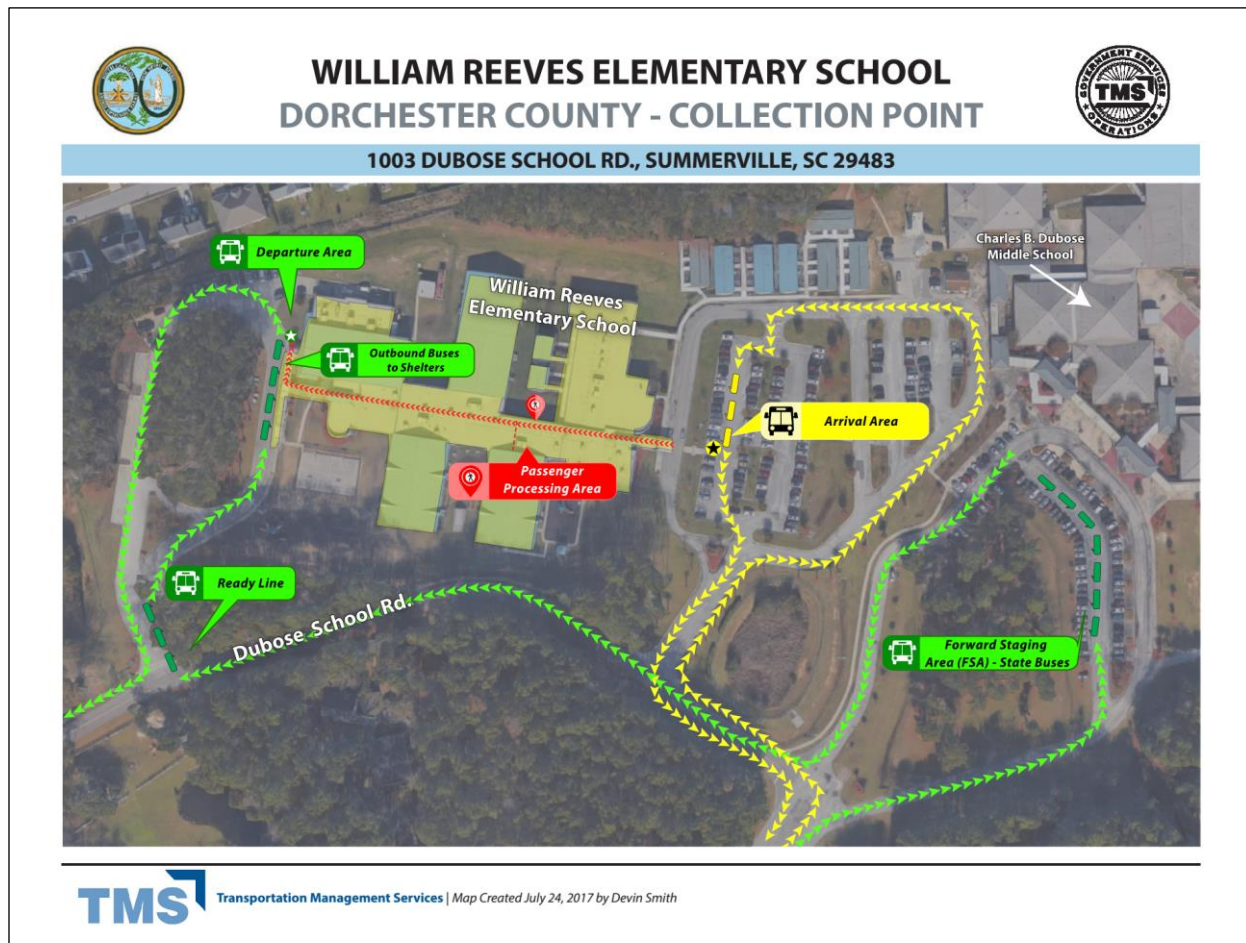
Annex D – Dorchester County

- State coordinated motor coaches and state-coordinated drivers;
- State-coordinated school buses and state-coordinated drivers.
- Officials will maintain 12-hour collection point operations (during daylight hours).

Table D-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
William Reeves Elementary School	Stand Alone	To Be Determined Based On Collection Point Staffing Requirements Worksheet

Figure D-4:



State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure D-5*).

The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

State of South Carolina CTN Evacuation OPLAN
Annex D – Dorchester County

Figure D-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Tri-Co Links Transit Buses and Drivers		
Total Staffing:		

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Annex D – Dorchester County

2.1.4 – County Ground Transportation

Dorchester County has limited capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity and vehicles and/or drivers will reach maximum capacity. Therefore, as storm intensity and compliance levels increase, an evacuating county may require additional drivers or potentially vehicles and drivers to evacuate the CTN population. Table D-5 reflects the current ground transportation resource capabilities/capacities in Dorchester County.

Table D-5:

Dorchester County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	0	N/A	NA	NA	NA
School District Buses	22	Yes	50 – 60	50 – 60	50 – 60
Contracted School Buses	0	N/A	N/A	N/A	N/A
Transit Buses					
Other					

- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

State of South Carolina CTN Evacuation OPLAN

Annex D – Dorchester County

2.1.5 – Sheltering

Dorchester County has a designated list of shelters (*see Table D-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level.

Table D-6:

Dorchester County Hurricane Shelters – Total Capacity 6,898/2,224/1,185 (Not Including Re-entry)						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
C1	642	Summerville High School	1101 Boone Hill Road, Summerville, SC 29483	1,047	376	190
C1	642	Dubose Middle School	1005 Dubose School Road, Summerville, SC 29483	390	161	70
C1	178	St. George Middle School	600 Minus Street, St. George, SC 29477	244	108	44
C1	642	Fort Dorchester High School	8500 Patriot Boulevard, N Charleston, SC 29420	1,549	405	281
C1		Summerville Elementary School	835 S Main St, Summerville, SC 29483	197	62	52
C2	642	Oakbrook Middle School	286 Old Fort Drive, Ladson, SC 29456	404	163	73
C2	642	Knightsville Elementary	847 Orangeburg Road, Summerville, SC 29483	459	84	47
C3	178	Woodland High School	4128 US Highway 78, Dorchester, SC 29437	459	224	83
C3		Flowertown Elementary School	20 King Charles Circle	243	70	0
C4	642	Fort Dorchester High School	8500 Patriot Boulevard, N Charleston, SC 29420	1,549	405	281
C4	178	Harleyville Ridgeville Elementary	1650 East Main Street, Dorchester, SC 29437	357	166	64

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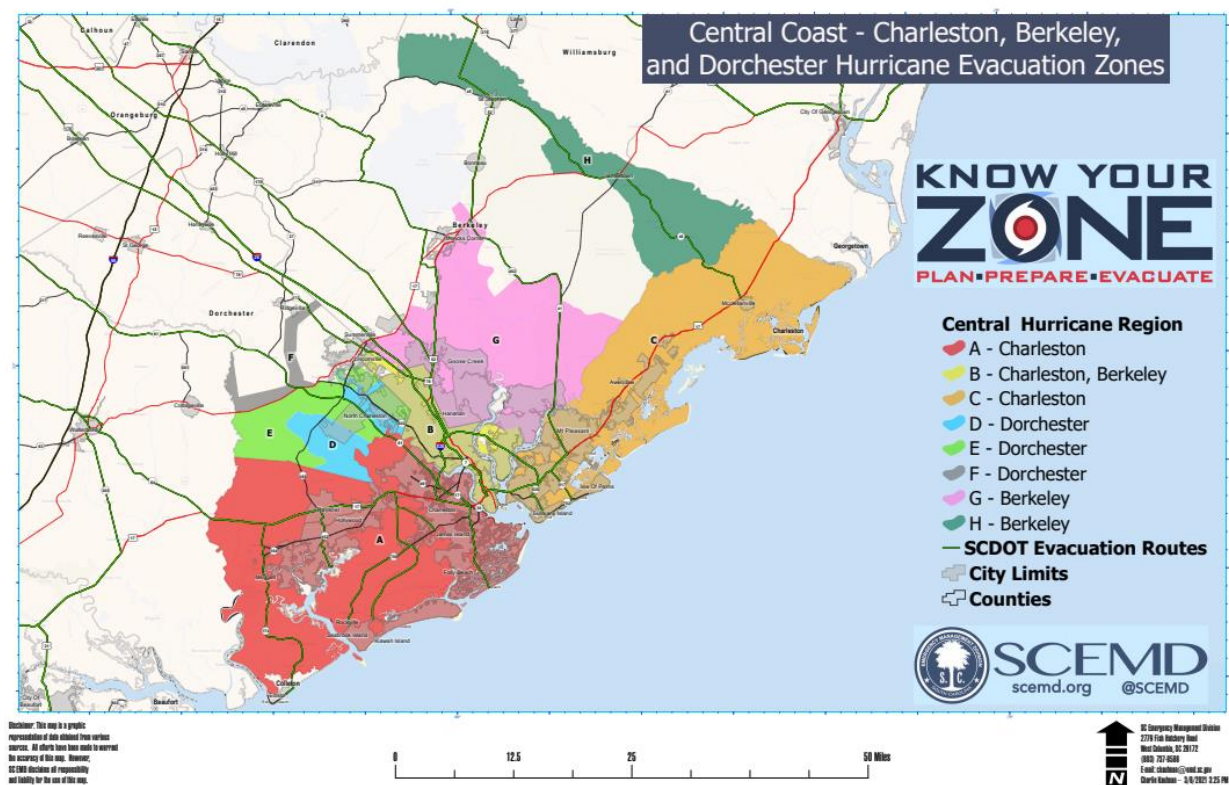
Annex E – Charleston County

Annex E: Charleston County

Section 1.0 – Introduction

Charleston County, located in the Central Conglomerate, has an estimated population of 401,165 people.²⁶ The county's land area is 916 square miles, equating to 437 people per square mile. The City of Charleston serves as the county seat. The county contains evacuation zones A, B, and C. Each zone is evacuated based on the projected surge, with Zone A being the most vulnerable zone.

Figure E-1:



²⁶ U.S. Census Bureau, 2019 and ESRI Business, 2021.

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

Table E-1 represents Charleston County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure E-3*).

Table E-1:

Charleston County Vulnerable Population*	
Evacuation Zone	Total Population
A	169,411
B	128,965
C	102,789
Total	401,165

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure E-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

Figure E-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45° angle to coastline= 15 pts	90° angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories
 ** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure E-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

Section 2.0 – Concept of Operations

Based on the county’s estimated CTN populations and existing CTN sheltering and transportation capacities, Charleston County officials may require Level 3 support depending on storm conditions, size and the evacuation compliance level. This section describes the specific operational elements and procedures associated with a Charleston County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Charleston County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to call the Charleston County Citizen Information Line.

Table E-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Call Charleston County Citizen Information Line once EOC is activated (843) 746-3900	CARTA vehicles

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable are instructed to proceed to the nearest pick-up point.
- Durham school buses pick up evacuees on pick-up-point routes and transport them to a local shelter or collection point.
- CARTA buses will transport Special Needs CTNs and CTN evacuees with pets from pick-up points to a designated shelter or collection point.

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Annex E – Charleston County

- Charleston County is divided into 17 areas, which contain a total of 122 pick-up points. The following 17 areas include:
 - 1) North Charleston #1 (Lower North Charleston)
 - 2) North Charleston #2 (Upper North Charleston)
 - 3) North Charleston #3 (Dorchester Road Corridor)
 - 4) Mount Pleasant #1 (Arthur Ravenel Bridge to the Isle of Palms Connector)
 - 5) Mount Pleasant #2 (North of the Isle of Palms Connector)
 - 6) Isle of Palms and Sullivan’s Island
 - 7) Awendaw and McClellanville
 - 8) Downtown Charleston
 - 9) West Ashley
 - 10) James Island
 - 11) Folly Beach
 - 12) Johns Island
 - 13) Wadmalaw Island
 - 14) Kiawah Island and Seabrook Island
 - 15) Adam’s Run
 - 16) Edisto Island
 - 17) Hollywood, Ravenel and Yonges Island
- The pick-up points are published in the Charleston County Hurricane Evacuation Guide, which is available on the Charleston County Emergency Management website.
- County officials will establish pick-up-point hours of operations at the time of the evacuation (contingent on the impending storm, the direction of the storm, and whether there will be a full county evacuation).

Table E-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	School buses	122

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

2.1.3 – Collection Point Operations

- The collection point is a stand-alone facility at the North Charleston Area Convention Center (*see Figure E-4*).
- When local shelters reach 50% capacity, or, if storm intensity is category 3 or higher county officials may implement collection point operations; however, the shelter capacity percentage may vary based on storm strength and evacuation compliance levels.
 - State ESF-4 (Firefighting) will provide an Incident Management Team (IMT) to manage collection point operations.
 - The National Guard/State Guard, and the State’s emergency transportation contractor will provide staff in support of the IMT at the collection point.
- Durham school buses will transport CTN evacuees from pick-up points to the collection point arrival area.
- If the county exceeds CTN shelter capacity due to occupancy or storm intensity, the County will either make use of MOU/MOAs in place with Dorchester and Berkeley Counties to utilize their shelters, or, will transport CTN evacuees from the collection point to a state-coordinated shelter. The method of transportation are noted below in order of priority:
 - CARTA buses to Dorchester/Berkeley County shelters.
 - The county’s state-owned school buses and school-district-provided drivers to state-coordinated shelters
 - State-coordinated motor coaches and state-coordinated drivers to state-coordinated shelters.
 - State-coordinated school buses and state coordinated drivers to state-coordinated shelters.
- County officials will establish collection-point hours of operations at the time of the evacuation which will coincide with pick-up-point hours.

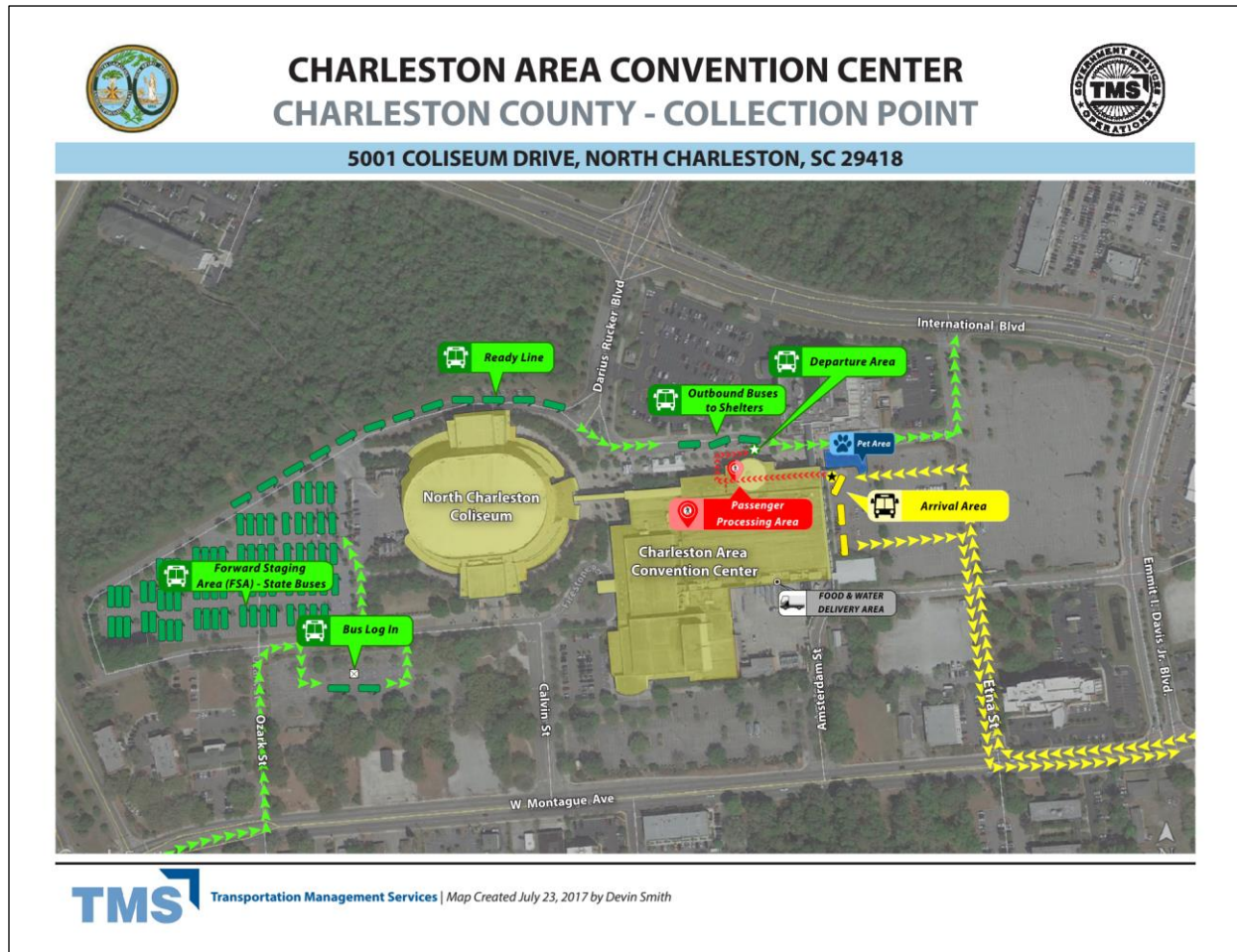
Table E-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Charleston Area Convention Center 5001 Coliseum North Charleston, SC	Stand Alone	Yes

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

Figure E-4:



2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure E-5*). The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

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Annex E – Charleston County

Figure E-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

2.1.4 – County Ground Transportation

Charleston County has a wide array of capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity and vehicles and/or drivers will reach maximum capacity. Therefore, as storm intensity and compliance levels increase, an evacuating county may require additional drivers

State of South Carolina CTN Evacuation OPLAN

Annex E – Charleston County

or potentially vehicles and drivers to evacuate the CTN population. Table E-5 reflects the current ground transportation resource capabilities/capacities in Charleston County.

Table E-5:

Charleston County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	182	Yes	N/A	N/A	N/A
School District Buses	2	No	N/A	N/A	N/A
Contracted School Buses (Durham)	116	No	42	28	21
Transit Buses	95	No	30	21	15

- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

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Annex E – Charleston County

2.1.5 – Sheltering

Charleston County has a designated list of shelters (*see Table E-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level.

Dorchester and Berkeley County’s Hurricane Shelters are also provided for situational awareness.

Table E-6:

Charleston County Hurricane Shelters – Total Capacity 5,044/1,745/915 (Not Including Re-entry) Not Available For CAT 4/5						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
C1	26	Dunston Elementary School	1825 Remount Road, North Charleston, SC 29406	266	38	48
C1	52	Military Magnet	2950 Carner Avenue, North Charleston, SC 29405	759	621	138
C1	78	North Charleston CAES	5200 Lackawanna Blvd, North Charleston, SC 29405	349	173	63
C1		North Charleston Elementary School	4921 Durant Avenue, North Charleston, SC 29405	441	83	80
C1	26	Stall High School	3625 Ashley Phosphate Road, North Charleston, SC 29418	1,423	317	258
C1	642	Zucker Middle School	6401 Dorchester Road, North Charleston, SC 29418	261	133	47
C5		AC Corcoran Elementary	8585 Vistavia Road, North Charleston, SC 29406	261	133	47
C5		Ladson Elementary	3321 Ladson Road, Ladson, SC 29456	256	63	47
C5		Midland Park Primary	2415 Midland Park North, North Charleston, SC 29405	258	0	47
C5		North Charleston High School	1087 E. Montague Avenue, North Charleston, SC 29405	770	184	140
Berkeley County Hurricane Shelters – Total Capacity 6,791/3,037/1,235 (Not Including Re-entry)						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
C1	6	Berkeley High School	406 West Main St. Moncks Corner, SC 29461	620	356	113
C1	176	Cane Bay High School (pet friendly)	1624 State Rd. Summerville, SC 29483	1,131	202	206
C1	6	Cross High School	1293 Old Highway 6 Cross, SC 29436	320	155	58

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C1	52/176	Goose Creek High School	1137 Redbank Rd. Goose Creek, SC 29445	792	176	144
C1	52	St. Stephen Elementary School	1053 Russellville Road St. Stephen, SC 29479	231	58	42
C1	176	Westview Middle School	101 Westview Blvd. Goose Creek, SC 29445	295	147	54
C2	26	Cane Bay Middle School	1175 Cane Bay Blvd. Summerville, SC 29483	547	94	99
C2	26	Sangaree Elementary/Middle School	1460 Royle Road Summerville, SC 29483	528	461	96
C2	176	Westview Elementary School	100 Westview Blvd. Goose Creek, SC 29445	310	274	56
C2	17A	Macedonia Middle School	200 Macedonia Foxes Circle St. Stephen, SC 29479	407	237	74
C3	26	Cane Bay Elementary	1247 Cane Bay Blvd. Summerville, SC 29483	397	37	72
C3	52/176	Sedgfield Middle School	131 Charles B. Gibson Blvd. Goose Creek, SC 29445	540	270	98
C3	17A	H.E. Bonner Elementary School	171 Macedonia Foxes Circle St. Stephen, SC 29479	99	60	18
C3	176	Devon Forest Elementary School	1127 Dorothy Street Goose Creek, SC 29445	395	197	72
C3	6	Cross Elementary School	1325 Ranger Road Cross, SC 29436	179	313	33
Dorchester County Hurricane Shelters – Total Capacity 6,898/2,224/1,185 (Not Including Re-entry)						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
C1	642	Summerville High School	1101 Boone Hill Road, Summerville, SC 29483	1,047	376	190
C1	642	Dubose Middle School	1005 Dubose School Road, Summerville, SC 29483	390	161	70
C1	178	St. George Middle School	600 Minus Street, St. George, SC 29477	244	108	44
C1	642	Fort Dorchester High School	8500 Patriot Boulevard, N Charleston, SC 29420	1,549	405	281
C1		Summerville Elementary School	835 S Main St, Summerville, SC 29483	197	62	52
C2	642	Oakbrook Middle School	286 Old Fort Drive, Ladson, SC 29456	404	163	73

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Annex E – Charleston County

C2	642	Knightsville Elementary	847 Orangeburg Road, Summerville, SC 29483	459	84	47
C3	178	Woodland High School	4128 US Highway 78, Dorchester, SC 29437	459	224	83
C3		Flowertown Elementary School	20 King Charles Circle	243	70	0
C4	642	Fort Dorchester High School	8500 Patriot Boulevard, N Charleston, SC 29420	1,549	405	281
C4	178	Harleyville Ridgeville Elementary	1650 East Main Street, Dorchester, SC 29437	357	166	64

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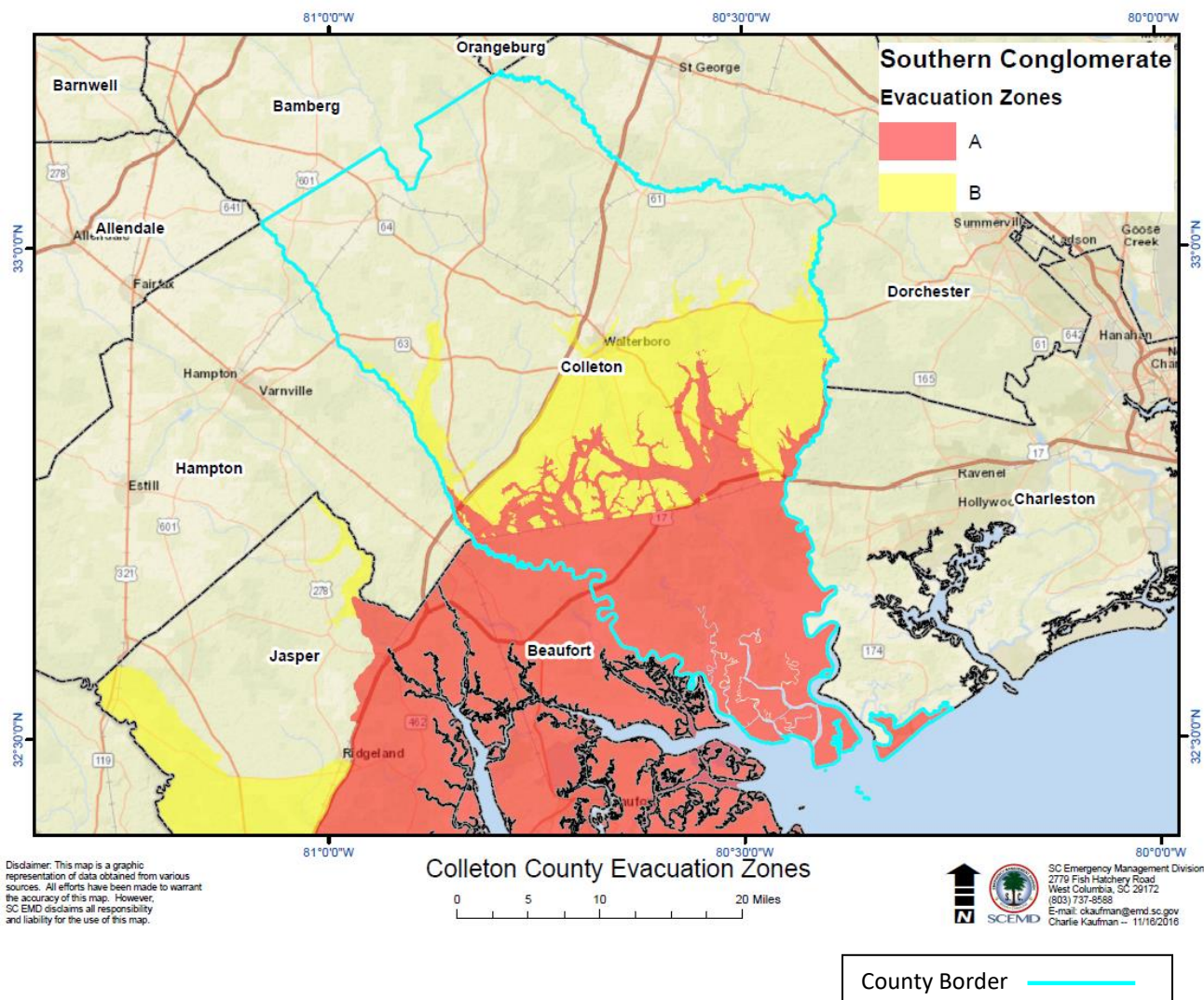
Annex F – Colleton County

Annex F: Colleton County

Section 1.0 – Introduction

Colleton County, located in the Southern Conglomerate, has an estimated population of 37,585 people.²⁸ The county's land area is 1,056 square miles, equating to 36 people per square mile. The City of Walterboro serves as the county seat. The county contains evacuation zones A and B. Each zone is evacuated based on the projected surge, with Zone A being the most vulnerable zone.

Figure F-1:



²⁸ ESRI Business Data June 2021, and US Census Bureau, 2019.

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Annex F – Colleton County

Table F-1 represents Colleton County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure F-3*).

Table F-1:

Colleton County Population	
Evacuation Zone	Total Population
A	2,276
B	12,716
Not in Evacuation Zone	22,593
Total	37,585

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure F-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

<https://docs.google.com/spreadsheets/d/1RlTeIhSxzek9yKL6KOc2M0kvXf8-gFqT8EAFLcTQGcE/edit?usp=sharing>

State of South Carolina CTN Evacuation OPLAN

Annex F – Colleton County

Figure F-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45°angle to coastline= 15 pts	90°angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories

** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

State of South Carolina CTN Evacuation OPLAN

Annex F – Colleton County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure F-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

State of South Carolina CTN Evacuation OPLAN

Annex F – Colleton County

Section 2.0 – Concept of Operations

Based on the county's estimated CTN populations and existing CTN sheltering and transportation capacities, Colleton County officials may require additional support depending on storm conditions and the evacuation compliance level. Colleton County also provides host-county sheltering to Beaufort county evacuees. This section describes the specific operational elements and procedures associated with a Colleton County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Colleton County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to call Colleton County Emergency Operations Center at 843-549-5632.

Table F-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Colleton County Information Line (in the EOC)	Church vans and Lowcountry Community Action Agency vans

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable are instructed to proceed to the nearest pick-up point.
- School buses pick up evacuees at pick-up-point sites.
- Colleton County has five (5) pick-up points:
 - 1) Bells Elementary School-12088 Bells Highway, Ruffin, SC 29475
 - 2) Hendersonville Elementary School-6089 Hendersonville Highway, Walterboro, SC 29488

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- 3) Cottageville Elementary School-648 Peirce Road, Cottageville, SC 29435
 - 4) Jacksonboro Baptist Church-14749 Charleston Highway, Jacksonboro, SC 29452
 - 5) Mt. Nebo Baptist Church-22 Jonesville Avenue, Yemassee, SC 29945
- The pick-up points are published on the Colleton County website.
 - The school buses will transport CTN evacuees to a designated local shelter or collection point.
 - Officials will maintain 12-hour pick-up-point operations (during daylight hours).

Table F-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	School buses	5

2.1.3 – Collection Point Operations

- The collection point is co-located with the Colleton County High School shelter²⁹ (*see Figure F-4*).
- When the local shelter reaches 75% capacity, county officials may implement collection point operations; however, the shelter capacity percentage may vary based on storm strength and the evacuation compliance level.
- County ESF-6 (DSS) has the primary responsibility for managing collection point operations.
- School buses will transport CTN evacuees from pick-up points to the collection point arrival area.
- If the county exceeds CTN shelter capacity, the methods for transporting CTN evacuees from the collection point to a state-coordinated shelter are noted below in order of priority:
 - The county's state-owned school buses and school-district-provided drivers;
 - State-coordinated motor coaches and state coordinated drivers;
 - State-coordinated school buses and state-coordinated drivers.
- Officials will maintain 12-hour collection point operations (during daylight hours).

²⁹ Colleton County currently has one primary shelter that will be activated for a hurricane evacuation.

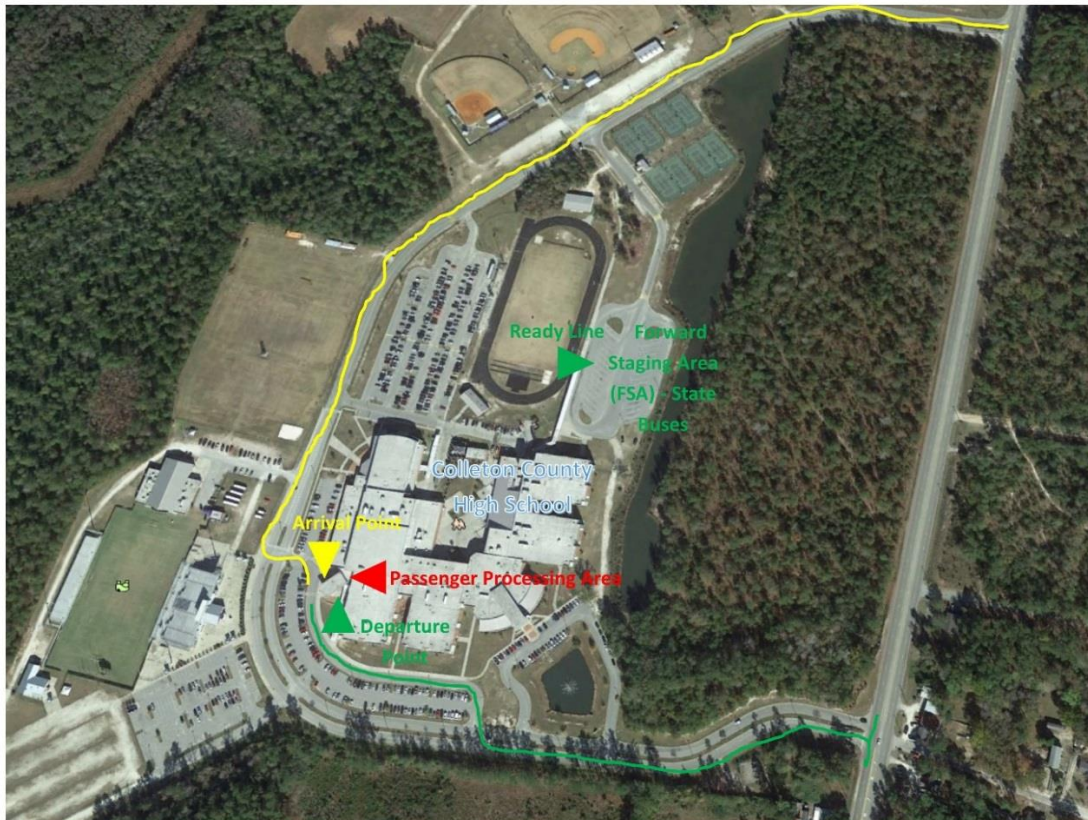
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Annex F – Colleton County

Table F-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Colleton County High School 150 Cougar Nation Drive Walterboro, SC	Co-located	No

Figure F-4:



2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure F-5*). The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

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Annex F – Colleton County

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

Figure F-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

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Annex F – Colleton County

2.1.4 – County Ground Transportation

Colleton County has various capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity and vehicles and/or drivers will reach maximum capacity. Therefore, as storm intensity and compliance levels increase, an evacuating county may require additional drivers or potentially vehicles and drivers to evacuate the CTN population. Table F-5 reflects the current ground transportation resource capabilities/capacities in Colleton County.

Table F-5:

Colleton County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	30	Yes	6	6	6
School District Buses	N/A	N/A	N/A	N/A	N/A
Contracted School Buses	N/A	N/A	N/A	N/A	N/A
Transit Buses	N/A	N/A	N/A	N/A	N/A
Other (Church Vans and Lowcountry Community Action Vans)	TBD	No	TBD	TBD	TBD

- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

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Annex F – Colleton County

2.1.5 – Sheltering

Colleton County has a designated list of shelters (*see Table F-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level.

Table F-6:

Colleton County Hurricane Shelters – Total Capacity 2,512/325/456 (Not Including Re-entry)						
Group	Route	Facility	Facility Address	Capacity @20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
S1	15	Colleton County High School	150 Cougar Nation Dr. Walterboro, SC 29488	1,300	325	236
S2		Colleton Recreation Center	280 Recreation Lane, Walterboro, SC	297		54
S2		Colleton County Middle School	1379 Tuskegee Airmen Dr, Walterboro, SC	640		116
S2		Northside Elementary School	1929 Industrial Rd, Walterboro, SC	275		50

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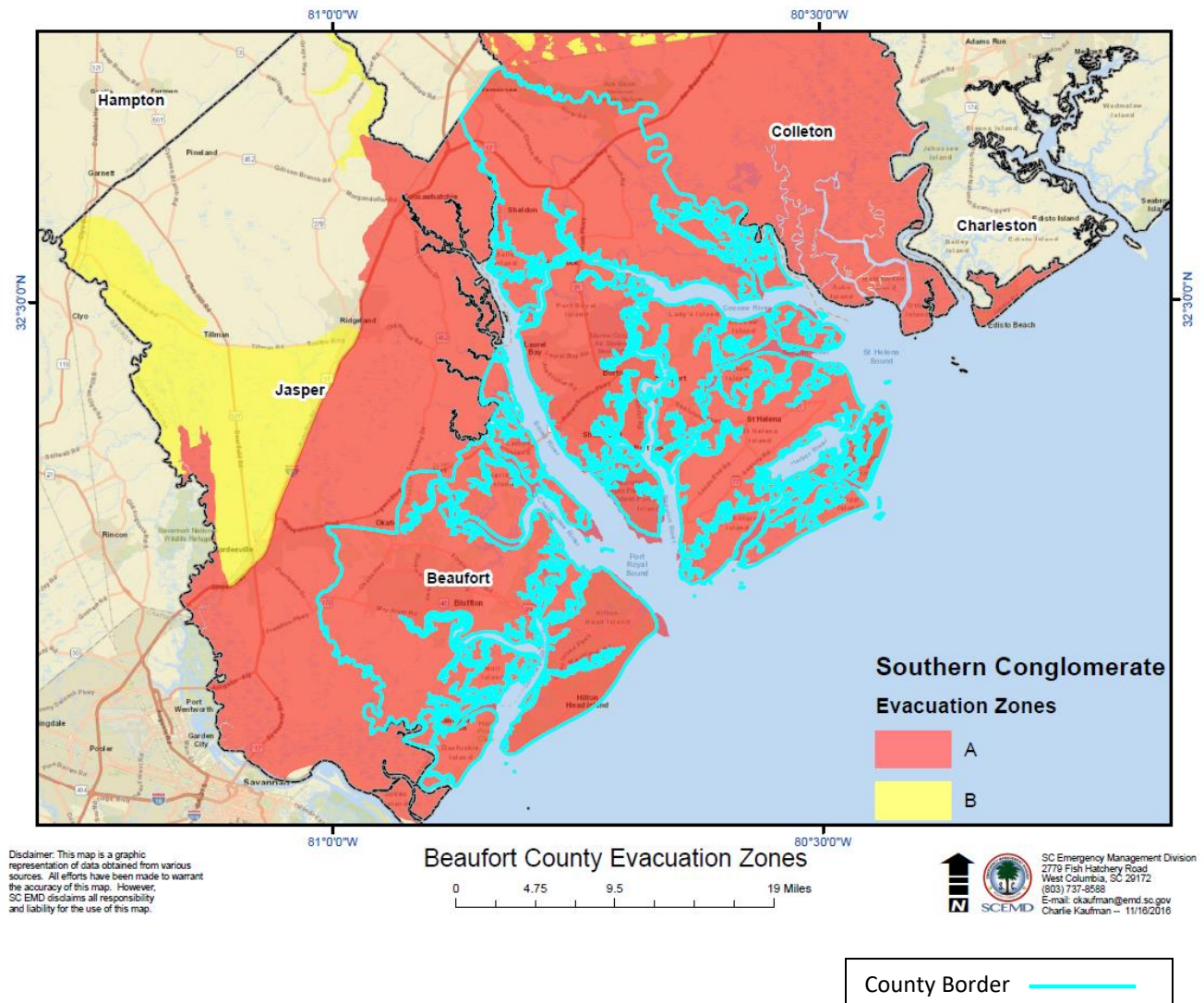
Annex G – Beaufort County

Annex G: Beaufort County

Section 1.0 – Introduction

Beaufort County, located in the Southern Conglomerate, has an estimated population of 191,784 people.³⁰ The county's land area is 576 square miles, equating to 332 people per square mile. The City of Beaufort serves as the county seat. Zone A encompasses the entire county, making all residents in the county vulnerable to a hurricane regardless of the magnitude.

Figure G-1:



³⁰ ESRI Business Data 2021

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Annex G – Beaufort County

Table G-1 represents Beaufort County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure G-3*).

Table G-1:

Beaufort County Population	
Evacuation Zone	Total Population
A	191,784
Total	191,784

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure G-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

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Annex G – Beaufort County

Figure G-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45° angle to coastline= 15 pts	90° angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories

** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

State of South Carolina CTN Evacuation OPLAN

Annex G – Beaufort County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure G-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

State of South Carolina CTN Evacuation OPLAN

Annex G – Beaufort County

Section 2.0 – Concept of Operations

Due to Beaufort County's topography and susceptibility to storm-surge flooding, the entire county population is included in the evacuation zone. Therefore, county officials anticipate requiring Level 2 and Level 3 support. This section describes the specific operational elements and procedures associated with a Beaufort County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Beaufort County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to call Palmetto Breeze at their main number – 843-757-5782.
- Palmetto Breeze maintains an ESF-1 Registry. During an evacuation order, ESF-1 dispatchers contact the individuals on the registry to identify who requires transportation assistance.

Table G-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Call Palmetto Breeze 843-757-5782	Palmetto Breeze cut-away vans

2.1.2 – Pick-Up-Point Operations

- CTN evacuees who are physically capable are instructed as to get their personal items ready and are given an estimated time for pick-up.
- The pick-up points are throughout the county and are confirmed with each caller.
- Palmetto Breeze vehicles pick up evacuees at pick-up points and transports them to the designated staging area where they board a larger bus. Staging area locations include:
 - 1) Lady's Island Walmart

State of South Carolina CTN Evacuation OPLAN

Annex G – Beaufort County

- 2) Beaufort Walmart
 - 3) Bluffton Sam's / Walmart
 - 4) Hilton Head Port Royal Plaza
- The pick-up points and staging areas are listed on the Beaufort County Emergency Management Division website and published in the Palmetto Breeze emergency brochure.
 - Palmetto Breeze buses will transport CTN evacuees to a designated local shelter, host-county shelter, or the Allendale collection point.
 - Officials will maintain 12-hour pick-up-point operations (during daylight hours).

Table G-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	Palmetto Breeze Vehicles	As needed

2.1.3 – Collection Point Operations

- The collection point is a stand-alone facility located at the Allendale Welcome Center (*see Figure G-4*).
- When local and host-county shelters reach 75% capacity, county officials may implement collection point operations; however, the shelter capacity percentage may vary based on storm strength and the evacuation compliance level.
 - State ESF-4 (Firefighting) will provide an Incident Management Team (IMT) to manage collection point operations.
 - The National Guard will provide staff in support of the IMT at the collection point.
- Palmetto Breeze buses will transport CTN evacuees from pick-up points/staging areas to the collection point arrival area.
- If the county exceeds CTN shelter capacity, the methods for transporting CTN evacuees from the collection point to a state-coordinated shelter are noted below in order of priority:
 - County-owned school buses and county-provided drivers;
 - State-coordinated motor coaches and state-coordinated drivers;
 - State-coordinated school buses and state-coordinated drivers.
- Officials will maintain 12-hour collection point operations (during daylight hours).

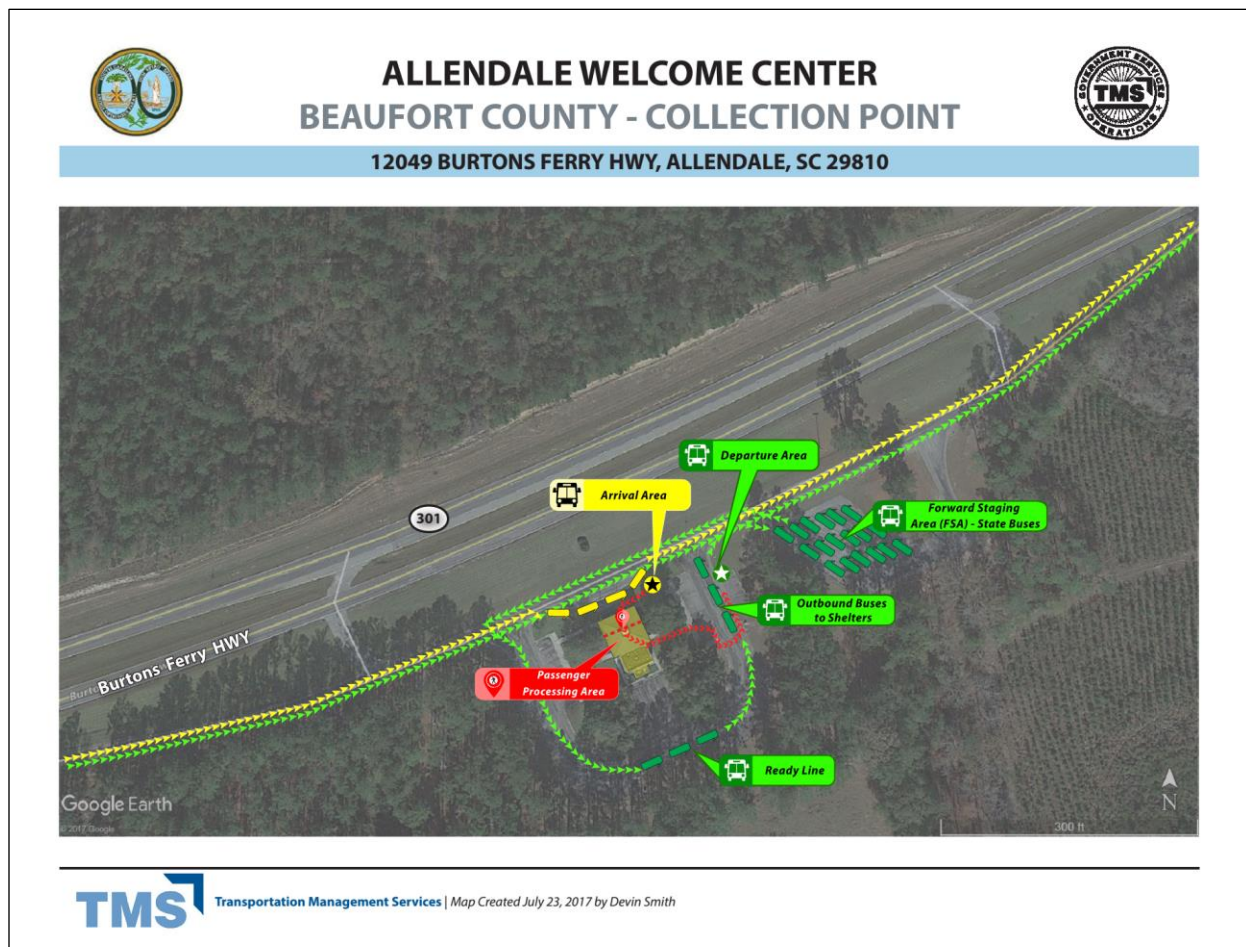
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Annex G – Beaufort County

Table G-4:

Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Allendale Welcome Center 12049 Burtons Ferry Highway Allendale, SC	Stand-Alone	Yes

Figure G-4:



State of South Carolina CTN Evacuation OPLAN

Annex G – Beaufort County

2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure G-5*). The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

Figure G-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

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Annex G – Beaufort County

2.1.4 – County Ground Transportation

Beaufort County has limited capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. As storm intensity and compliance levels increase, an evacuating county may require additional drivers or potentially vehicles and drivers to evacuate the CTN population. Table G-5 reflects the current ground transportation resource capabilities/capacities in Beaufort County.

Table G-5:

Beaufort County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	0	N/A	N/A	N/A	N/A
School District Buses	0	N/A	N/A	N/A	N/A
Contracted School Buses	0	N/A	N/A	N/A	N/A
Transit Buses (Palmetto Breeze)	9 Full Size & 20 van/cutaways	Yes	15	10	10
Other	None	N/A	N/A	N/A	N/A

- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

State of South Carolina CTN Evacuation OPLAN

Annex G – Beaufort County

2.1.5 – Sheltering

Beaufort County has a designated list of shelters (*see Table G-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level. It should be noted that these shelters are not ARC hurricane shelters, and are designated as emergency/re-entry shelters.

Table G-6:

Beaufort County Hurricane Shelters – Total Capacity 6,583/1,977/1,199						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
S5	278	Bluffton Elementary School	160 H.E. McCracken Circle, Bluffton, SC 29910	378	113	69
S5	278	H.E. McCracken Middle School	250 H.E. McCracken Circle, Bluffton, SC 29910	201	105	37
S5	278	Bluffton High School	12 H.E. McCracken Circle, Bluffton, SC 29910	520	225	95
S5	170	Okatie Elementary School	53 Cherry Point Road, Okatie, SC 29909	435	87	79
S5	21	Beaufort Elementary School	1800 Prince Street, Beaufort, 29902	710	113	129
S5	21	Battery Creek High School	1 Blue Dolphin Drive, Beaufort, SC 29906	245	112	45
S5	21	Beaufort High School	84 Sea Island Parkway, Beaufort, SC 29907	1,136	205	207
S5	278	Beaufort Middle School	2501 Mossy Oaks Road, Beaufort, SC 29902	467	120	85
S5	170	Bluffton Middle School	30 New Mustang Drive, Bluffton, SC 29910	720	187	131
S5	278	Broad River Elementary	474 Broad River Road, Beaufort, SC 29906	221	28	40
S5	21	Hilton Head Island High School	70 Wilborn Road, Hilton Head, SC 29926	428	210	78
S5		Whale Branch Early College	HS 69 DE Tour Road, Beaufort, SC 29940	334	105	61
S5		May River High School	601 New Riverside Road Bluffton, SC 29910	788	367	143

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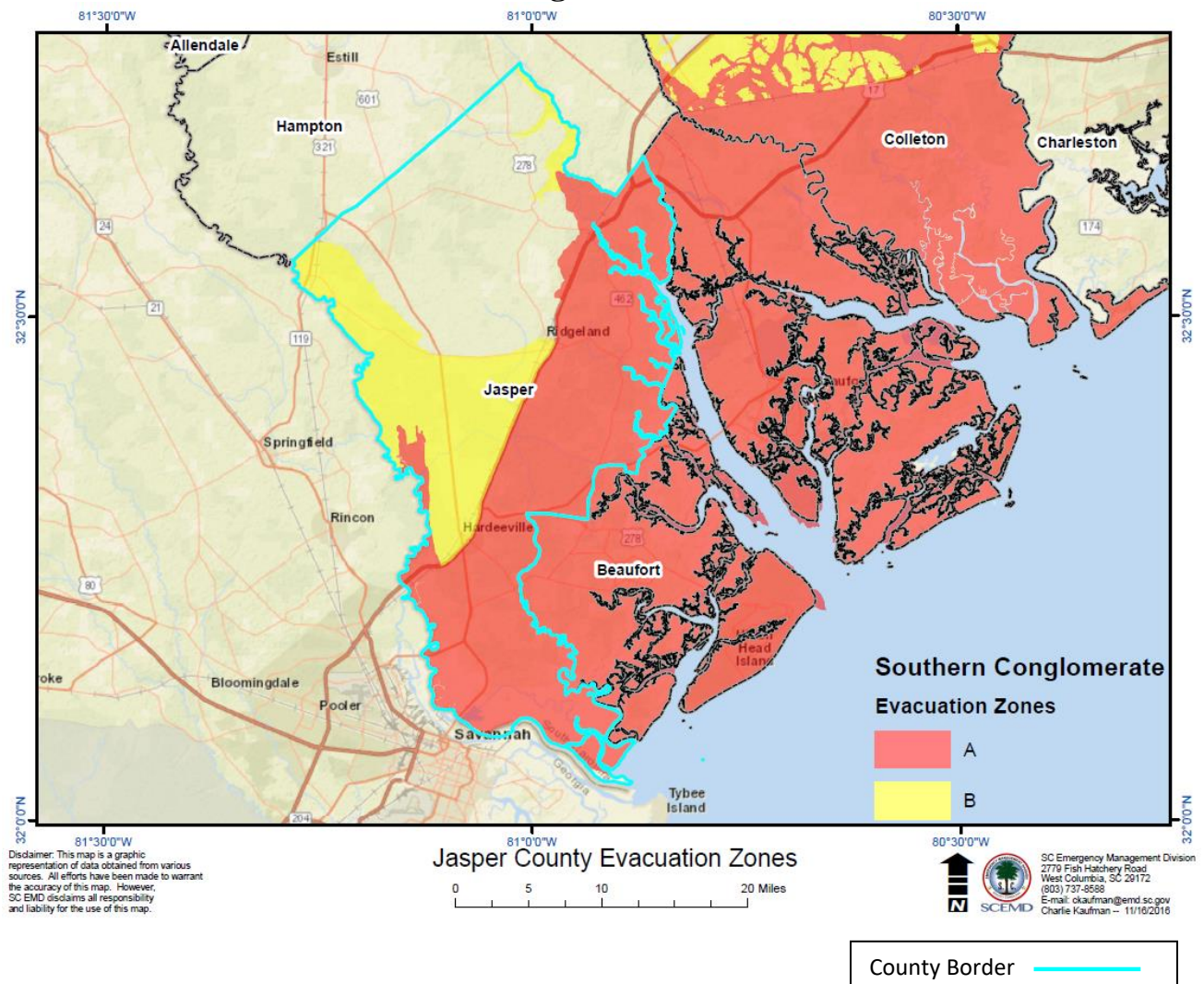
Annex H – Jasper County

Annex H: Jasper County

Section 1.0 – Introduction

Jasper County, located in the Southern Conglomerate, has an estimated population of 28,657 people.³¹ The county's land area is 655 square miles, equating to 43 people per square mile. The town of Ridgeland serves as the county seat. The county contains evacuation zones A and B. Each zone is evacuated based on the projected surge, with Zone A being the most vulnerable zone.

Figure H-1:



³¹ ESRI Business Data, 2021, and US Census Bureau, 2019.

State of South Carolina CTN Evacuation OPLAN

Annex H – Jasper County

Table H-1 represents Jasper County's population. This data is necessary to complete the Estimated CTN Population Worksheet (*see Figure H-3*).

Table H-1:

Jasper County Population	
Evacuation Zone	Total Population
A	16,617
B	6,135
Not in Evacuation Zone	5,905
Total	28,657

A percentage of the evacuating population will require transportation assistance to evacuate. Depending on a given storm, the *estimated percentage of the evacuating population that are CTN evacuees* will vary depending on the storm intensity. Typically, a lower category storm yields a lower percentage of CTN evacuees whereas a higher category storm yields a higher percentage of CTN evacuees. Furthermore, the *estimated CTN population* is based on the compliance level of evacuees for any given storm.

The Evacuation Compliance Worksheet (*see Figure H-2*) serves as a tool for officials to objectively estimate the county's evacuation compliance level based on an impending storm.

State of South Carolina CTN Evacuation OPLAN

Annex H – Jasper County

Figure H-2:

Evacuation Compliance Worksheet						
Evacuation Compliance Factor	Evacuation Compliance Sub-Factors and Point Values					Enter Appropriate Point Value
Row A:						
Storm Intensity	CAT 1= 5 pts	CAT 2= 10 pts	CAT 3= 15 pts	CAT 4= 20 pts	CAT 5= 25 pts	
Row B:						
Storm Track	From the southwest= 5 pts		From the south= 10 pts		From the southeast= 15 pts	
Row C:						
Storm Angle of Approach to Coastline	Parallel to coast/on shore= 5 pts		Parallel to coast/off shore= 10 pts		45°angle to coastline= 15 pts	90°angle to coastline= 20 pts
Row D:						
Storm Trend*	Decreasing Threat= 0 pts		No Change in Threat= 10 pts		Increasing Threat= 20 pts	
Row E:						
NWS Storm Surge Watch/Warning**	No Storm Surge Watch or Warning= 0 pts		Storm Surge Watch= 10 pts		Storm Surge Warning= 20 pts	
Total Point Value:						

* Based on the three (3) most recent National Weather Service (NWS) advisories
 ** NWS may issue a storm surge watch at H-48 and a storm surge warning at H-36

Conversion Table		
Total Point Value	Evacuation Compliance Level	Percentage of Compliance Level
0 pts	None	0%
25 pts	Low	25%
50 pts	Moderate	50%
75 pts	High	75%
100 pts	Maximum	100%

Instructions for completing the Evacuation Compliance Worksheet:

Step 1: Enter the appropriate point value for rows A through E (storm intensity, storm track, storm angle of approach to coastline, storm trend, and NWS storm surge watch/warning).

Step 2: Add the point values in rows A through E, and enter the total point value.

Step 3: Compare the total point value in the worksheet with the closest corresponding point value in the conversion table to determine the evacuation compliance level and compliance level percentage.

State of South Carolina CTN Evacuation OPLAN

Annex H – Jasper County

The Estimated CTN Population Worksheet serves as a tool for officials to estimate the county's CTN population based on an impending storm.

Figure H-3:

Estimated CTN Population Worksheet					
A	B	C	D	E	F
Storm Intensity	Evacuation Zone(s) Population	Compliance Level Percentage	Evacuation Compliance Population	Estimated Percentage of Evacuating Population that are CTN Evacuees	Estimated CTN Population
TS/CAT 1				2%	
CAT 2/CAT 3				3%	
CAT 4/CAT 5				5%	

Instructions for completing the Estimated CTN Population Worksheet:

Step 1: Complete the Evacuation Compliance Worksheet.

Step 2: Identify the applicable storm intensity (Column A) based on the current weather advisory.

Step 3: Enter the evacuation zone population in Column B* in accordance with the county's vulnerable population data.

Step 4: Enter the compliance level percentage in Column C* based on the results obtained in the Evacuation Compliance Worksheet.

Step 5: Multiply Evacuation Zone Population (Column B) times the Compliance Level Percentage (Column C), and enter the total in Column D*.

Step 6: Multiply the Evacuation Compliance Population (Column D) times the Estimated Percentage of Evacuating Population that are CTN Evacuees (Column E), and enter the total in Column F*.

*Ensure that the entry corresponds with the applicable storm intensity row.

State of South Carolina CTN Evacuation OPLAN

Annex H – Jasper County

Section 2.0 – Concept of Operations

Based on the county's estimated CTN population and existing CTN sheltering and transportation capacities, Jasper County officials may require Level 3 support. Jasper County also provides host-county sheltering to Beaufort county evacuees. This section describes the specific operational elements and procedures associated with a Jasper County CTN evacuation.

2.1 – CTN Operational Elements

This subsection describes the specific features of a Jasper County CTN evacuation related to each of the following key operational elements:

- Identification of CTN evacuees requiring on-demand service
- Pick-up-point operations
- Collection point operations
- Ground transportation
- Sheltering

2.1.1 – Identification of CTN Evacuees Requiring On-Demand Service

- If a CTN evacuee requires transportation assistance to evacuate, the county instructs CTN evacuees to call either the County EOC or 9-1-1.

Table H-2:

Summary of On-Demand Service		
On-Demand Service (Yes/No)	Method for CTN Evacuees to Request On-Demand Service	Transportation Resources
Yes	Call EOC or 9-1-1	Department of Social Services (DSS) Vans

2.1.2 – Pick-Up-Point Operations

- Jasper County does not have pre-designated pick-up-point routes. Fire stations will be used as pre-designated pick up points, utilizing County resources for transportation until exhausted.

State of South Carolina CTN Evacuation OPLAN

Annex H – Jasper County

Table H-3:

Summary of Pick-Up-Point Information		
County Pick-Up Points (Yes/No)	Transportation Resources	Number of Pick-Up Points
Yes	County School Buses	12

2.1.3 – Collection Point Operations

- The collection point is co-located with the Ridgeland-Hardeeville High School³² shelter (see Figure H-4).
- When the local shelter reaches 75% capacity, county officials may implement collection point operations for transport to out-of-county shelters; however, the shelter capacity percentage may vary based on storm strength and the evacuation compliance level.
- County ESF-4 (Fire Department) has the primary responsibility for managing collection point operations.
- Incoming CTN evacuees will be transported to the collection point arrival area.
- If the county exceeds CTN shelter capacity, the methods for transporting CTN evacuees from the collection point to a state-coordinated shelter are noted below in order of priority:
 - The county's state-owned school buses and school-district-provided drivers;
 - State-coordinated motor coaches and state-coordinated drivers;
 - State-coordinated school buses and state-coordinated drivers.
- Officials will maintain 12-hour collection point operations (during daylight hours).

Table H-4:

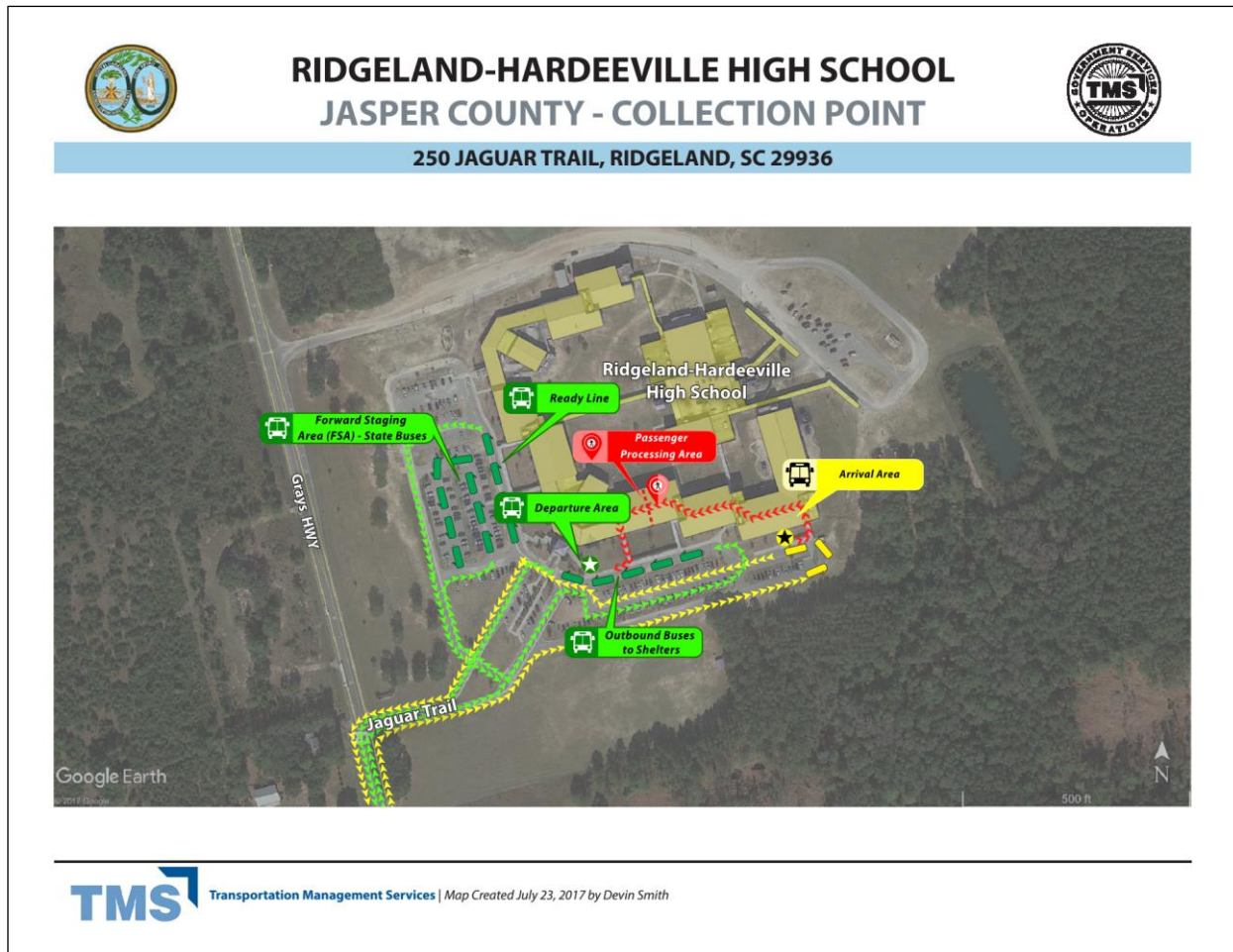
Summary of Collection Point Information		
Location	Co-located or Stand-Alone Facility	State Support Required
Ridgeland-Hardeeville High School 250 Jaguar Trail Ridgeland, SC	Co-located	Yes

³² Jasper County currently has one local shelter that will be activated for a hurricane evacuation.

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Annex H – Jasper County

Figure H-4:



2.1.3.1 – County Collection Point Staffing Requirements Worksheet

Upon determining that collection point operations are necessary, authorized county emergency management officials may complete the County Collection Point Staffing Requirements Worksheet (*see Figure H-5*). The worksheet data is dependent on the estimated number of CTN evacuees, which is obtained by completing the evacuation compliance worksheet.

Note: If a county requests “other staff” to support collection point operations, that support is contingent on the state receiving adequate lead time and the state having the capability and capacity to fill the request.

State of South Carolina CTN Evacuation OPLAN
Annex H – Jasper County

Figure H-5:

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

2.1.4 – County Ground Transportation

Jasper County has limited capabilities and capacities for transporting CTN evacuees. As the hurricane magnitude (category) and evacuation compliance levels increase, the transportation mission becomes more complex. In-county shelters will typically exceed capacity and vehicles and/or drivers will reach maximum capacity. Therefore, as storm intensity and compliance levels increase, an evacuating county may require additional drivers or potentially

State of South Carolina CTN Evacuation OPLAN

Annex H – Jasper County

vehicles and drivers to evacuate the CTN population. Table H-5 reflects the current ground transportation resource capabilities/capacities in Jasper County.

Table H-5:

Jasper County Ground Transportation Resources					
County Ground Transportation Resources	Total number of buses available for CTN evacuation	Can the vehicle and driver leave the county to transport CTNs to shelter(s)	Estimated # of drivers available to respond in a TS/CAT1 storm	Estimated # of drivers available to respond in a CAT2/CAT3 storm	Estimated # of drivers available to respond in a CAT4/CAT5 storm
State School Buses	20	NO	15	15	15
School District Buses	2	YES			
Contracted School Buses	N/A	N/A	N/A	N/A	N/A
Transit Buses	N/A	N/A	N/A	N/A	N/A
Other	N/A	N/A	N/A	N/A	N/A

- The county is responsible for assigning a Local MCO to coordinate school buses within the evacuating county.

2.1.5 – Sheltering

Jasper County has a designated list of shelters (*see Table H-6*) that officials may activate depending on the intensity of the storm and estimated evacuation compliance level.

State of South Carolina CTN Evacuation OPLAN
Annex H – Jasper County

Table H-6

Jasper County Hurricane Shelters – Total Capacity 3,525/286/641						
Group	Route	Facility	Facility Address	Capacity @ 20 sq	Capacity @ 40sq post storm	Capacity @ 110sq pandemic
S1	95	Ridgeland School Complex (Junior/Middle)	Ridgeland North Campus 250 Jaguar Trail, Ridgeland, SC 29936	3,525	286	641

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Index of Attachments

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- Attachment 2: Recommended Collection Point Criteria
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- Attachment 4: Sample Exterior Diagram – Collection Point
- Attachment 5: Sample Interior Diagram – Collection Point
- Attachment 6: State Movement Control Officer (MCO) Task Table
- Attachment 7: Vehicle Staging Area (VSA) Operations Task Table
- Attachment 8: Forward Staging Area (FSA) Operations Task Table
- Attachment 9: Collection Point Operations Task Table
- Attachment 10: Sample VSA Check-in Form
- Attachment 11: Northern Hurricane Region Vehicle Staging Area (Sumter County Exhibition Center)
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- Attachment 18: Sample Staff Journal Form
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Attachment 1

Acronyms and Abbreviations:

ADA	Americans with Disabilities Act
ARC	American Red Cross
CONPLAN	Concept of Operations Plan
CTN	Critical Transportation Need
CULPH	Clemson University Livestock-Poultry Health
DSS	Department of Social Services
EAS	Emergency Alert System
EMA	Emergency Management Agency
EOC	Emergency Operations Center
ESE	Evacuation Support Element
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FSA	Forward Staging Area
GPS	Global Positioning System
IMT	Incident Management Team
IT	Information Technology
JIC	Joint Information Center
LGA	Local Government Authority
LNO	Liaison Officer
MCEOS	Motor Coach Evacuation Operational Support
MCO	Movement Control Officer
MCS	Movement Control System
NGO	Non-Governmental Organization
NRCC	National Response Coordination Center
NWS	National Weather Service
OPLAN	Operations Plan
PIO	Public Information Officer
POC	Point-of-Contact

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Attachment 1

Acronyms and Abbreviations (continued):

QREG	Quick Reaction Evacuation Group
RRCC	Regional Response Coordination Center
RRF	Resource Request Form
SCDE	South Carolina Department of Education
SCDOT	South Carolina Department of Transportation
SCDPS	South Carolina Department of Public Safety
SCDSS	South Carolina Department of Social Services
SCEMD	South Carolina Emergency Management Division
SCHP	South Carolina Highway Patrol
SCVRD	South Carolina Vocational Rehabilitation Department
SEOC	State Emergency Operations Center
SERT	State Emergency Response Team
SME	Subject Matter Expert
SOP	Standard Operating Procedures
TMS	Transportation Management Services
VRP	Vehicle Replenishment Point
VSA	Vehicle Staging Area

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Attachment 2

Recommended Collection Point Criteria

- 1) Roadway access:
 - Roadway width allows for turning radius of a bus/motor coach
 - Roadway vertical clearance is adequate for buses/motor coaches
 - Hard surface roadway for ingress and egress
- 2) Forward Staging Area (FSA) Parking
 - FSA is located adjacent to or near the collection point facility
 - Hard-stand surface (asphalt or concrete)
 - Parking available for at least ten (10) buses/motor coaches
 - Adequate lighting
- 3) Arrival Area
 - Curb space can accommodate a minimum of two (2) to four (4) buses at any given time with an expansion capability
 - Incoming vehicles park with passenger door facing the curb
 - Adequate lighting
- 4) Building Interior
 - Large open area that can accommodate the anticipated throughput of CTN evacuees with expansion capability
 - The entrance and exit to the facility are separated by distance (if on the same side of the building) or each is located on different sides of the building
 - A minimum of one ADA access point to the facility (note: recommend including an ADA escort at each site)
 - Accessible restrooms
- 5) Departure Area
 - Curb space can accommodate a minimum of two (2) buses/motor coaches at any given time with an expansion capability
 - Incoming vehicles park with passenger door facing the curb
 - Adequate lighting

State of South Carolina CTN Evacuation OPLAN
Attachment 3

County Collection Point Staffing Requirements
Worksheet

County Collection Point Staffing Requirements Worksheet		
Staffing Functions	County Staff	Other Staff
Arrival Area (passenger/luggage unloading)		
Law Enforcement/Security		
Pet Processing		
Pet Transport (to local shelter)		
Screening Area		
Registration/Check-In Area		
Shelter Assignments		
Departure Area (passenger/luggage loading)		
Management and Control		
Guides		
Total Staffing:		

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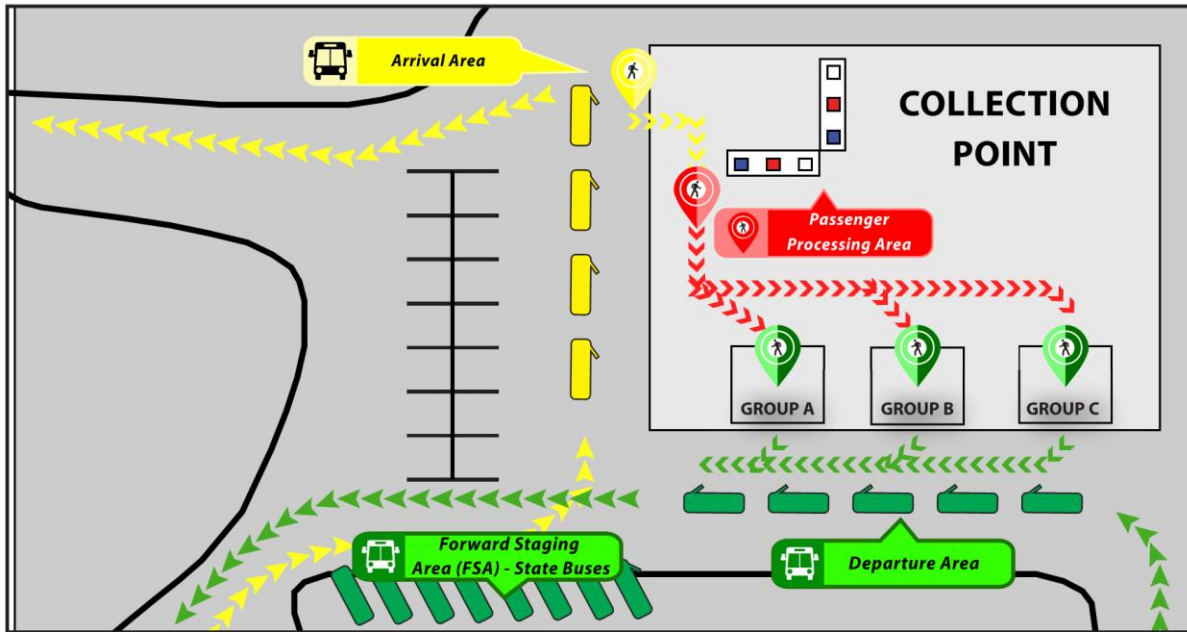
Attachment 4



SAMPLE EXTERIOR DIAGRAM COLLECTION POINT



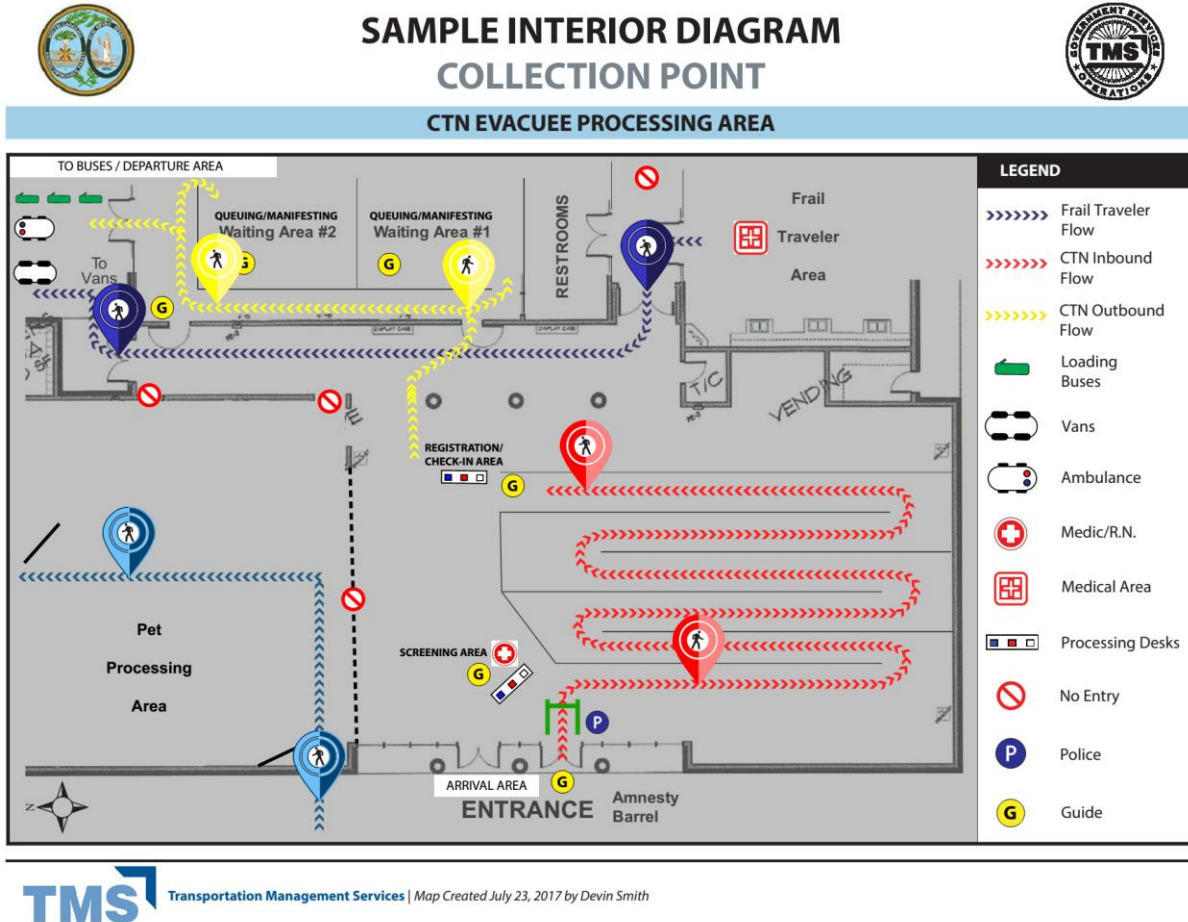
COLLECTION POINT SITE CHARACTERISTICS



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

State of South Carolina CTN Evacuation OPLAN

Attachment 5



State of South Carolina CTN Evacuation OPLAN

Attachment 6

Task: State Movement Control Officer (MCO)	
Mission:	Deploy a State MCO to the SEOC to successfully provide situational awareness and information sharing related to the allocation and movement of transportation resources for a CTN evacuation.
Task Provided by:	State Support <input type="checkbox"/> Vendor Contract <input checked="" type="checkbox"/> Federal Support <input checked="" type="checkbox"/> <i>The task provider will be determined at the time of incident.</i>
Planning Assumptions Specific to Task:	<ul style="list-style-type: none"> The state may acquire MCO staff from the following options: <ul style="list-style-type: none"> State government personnel; State contract with a transportation vendor; Federal support (if the state receives pre-disaster emergency declaration in time for FEMA to deploy MCO staff). Communications equipment is operational. The MCO is at the center of Movement Control System (MCS) operations with responsibility of managing the allocation of transportation resources, dispatching and tracking transportation resources, and facilitating situational awareness at key locations. Each transportation provider shall deploy an agency/vendor representative to the SEOC to support the State MCO.
Personnel Required:	<ul style="list-style-type: none"> Two transportation-qualified MCOs at the SEOC. <p>Note: The State MCO will oversee MCO support staff. The number of support staff is proportional to the size and diversity of the transportation fleet.</p> <p>Total Personnel: 2 (divided between two 12-hour shifts)</p>
Equipment/Supplies Required:	Land line phone or cell phone, laptop computer, staff journal form(s), and GPS tracking capability (if available)
Site Location:	SEOC
Site Address:	2779 Fish Hatchery Road, West Columbia, SC 29172
Site Layout:	N/A
Site Contact:	ESF-1 (SCDOT)
Estimated Time to Deploy Staff and Commence Operations:	18 to 24 hours to deploy staff; commence operations no later than E-6
Estimated Time to Complete Task:	Determined by SEOC Operations or the Unified Command Group

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Attachment 6

Task:	State Movement Control Officer (MCO)
Task Operations:	<ul style="list-style-type: none"> • Check in at SEOC. • Conduct communications check of assigned equipment (e.g., cell phone, radio, etc.) • Establish communications with key personnel.* • Oversee MCO staff who are responsible for maintaining vehicle log, providing detailed reporting/scribe duties, completing journal entries, tracking vehicle issues, etc. • Confer with SCDOT, SCDE, and SCEMD officials to determine the initial allotment of vehicles to allocate to each evacuating county. • Based on the agreed upon allocation, notify the Local MCOs and FSA Manager(s), and VSA Manager (if applicable) of initial vehicle allotments. • Maintain a log of all vehicles that are in-service and out-of-service. • In coordination with State ESF-6, communicate the shelter destination to the Collection Point Manager. • Obtain and log the following information from the Collection Point Manager: <ul style="list-style-type: none"> ○ vehicle type/identification number ○ driver's name and cellular phone number ○ vehicle destination ○ number of evacuees (and pets if applicable) ○ departure time • Provide the above information to designated SEOC official for input into Palmetto. • Provide ongoing situational awareness to key personnel* as necessary. • Verify that SEOC/ESF-6 received copies of all vehicle manifests. • Maintain a Staff Journal (<i>see Attachment 18</i>) of all significant actions and/or issues that occur. <p><u>*Key personnel:</u> MCO staff SCDOT point of contact SCDE point of contact State ESF-6 School district representative(s) in SEOC VSA Manager (if applicable) FSA Manager Collection Point Manager Local MCO in each evacuating county Other transportation-provider representatives in SEOC (if applicable)</p>

State of South Carolina CTN Evacuation OPLAN

Attachment 7

Task: Vehicle Staging Area (VSA) Operations	
Mission:	Establish a VSA to check in, stage, and deploy designated state-coordinated transportation resources in support of a CTN evacuation.
Task Provided by:	State Support <input type="checkbox"/> Vendor Contract <input checked="" type="checkbox"/> Federal Support <input checked="" type="checkbox"/> <i>The task provider will be determined at the time of incident.</i>
Planning Assumptions Specific to Task:	<ul style="list-style-type: none"> • Officials activate the VSA if the state assembles a fleet of evacuation vehicles based on anticipated local transportation requirements. • The state may acquire VSA staff from the following: <ul style="list-style-type: none"> ○ State government personnel; ○ State contract with a transportation vendor; ○ Federal support (if the state receives pre-disaster emergency declaration in time for FEMA to deploy MCO staff). • Communications equipment is operational. • SCDOT is responsible for pre-identifying the VSA location. • SCDOT enters into agreement/contract with the VSA field site provider. • SCDOT implements, oversees, and demobilizes VSA operations in accordance with established timelines. • Each school district and transportation provider (if applicable) provides a representative to the SEOC (in support of the Movement Control System) to assist with the coordination of VSA operations. • Local law enforcement provides security and traffic control. • The VSA is a 24-hour operation. • VSA staff, in coordination with the State MCO, shall account for driver hours while the vehicle is staged at VSA.
Personnel Required:	<p>The number of personnel required is based on the number of vehicles at the VSA (<i>see Quick Reaction Evacuation Group Staffing--Table 7-2</i>).</p> <p>VSA positions may include but are not limited to:</p> <ul style="list-style-type: none"> • VSA Manager • Check in Specialist • Ready Line Supervisor • Dispatcher • Field Support Staff
Equipment/Supplies Required:	<p>If the state chooses to staff the VSA with state government personnel, then <u>SCDOT will acquire and deliver the following items to the VSA:</u></p> <p>Orange safety vests, flashlights, cone-tipped flashlights, batteries, cellular phones, two-way radios/walkie-talkies, light towers, variable message signs, portable toilets (if restroom facilities are unavailable on-site), dumpsters, office supplies, check-in forms, and bottled water for VSA staff.</p>

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Attachment 7

Task: Vehicle Staging Area (VSA) Operations	
Equipment/Supplies Required:	<u>If the state chooses to contract the VSA staffing, then SCDOT will acquire and deliver the following items to the VSA:</u> Light towers, variable message signs, portable toilets (if restroom facilities are unavailable on-site), and dumpsters.
Site Location and Address:	<u>Primary:</u> Sumter County Exhibition Center (Northern Hurricane Region) Prince of Orange Shopping Mall (Central Hurricane Region) Barnwell Regional Airport (Southern Hurricane Region) <u>Alternate:</u> Orangeburg County Fairgrounds (Central Hurricane Region)
Site Layout:	<i>See Attachments 11 - 14</i>
Site Point of Contact:	To be determined
Estimated Time to Commence Task:	E-12 VSA is operational
Estimated Time to Complete Task:	The VSA will maintain 24-hour operations until SCDOT, in coordination with the State MCO, determines it is necessary to demobilize operations (no later than E+48).
Task Operations:	<u>VSA Process:</u> <ul style="list-style-type: none"> • Check in vehicle using VSA Check-in form (<i>see Attachment 10</i>) and deliver form to the VSA Dispatcher. • Direct vehicle to the Communications Area to receive communications equipment/GPS tracking device (if available). • Direct vehicle to the Staging/Parking Area where the vehicle remains until deployed to a designated location. • Direct vehicles to the Ready Line for deployment to designated locations (upon request from the VSA Manager). • Drivers receive mission and safety briefing prior to deployment to designated location. <u>VSA Manager:</u> <ul style="list-style-type: none"> • Manage all VSA staff and operations. • Report directly to the State MCO and provide ongoing situational awareness.

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Attachment 7

Task: Vehicle Staging Area (VSA) Operations	
Task Operations:	<ul style="list-style-type: none">• Coordinate the arrival of equipment and supplies at the VSA and notify SCDOT if there are additional equipment/supply needs.• Survey the site to determine current operational capabilities and establish the functional layout.• Distribute necessary communications equipment (e.g., walkie-talkie, cellular phone, etc.) to VSA staff.• Conduct communications check of assigned communications equipment.• Provide staff with site assignments, instructions, and ongoing guidance as necessary• Establish and maintain communications with all on-site staff via walkie-talkie or cellular phone.• Establish and maintain communications with State MCO and FSA Manager via cellular phone.• Establish communications with the site/facility contact.• In coordination with the State MCO, confirm staffing requirements for 24-hour VSA operations.• Notify the State MCO and FSA Manager of operational readiness.• Coordinate with the State MCO regarding deployment locations.• Receive requests for vehicles from the FSA Manager.• Direct the Ready Line Supervisor to deploy vehicles to designated location(s).• Conduct operational briefings with all field-site personnel and security personnel as necessary.• Maintain a log of all significant actions and/or issues that occur. <p><u>Check-in Specialist:</u></p> <ul style="list-style-type: none">• Obtain the Check-in forms (<i>see Attachment 10</i>) and any necessary office supplies.• Obtain necessary equipment (e.g., walkie-talkie, cellular phone, etc.) to communicate with on-site staff.• Conduct communications check of assigned communications equipment.• Establish communications with the VSA Manager.• Proceed to Check-in Area and await incoming vehicles.• When vehicle arrives at the Check-in Area, ask the driver to complete the Check-in form.

State of South Carolina CTN Evacuation OPLAN

Attachment 7

Task: Vehicle Staging Area (VSA) Operations	
Task Operations:	<ul style="list-style-type: none">• Request to see the driver's vehicle registration card to verify the information required on the Check-in form.• Place the completed form in check-in repository box for a field-support staff member to deliver to the VSA Dispatcher.• Inform the VSA Manager of any issues/challenges that arise. <p><u>Ready Line Supervisor:</u></p> <ul style="list-style-type: none">• Obtain necessary equipment (e.g., walkie-talkie, cellular phone, etc.) to communicate with on-site staff.• Conduct communications check of assigned communications equipment.• Establish communications with VSA Manager, Dispatcher, and field-support staff member(s).• Request a designated number and type of vehicles from the Staging Area to the Ready Line based on direction from the VSA Manager.• Provide Dispatcher with the "vehicle numbers" of the vehicles at the Ready Line.• If there are multiple drivers that require a mission briefing, and if time permits, direct the drivers to the Mission Briefing Area to receive a mission and safety briefing.• If time does not permit a formal group mission briefing, provide the driver with a quick briefing on the upcoming mission.• Deploy each vehicle from the Ready Line to a designated location.• Inform the VSA Manager of any issues/challenges that arise. <p><u>Dispatcher:</u></p> <ul style="list-style-type: none">• Establish communications with the VSA Manager, Ready Line Supervisor, and field-support staff member(s) via walkie-talkie or cellular phone.• Compile an hourly inventory of all on-site vehicles.• Maintain a dispatch log.• Notify the Ready Line Supervisor of the number and type of vehicles required at the Ready Line.• Inform the VSA Manager of any issues/challenges that arise. <p><u>Field Support Staff:</u></p> <ul style="list-style-type: none">• Obtain necessary equipment (e.g., walkie-talkie, cellular phone, etc.) to communicate with on-site staff.• Conduct communications check of assigned communications equipment.

State of South Carolina CTN Evacuation OPLAN
Attachment 7

Task: Vehicle Staging Area (VSA) Operations	
Task Operations:	<ul style="list-style-type: none">• Establish communications with VSA Manager and Ready Line Supervisor.• Receive field-support staff member assignment and instructions from VSA Manager.• Duties may include but are not limited to the following:<ul style="list-style-type: none">○ Park/stage incoming vehicles.○ Place a tag on the windshield of each staged vehicle with the date and time that driver is available for deployment.○ Direct drivers and vehicles to the Ready Line.○ Provide mission briefings.• Inform the VSA Manager of any issues/challenges that arise.

State of South Carolina CTN Evacuation OPLAN

Attachment 8

Task:	Forward Staging Area (FSA) Operations
Mission:	Conduct FSA operations to meter the flow of state-coordinated vehicles to a designated collection point.
Task Provided by:	State Support <input type="checkbox"/> Vendor Contract <input checked="" type="checkbox"/> Federal Support <input checked="" type="checkbox"/> <i>The task provider will be determined at the time of incident.</i>
Planning Assumptions Specific to Task:	<ul style="list-style-type: none"> • The state may acquire FSA staff from the following: <ul style="list-style-type: none"> ○ State government personnel; ○ State contract with a transportation vendor; ○ Federal support (if the state receives pre-disaster emergency declaration in time for FEMA to deploy MCO staff). • Communications equipment is operational. • The FSA will receive an initial allotment of vehicles from the VSA or directly from a school district transportation yard. • FSA staff will maintain a minimum number of vehicles at the FSA during the evacuation operation (i.e., not less than 50% of <u>initial</u> allotment). • Local law enforcement will provide security and traffic control at the FSA. • FSA maintains the same hours of operation as the corresponding collection point (typically 24-hour operations).
Personnel Required:	One (1) FSA Manager* Two (2) Field Support Staff Total Personnel: Three (3)** (divided between two 12-hour shifts) *The FSA Manager will float between the day/night shift. **Staffing requirements are ultimately dependent on the anticipated size of the fleet at the FSA.
Equipment/Supplies Required:	<u>Acquired by SCDOT and delivered to the FSA:</u> Orange safety vests, flashlights, cone-tipped flashlights, batteries, cellular phones, and walkie-talkies.
Site Location and Address:	<i>To be determined (Each FSA is located near a predesignated collection point.)</i>
Site Layout:	N/A

State of South Carolina CTN Evacuation OPLAN

Attachment 8

Task: Forward Staging Area (FSA) Operations	
Site Contact:	To be determined
Estimated Time to Commence Task:	Commensurate with local collection point operations. Require vehicles at the FSA no later than two (2) hours prior to collection point operations.
Estimated Time to Complete Task:	No later than E+48 (Initiate demobilization operations at the FSA in accordance with the collection point demobilization schedule or after the Collection Point Manager requests the last vehicle.)
Task Operations:	<p><u>FSA Manager:</u></p> <ul style="list-style-type: none"> • Report directly to the State MCO and provide continual situational awareness. • Manage all operations and staff at the FSA. • Establish communications with VSA Manager (if applicable), FSA staff, and the Collection Point Manager (via cellular phone). • Establish communications with the site contact (via cellular phone). • Confirm the initial number of vehicles allotted to the FSA. • Direct FSA staff not to let the number of vehicles at the FSA drop below a pre-determined number and to inform the FSA manager before reaching that pre-determined number. • Direct FSA staff to deploy the specified number and type of vehicles to the collection point departure area based on requests from the Collection Point Manager (or designee). • When necessary, request additional vehicles from the State MCO to replenish the FSA fleet. <ul style="list-style-type: none"> ○ If a VSA is operational, the FSA Manager may request vehicles directly from the VSA Manager. <p>Note: To maintain proper FSA fleet requirements, it is important to factor in drive time from the vehicle's initial staging location (e.g., school district transportation yard or VSA) to the FSA.</p> <ul style="list-style-type: none"> • Maintain a log of all significant actions and/or issues that occur. <p><u>Field Support Staff:</u></p> <ul style="list-style-type: none"> • Log in vehicles arriving at the FSA. • Stage vehicles at the FSA based on arrival time and the type of vehicle (i.e., school bus, transit bus, motor coach, ADA vehicles, etc.).

State of South Carolina CTN Evacuation OPLAN

Attachment 8

Task: Forward Staging Area (FSA) Operations	
Task Operations:	<ul style="list-style-type: none">• Inform the FSA Manager when the number of vehicles remaining at the FSA is getting near a pre-determined number, as directed by the FSA Manager.• Deploy the specified number and type of vehicles to the collection point departure area.• Provide ongoing situational awareness to the FSA Manager.• Inform the FSA Manager of any issues/challenges that arise.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Mission:	Conduct collection point operations in support of a county CTN evacuation.to transport them to a state-coordinated shelter.
Task Provided by:	County Support <input checked="" type="checkbox"/> Vendor Contract <input type="checkbox"/> State Support <input type="checkbox"/>
Planning Assumptions Specific to Task:	<ul style="list-style-type: none"> Communications technology is operational. County EMA is responsible for identifying and coordinating the use of a collection point site. County officials use local transportation resources to transport evacuees from a private residence or pick-up point to a collection point. Local law enforcement provides security and traffic control at the collection point. County officials are responsible for management of the collection point. For tracking purposes, the collection point may use either a manual (handwritten) or computerized system to generate a manifest of the CTN evacuees assigned to each vehicle and shelter. SCDOT is responsible for acquiring the transportation resources to transport CTN evacuees from the collection point to state-coordinated shelters. The county will determine the collection point hours of operation. Some evacuees brought to the collection point may have health issues or other conditions that restrict their capacity for safe travel to a destination outside the county. These evacuees require prioritization for local care and shelter.
Personnel Required:	<p>The number of personnel listed below is based on a throughput of approximately 1,000 evacuees per hour:</p> <ul style="list-style-type: none"> Collection Point Manager: 1 (per shift) Law Enforcement/Security: 2 (per shift) Arrival Area Monitors (Passenger/luggage unloading): 4 (per shift) Screener: 2 (per shift) Registration Coordinator: 10 (per shift) Shelter Assignment Coordinator: 1 (per shift) Departure Area Monitors (Passenger/luggage loading): 4 (per shift) Guides/General Support Staff: 4 (per shift) Pet Processors: 4 (per shift) <p>Total Personnel: 33 (per 12-hour shift)</p>

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Equipment/Supplies Required:	<p>Orange safety vests, flashlights, batteries, cellular phones, two-way radios/walkie-talkies, light towers, variable message signs, dumpsters, tables, chairs, office supplies, registration/manifest forms, packaged meals/bottled water for collection point staff, and snacks/bottled water for evacuees.</p> <p><u>Other items include:</u></p> <p>Wheelchairs for movement of frail or disabled evacuees</p> <p>Portable toilets (if on-site restroom facilities are not accessible)</p> <p>Several sets of queue-cards that are numbered (e.g., 1 through 45 which is based on the number of seats on the evacuation vehicle)</p> <p>Additional chairs for evacuees in waiting areas</p> <p>Trash barrels including an amnesty barrel (for weapons)</p> <p>Laptop computers for registration</p> <p>Animal cages of assorted sizes for domestic pets</p>
Site Location:	To be determined by each evacuating county
Site Layout:	<i>See Attachment 4 and 5 for Sample Collection Point Exterior and Interior Diagrams.</i>
Site Point of Contact:	To be determined
Estimated Time to Commence Task:	<p>E-6 (Commence set up. This does not include the time to acquire the equipment/supplies required on site.)</p> <p>E-0 (Operations commence.)</p>
Estimated Time to Complete Task:	No later than E+48
Task Operations:	<p>Stage 1:</p> <ul style="list-style-type: none"> CTN evacuees arriving at the collection point exit the local vehicle and proceed toward the collection point entrance.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Task Operations:	<ul style="list-style-type: none">• Prior to entering the building, a collection point staff member (Guide) directs evacuees to place any weapon (e.g., knife, gun, etc.) into the container marked “amnesty barrel.”• The Guide also instructs evacuees to retain possession of their luggage until they board a specified vehicle. <p>Stage 2:</p> <ul style="list-style-type: none">• Each evacuee enters the building and approaches an assessment table staffed by a Screener and Guide.• The Screener visually performs a cursory assessment of all CTN evacuees to determine the level of evacuation support required.• If any evacuee is physically unable to readily withstand a multi-hour trip in a vehicle, the individual is removed from the processing line and escorted by a Guide to the “Elderly and Disabled Traveler Area.” The individual remains in that seated area until a specified number of evacuees are in place to warrant the movement of those evacuees to a local shelter via a locally provided vehicle.<ul style="list-style-type: none">○ If the Screener determines that there are CTN evacuees that have medical needs that would preclude their stay in a local shelter, a Guide escorts the evacuee to the Medical Area to be entered in the local emergency medical system and await proper transportation to a local medical facility.• For actual medical emergencies that occur on site, collection point staff shall call 9-1-1 and request an ambulance.• All evacuees who are deemed fit for traveling in a vehicle are asked to proceed through the processing line toward the Registration Area.• The Guide assigned to the Registration Area retrieves a stack of color cards, which are numbered consecutively (e.g., from 1 to 45, based on the number of seats on the evacuation vehicle).• The Guide assembles the <u>first queued group of CTN evacuees</u> standing in the processing line, by handing each evacuee in the queued group a color/number card. Note: a “queued group” totals the number of seats on the assigned evacuation vehicle.• The color card assigns each evacuee in the queued group to the <u>same</u> vehicle. Each evacuee retains the assigned card until he/she boards the assigned vehicle.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Task Operations:	<ul style="list-style-type: none">• As each evacuee in the queued group arrives at the Registration Area, a coordinator enters the individual's personal information (i.e., name, address, and phone number.) into a state-provided tracking system (i.e., either a computerized or manual/handwritten system).• The state-provided tracking system ultimately links each evacuee to a designated vehicle and shelter.• After the evacuee completes the registration process, the Guide directs the individual to a Waiting Area or the Departure Area, where he/she remains until the Guide instructs the queued group to board a specified vehicle.• A Registration Coordinator generates two copies of the manifest list, which corresponds with the queued group, and provides both copies to the Shelter Assignment Coordinator.• The Shelter Assignment Coordinator:<ul style="list-style-type: none">○ writes the designated shelter assignment and address at the top of each copy of the manifest list.○ obtains the vehicle unit number assignment from the Guide and writes it at the top of each copy of the manifest list.○ retains one copy of the manifest list and provide the other copy to the assigned Guide. <p>Stage 3:</p> <ul style="list-style-type: none">• The Guide directs the queued group of CTN evacuees from the Waiting Area or Departure Area to a designated vehicle.• A Departure Area Monitor ensures that luggage items are properly identified and loads the evacuee's luggage onto the vehicle.• As each evacuee boards the vehicle, the Guide retrieves the color card, and verifies that the name of the person boarding the vehicle matches up with the name on the manifest list.• After ensuring accuracy, the Guide provides the driver with the manifest list, map, and directions to the shelter and VRP locations (if applicable).• If there are any corrections made to the manifest list, the Guide provides the Shelter Assignment Coordinator with the updated information.• The driver departs the collection point and transports evacuees to a designated location.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Task Operations:	<p><u>Collection Point Manager:</u></p> <ul style="list-style-type: none">• Manage all collection point staff and operations.• Report to County ESF-6/EOC and provide ongoing situational awareness.• Establish communications with the site contact, collection point personnel, the FSA Manager, County ESF-6/EOC, and the State MCO (via cellular phone).• Contact the County EOC for strategic-related issues associated with collection point operations (i.e., overall allocation of vehicles required, staffing requirements, etc.).• When necessary, notify the FSA Manager and request the appropriate number and type of vehicles that are required at the Departure Area.• Maintain a log of all significant actions and/or issues that occur. <p><u>Law Enforcement/Security:</u></p> <ul style="list-style-type: none">• Provide traffic control at collection point ingress and egress areas.• Conduct security operations inside and outside the facility to preserve law and order.• Oversee the amnesty barrel area at the collection point entrance area. <p><u>Arrival Area Monitor:</u></p> <ul style="list-style-type: none">• Monitor the flow of inbound local vehicles at the Arrival Area.• Assist with unloading CTN evacuees, luggage, and small pets (if applicable) from local transport vehicles.• Provide the Collection Point Manager with continual situational awareness.• Inform the Collection Point Manager of any issues/challenges that arise.• Perform other duties as assigned by the Collection Point Manager. <p><u>Screener:</u></p> <ul style="list-style-type: none">• Visually perform a cursory screening/assessment of CTN evacuees to determine the evacuation support required. Screening criteria may include the following:<ul style="list-style-type: none">❖ Individual is physically capable of traveling in a vehicle to a more distant shelter location. This includes individuals who are mobility challenged (e.g. use a walker or wheelchair) and require an ADA-compliant vehicle.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Task Operations:	<p>Outcome: CTN evacuees in this group are transported to a distant shelter location.</p> <p>❖ Individual is medically incapable of traveling in a vehicle to a more distant shelter location.</p> <p>Outcome: CTN evacuees in this group are transported to a local shelter or local hospital/medical facility (if necessary).</p> <p>❖ Individual is traveling with a pet.</p> <p>Outcome: CTN evacuees in this group are transported to a local shelter that is either co-located with a pet shelter or near a pet shelter.</p> <ul style="list-style-type: none">• Inform the Collection Point Manager of any issues/challenges that arise. <p><u>Registration Coordinator:</u></p> <ul style="list-style-type: none">• Enter the evacuee's personal information (i.e., name, address, and phone number) into a state-provided tracking system (i.e., either a computerized or manual/handwritten system).• Generate two copies of the manifest list, which correspond with the queued group, and provide both copies to the Shelter Assignment Coordinator.• Inform the Collection Point Manager of any issues/challenges that arise.• Provide the Collection Point Manager with continual situational awareness. <p><u>Shelter Assignment Coordinator (collection point liaison)</u></p> <ul style="list-style-type: none">• Coordinate with State ESF-6/SEOC to determine the shelter assignment for each queued group.• Write the designated shelter assignment and address at the top of each copy of the manifest list.• Retain one copy of the manifest list and provide the other copy to the assigned Guide.• Inform the Collection Point Manager of any issues/challenges that arise.• Provide the Collection Point Manager with continual situational awareness.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Task Operations:	<p><u>Departure Area Monitor:</u></p> <ul style="list-style-type: none">• Coordinate with the FSA to request a specified number and type of transportation resources required at the Departure Area.• Assist with loading CTN evacuees, luggage, and small pets (if applicable) onto a designated vehicle at the Departure Area.• Monitor the flow of outgoing vehicles at the Departure Area.• Inform the Collection Point Manager of any issues/challenges that arise.• Perform other duties as assigned by the Collection Point Manager.• Provide the Collection Point Manager with continual situational awareness. <p><u>Guides: (a guide may be required to perform one or more of the tasks listed below):</u></p> <ul style="list-style-type: none">• Direct evacuees to place any weapon (e.g., knife, gun, etc.) into the container marked “amnesty barrel.”• Instruct evacuees to retain possession of their luggage until they board a specified vehicle.• Assemble the <u>first queued group</u> of CTN evacuees standing in the processing line, by handing each evacuee in the queued group a color/number card. Note: A “queued group” totals the number of seats on the assigned evacuation vehicle.• Direct the evacuee to the Departure Area outside, where he/she remains until the Guide instructs the queued group to board the vehicle.• Obtain the vehicle unit number that is assigned to the next queued group of CTN evacuees and provide it to the Shelter Assignment Coordinator.• Direct the queued group of CTN evacuees to the vehicle.• As each evacuee boards the vehicle, retrieve the color card, and verify that the name of the person boarding the vehicle matches up with the name on the manifest list.• After ensuring accuracy, provide the driver with the manifest list.• If there are any corrections made to the manifest list, provide the Shelter Assignment Coordinator with the updated information.• Inform the Collection Point Manager of any issues/challenges that arise.

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Task: Collection Point Operations	
Task Operations:	<ul style="list-style-type: none">• Perform other duties as assigned by the Collection Point Manager.• Provide the Collection Point Manager with continual situational awareness. <p><u>Pet Processor:</u></p> <ul style="list-style-type: none">• CTN evacuees and their pets exit vehicle and proceed to the Pet Processing Area for Pet Processors to obtain basic CTN and pet identification information (i.e., pet name, animal type/breed, pet photo, pet owner name/address/phone number) for tracking purposes.<ul style="list-style-type: none">○ A pet that is in a CTN-provided pet carrier always remains in the carrier and with the CTN pet owner.○ A pet that did not arrive in a CTN-provided pet carrier remains on a leash with the CTN pet owner until it is time to load the pet onto a Pet Transporter vehicle.○ If necessary, a leashed pet may be placed <u>temporarily</u> in a city/county or state-supplied pet cage at the collection point.• After completing the pet registration process, CTN evacuees and their pets are directed to a Waiting Area (separate from the general CTN population) to await queuing; staff assign a queued group of CTN evacuees to a designated vehicle.• The purpose of assigning CTN evacuees and their pets to the same vehicle is to ensure that the CTN evacuees travel together to the same public shelter, which is near the pet shelter.• All vehicles that are designated for CTN passengers and pets display a placard on the vehicle that denotes "PET TRANSPORT."• Generate a manifest list of each queued group of CTN evacuees and pets assigned to a vehicle.<ul style="list-style-type: none">○ A <u>small pet inside a CTN-provided pet carrier</u> can travel in a vehicle with the CTN pet owner (either on the CTN pet owner's lap or underneath the seat).• Generate a manifest list of the pets assigned to a Pet Transporter.<ul style="list-style-type: none">○ A <u>small pet that is not inside a CTN-provided pet carrier</u> must travel on a Pet Transporter vehicle; the CTN pet owner travels separately on a designated vehicle.○ <u>All large pets</u> must travel on a Pet Transporter vehicle; the CTN pet owner travels separately on a designated vehicle.

State of South Carolina CTN Evacuation OPLAN

Attachment 9

Task: Collection Point Operations	
Task Operations:	<ul style="list-style-type: none">○ Prior to departing the collection point, Pet Processor staff provide a copy of the manifest list to the Pet Transporter driver.● When it is time for the queued group of CTN evacuees and authorized small pets to board an assigned vehicle, a collection point staff member verifies that the name of each person and pet boarding the vehicle matches up with the name on the manifest list.● After ensuring accuracy, the collection point staff member provides the driver with two copies of the manifest list (i.e., one copy for the pet shelter manager and one copy for the CTN evacuee shelter manager).

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Attachment 10

Sample VSA Check-in Form

Company/Agency Name:		
Driver Name:		
Driver Address:		
Driver Phone Number:		
Type of Vehicle:		
Vehicle ID #:	Arrival Date:	Arrival Time:
Type of GPS Tracking Device (if applicable):		
Full Gas Tank: Yes <input type="checkbox"/> No <input type="checkbox"/>	CDL: Yes <input type="checkbox"/> No <input type="checkbox"/>	
Vehicle Registration: Yes <input type="checkbox"/> No <input type="checkbox"/>	License Plate w/Tag: Yes <input type="checkbox"/> No <input type="checkbox"/>	

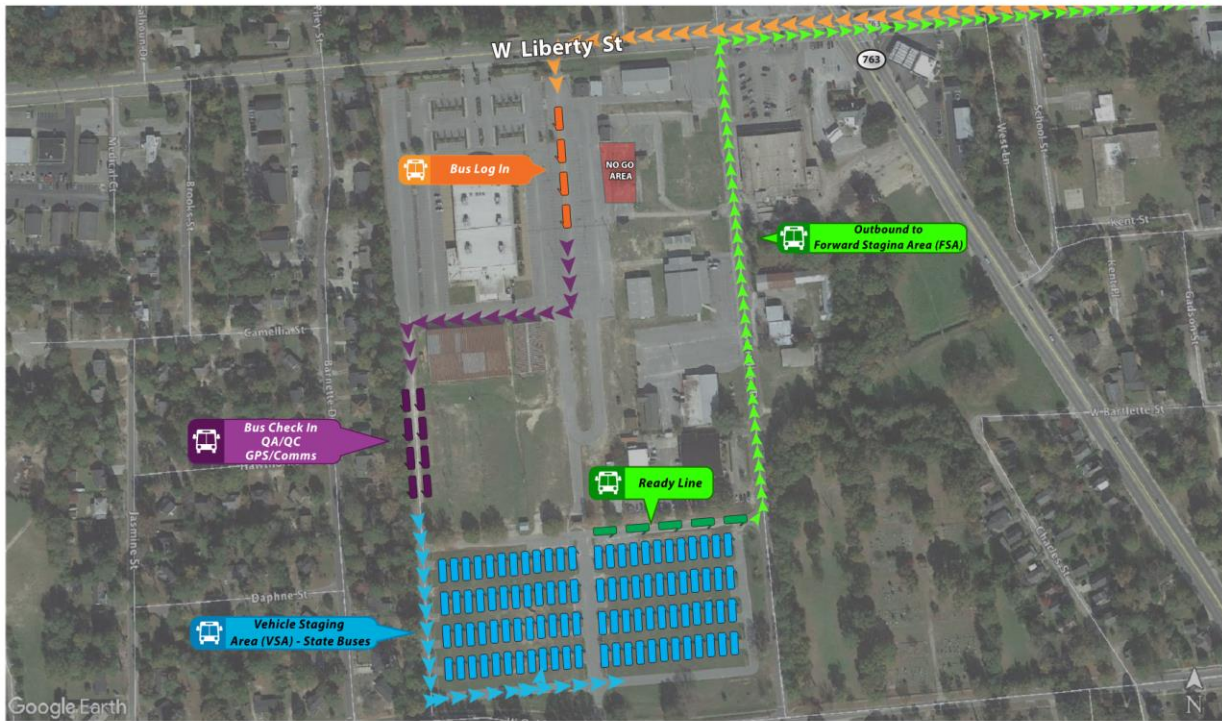
State of South Carolina CTN Evacuation OPLAN Attachment 11



NORTHERN CONGLOMERATE VEHICLE STAGING AREA SUMTER COUNTY EXHIBITION CENTER



700 W. LIBERTY ST., SUMTER, SC 29150



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

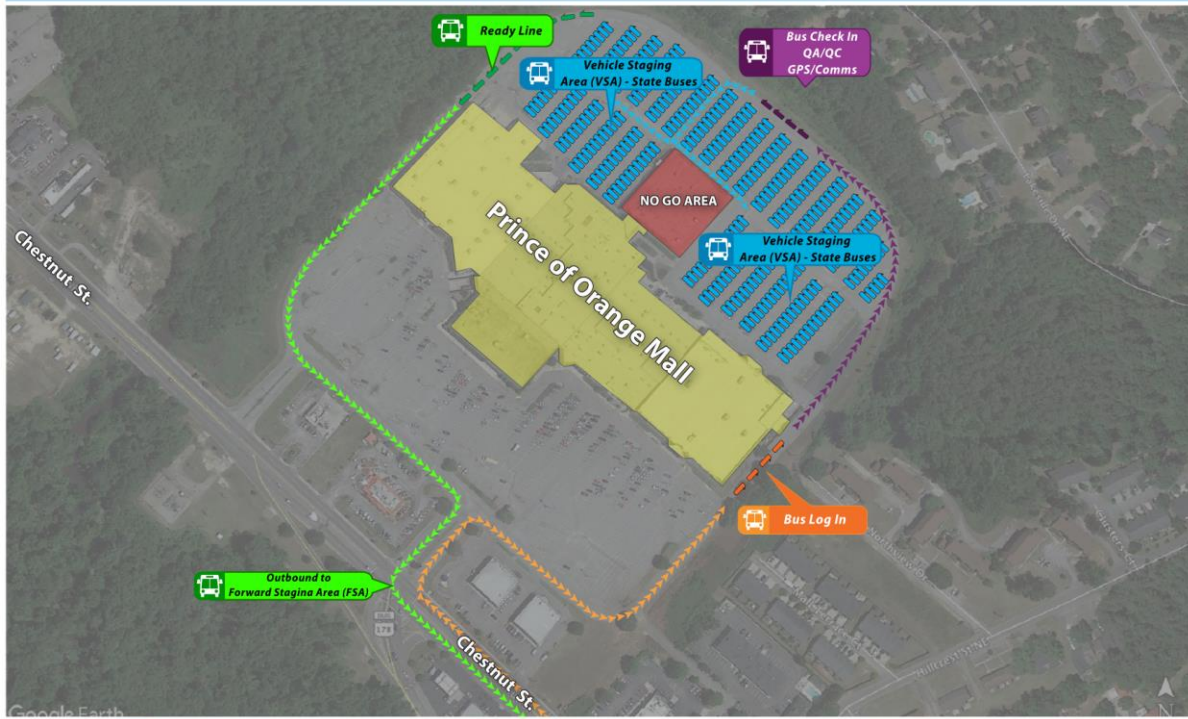
State of South Carolina CTN Evacuation OPLAN Attachment 12



CENTRAL CONGLOMERATE VEHICLE STAGING AREA PRINCE OF ORANGE SHOPPING MALL (PRIMARY)



2390 CHESTNUT ST. NE, ORANGEBURG, SC 29115



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

State of South Carolina CTN Evacuation OPLAN Attachment 13



CENTRAL CONGLOMERATE VEHICLE STAGING AREA ORANGEBURG COUNTY FAIRGROUNDS (ALTERNATE)



350 MAGNOLIA ST., ORANGEBURG, SC 29115



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

State of South Carolina CTN Evacuation OPLAN Attachment 14



SOUTHERN CONGLOMERATE VEHICLE STAGING AREA BARNWELL REGIONAL AIRPORT



1656 JOEY ZORN BLVD., BARNWELL, SC 29812



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

State of South Carolina CTN Evacuation OPLAN Attachment 15



CENTRAL CONGLOMERATE VEHICLE REPLENISHMENT POINT RICHLAND COUNTY - COLUMBIA RIVERBANKS ZOO



500 WILDLIFE PARKWAY, COLUMBIA, SC 29210



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

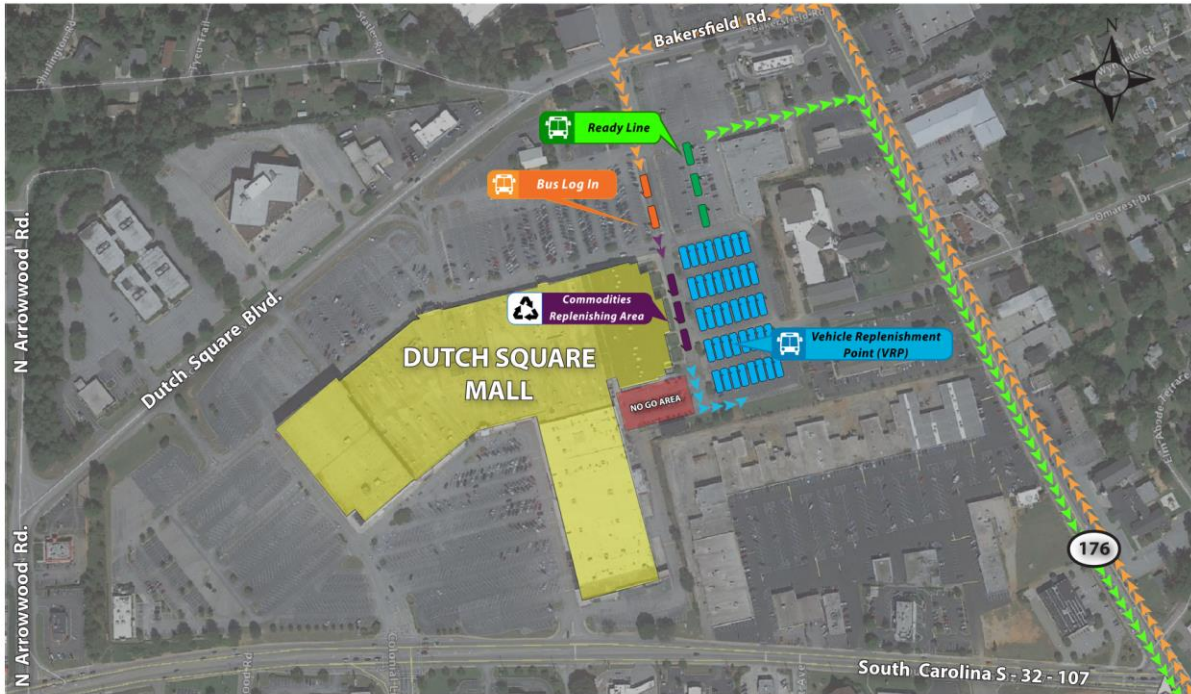
State of South Carolina CTN Evacuation OPLAN Attachment 16



CENTRAL CONGLOMERATE VEHICLE REPLENISHMENT POINT RICHLAND COUNTY - DUTCH SQUARE MALL



421 BUSH RIVER RD., COLUMBIA, SC 29210



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

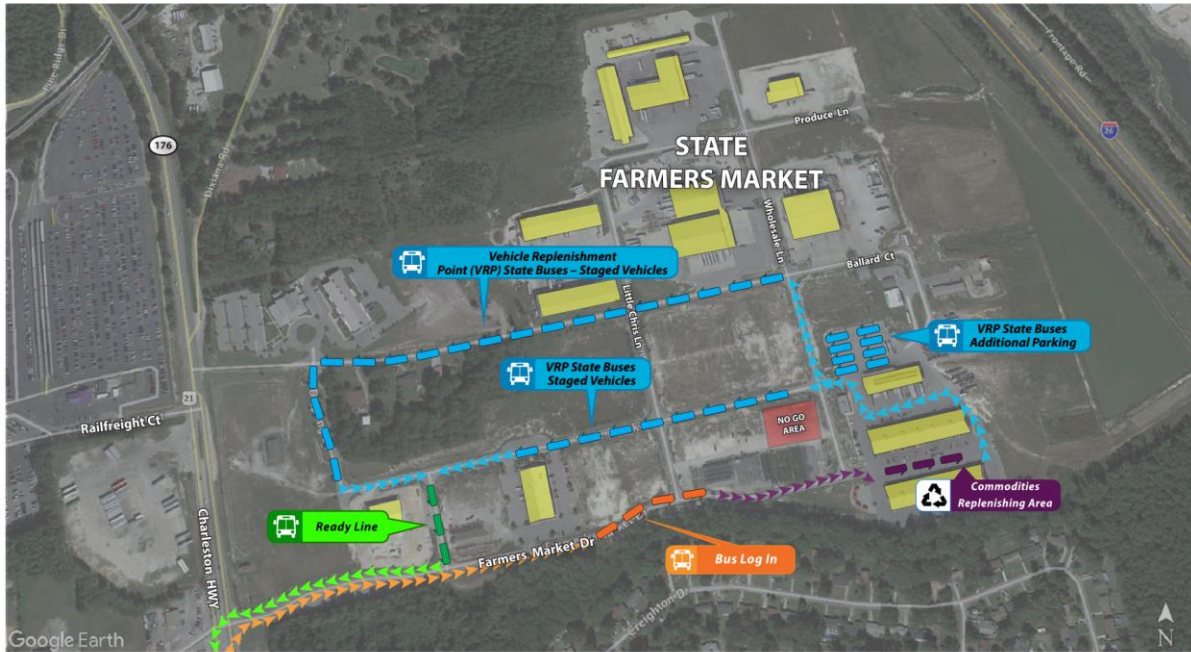
State of South Carolina CTN Evacuation OPLAN Attachment 17



CENTRAL CONGLOMERATE VEHICLE REPLENISHMENT POINT LEXINGTON COUNTY - STATE FARMERS MARKET



4383 CHARLESTON HIGHWAY, WEST COLUMBIA, SC 29172



Transportation Management Services | Map Created July 23, 2017 by Devin Smith

State of South Carolina CTN Evacuation OPLAN
Attachment 18

Sample Staff Journal Form

STAFF JOURNAL FORM			
NAME/STAFF POSITION: _____ INCIDENT NAME: _____			
OPERATIONAL PERIOD: (DATE/TIME)			
FROM: _____ TO: _____			
TIME:	SITUATION/ISSUE:	ACTION(S) TAKEN:	RESOLVED Y/N:

State of South Carolina CTN Evacuation OPLAN

Attachment 19

Hurricane Region Lane Reversal Routes

NORTHERN EVACUATION ROUTES

Grand Strand Area and Georgetown

North Myrtle Beach and northward

- Use SC 9 to proceed to I-95 and beyond.

Myrtle Beach **Link:** [\[US-501 Lane Reversal Plan PDF file\]](#)

Link: [\[SC-544 Enhancement Plan PDF file\]](#)

- 10th Avenue North and northward to Briarcliff Acres use SC 22 (Conway Bypass) to US 501. Motorists using SC 31 (Carolina Bays Parkway) or the Grissom Parkway will be directed north to SC 22.
- South of 10th Avenue North southward to the Myrtle Beach Airport use US 501 toward Marion and beyond.
- Myrtle Beach Airport southward through Surfside Beach use SC 544 to US 501.

Garden City south to Winyah Bay, and Georgetown **Link:** [\[US-17 Lane Reversal Plan PDF file\]](#)

- Take US 17 south through Georgetown.
- Then take US 521 to SC 261 to US 378 to Columbia.
- If necessary, a third lane will be formed by reversing flow on the inside northbound lane of US 17 near DeBordieu. When this occurs, an additional alternate route from Georgetown will be Black River Rd. to US 701 to SC 51 to SC 41 to US 378 at Kingsburg.

CENTRAL EVACUATION ROUTES

Charleston Area **Link:** [\[I-26 Lane Reversal Plan PDF file\]](#)

Awendaw and McClellanville

- Evacuees will take SC 45 to US 52 where they will be directed right onto US 52 to SC 375 to US 521 to SC 261 to US 378 to Columbia.

East Cooper

- Evacuees leaving Mount Pleasant will take I-526 or US 17 south to I-26.
- Those leaving Sullivan's Island will use SC 703 to I-526 Business to access I-526, then I-26.
- Evacuees from the Isle of Palms will use the Isle of Palms connector (SC 517) to go to US 17, where the right lane will turn north on US 17, then proceed to SC 41, to SC 402, then to US 52 to SC 375, then to US 521, to SC 261 to US 378 to Columbia.
- Evacuees using the left lanes of the Isle of Palms connector will turn left to go to I-526 and then on to I-26.
- Evacuees on I-526 approaching I-26 from East Cooper will be directed to the normal lanes of I-26 if in the right lane of I-526.
- Those in the left lane of I-526 will be directed into the reversed lanes of I-26.

North Charleston

- Evacuees will take US 52 (Rivers Avenue) to US 78 to US 178 to Orangeburg or continue on US 52 to US 176 or continue north on US 52.
- The right lane of US 52 at Goose Creek will continue on to Moncks Corner. In Moncks Corner, it will be directed onto SC 6, where SC 6 will take evacuees toward Columbia.
- The left lane of US 52 at Goose Creek will go on to US 176 to Columbia.
- Evacuees using SC 642 will travel west toward Summerville and take Road S-22 (Old Orangeburg Road) to US 78 west.

State of South Carolina CTN Evacuation OPLAN

Attachment 19

Hurricane Region Lane Reversal Routes

City of Charleston

- The west side of the city (West Ashley) will use SC 61 to US 78, then to Aiken and North Augusta.
- Downtown will use the normal lanes of I-26.

James Island and Folly Beach

- Use SC 171 to US 17.
- Evacuees should then travel south on US 17 to I-526 to the reversed lanes of I-26.

Johns Island, Kiawah Island and Seabrook

- Evacuees will use SC 700 to Road S-20 (Bohicket Road) to US 17.
- Evacuees will take US 17 south to SC 64 where they will go to Walterboro, then on to North Augusta.

Yonges Island, Meggett, Hollywood, Ravenel

- Use SC 165 to US 17, then US 17 south to SC 64.

Edisto Island, Adams Run

- Evacuees will take SC 174 to US 17.
- They will then take US 17 south to SC 64. This will take them to Walterboro, and then on to North Augusta.

SOUTHERN EVACUATION ROUTES

Hilton Head Island and Beaufort Areas

Hilton Head Island **Link:** [\[US-278 "Four Lane" Reversal Plan PDF file\]](#)

Link: [\[US-278 "Three Lane" Reversal Plan PDF file\]](#)

- Hilton Head Island evacuees will use both the William Hilton Parkway (US 278 Business) and the Cross Island Parkway toll facility (US 278).
- As these two roads merge, a third lane will be formed by reversing flow on the inside eastbound lane of US 278. This lane will carry the traffic from the toll facility.
- When US 278 reaches I-95, lane assignments will be as follows:
 1. The right lane on westbound US 278 will exit to I-95 northbound
 2. The left lane on US 278 westbound will continue on US 278 to Hampton and eventually North Augusta.
 3. The reversed lane will take SC 170 to SC 46, next continue on to US 321, then to SC 3 to SC 125 and on to North Augusta.
- Should a third lane not be necessary, then both lanes on US 278 will be routed to I-95 with the right lane to I-95 north, and the left lane continues on US 278.
- I-95 southbound - Access to I-95 southbound is available, but severe congestion may be encountered.

Beaufort **Link:** [\[US-21 "Four Lane" Reversal Plan PDF file\]](#)

Link: [\[US-21 "Three Lane" Reversal Plan PDF file\]](#)

- Evacuees will use the two present northbound lanes on US 21. These lanes will be turned onto US 17 south to I-95 at Exit 33 (Point South) where the left lane will go to I-95 south and the right lane to I-95 north.