

TOWN OF TRUCKEE

OFFICE OF EMERGENCY
SERVICES

Emergency Operations Plan

Evacuation Annex (DRAFT)

Town of Truckee, CA | 2024

The Town of Truckee Evacuation Annex is designed to provide the Town of Truckee with information on evacuation protocols. While no plan can provide a complete set of actions for every conceivable emergency situation, the procedures in this plan are intended to be flexible enough to account for a wide variety of scenarios with varying responsibilities for emergency response personnel.

The logo for the Town of Truckee, featuring the words "TOWN OF" in a small, white, sans-serif font above the word "TRUCKEE" in a large, white, serif font. The letters are bold and have a slight shadow effect.

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FOREWARD

The Town of Truckee Evacuation Plan (the Plan) is designed to provide the Town of Truckee with information on evacuation protocols. While no plan can provide a complete set of actions for every conceivable emergency situation, the procedures in this Plan are intended to be flexible enough to account for a wide variety of scenarios with varying responsibilities for emergency response personnel. Officials within the Town of Truckee’s public safety agencies and Office of Emergency Services have the authority to modify the procedures established in this Plan during an emergency situation to improve the Town’s response, as needed. The Plan is a living document and can be updated as needed by contacting the Town of Truckee’s Office of Emergency Services.

PLAN CONCURRENCE

Department/Agency	Title	Name	Signature of Representative	Date
Town Manager				
Police Department				
Community Development				
Public Works				
Administrative Services				
Animal Services				
Town Clerk / Communications				
Truckee Fire Protection District				
Cal-Fire				
Nevada County Office of Emergency Services				
Sierra College				
Tahoe Truckee Unified School District				

Tahoe Forest Hospital District				
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PLAN REVISIONS

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Section 1

Introduction, Assumptions, Responsibilities

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Introduction

Purpose

This Evacuation Plan (the Plan) provides guidance for the evacuation, relocation, or shelter in place of an affected population within the Town of Truckee during an emergency event. These events could include natural disasters, homeland security emergencies, and technical fault incidents. The Plan addresses the roles and responsibilities of emergency responders as well as references to the Alert and Warning Annex for the alert and warning systems that should be utilized to notify the affected population. This plan is designed for use by public safety personnel as a guide and resource to developing incident specific evacuation plans. Community members should refer to the Evacuation Guides that have been produced by the Town of Truckee Office of Emergency Services in developing their own family specific plans of what to do in an emergency.

Goals

Incident Commanders should consider these overarching goals during an emergency incident:

- The safety of first responders and public safety personnel, including recognized volunteers and staff from other Town departments, who are involved in evacuation, security, and repopulation operations.
- The timely notification of the public, with clear and accurate messaging, of the intended protective actions the affected population should take.
- The need to safely and efficiently guide and move the affected population from the area of danger to an area of safety.

Objectives

The objectives of this Evacuation Plan are to provide a comprehensive guide that:

- Provides for the safety of emergency personnel and recognized volunteers based on industry best practices for the personnel and recognized available Personal Protective Equipment (PPE).
- Guides the development of an incident specific plan that moves people out of the threatened areas to safe locations in an efficient and safe manner.
- Pre-plans potential evacuation traffic control points to ensure a rapid, smooth exit from the threatened areas based on expected and historical events.
- Provides a method to plan for transportation of individuals with limited mobility, including those with disabilities and individuals lacking access to personal vehicles, out of the threatened area.
- Provides information to develop incident specific Temporary Refuge Areas when necessary.
- Provides for the protection and security of evacuated areas.
- Provides a method to procure, allocate, and use additional personnel and resources from mutual aid or other sources to the extent needed.

- Provides a method to develop a collaborative repopulation plan working with both public and private entities that allows return to the affected areas as soon as practical and safe.

Background & Assumptions

The most probable large-scale evacuation scenario facing the Town of Truckee is a wildfire event, with a hazardous materials incident being next. A complete evacuation of the Town is unlikely for either of these scenarios given the topography, prevailing weather conditions, fuel loading, and transportation corridors in the area. A more likely scenario is an evacuation of a neighborhood or subdivision (Evacuation Management Zone); however, planning must account for a complete evacuation of the town.

Other scenarios such as a winter weather event or earthquake would more likely result in a shelter-in-place response versus an immediate evacuation. A winter weather event could also include flooding, however widespread flooding such as was seen in 1997, has largely been mitigated with stream channel realignment and improvements. Localized storm water flooding still exists in many parts of the Town, but widespread evacuations would not be expected from these events. Less likely events are dam failures (unrelated to an earthquake) or terrorist type activities. Events of these types are impossible to completely discount as many of the dams in the area are classified as “High Hazard” by the US Army Corp of Engineers and Bureau of Reclamation. There also exists large, high-value terrorist target infrastructure in the area and events striking one of these targets would follow similar plans as noted above.

It is also important to understand when developing evacuation assumptions, the Town of Truckee lies at the intersection of 2 major state highways providing access from Interstate 80 to the northern half of the Lake Tahoe basin and surrounding areas. For winter reference, historically the Truckee area becomes gridlocked during winter events when I-80 (westbound) over Donner Summit is closed or has chain restrictions. This is primarily due to most visitors to the Truckee and Lake Tahoe areas wanting to leave to the west, towards Sacramento and the Bay Area, along with restricted roadway access due to winter storms.

During the summer months when the threat of wildfires is greatest, these traffic conditions do not exist and I-80 is generally available in both directions for egress from not only the Town of Truckee, but from the surrounding communities and North Lake Tahoe basin area. Traffic engineers use a theoretical model of approximately 1,600 vehicles an hour per lane for carrying capacity on Interstate and State Routes, providing a capacity of 6,400 vehicles an hour on Interstate 80 in both directions using all lanes. A key for the use of this capacity is the establishment of traffic control points for the orderly flow and movement of vehicles out of the area from surface streets to Interstate. During a summer emergency event, traffic will be forced to use the routes selected by law enforcement to exit the area safely, not necessarily the route drivers would normally choose for return to their primary residence.

Wildfires

As a rural mountain community, wildfire events pose the greatest risk to Truckee, particularly if a fire ignition occurs in conjunction with a strong wind event. The community is built in the Wildland Urban Interface (WUI) where structures are interspersed with vegetation of varying types.

Large, damaging, and costly wildfires have occurred in the Truckee area. Recent wildfires significant in terms of acreage are the Donner Ridge Fire (1960 – 44,812 acres) and Martis Fire (2001 – 14,126 acres). Several smaller fires and fires of a more historical nature have burned through the Truckee area with almost all of the areas within the Town of Truckee having had a wildfire event in the past 100+ years. The Cal-Fire Fire Hazard Severity maps (2007 FHSZ) predict a high likelihood that such fires could occur again in several areas of the Town.

Wildfire risks are even more pronounced in certain parts of the community, particularly where homes are located within areas of dense vegetation and where steep slopes and other similar conditions exist. Cal-Fire and Truckee Fire Protection District, which provide a joint wildland fire response to the Town of Truckee, identify a number of high-risk areas in the community based on topography and prevailing weather conditions:

- The southwest aspect of the Glenshire and Juniper Hills subdivisions above the Martis Valley
- The area to the west of the Tahoe Donner subdivision in the path of the Donner Burn (1960)
- The Interstate 80 corridor
- The Coldstream Canyon area to the south of Town limits
- Any fire ignition within a subdivision (WUI area)

Hazardous Materials

Several hazardous materials incidents have occurred within the Town of Truckee and nearby areas including a large underground Liquefied Propane Gas (LPG) leak in the center of Town (tank since removed), an LPG building explosion, a chlorine release from the sewer treatment plant, service line failure resulting in natural gas leaks in the Glenshire area, a diesel fuel release from the Kinder Morgan pipeline on Donner Summit, and a large gasoline tanker spill on I-80 that flowed into Donner Lake. While none of these incidents resulted in large-scale evacuations of residents and mostly resulted in localized impacts, they are reminders of the potential for hazardous materials incidents within the Town limits and surrounding areas.

- **Interstate 80** runs through roughly the centerline of the Town from west to east. Traffic volumes, the winding character of the Interstate, and snow and ice make this corridor especially dangerous during the winter months. In addition to the character of the interstate, the remoteness of the Town from outside help creates even a greater potential for a rapidly expanding major incident. Assistance from areas outside the Town could be unavailable for a

period of four to eight hours with no weather issues and potentially unreachable in the winter months.

- **Union Pacific Railroad** runs through Truckee, crossing Donner Summit from Reno to the Roseville area. Currently it is estimated 20-30 trains per day travel through Truckee, with approximately 7% of UPRR's over-all commodity loads being hazardous materials. UPRR has retrofitted the Donner Summit rail line to carry additional cargo and now lists the Donner Summit rail line as a hazardous materials route for crude oil.
- **Kinder-Morgan Pipeline** carries refined petroleum oils from Richmond/Benicia refineries to their Reno/Sparks terminal via an 8" pipeline crossing Donner Summit and then running on the southern edge of town along the south side of Donner Lake. The pipeline then runs along the UPRR track to the area of the SR-267 by-pass bridge where it turns north and exits Town limits under Prosser Reservoir ultimately running to the Reno/Sparks terminal.
- **Stationary Hazardous Materials** are stored in bulk quantities at the West River St. bulk fuel plant (primarily gasoline and diesel fuels), the Truckee – Tahoe Airport facility (primarily aviation fuel), and the Tahoe-Truckee Sanitation Agency (Martis Valley – primarily inhalation chemicals such as Chlorine and similar products). Other smaller bulk fueling stations exist in several locations within the Town.

Earthquakes

Major earthquakes could cause significant damage to Truckee. There has been seismic activity felt in Truckee in recent years, including a magnitude 6+ earthquake in 1966, a magnitude 3.6 earthquake in 1998, a magnitude 4.5 earthquake, centered six miles south of Truckee, in June of 2004, and a swarm of 28 earthquakes with the largest being 3.9 in June of 2017. While none of these faults are designated as Alquist-Priolo Special Study Zones, which identify fault areas considered to be of greatest risk in the state, several pipelines, including sewage, vehicle fuel, and natural gas, run across many of the local faults, along with several bridges and dams. There are approximately 30 buildings, primarily located within the Historic Downtown, that are identified in the Hazard Mitigation Plan as unreinforced masonry and are vulnerable to an earthquake.

Evacuation Planning

For planning purposes, as a general rule, a lane of traffic on a 2-lane residential type street can accommodate 500 vehicles per hour. Experience has shown this can be increased to approximately 1,000 vehicles per hour with active traffic control. The US Census Bureau reports that the average full-time household in Truckee contains 2.62 people with approximately 2.0 cars per household¹. Approximately 50% of the residences in Truckee (out of a total of 12,936) are owner-occupied. This leaves approximately 6,500 homes as secondary residences². This secondary population and associated vehicle count will fluctuate depending on the time of year. The majority of these secondary residences are located in the Tahoe Donner subdivision (approximately 5,400 or 85% of the secondary homes)³ and Donner Lake areas.

1 – U.S. Census Quick Facts - <https://www.census.gov/quickfacts/truckeetowncalifornia>

2 – www.townoftruckee.com

3- Tahoe Donner Home Owner's Association

The amount of time for a population group to evacuate will fluctuate considerably based on a range of variables noted above. These variables include full-time population versus visitors, knowledge of the area, situational awareness, emergency notification message reach, evacuation route knowledge, and perception of danger. Within each population ranges exist different actions by evacuees. For instance, a visitor not familiar with the area and given a pre-event warning may leave sooner based on a perception of danger than a full-time resident with the same information who is familiar with the area and feels less of a perception of danger. While some research has been conducted in this area, there are no concrete studies for planners to use in determining the different groups evacuation times. To advance this knowledge, the Town is actively partnering with academia to provide funding and support to provide avenues for research in this area.

Other factors that could change evacuees' behaviors include when there may be multiple days of notice that an emergency situation may occur, such as during a winter weather event. In other instances, such as a wildfire, a community may receive notifications with a few hours or even less to evacuate. Evacuation planning needs to take all these possibilities into account.

When planning for an evacuation, whether short-range event-driven or long-range scenario-based planning, the following should be considered by Incident Commanders or Emergency Managers:

- What is the nature of the area to be evacuated?
- Is it full-time or secondary residents?
- Is it daytime or night-time?
- What percentage of the population was notified?
- Why is the evacuation needed (e.g., what is the risk to community members, and is the risk sufficient that other options, such as sheltering in place, are not feasible)?
- What areas may need to be evacuated?
- How many people will need to be evacuated in each instance?
- What are the best evacuation routes out of the impacted area?
- What is the current population level (residents and tourists) and how long will it reasonably take to clear the impacted area?
- What personnel and resources (including mass transit-type transportation) are needed to evacuate the impacted area(s) safely and effectively?
- How will access to the evacuated area(s) be controlled once people are evacuated?

Roles and Responsibilities

Town of Truckee Police Department

The Town of Truckee Police Department (TPD) personnel are responsible for coordinating evacuation efforts in the Town of Truckee, including drafting and issuing evacuation orders. TPD personnel will provide evacuation notifications, traffic control, and perimeter control, in coordination with other Town Departments such as the Office of Emergency Services, Public Works, and other law enforcement agencies. Once evacuations are complete, TPD has the responsibility for protecting private and public property in all areas that were evacuated within its jurisdiction. TPD will assist with the Repopulation Plan when requested by the Incident Commanders. TPD personnel should be equipped with visual aids or tools to communicate evacuation orders to the deaf and hard of hearing, people with cognitive disabilities, and non-English speakers.

In order to effectively carry out these duties, TPD will likely need mutual aid assistance. Surrounding law enforcement agencies, including the California Highway Patrol and other state and federal agencies, may assist on an emergency mutual aid basis prior to a formal request through the Nevada County Sheriff's Office for mutual aid. If a mutual aid request cannot be met with Nevada County Operational Area resources, a Mission Number will be obtained from the Region level through the Cal-OES Law Enforcement Branch and additional resources obtained through the Sheriff's Office and Cal-OES. This includes out-of-state level assistance. A proclamation of a local emergency is not required to request mutual aid resources.

In the event resources are requested from the State of Nevada (primarily in the event resources are blocked from responding from west of Truckee), a request must be made through Cal-OES Law Enforcement Branch and the Governor's Office for out-of-state mutual aid resources.

Office of Emergency Services - Emergency Services Manager

The Emergency Services Manager (ESM) will ensure information is shared among all active departments, activate and staff the Emergency Operations Center (EOC) as appropriate, and lead the public alert and warning group in conjunction with the Public Information Officer (PIO) as outlined in the Town's Emergency Operations Plan (EOP) and the Incident Command System (ICS). The ESM, or their designee in the Incident Command System (ICS), will maintain contact with the Incident Command Post (ICP) to provide requested assistance and supplies. In the event the EOC has not been opened, the ESM will contact the ICP for an initial briefing and determine the need for an EOC activation. Once the EOC is activated, the ESM will brief the EOC Policy Group.

Truckee Fire Protection District

The Truckee Fire Protection District (TFPD) provides an “All-Risk” response to the Town of Truckee and surrounding areas. The District has 8 stations, 6 of which are in the Town limits, and has specialists in the areas of Structural Firefighting, Vehicle Extrication, Confined Space Resue, Airport Rescue Firefighting, Hazardous Materials response, Urban Search and Rescue, High Angle Rescue, Swift Water and Ice Rescue, Dive Rescue Operations and Wildland Firefighting.

TFPD, along with Cal-Fire and USFS assets, adheres to the closest resource philosophy, and responds to all wildland fires in the Town limits and surrounding areas, regardless of whether the fire is on Local Responsibility Area (LRA), State Responsibility Area (SRA), or Federal Responsibility Area (FRA). The ICS command structure is used on all incidents and an Incident Command Post (ICP) will be jointly staffed fire and law enforcement as appropriate.

Cal-Fire Wildland Protection Contract (wildfire response)

The Town of Truckee and TFPD annually sign a contract with Cal-Fire to provide wildland fire coverage for the Town of Truckee. The coverage includes all wildland responses to the Local Responsibility Area (LRA) at the same level provided to the State Responsibility Area (SRA) by Cal-Fire. As of 2018, the LRA includes approximately 8,000 acres within the Town limits. Generally, a Cal-Fire Battalion Chief will assume the Incident Command role for Fire for wildfire incidents within the Town of Truckee and surrounding SRA wildfires, however TFPD or USFS Command Officers may assume this role initially as needed. A Unified Command of Fire and Law Enforcement will be developed as soon as possible to ensure the best use of resources and sharing of information and decision making.

Town of Truckee Public Works

Public Works personnel will assist with road closures and traffic control as requested by TPD or the Emergency Operations Center (EOC). Public Works will provide traffic control signs and devices as designated in the pre-plans where possible to each intersection in the affected areas.

Town of Truckee Animal Services

The Town of Truckee provides animal control services for the Town and will assist with surrounding areas as requested. Town Animal Services, along with other authorized organizations (primarily the Truckee Humane Society), will lead the evacuation of animals and the establishment of a temporary animal shelter if necessary. A separate Annex is included in this plan covering the responsibilities and procedures for the Animal Services unit. The Animal Services unit will provide a representative to the EOC once activated, to assist with setting animal related evacuations.

Community Volunteers (VIPs, CERT, Spontaneous Volunteers)

Community volunteers may be managed or directed by any designated Town or Fire District employee. Volunteers will be utilized as needed, ensuring for their safety. Volunteers should not be used in any area where Personal Protective Equipment (PPE), other than CERT gear, is required.

Public Information Officer (EOC)

The EOC Public Information Officer (EOC - PIO), when activated, will ensure that information on evacuation orders, status of the wildfire, safety information, and repopulation plans are shared with the public as soon as possible through close collaboration with the ESM, Incident Commanders (IC), and Incident PIO's. Information releases will be pre-approved by the IC's or ESM unless it is an emergency lifesaving message. The EOC-PIO, in conjunction with the Incident PIO's, will organize a Joint Information Center (JIC) as needed and ensure personnel are assigned to monitor Social Media and other feedback loops from the public.

Nevada County Office of Emergency Services – Operational Area

American Red Cross

The American Red Cross (ARC) may be available to provide resources for a Temporary Evacuation Point or full shelters upon request in the Truckee area for smaller scale incidents. Generally, any medium to large scale incident will involve evacuation out of the immediate Town area either to Reno or the Sacramento area. Reno and Gold Country ARC managers are aware of this and have agreed to provide support in those locations as needed. Support can be requested via the National Disaster Dispatch at (855) 891-7325. If evacuating out of Town limits, IC's should ensure the effected County Office of Emergency Services (Nevada, Placer and Washoe) are notified.

Evacuations to the State of Nevada (Reno, Sparks, Washoe County) will require notification of those emergency managers in order to determine shelter locations and responsibilities. This should be done as early as possible when an event occurs that could necessitate the use of resources to provide the most time possible to develop these plans. Additionally, Cal-OES and Nevada Department of Emergency Management must also be notified as soon as possible.

Whole Community Approach

The Town of Truckee strives to incorporate the Whole Community perspective in their emergency planning. By planning for the Whole Community, complexities in the diversity of Town of Truckee and Nevada County are assimilated into the Town's planning strategy.

The U.S. Census Bureau estimated that in 2023 approximately 3.7% of Truckee's full-time population had some form of disability¹. In addition, 16.5% of full-time residents were at least 65 years of age². The most common disability in Truckee is an ambulatory difficulty, but other forms of disabilities may include hearing or vision challenges, cognitive difficulties, or difficulties with self-care and independent living. Some community members may have multiple disabilities, while others may not be officially recognized as having a disability but may still have special care needs. In approximately 18.4% of the households, a language other than English is spoken³. The trends continue to rise each year.

1, 2, 3 – U.S. Census Quick Facts - <https://www.census.gov/quickfacts/truckeetowncalifornia>

As a community that places a high importance on inclusion and meeting the needs of all individuals, Truckee is committed to ensuring disaster planning and emergency response and recovery operations take into consideration the needs of the Town's disabled population. Furthermore, the Town of Truckee is committed to maximizing compliance with the Americans with Disabilities Act (ADA) and providing the best service to our residents and visitors. As such, the Town of Truckee adheres to the guidelines outlined below:

- Disabilities will not prevent access to services or facilities provided by the Town of Truckee.
- The Town of Truckee will not exclude or deny benefits of any type based on a disability or access or functional need.
- The Town of Truckee will work to accommodate people with disabilities and those with access and/or functional needs in the most integrated setting possible.
- During all phases of disaster response, the Town of Truckee will make reasonable modifications to policies, practices, and procedures, if necessary, to ensure programmatic and architectural access to all.
- The Town of Truckee, through the American Red Cross or other recognized shelter group, will shelter people with disabilities and those with access and/or functional needs with their families, friends and/or neighbors when feasible in the most integrated setting possible.

Disabilities and Access and/or Functional Needs

Evacuation of people with disabilities and those with access and/or functional needs takes more time than the general population, so early evacuation triggers are an important aspect of effectively evacuating these residents. When possible, Incident Commanders and Emergency Managers should pre-plan with appropriate agencies for the different needs of these populations. Agencies such as High Sierra Seniors, Meals on Wheels, and Tahoe Forest Hospital District maintain lists of service users that

may provide Incident Commanders and Emergency Managers valuable information in planning for special needs. These lists are available from the different agencies and the Town of Truckee Office of emergency Services.

- People with disabilities are not necessarily among the portion of the population that may need evacuation assistance. Many people with disabilities live independently, are fully self-sufficient and will self-evacuate.
- People with disabilities can lose their support system and become dependent on assistance if separated from their mobility device or durable medical equipment. Such equipment is essential to maintaining independence and will be evacuated with the user whenever possible.
- Situations may arise where attempting to transport certain types of medical equipment or devices with an individual is impractical due to the physical size or volume of the equipment and the space available on the evacuation vehicle. In these cases, responders should be prepared with additional vehicles specifically for the transport of such equipment. Those vehicles should closely follow the evacuation vehicle of the affected individual(s).
- Many people who are ordinarily self-sufficient may have functional needs due to physical or emotional trauma or temporary lack of resources or accommodations.
- Transit-dependent populations (e.g. people with disabilities and those with access and/or functional needs and households without a vehicle) will require public transportation to evacuate.
- Transportation able to accommodate people in wheelchairs, scooters, or other mobility aids must be made available. Mobility devices and durable medical equipment should be transported with the evacuee. Evacuee will only be separated from their mobility device(s) and durable medical equipment under the most life-threatening conditions. If these conditions exist, appropriate plans will be in place to ensure durable medical equipment and mobility devices are available at the destination. A coordinated equipment labeling and tracking system will be necessary to ensure individuals are not separated from their mobility devices. Services animals will always be transported with their owner.
- People who are blind or have low vision will need additional assistance during transport because they cannot rely on their traditional orientation and navigation methods. Evacuees with cognitive disabilities, as well as people with dementia, should be transported with their caregivers or other mental health professional, when possible, for their own safety.
- Buses and paratransit vehicles will most likely be the primary resources used to evacuate people with critical transportation needs. Medical transportation should be reserved for those with injuries and acute medical issues.

Evacuation of Animals

The Town of Truckee Animal Services and Truckee Humane Society have jointly developed an evacuation guide and plan for the Animal Shelter and community involving animal evacuations included as an Annex to this plan.

Service animals are essential to the continued independence of persons with access and functional needs and should be evacuated with the person. The Americans with Disabilities Act (ADA) requires service animals be permitted in any area accessible to the general public. This includes public transportation, shelters, and any other location where evacuees may be present.

The Pets Evacuation and Transportation Standards (PETS) Act of 2006 was established and amends the Stafford Act. PETS require evacuation plans take into account the needs of individuals with household pets (specifically small animals such as dogs and cats) and service animals, prior to, during, and following a major disaster or emergency. Livestock, exotic pets and other large animals are not covered by the PETS Act.

If local resources become overwhelmed, the EOC will request assistance through the OA EOC and/or the Regional EOC from the California Department of Food and Agriculture, which is the lead agency for the California Animal Response Emergency System.

Evacuation of Schools and Child Care Centers

Public schools and school districts are required to have safe school and emergency plans in place to safeguard students, staff, and visitors. Public schools may or may not have adequate resources, including transportation, depending on the specific incident to support their students and staff during an evacuation order. Public schools may evacuate or relocate to another school site during an emergency. Parent and student reunification orders are the responsibility of the school district and must be obtained and communicated to others in an expeditious and inclusive way.

Private schools may need additional assistance in a large-scale evacuation due to the limited number of transportation resources available during an emergency. Institutions without pre-existing plans and transportation resources may be dependent on public transportation for evacuation.

Pre-school and Child Care Centers are required to communicate with the California Department of Social Services Community Care Licensing Division in the event of a facility evacuation or other unusual incident. Some Child Care Centers may require additional transportation support. Some Child Care Centers, such as Discovery Pre-School and Playdate, have excellent community networks for notifying parents and other day care providers during an incident and can be a good resource for IC's to use in an incident.

If any portion of the Town is evacuated, the TTUSD should be advised so they do not release children in an evacuation area and end up with unaccompanied minors without a home to go to. Many schools draw from cross-town or even cross-region for students, meaning students may not live in the area directly surrounding a school site. Depending on specific incident evacuation plans, schools may keep the children on campus, if safe, until guardians arrive to pick them up. If a school site is unsafe, or parents cannot enter an area, the school, in conjunction with the IC's will determine a reunification

location and notify parents of this location. Law Enforcement personnel should be assigned to these locations to assist with resource management and to ensure the ICP is aware of needs or concerns.

Public Schools

Name	Age Range	Address	Phone Number
Truckee High School	9-12 th Grade	11725 Donner Pass Rd.	(530) 582-2600
Alder Creek Middle School	6-8 th Grade	10931 Alder Dr.	(530) 582-2750
Truckee Elementary	K-5 th Grade	11991 Donner Pass Rd.	(530) 582-2650
Glenshire Elementary	K-5 th Grade	10990 Dorchester Dr.	(530) 582-3720
Sierra High School	9-12 th Grade	11661 Donner Pass Rd.	(530) 582-2640
Coldstream Alternative School	9-12 th Grade	11661 Donner Pass Rd.	(530) 582-2640
Placer County Community School			

Private and Charter Schools (some may border the Town)

Name	Age Range	Address	Phone Number
Sierra Expeditionary (SELS)	K-12 th Grade	11603 Donner Pass Rd.	(530) 582-3701
Forest Charter School	K-12 th Grade	10725 Pioneer Trail	(530) 550-7205
Tahoe Expeditionary Acad (TEA)	K-12 th Grade	9765 Schaffer Mill Rd.	(530) 546-5253
Golden Valley Tahoe School	K-4 th Grade	908 Northstar Dr.	(530) 717-3019

Pre-Schools (child care centers)

Name	Age Range	Address	Phone Number
Discovery Pre-School		10063 Highway Rd.	(530) 587-6966
Play Date		10114 Dorchester Dr.	(530) 582-0441
TFH Pre-school		10121 Pine Ave.	(530) 587-6011
Lengua Viva Pre-school		1070 Frates Ln.	(530) 582-9434
Headstart at Truckee Pines		10100 Estates Dr.	(530) 587-3062
TDRPD After School Programs		Truckee El, Glenshire El, Community Rec Center	
TDRPD Pre-school		8924 Donner Pass Rd.	(530) 582-7720

Sierra College Truckee Campus

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Special Needs Populations

Tahoe Forest Hospital District:

Hospitals are required to develop and implement a hospital evacuation plan as part of their Emergency Operations Plan (EOP). Hospitals are generally responsible for coordinating with Emergency Medical Services (EMS) and receiving facilities to provide on-going medical care for evacuated patients through Control Facilities (CF) and Medical Health Operational Area Coordinators (MHOAC).

The Tahoe Forest Hospital District (TFHD) provides medical services to the eastern slope of the Sierra's from Plumas to El Dorado counties at several locations in the Truckee and Tahoe City area, along with operating the Incline Village Community Hospital. Tahoe Forest Hospital in Truckee is an Acute Care (Level III Trauma center) hospital with an emergency department, surgical unit, ICU, cancer center, OB wing, and Long Term Care (LTC) unit. The Emergency Department has 20 beds, the Med-Surg floor has 20 beds, the ICU 6 beds, and the OB wing has 8 beds for a total of 54 beds in addition to 10 potential patients in the surgical area and 36 possible patients in the LTC unit. TFHD is also the Control Facility for EMS for eastern Sierra, Nevada, and Placer counties.

Tahoe Forest Hospital (main Hospital, Emergency Department, ICU, Long Term Care)
10121 Pine Ave., Truckee, CA 96161
(530) 587-6011

Primary Care Clinic
10978 Donner Pass Rd., Truckee, CA 96161
(530) 582-1212

Tahoe Forest Cancer Center
10121 Pine Ave., Truckee, CA 96161
(530) 582-6450

Multi-Specialty Clinics and Physical Therapy
Located near the main campus, several off-site facilities exist that are connected to TFH. Additional clinics are operated at several local ski resorts on a seasonal basis.

In the event of an incident locally, or regionally, that could affect the hospital, TFHD will normally activate its Hospital Incident Command System (HICS) team, including an onsite Emergency Operations Center (EOC) for the hospital located near the main lobby entrance. TFH, TFPD, and TPD/Town EOC will share information through a co-located liaison group either in the hospital EOC or the Town EOC as is most appropriate for the incident. The back-up Control Facility (REMSA Dispatch) and the Nevada County Medical Health Operational Area Coordinator (MHOAC) will be contacted to advise of the circumstances when an Evacuation Warning, Evacuation Order, or Shelter in Place is instituted.

If an Evacuation Warning is issued for the area of the hospital, TFH will attempt to reduce patient census through medically approved patient discharges, delay of discretionary procedures, and the rescheduling of appointments in the Multi-Specialty and Primary Care Clinics. Non-essential personnel may be sent home as appropriate under the hospital's evacuation plans. Patients in the LTC unit may be moved to another facility or released to family/relatives/friends as appropriate within the plan for the LTC facility. The Town EOC, if activated, will assist with locating transportation for LTC patients as appropriate.

Depending on the incident, the goal will be to Shelter in Place patients that cannot be discharged or otherwise released from the hospital's care. Sheltering in Place will depend on the nature of the incident, the defensibility of the facility, and the ability to inhabit the facility. The decision to Shelter in Place or institute an evacuation will be made between the HICS IC and incident IC through the liaison group. If an Evacuation Order is expected, as much notice will be provided to the HICS team as possible.

If an Evacuation Order for the area of the Hospital is given, and Shelter in Place is determined to not be a viable alternative, the event IC will ensure a Fire Command Officer is assigned to coordinate medical (EMS) transports. TFH will be responsible for providing a patient census, along with an approximate number of patients at the different levels of care needed for transport (Basic Life Support - BLS, Advanced Life Support - ALS, Critical Care) to the Fire Command Officer. The LTC unit will attempt to use non-EMS transportation when medically appropriate.

In addition to local EMS transport, the back-up CF (REMSA Dispatch) will provide additional transport resources and destinations of receiving hospitals for patients as needed based on the hospital's census and requests by the Fire Command Officer. TFH Staff will be responsible for moving patients to the transportation staging area once the appropriate level of transportation has arrived. EMS transport personnel will follow similar protocols as followed in a Mass Casualty Incident (MCI) as far as receiving and documenting outgoing patients. The Law Enforcement Branch will be responsible for ensuring adequate traffic control personnel for ambulance ingress and egress. The expected route for ambulance ingress will be from I-80 (westbound) to Central Truckee exit to Donner Pass Rd. to Levon Av. to the Emergency Department ambulance bay. The expected ambulance egress route will be Donner Pass Rd. to SR-89 to I-80 east or westbound as appropriate to reach the receiving facility. It may also be advisable to stage inbound ambulances at a nearby location to better facilitate ingress and egress movement.

In the event of a No Notice immediate evacuation of the hospital (such as an internal fire in the building), the event IC will assign a Fire Command Officer to coordinate transportation of patients. The Fire Command Officer will attempt to match the level of care to the transportation available, however it may be necessary to select an intermediate location (such as a school or other public building) to initially transport to and then arrange transport with the appropriate level of care to a receiving facility. The LTC unit will follow their plans, however EMS units may need to provide transport as an Inter-Facility Transfer to a receiving destination in a No Notice situation.

Tahoe Forest Hospital Home Healthcare and Hospice Program

Homeless

The unhoused population in Truckee is highly variable and this variability is often dependent on weather and seasons. Many of the local homeless encampments are in areas with a high potential for wildfire issues and responding personnel should be aware of the potential effects of a wildfire could have on the encampments.

The Truckee area does not have an unhoused full-time shelter locally. During the winter, at certain times based on expected weather, a short-term emergency warming center may be opened. Several day programs exist to provide meals, showers, and limited clothing supplies for the unhoused. In the event of an evacuation of an unhoused population, they will be transported and sheltered with general evacuation populations following emergency procedures detailed in this plan. Incident Commanders should realize that a Shelter in Place Order will likely be ineffective for a homeless encampment and other arrangements will need to be made.

Truckee-Donner Senior Apartments

The Senior Apartments are located at 10400 Estates Dr. and are a combination of 1 and 2-bedroom single story residences grouped in several unconnected buildings. There is a kitchen and day use area located on-site that serves lunch and is part of the Sierra Seniors Meals on Wheels program. The apartments have a manager who does not live on-site. Many of the residents are elderly and over the age of 55, however some residents have medical issues allowing them to live in the apartments under the age of 55. There is no full-time medical or assistance staff onsite and this is considered an independent living facility.

While some of the residents have transportation, many do not. Many of the residents are medically dependent on oxygen and other similar medical devices. Many of the residents have pets, some that are Service Animals. The buildings are in a well-protected area with appropriate defensible space and TFPD has identified this location as one that would likely qualify for a Temporary Refugee Area (TRA). TRA's are areas where fire units would shelter in place the residents rather than attempt to evacuate them. This would be an event specific decision based on circumstances at the time. See the section on Temporary Refuge Areas for further details on these locations.

Sierra Seniors and Meals on Wheels Programs

The Sierra Seniors and Meals on Wheels program works closely with the Town of Truckee Office of Emergency Services to provide services to this population. The Sierra Seniors and Meals on Wheels are co-located in the Truckee Donner Senior Apartments; however, they have no affiliation with the

apartments. The Meals on Wheels program serves over 100 people in the Truckee and North Lake Tahoe area with approximately 40-60 of those in the Truckee basin. The program shares its user list with the Town of Truckee OES as needed in the event of an emergency so the location of these people is known to first responders. Sierra Seniors and the Town of Truckee OES have worked with the clients to understand the issues surrounding an evacuation and the lack of resources, however IC's should be ready to assist this group as needed.

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Nevada County Detention Center (Truckee)

The Nevada County Truckee Detention Center is a type 1 Holding facility with 12 beds. The Detention Center takes in street arrests from the Truckee Police Department, CHP, Nevada, Placer, and Sierra counties, along with other state and federal law enforcement agencies. All local arrestees are processed and held, if necessary, at the facility for up to a maximum of 96 hours. 2 inmate workers (Nevada and Placer Counties) can be housed at the facility for extended periods of time.

Onsite Immediate Evacuation (out-of-buildings)

- On-duty Detention Officer shall immediately notify Jail Watch Commander in Nevada City and request assistance of local law enforcement as needed.
- After security arrangements have been made, inmates and arrestees may be evacuated to a safer area outside the jail facility. The manner and direction of the evacuation is the responsibility of the Nevada County Sheriff and shall be determined by the circumstances at the time.
- If conditions permit, inmates and arrestees will be placed in restraints before leaving the facility. If that is not possible, inmates and arrestees will be placed in restraints as soon as practical.

Offsite Evacuation (out-of-compound)

- Detention Officer shall immediately notify Jail Watch Commander in Nevada City and request assistance of local law enforcement as needed (local law enforcement may not be available if it is a widespread evacuation scenario).
- After security arrangements have been made, inmates and arrestees may be evacuated to a safer area outside the jail facility. The manner and direction of the evacuation is the responsibility of the Nevada County Sheriff and shall be determined by the circumstances at the time.
- If the jail facility is not usable, the Jail Watch Commander will arrange transportation of inmates to the Wayne Brown Facility or other jail location as appropriate.

Section 2

Notification, Evacuation, Shelters

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Notification & Warning

Evacuation Notices & Terminology

The Town of Truckee Police Department and Office of Emergency Services utilizes the following terminology when issuing public notices related to emergencies (this terminology is also located in the Alert and Warning Annex of the Town's EOP):

Pre-Event Advisories:

- Typically issued prior to a known imminent event by a responsible agency where the potential for life threatening conditions is expected. These events can be weather events (Red Flag Warnings and Watches, Blizzard Warning and Watches, etc.) or other large-scale disaster type events that are imminent and likely to occur.
- These advisories may originally be issued by partner agencies such as the National Weather Service or Truckee Fire Protection District and may be rebroadcast by Town agencies.
- After receiving these Advisories, community members should be prepared to take action as directed and closely monitor the developing situation in case evacuations are necessary.
- If at any time the public feels threatened, they should take immediate action.

Do not wait for official notification, if you feel threatened, leave now.

Evacuation Warning:

- The Town of Truckee Police Department may issue an Evacuation Warning strongly urging persons and their animals in designated evacuation areas to relocate to safer locations when high risk for loss of life and property exists and future evacuation of the designated area is likely.
- Personal discretion is allowed, but not advised. People with access and functional needs and those with large animals or others needing additional time to evacuate should leave when they receive the Evacuation Warning.
- If at any time the public feels threatened, they should take immediate action.

Do not wait for official notification, if you feel threatened, leave now.

Evacuation Order:

- Truckee Police Department may issue Evacuations Orders telling all persons in designated evacuation areas to relocate for their own safety immediately, without delay.
- Evacuation Orders mean extreme risk for loss of life and property exists.
- An Evacuation Order and Mandatory Evacuation Order mean the same thing.

- Persons who refuse to comply with an Evacuation Order will likely not be forcibly removed from their homes. However, they should not expect rescue or other lifesaving assistance after the onset of the emergency event.
- The public will not be allowed to return to an evacuation area once they have left or if not in the area when it is evacuated.

Shelter-In-Place:

- A Shelter in Place Order advises people to stay secure at their current location. This tactic shall only be used if evacuation will cause a higher potential for loss of life and is most likely to be used in hazardous materials scenario or similar situation where sheltering in place provides a significant safety advantage to evacuating due to airborne issues.
- The concept of Sheltering in Place is an available option in those instances where physical evacuation is impractical. This procedure may be effective for large facilities that house a high percentage of non-ambulatory persons; i.e., hospitals and convalescent homes. In this case, consideration should be given to assigning incident personnel to monitor the safety of citizens remaining in place.
- Sheltering in Place attempts to provide a safe haven within the impacted area. When using structures, this involves closing all doors and windows, shutting off outside air supply to the facility and waiting for the hazard to pass.

Temporary Refuge Area (TRA)

- A TRA is a designated location that is considered to provide a greater level of survivability than staying in place when unable to evacuate due to road or environmental conditions.
- A TRA may be used by incident personnel to shelter a group of people otherwise unable to evacuate. If unable to make it to a designated evacuation route, civilians may be directed to seek shelter at a TRA.
- TRA locations are generally not planned prior to an event. They are developed when no other exit is possible and are used during an event to increase survivability chances of otherwise trapped civilians.
- Civilians should not expect a TRA will be developed and should leave as soon as Evacuation Warnings and Orders are received rather than relying on a TRA.
- Although the decision to use a TRA ultimately rests with the Incident Commander, situations may arise where incident personnel must take immediate action to protect civilians.

Public Alerting and Warning Systems

When the decision to announce an Evacuation Warning, Order, or Shelter in Place has been made, Town personnel assigned to the PIO section should follow the procedures outlined in the Emergency Notification Annex of the Town's Emergency Operation's Plan (EOP). The Annex follows the California State Alert and Warning Guidelines for Emergency Notifications. The public will be alerted through the following systems:

Mass Notification - Landline, Opt-in Cell, Text, and Email

- **Code-Red** – The system is maintained by the Nevada County Office of Emergency Services and may be accessed by the Town of Truckee OES (ESM), Town PIO's, Watch Commanders or Nevada County Office of Emergency Services (OES) personnel to send emergency messages to inform the public of recommended protective actions, evacuation orders, and the Town's emergency response activities. To activate Code Red call the Town of Truckee OES first, unless there is an immediate threat to life. If unable to reach the OES/ESM, contact the TPD Support Services Manager or the County OES personnel. It is likely during a large-scale evacuation the dispatchers in the Regional Dispatch Center will not have the staff to send Code-Red notifications.

IPAWS Alerts

- **Wireless Emergency Alert (WEA)** – This system may be activated by the Town of Truckee OES (ESM), TPD Support Services Manager, or the County OES Manager. Geolocated emergency messages will be sent by cell tower location to cell phones, no system registration is required for the end user. These messages can be sent by the Code-Red system.

Cell phone messages will reach the majority of people with cell phones in the Town and there will likely be over reach, resulting in larger than expected response to the suggested protective action in the message.
- **Emergency Alert System (EAS)** – The system for notifying the public by AM/FM radio (Reno and Truckee stations), local television (Reno and Sacramento stations), and freeway message boards can be activated by the ESM, TPD Support Services Manager, or the County OES Manager the Code-Red system as part of an IPAWs/WEA message.

Other Alerts

- **AM 1670 – Truckee CARES** – The Town of Truckee OES (ESM) or TPD Support Services Manager have the ability to place a message on the local low power community AM radio channel. This can be done via internet and will cover most of the main part of the Town. If needed the transmitter is portable and can be moved to a better coverage area.

- **Local Media** – The PIO or JIC will make contact with television, radio, and the print media to request message distribution. Evacuation Orders and Warnings will generally be made a priority by media groups.

In Person Alerts

- **Public Address (PA) Systems** – Police, Fire, and Public Works vehicles have public address systems that may be used.
- **Vehicle Sirens (Hi-Lo)** – Police and Fire vehicles are outfitted with a distinctive Hi-Lo siren to warn the public of the need to seek further information. Police and fire units may drive through an affected area with these sirens activated to warn residents, however there is no guarantee this will be done and residents should not wait to hear these sirens to leave.
- **Electronic Message Boards** – Electronic signage can be used to alert residents of hazards, evacuation orders, and protective actions.
- **Door-to-Door Canvassers** – Police and fire personnel may do door-to-door notifications, however there is no guarantee this will be done and residents should not wait for these notifications to leave. Incident Commanders and the ESM can supplement staff by utilizing the Community Emergency Response Team (CERT), Volunteers in Police Services (VIPS), Town Employees, and other organized/uniformed groups where and when it is safe to do so.

Social Media

- The Incident and EOC PIO's may post to the Town and Police Department's social media sites: Facebook, Twitter, Nextdoor, Instagram, and/or websites.
- Incident and EOC PIO's may activate the emergency banner on the Town's website to pass along emergency/evacuation information.

Press Conference

- The Incident and EOC PIO's may conduct a press conference on the Town's response efforts to provide public information on the evacuation process, shelter locations, and evacuation routes. The press conference should have an American Sign Language interpreter and be conducted in multiple languages.

Traffic Movement & Control

Evacuation Routes

When an Evacuation Warning or Order is issued, the Law Enforcement Branch will select the best routes from the threatened area to safe locations, ideally with a goal to clear not just the immediate area, but adjoining subdivisions and evacuation routes in case further evacuations are needed. To the extent possible, evacuation routes should be selected before emergency conditions develop. In furtherance of this goal, the Town of Truckee Office of Emergency Services, in collaboration with the Truckee Fire Protection District has developed a two-page Emergency Evacuation Guide that is available to the community both in printed form and on the Town's websites. A copy is also attached as an Annex to this Evacuation Plan.

For areas not covered by site-specific plans, the best evacuation routes will be selected at the time of the hazard event. As the emergency situation progresses, the Law Enforcement Branch will receive regular updates on the condition of the road network from field personnel, adjusting the designated evacuation routes accordingly. All changes in evacuation routes must be clearly and immediately communicated to traffic control staff, transportation staff, access control personnel, the EOC, and the Public Information Officers.

When evacuation activities begin, the appropriate personnel will assist with evacuating community members away from the threatened areas. Initial evacuations may be of small targeted areas and civilians will be directed out of the area to any local shelters that are established. Targeted traffic control and door to door notifications, along with P.A. systems can be used at this level.

As soon as an evacuation reaches a moderate size (50 - 100 homes) or more, Incident Commanders and the Emergency Services Manager will ensure the affected population is being directed out of the Truckee area completely with the goal of moving people to either Reno or Sacramento where appropriate large level services are available for evacuees. In the event this occurs, Emergency Managers of these areas (Washoe County and Placer County, along with the Island Region of Cal-OES) will be notified of the evacuation so they may start preparing to receive evacuees. The Nevada County Office of Emergency Services may assist with these notifications.

Ideally, moderate to large scale evacuations out of the area should be clearly routed to I-80 using traffic control points to the extent possible with a goal to clear not just the immediate area, but adjoining subdivisions and evacuation routes in case further evacuations are needed. The number of routes and roadway capacity needed to accommodate evacuating community members will depend on the time and day of the evacuation activities, and the number of people evacuating. At this point in the process, priority will be given to staffing Traffic Control Points (see Attachments) to ensure gridlock does not develop or is reduced as much as possible.

Possible evacuation routes include:

- **Interstate 80 (East and Westbound)** – providing access to communities east and west of Truckee. I-80 generally, based on traffic capacity, has sufficient capacity in either direction to handle most evacuation scenarios, including a town wide evacuation. If there is construction on the freeway at the time of an evacuation, Cal-Trans should be contacted to remove as much construction impacts as possible.
- **State Route 89 (North)** – providing access to communities north of Truckee and is a potential secondary route to Reno. Primary eastern egress route from the Tahoe Donner subdivision. Primary egress route for Prosser Lakeview Estates and Prosser Heights areas.
- **State Route 89 (South)** – providing access to communities south of Truckee and potential secondary route via US-50 to Sacramento. Depending on conditions, may be providing egress from the west shore of Lake Tahoe. If using SR-89 (South) Placer County Sheriff and CHP should be immediately notified so as to assist with traffic control in their area and potentially stop inbound traffic to Truckee from the north and west shores of Lake Tahoe.
- **State Route 267** – providing access to communities south and east of Truckee and potential secondary route to Sacramento via US-50 or Reno via NV SR-431 (Mt Rose Highway). Depending on conditions, may be providing egress from the north shore of Lake Tahoe. If using SR-267 Placer County Sheriff and CHP should be immediately notified so as to assist with traffic control in their area and potentially stop inbound traffic to Truckee from the north shore of Lake Tahoe.
- **Donner Pass Rd.** – a major arterial road running east – west across Truckee.
- **Northwoods Blvd.** – a major arterial road for egress from western side of Tahoe Donner subdivision to Donner Pass Rd.
- **Alder Creek Rd** – a major arterial road for egress from eastern side of Tahoe Donner subdivision to SR-89 (North).
- **Brockway Rd.** – a major arterial road running east – west from downtown Truckee to SR-267 providing egress to subdivisions located on the south side of Town.
- **Glenshire Dr.** – a major arterial road for egress from Glenshire and Olympic Heights subdivisions to I-80 (both east and west of these subdivisions).

Evacuation routes themselves may be affected by an emergency situation, which can reduce their capacity or render them impassable. Law enforcement officers may patrol evacuation routes if sufficient staffing levels exist to ensure that they are safe for community members. Additionally, because some of the possible evacuation routes run through surrounding communities, the capacities of these routes are likely to be impacted if the communities surrounding Truckee are also compelled to

evacuate. The Law Enforcement Branch shall coordinate with representatives of other communities to minimize congestion on these routes.

General Evacuation Routes have been pre-planned and approved by TPD, TFPD, and Cal-Fire. Incident Commanders will determine which areas will be evacuated depending on the exact event and the Traffic Group will develop specific evacuation routes. If a Traffic Group has not been formed, the Law Branch or Law Incident Commander will be responsible for making these decisions.

In general, the following evacuation routes exist for each of the areas of the Town:

Tahoe Donner, Prosser Heights, China Camp

- **West Side of Tahoe Donner:** Northwoods Blvd. to Donner Pass Rd. westbound to I-80
- **East Side of Tahoe Donner:** Alder Creek Rd. to SR-89 southbound to I-80
- **Prosser Heights, China Camp:** SR-89 southbound to I-80

Prosser Lakeview Estates, Grey's Crossing, Old Greenwood, and surrounding areas

- Exit to SR-89 southbound to I-80.

Glenshire, Olympic Heights, and surrounding areas

- **East side of Glenshire and The Meadows:** Glenshire Dr. eastbound to I-80
- **West side of Glenshire and Olympic Heights:** Glenshire Dr. westbound to Donner Pass Rd eastbound to I-80

Sierra Meadows, Ponderosa Palisades, and surrounding areas

- **Sierra Meadows:** Martis Valley Rd. to Brockway Rd. eastbound to SR-267 northbound
- **Ponderosa Palisades:** Palisades Dr. to Brockway Rd. Eastbound to SR-267 northbound

Gateway Area, West River St. corridor, and Downtown West

- Exit to I-80

Downtown East, Railyard, and E. River St.

- Donner Pass Rd. eastbound to I-80

Donner Lake and Deerfield areas

- **Donner Lake:** Donner Pass Rd. to Donner Lake Rd. to I-80
- **Deerfield:** Deerfield Dr. to SR-89 northbound to I-80

Public Transportation

The US Census Bureau also reports that 10.3% of households in Truckee do not have access to a private vehicle, and even households with access to a private vehicle may require evacuation assistance. It is the responsibility of the Law Enforcement Branch to determine how many vehicles must be provided and of what type. This information will be passed to the Logistics Section of the EOC, which will locate and request the vehicles and their operators through mutual aid or other methods. Tahoe-Truckee Area Regional Transit (TTART) and local school districts may be able to provide buses. When transportation is being provided to the Reno area for shelters, it may be necessary to establish Transportation Assembly Points, where individuals needing transportation can gather in centralized locations, due to the long turnaround times for busses going to Reno.

Public Transportation (Initial Collection)

Buses and paratransit vehicles can be requested from Tahoe-Truckee Area Regional Transit (TTART) and Tahoe Truckee Unified School District (TTUSD) depending on the time of day and year. Either could be available during an emergency, however TTUSD buses will likely not be available if school is in session. At other times of the year, drivers will likely need to be called in staff the buses. TTART capacity has been reduced with the advent of micro transit services in the Town of Truckee town limits. The micro transit system could provide an additional resources, especially for AFN groups.

Additional transportation vehicles may be available from local resort operators such as Tahoe Donner HOA, Northstar CSD, and Olympic Valley CSD. It is also possible Nevada County Transit may have buses and paratransit vehicles available from western county, which can be obtained through Nevada County EOC. The Logistics' section, once the Town EOC is open, will need to determine the requirements of requestors and attempt to locate the correct vehicles.

In the event buses are used inside the different subdivisions, consideration should be given to using the Special Events routes shown on the attached map. These routes have been used previously and are effective at making relatively quick loops through the subdivisions with pre-determined stop locations. Buses will return to a Transportation Assembly Point (TAP) to drop passengers before making return trips. The goal of the bus routes is to move people out of the affected areas as efficiently as possible and may not include bringing them to a final destination, particularly if the buses are not filled to capacity during the initial trip.

Transportation Assembly Points (TAPs)

Transportation Assembly Points (TAPs) can serve as transportation hubs where evacuees can be picked up by family, friends or be transported to shelters by public transportation. Evacuees may arrive at TAPs by bicycle, public transit, paratransit, or private vehicles. An example of a TAP is the Truckee Airport which has large spaces for riders, is an identified secondary pet shelter, and offers basic amenities until evacuees can be moved to a final destination.

Key criteria for these sites include:

- Not encumbered by current evacuation operations plans (i.e. schools and other public facilities may already be committed as shelters, staging areas, etc.)
- Availability of parking
- Ease of ingress and egress for the public (e.g., easy to get to without getting lost, sufficient parking available)
- Ease of ingress and egress for transit and paratransit vehicles (e.g., appropriate and accessible passenger loading areas, turning radius greater than 50 feet)
- Accessible to individuals with disabilities and those with access and/or functional needs
- Restroom facilities, nighttime lighting, and water supply when possible
- Back-up power supply to sustain operation of essential equipment
- Space for holding pets awaiting evacuation

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Shelters

Procedures for Establishing Care or Shelter in Truckee

In the event community members are displaced by emergency situations, shelters may be established to provide a temporary place to stay. Incident Commanders will contact the Town of Truckee Office of Emergency Services if a Shelter or Care Facility needs to be opened. There are 12 designated facilities in the American Red Cross (ARC) in Truckee that can serve as shelters for community members. It will take approximately 2 to 4 hours from the confirmation of the request by the American Red Cross to begin accepting community members.

Shelters in the town of Truckee are run and staffed by the ARC, which has supplies for sheltering stored in Truckee (approximately 75-100 beds, with additional ADA style beds). In order for the Town to receive cost recovery for shelter services, any shelter must be designated as an official shelter. A shelter can be designated as such by being opened and operated by the American Red Cross, or if the American Red Cross officially sanctions a shelter that is operated by the Town of Truckee or another organization.

Truckee Designated Shelter Sites

Name	Address	Capacity ^{1,3}
Alder Creek Middle School	10931 Alder Creek Dr., Truckee	341 / 170
Community Arts Center	10046 Church St., Truckee	70 / 35
Community Recreation Center	8924 Donner Pass Rd., Truckee	371 / 185
Glenshire Elementary School	10990 Dorchester Dr., Truckee	320 / 160
Sierra Bible Church	11460 Brockway Rd., Truckee	25 / 12
Sierra High School	11661 Donner Pass Rd., Truckee	45 / 22
Sierra Mountain Comm Ed Cen	11603 Donner Pass Rd., Truckee	100 / 0
School District Office	11603 Donner Pass Rd., Truckee	375 / 187
Tahoe Forest Church	10315 Hirschdale Rd., Truckee	120 / 47
Truckee Elementary School	11911 Donner Pass Rd., Truckee	1 / 0
Truckee High School	11725 Donner Pass Rd., Truckee	455 / 227
Veterans Building	10214 High St., Truckee	79 / 39
Total Capacity		2,302² / 1,084^{1,3}

1 – Local American Red Cross personnel and supplies will limit this to approx. 75 persons total.

2 – Capacity for “Temporary Sheltering” without cots or sleeping areas

3 – Capacity with cots or sleeping areas. A “0” means the facility has not been surveyed

Section 3

Evacuated Area Security

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Curfew and Other Laws – Declaration of Local Emergency

If the Town Manager, or their designee, declares a Local Emergency, he/she may also institute a curfew or other laws and rules to assist in the securing of an evacuated area. A Local Emergency declaration also provides for limited immunity of emergency actions of public employees and governing bodies to assist in dealing with the incident. If the Town Manager, or their designee, declares the Local Emergency, the Town Council must, within 7 days, ratify the action.

Access Control

Once an area has been evacuated, the Truckee Police Department is responsible for providing security and controlling access for the evacuated area(s). This helps to reduce exposure to hazardous conditions that are present in the impacted area(s), and helps protect personal property and buildings that are unattended. Security activities will be carried out with manned access control points and barricades at key locations around the perimeter of the area, such as main roads into the evacuated area. Barricades should be established at all entry points, regardless of whether they are manned or unmanned, and all unmanned areas of the perimeter shall be patrolled periodically. The Police Department will issue special entry passes allowing authorized personnel access to evacuated areas, if necessary, in accordance with established policies.

The Police Department, with or without a Local Emergency declaration, may request mutual aid through the Nevada County Sheriff's Office to assist in securing an evacuated area. If a mutual aid request cannot be met with Nevada County Operational Area (OA) resources, a Mission Number will be obtained from the Region level through the Cal-OES Law Enforcement Branch and additional resources obtained through the Sheriff's Office and Cal-OES. This includes state level assistance such as the CHP or other State agencies.

In the event resources are requested from the State of Nevada (primarily in the event resources are blocked from responding from west of Truckee), a request must be made through Cal-OES Law Enforcement Branch and the Governor's Office for out of state mutual aid resources.

Section 4

Repopulation

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Repopulation Planning

TFPD / Cal-Fire will be the lead on repopulation planning in most incidents with assistance from Truckee Police personnel, ESM, American Red Cross, PIO, and Public Works.

Repopulation criteria shall take into account emergency worker safety and the community needs. Control of repopulation to an evacuated area shall be accomplished during planning meetings and coordinated with media releases and incident action plan instructions. Local residents may be allowed to repopulate with escorts or while mop-up operations and infrastructure repair continue if the situation allows. Consideration should be given as to whether sufficient medical services, especially if Tahoe Forest Hospital has been evacuated, exist before repopulating the area

Coordination with assisting and cooperating agencies is critical to the success of repopulation planning. Ultimately it is a law enforcement decision based on TFPD / Cal-Fire input to approve repopulation of citizens back into an area previously closed or evacuated. While input may be received from a variety of resources, repopulation meetings are generally held with only law and fire command staff to facilitate decision making.

Site Safety Assessments

The impacted areas must be thoroughly inspected to ensure essential infrastructure services have been restored and it is safe for residents to return to their homes.

When the Incident Commander(s) determine(s) the incident risk has passed, they will coordinate with affected jurisdictions and the EOC to conduct a safety assessment of the evacuated area including:

- Structural integrity of buildings, roads, and trees
- Integrity of gas lines, water lines, and sewer lines
- Assessment of debris and contaminant hazards
- Assessment of drinking water quality
- Assessment of the availability of medical services
- Assessment of accessibility of travel paths for people with disabilities, including residents and recovery personnel

Phased Re-entry

Re-entry may be phased to manage the number of people entering the disaster area, and prioritized for public safety purposes.

Phase I

Allows the re-entry of personnel playing key roles in restoring normal services and ensuring public safety in the impacted area following a disaster. Phase I agencies and groups may include:

- Law Enforcement and security agencies (including private security for facilities and residential communities)
- Fire/Emergency Medical Services (EMS)/Search and Rescue Teams
- Animal Care Officers
- Official damage assessment teams
- Infrastructure and utilities repair personnel
- Facility/industry emergency response teams
- Debris clearing and removal crews
- Non-profit partners with a direct service responsibility
- Other personnel at the direction of the EOC

Phase II

Allows for the re-entry of residents and business owners who can prove they live, own, rent, lease, or otherwise need access to the restricted areas. In some cases, re-entry during this phase may be temporary as safety and security issues warrant.

Phase III

Allows for the re-entry of additional groups that are critical to long term recovery. These groups may include, but are not limited to the following:

- Relief workers
- Health and Human Services
- Insurance agents
- Retail Store Management and Staff
- Hotel/Motel Staff (to prepare for receiving of State and Federal relief agencies)

Phase IV

Allows for the resuming of normal access for residents and the demobilization of checkpoints and emergency personnel.

The public will be notified of the re-entry status through emergency broadcast radio, television, press releases, Nixle, Red Cross, Internet, informational phone lines such as 211, community briefings, and informational updates at shelters.

Checkpoints and Routes

Law enforcement will establish/maintain Traffic Control Points along access routes to facilitate re-entry and maintain the security of evacuated areas.

Transportation resources will have to be coordinated to return evacuees requiring transportation assistance from evacuation points or shelters back to their communities.

Identification will be required of anyone wishing to re-enter evacuation zones. If possible, a mobile credentialing system for all evacuees and emergency workers will be implemented. To expedite the identification process while maintaining security, credentials should identify the individual, agency (if applicable), specific level of access, and the timeframe of allowed access.

Relief workers should have an identification card from their organization and be able to prove they are fulfilling an assigned role or mission.

DRAFT

Section 5

Attachments

Attachment I -- Incident Responsibility Checklist

Responsible Department/Agency	Actions
Incident Commanders	<ul style="list-style-type: none"> ▪ Notify ESM which Evacuation Management Zones (EMZ) will be evacuated. ▪ Activate Incident Support Team (IST). ▪ Send initial community notifications ▪ Develop Evacuation Plan and Traffic Control Points as necessary. ▪ Continue to update ESM of significant events related to the event ▪ Create repopulation plan before allowing residents to return.
Emergency Services Coordinator (ESM)	<ul style="list-style-type: none"> ▪ Receive call/text from Watch Commander on emergency/disaster location and status. ▪ Activate Incident Support Team (IST). ▪ Contact neighboring jurisdictions' Emergency Managers to provide information updates and advise of possible Mutual Aid requests. ▪ Disseminate current status information and EOC activation level to the Police Operations Commander and Chief of Police. ▪ Activate mass notification systems and send out evacuation notifications as appropriate in conjunction with IC's and PIO. <ul style="list-style-type: none"> ○ Consider: Nixle, CodeRed, Wireless Emergency Alerts. ▪ Send current information for the general public to the PIO to post on social media.
TPD Command Staff	<ul style="list-style-type: none"> ▪ Monitor information received from the Town's ESM and IC's. ▪ Ensure TPD personnel respond as needed for evacuation, traffic control, and security of Evacuation Zones.
Public Information Officer	<ul style="list-style-type: none"> ▪ Monitor information received from the Town's ESM. ▪ Activate mass notification system and send out evacuation alert in conjunction with ESM. <ul style="list-style-type: none"> ○ Consider: Nixle, Code Red, Wireless Emergency ▪ Disseminate information on event status, evacuation routes, Temporary Evacuation Point location(s), shelter location(s), etc. as necessary. ▪ Post current event information for the general public to Twitter, Website, Facebook, and Nextdoor. ▪ Monitor social media for rumors, questions, and information. ▪ Request that ESM to open a hotline and activate 211 ▪ Ensure public information is available in multiple languages.
Public Works	<ul style="list-style-type: none"> ▪ Monitor information received from the Incident Commanders and ESM. ▪ Support evacuations as requested (i.e. provide personnel, barricades for traffic control/road closures, cones, signage, etc). ▪ Support the Temporary Evacuation Point (TEP) as requested.

Attachment II -- Evacuation Management Zones (EMZ)

The US Census Bureau reports that the average full-time household in Truckee contains 2.54¹ people with approximately 2.0² cars per household.

EMZ	Parameters	Number of Residential Properties	Approximate Nighttime Population	Approximate Daytime Population	Approximate # of Cars
1	Glenshire / Martis Peak / Juniper Hills	1661	3,910	3,026	830
2	Gateway Area / Downtown West	469	1,008	6,792	234
3	Downtown East / Railyard	497	1,086	1,443	248
4	Donner Lake / Deerfield	1,642	1,045	1,385	821
5	Tahoe Donner / Prosser Heights	949 ft ³ 5,378 pt ³	4,714 ⁶	2,064 ⁶	475 ³ ?? ⁶
6	Ponderosa Palisades / Sierra Meadows	1,155	2,549	1,346	577
7	Prosser Lakeview / Grey's Crossing / Old Greenwood / Olympic Heights	1,185	2,045	954	592
	Town of Truckee	12,936 ^{4,5}	16,357 ⁶	17,010 ⁶	?? ⁶

1 - Town of Truckee Facts (<https://www.townoftruckee.com/home/showdocument?id=9207>)

2 - <https://datausa.io/profile/geo/truckee-ca/#housing>

3 - Approximately 949 homes (15%) are owner occupied in Tahoe Donner (TDHOA)

4 - Approximately 6,343 homes (49.5%) are owner occupied in Truckee (US Census)

5 – Approximately 1,215 residences other than Tahoe Donner area are 2nd homes

6 – This figure does not include 2nd home or tourist populations.

Attachment III – Critical Facilities in Truckee

A critical facility is a building or site that is important to meet community needs and provide government services. These facilities can include local government buildings and sites, private facilities, and key pieces of infrastructure. Critical facilities help provide basic needs and ensure continuity of government functions following an emergency.

Name	Address	Function
Town of Truckee Town Hall		
Truckee Police Department		
Town of Truckee Corp Yard		
Town of Truckee Animal Services		
USFS		
Cal-Trans Yard		
Tahoe Forest Hospital		Hospital
Tahoe Forest Hospital MOB		
Tahoe Forest Hospital Cancer Center		
Tahoe Forest Hospital Billing Center		
Tahoe Forest Hospital Multi-Specialty Clinic		
Nevada County Courts		
Nevada County Detention Fac.		
California Highway Patrol Ofc.		
CHP Donner Pass Inspection Fac		
Truckee High School		

Truckee Elementary		
Sierra High School		
TTUSD District Office & Warehouse		
Alder Creek Middle School		
Glenshire Elementary		
TTUSD Bus Facility		
Truckee Tahoe Airport		
TDRPD – Main Office & Pool		
TDRPD Community Center		
TDRPD Regional Park		
TDRPD West End Beach		
TDRPD Boat Launch		
TFPD Station #96		
TFPD Station #95		
TFPD Station #94		
TFPD Station #93		
TFPD Station #92		
TFPD Station #91		
Senior Center		
TDPUD Main Office		

TDPUD Airport Well		
TDPUD Glenshire Well		
TDPUD Riverside Sub		
TDPUD Downtown Substation		
TDPUD Pioneer Trl Sub		
TDPUD Tahoe Donner Sub		
TDPUD electrical connections		
TSD Main Office		
(need to list all TSD pump stations)		
TTSA Sewer Treatment Facility		
UPRR Railyard		

Attachment IV -- Traffic Control Points

Traffic Control Points (TCPs) will be established at key intersection and access points for evacuation routes, to help ensure a smooth flow of traffic. In some situations, traffic control personnel may need to control vehicle flow outside of the hazard area in order to minimize conflicts with evacuating traffic. These preselected TCP's can be adjusted during the evacuation as needed.

Traffic control personnel will monitor the progress of evacuation activities and implement any changes in traffic control strategies in consultation with the Traffic Group Supervisor. The Town should have towing services on standby to assist disabled vehicles and ensure that they do not impede the flow of traffic. Public Works will provide barricades and signs as needed.

List of Traffic Control Point Locations:

TCP #1	Donner Pass Rd and Northwoods Blvd
TCP #2	Donner Pass Rd and I-80 (Donnergate Area)
TCP #3	Alder Creek Rd. and SR-89 (North)
TCP #4	SR-89 (north) / SR-267 and I-80
TCP #5	Northwoods Blvd and Northwoods Blvd
TCP #6	Donner Pass Rd and Glenshire Dr
TCP #7	Glenshire Dr. / Hirschdale Rd and I-80
TCP #8	Glenshire Dr and Martis Peak Rd
TCP #9	Brockway Rd and Palisades Rd
TCP #10	Brockway Rd and Martis Valley Rd
TCP #11	Brockway Rd. and SR-267

Additional Traffic Control Point Locations:

I-80 E/B west of Town (summit area) – stop eastbound I-80 traffic to allow for egress from Town
I-80 W/B east of Town (stateline) – stop westbound I-80 traffic to allow for egress from Town
SR-267 and Schaffer Mill Rd. – control traffic as needed to prevent gridlock northbound SR-267
SR-267 and Northstar Dr. – stop northbound traffic and turn back to Northstar and Kings Beach
SR-89 (South) and Squaw Valley Rd. – stop northbound traffic and return to Tahoe City
SR-89 (North) and Donner Pass Rd. – flow southbound traffic to I-80 through Roundabout
Donner Pass Rd. and South Shore Dr. – flow traffic to west or east as conditions warrant

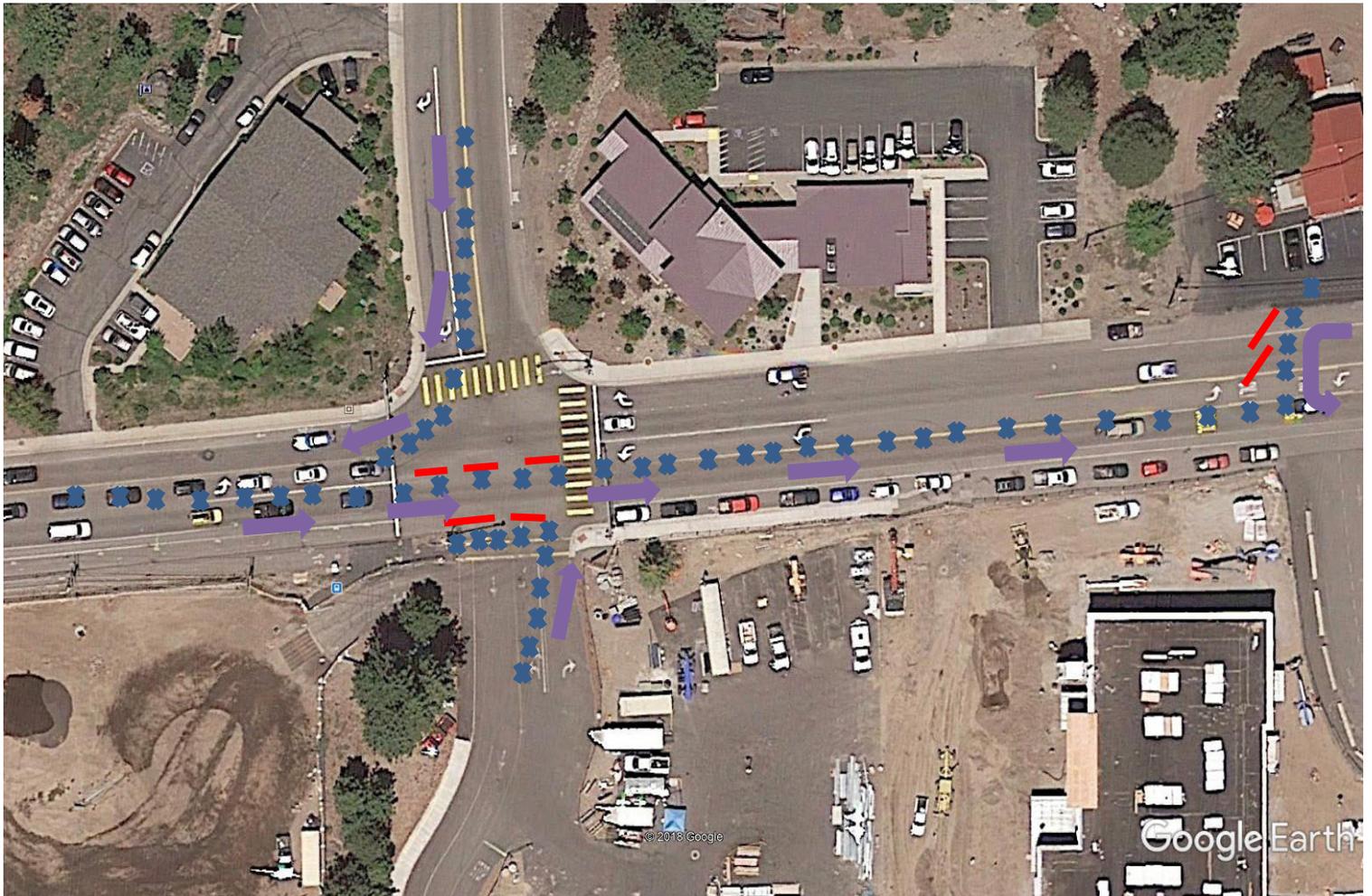
TCP #1
(Donner Pass Rd. and Northwoods Blvd.)

Goals: Flow traffic out of Tahoe Donner subdivision. Prevent intersection gridlock.

Objective: To flow southbound traffic from Northwoods Blvd. to westbound Donner Pass Rd. to I-80. Prevent westbound Donner Pass Rd. traffic from reentering subdivision or gridlocking Donner Pass Rd. west of Northwoods Blvd.

Personnel Needed: 2 officers and 2 non-sworn personnel

Equipment Needed: 75 traffic cones, 7 barricades, CMS Signboards as available



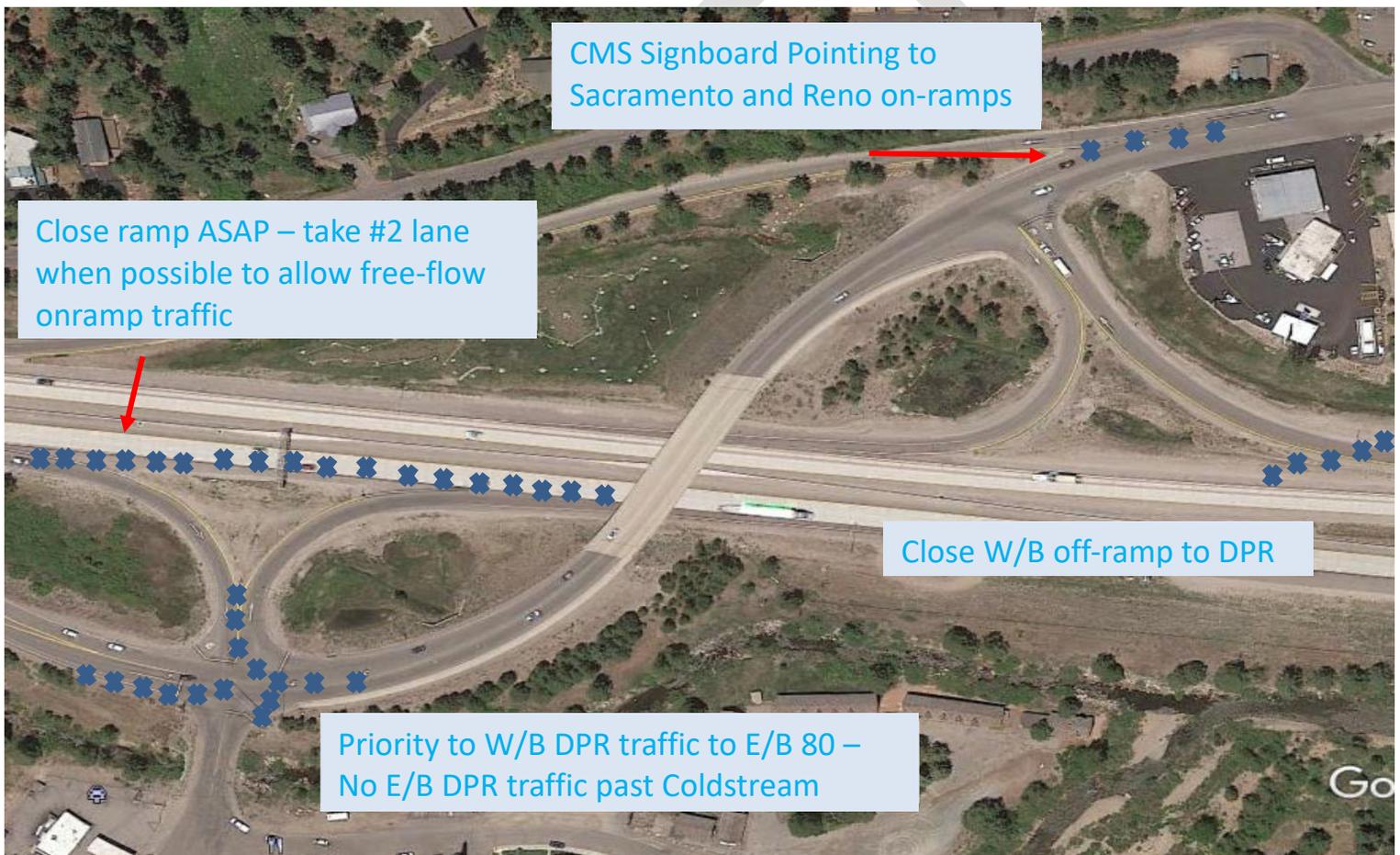
TCP #2
(Donner Pass Rd. and I-80 -- Donnergate Area)

Goals: Prevent gridlock on Donner Pass Rd.

Objective: Flow traffic to W/B I-80 using long and short ramps as needed to prevent back-up onto Donner Pass Rd. If W/B I-80 is unavailable due to incident, force traffic onto I-80 E/B to Reno.

Personnel Needed: 2 officers and Cal-Trans personnel as needed and available

Equipment Needed: ?? traffic cones, ?? traffic control signs



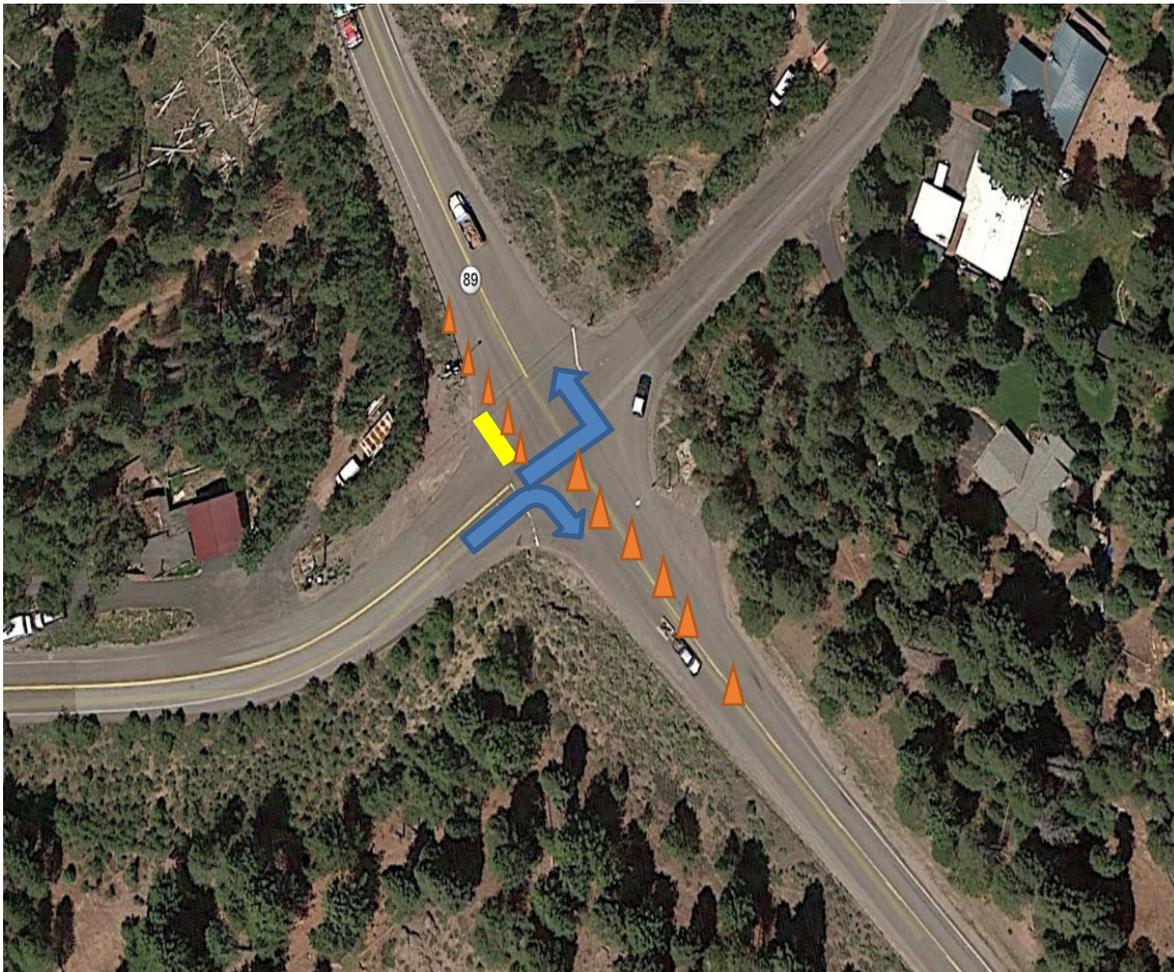
TCP #3
(Alder Creek Rd. and SR-89 (North))

Goals: Flow traffic out of Tahoe Donner subdivision

Objective: Flow traffic to I-80 using southbound SR-89. If vehicles wish to go N/B accommodate as possible. Prevent traffic from entering Tahoe Donner subdivision.

Personnel Needed: 1 officer and 1 non-sworn personnel

Equipment Needed: 15 traffic cones, 1 barricade, CMS signboard as available



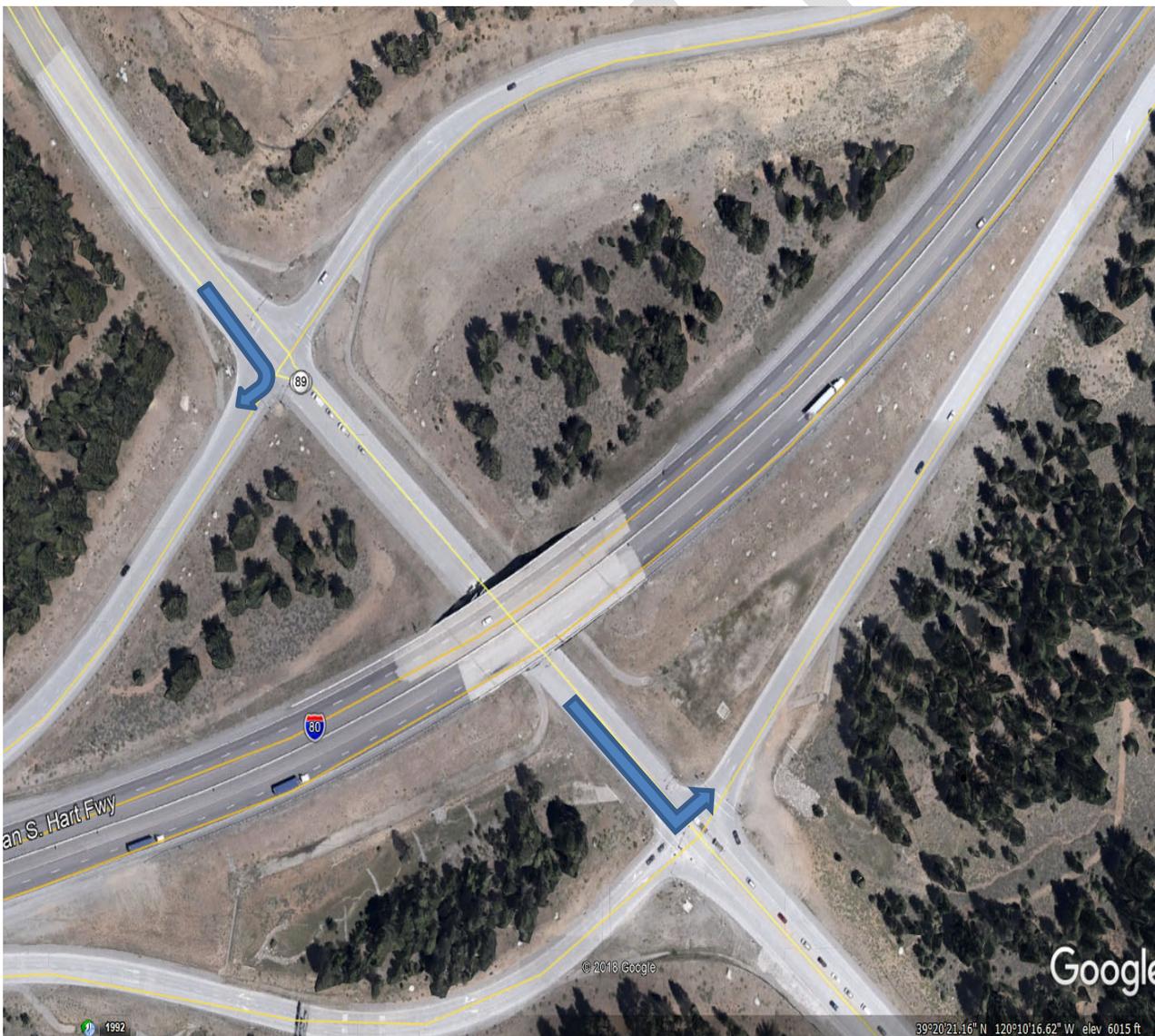
TCP #4
(SR-89 (North) / SR-267 and I-80)

Goals: Flow traffic onto east or westbound I-80 as incident conditions dictate

Objective: Prevent intersection gridlock giving priority to southbound traffic. Depending on incident, northbound SR-267 traffic will be directed to eastbound 80 to divert from area

Personnel Needed: 3 officers + Cal-Trans personnel

Equipment Needed: ?? traffic cones, ?? barricades, ?? traffic control signs, ?? CMS signboard



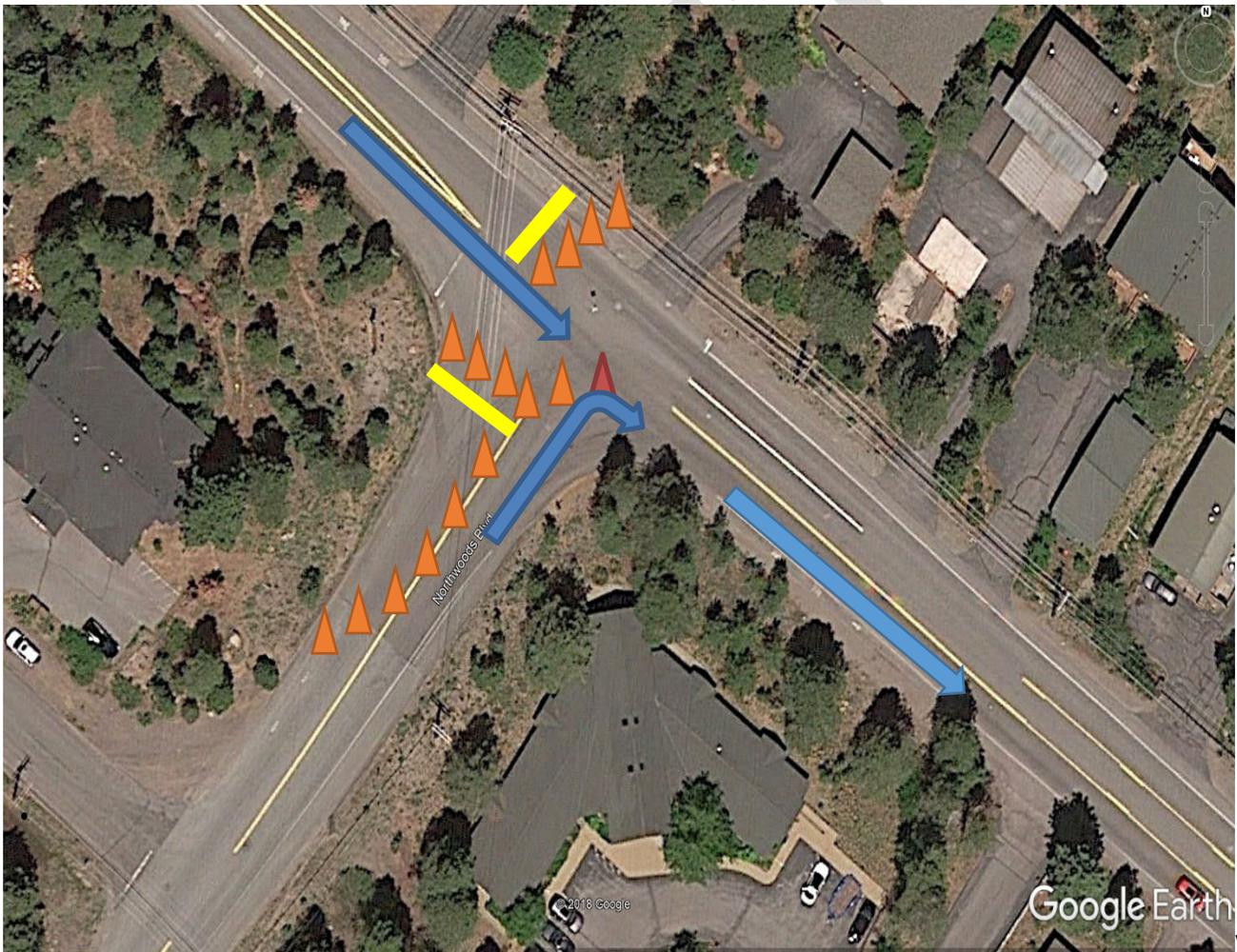
TCP #5
(Northwoods Blvd. and Northwoods Blvd.)

Goals: Prevent intersection gridlock. Provide priority flow to most affected subdivision location.

Objective: Flow traffic out of Tahoe Donner subdivision while giving preference to traffic from most affected area.

Personnel Needed: 1 officer and 1 non-sworn personnel

Equipment Needed: 25 traffic cones and 2 barricades



TCP #6
(Truckee Way and Glenshire Dr.)

Goals: Prevent intersection gridlock. Provide priority flow to vehicles exiting Glenshire subdivision.

Objective: Flow traffic out of Glenshire subdivision to eastbound Truckee Way to I-80 while holding Downtown traffic if not a safety risk.

Personnel Needed: 1 officer and 1 non-sworn personnel

Equipment Needed: 30 traffic cones



TCP #7

(Donner Pass Rd. and Glenshire Dr.)

Goals: Prevent roundabout gridlock. Provide priority flow to vehicles exiting Glenshire subdivision.

Objective: Flow traffic out of Glenshire subdivision while holding Downtown traffic if not a safety risk.

Personnel Needed: 1 officer and 1 non-sworn personnel

Equipment Needed: 15 traffic cones



TCP #8
(Glenshire Dr. / Hirschdale Rd. and I-80)

Goals: Flow traffic out of Glenshire subdivision. Prevent traffic from impacting Glenshire subdivision by exiting freeway.

Objective: Flow traffic out of Glenshire subdivision to I-80 east and westbound as incident conditions dictate. Prevent vehicles from exiting I-80 to Hirschdale Rd. from either east or westbound as conditions dictate.

Personnel Needed: 2 officers and 2 non-sworn personnel (to block ramps)

Equipment Needed: Caltrans traffic cones and 2 traffic control signs E/W I80



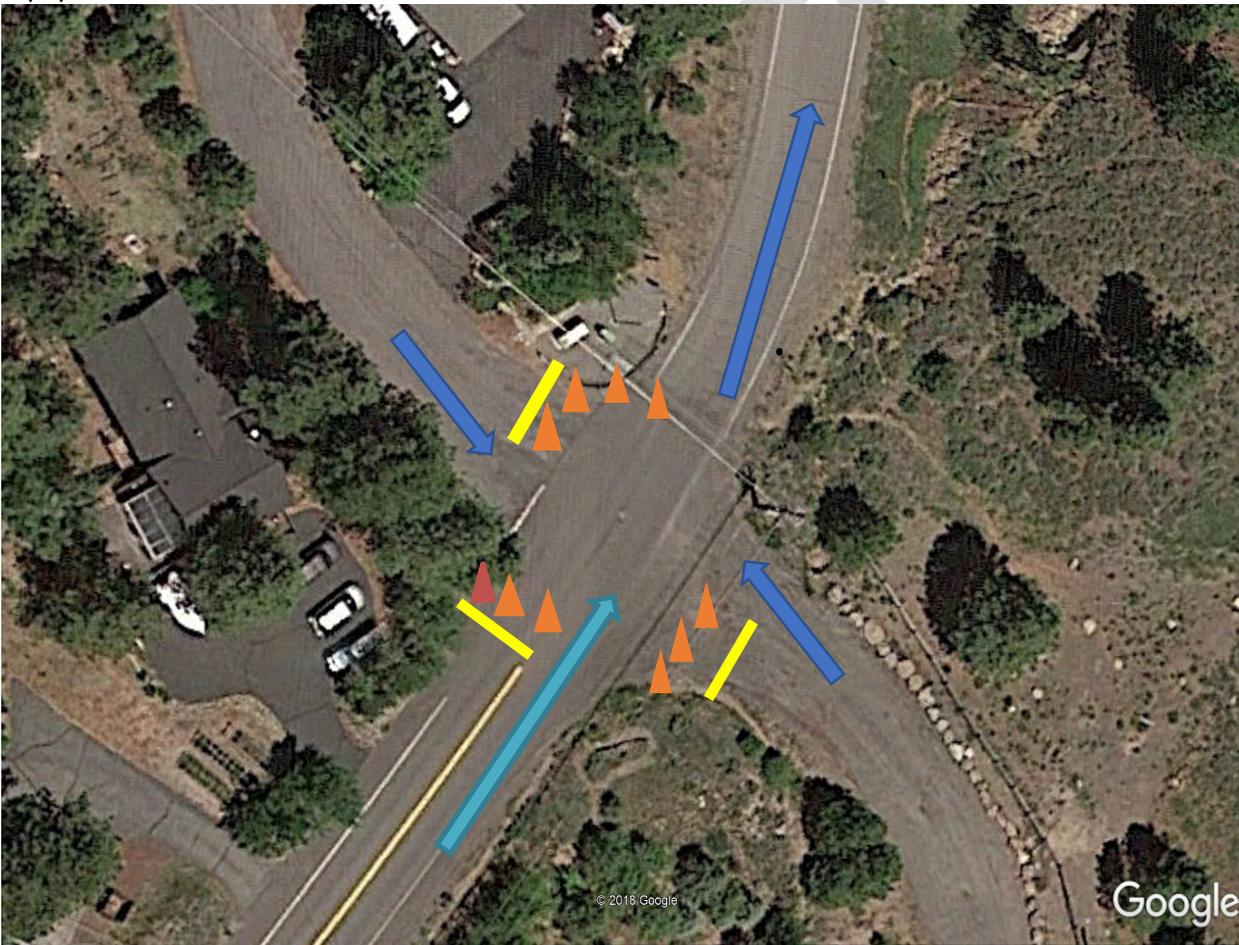
TCP #9
(Glenshire Dr. and Martis Peak Rd.)

Goals: Prevent intersection gridlock. Provide priority flow to most affected traffic direction.

Objective: Flow traffic out of Glenshire, Meadows, Juniper Hills subdivisions as needed while giving preference to traffic from most affected area.

Personnel Needed: 1 officer and 2 non-sworn personnel

Equipment Needed: 15 traffic cones and 3 barricades.



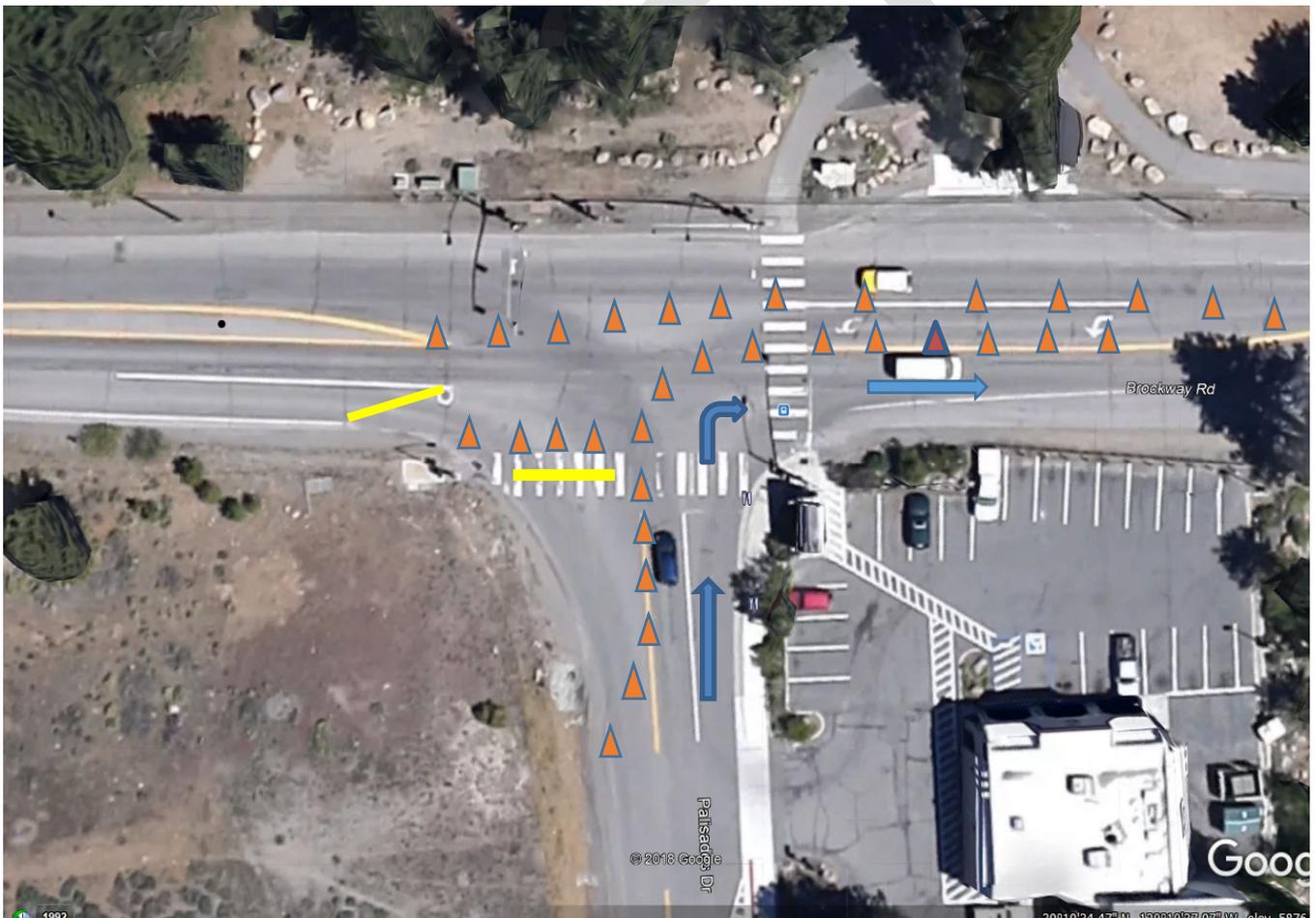
TCP #10
(Brockway Rd. and Palisades Rd.)

Goals: Flow traffic off northbound Palisades Dr. to SR-267

Objective: Flow traffic out of subdivision using eastbound Brockway Rd to SR-267. Prevent traffic from entering southbound Palisades Dr. into subdivisions. Prevent traffic from turning westbound Brockway Rd. into Downtown area.

Personnel Needed: 2 officers and 0 non-sworn personnel

Equipment Needed: 25 traffic cones and 2 barricades.



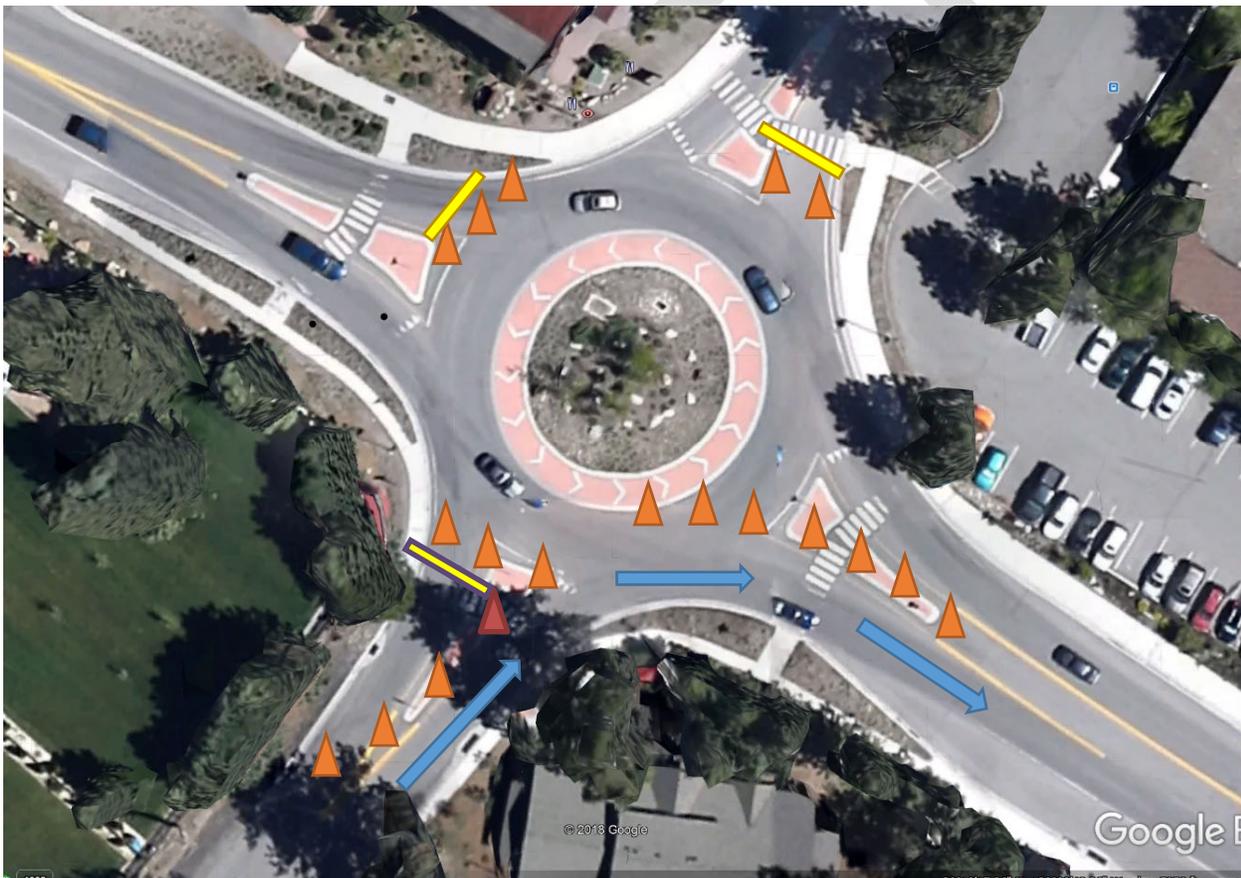
TCP #11
(Brockway Rd. and Martis Valley Rd.)

Goals: Prevent intersection gridlock. Provide priority flow to most affected traffic direction.

Objective: Flow traffic out of subdivision using eastbound Martis Valley Rd. to SR-267. Prevent traffic from entering southbound Martis Valley Rd. into Sierra Meadows subdivision. Prevent traffic from turning westbound Brockway Rd. into Downtown area.

Personnel Needed: 1 officer and 2 non-sworn personnel

Equipment Needed: 25 traffic cones and 3 barricades



TCP #12
(Brockway Rd. and SR-267)

Goals: Prevent intersection gridlock. Provide priority flow to most affected traffic direction.

Objective: Flow traffic eastbound from Brockway Rd. to northbound SR-267. Prevent traffic from entering westbound Brockway Rd. Prevent traffic from turning westbound Brockway Rd. into Downtown area from northbound SR-267.

Personnel Needed: 2 officers and 0 non-sworn personnel

Equipment Needed: 50 traffic cones, and 1 barricade



Attachment V – Required Personnel and Equipment List – Interstate Closure

Evacuation Warning

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Cal-Trans	Town Cones	Cal-Trans Cones	A-Frame Barricades	Town CMS	Cal-Trans CMS
	Strike Teams (Pre-Position)	Multi	10		10		200	200			
1	I-80 @ Boca E/B On-Ramp	CHP									
2	I-80 @ Boca W/B On-Ramp	CHP									
3	I-80 @ Boca W/B Off-Ramp	CHP - CalTrans									1
4	I-80 @ Boca E/B Off-Ramp	CHP - CalTrans									
5	Glenshire @ Whitehorse	TPD								1	
6	Glenshire @ Polaris Turnout	TPD									
7	Glenshire @ Highland	TPD									
8	Glenshire @ Olympic	TPD									
9	Glenshire @ Truckee Wy	TPD								1	
10	I-80 W/B @ Overland	CHP - CalTrans									1
11	I-80 E/B @ Overland	CHP - CalTrans									
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - CalTrans									1

13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - CalTrans									
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - CalTrans									1
15	SR 267 @ I-80	TPD									
16	SR 89(N) @ I-80	TPD									
17	SR 267 @ Soaring Way	TPD								1	
18	SR 267 @ Schaffer Mill	CHP									
19	Brockway @ Martis Valley	TPD									
20	Brockway @ Palisades	TPD								1	
21	I-80 W/B @ Central	CHP - CalTrans									
22	I-80 E/B @ Central	CHP - CalTrans									
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - CalTrans									1
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - CalTrans									
25	SR 89(S) @ I-80 E/B On-Ramp	TPD									
26	SR 89(S) @ I-80 W/B On-Ramp	TPD									
27	SR 89(S) @ Mousehole	TPD								1	
28	SR 89(S) @ W. River St	CHP									
29	SR 89(N) @ Alder Creek	TPD								1	
30	Northwoods & Northwoods	TPD									

31	DPR @ Northwoods	TPD								2	
32	I-80 W/B @ Coldstream	CHP - CalTrans									
33	I-80 E/B @ Coldstream	CHP - CalTrans									1
34	DPR @ Donner Lake Rd	TPD									
35	DPR @ South Shore Dr	TPD									
36	I-80 W/B @ DLI	CHP - CalTrans									
37	I-80 E/B @ DLI	CHP - CalTrans				?					1
Totals			10	0	10		200	200		8	7

Evacuation Order

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Cal-Trans	Town Cones	Cal-Trans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP			1					
2	I-80 @ Boca W/B On-Ramp	CHP			1					
3	I-80 @ Boca W/B Off-Ramp	CHP - CalTrans			1	?				
4	I-80 @ Boca E/B Off-Ramp	CHP - CalTrans			1	?				
5	Glenshire @ Whitehorse	TPD	1							

6	Glenshire @ Polaris Turnout	TPD	2	1					
7	Glenshire @ Highland	TPD	1						
8	Glenshire @ Olympic	TPD	1						
9	Glenshire @ Truckee Wy	TPD	3	2					
10	I-80 W/B @ Overland	CHP - CalTrans			1	?			
11	I-80 E/B @ Overland	CHP - CalTrans			1	?			
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - CalTrans			1	?			
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - CalTrans			1	?			
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - CalTrans			1	?			
15	SR 267 @ I-80	TPD	2						
16	SR 89(N) @ I-80	TPD	2						
17	SR 267 @ Soaring Way	TPD	2	2					
18	SR 267 @ Schaffer Mill	CHP			2				
19	Brockway @ Martis Valley	TPD	1						
20	Brockway @ Palisades	TPD	1						
21	I-80 W/B @ Central	CHP - CalTrans			1	?			
22	I-80 E/B @ Central	CHP - CalTrans			1	?			
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - CalTrans			1	?			
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - CalTrans			1	?			

25	SR 89(S) @ I-80 E/B On-Ramp	TPD	1	1					
26	SR 89(S) @ I-80 W/B On-Ramp	TPD	1	1					
27	SR 89(S) @ Mousehole	TPD	2						
28	SR 89(S) @ W. River St	CHP			2				
29	SR 89(N) @ Alder Creek	TPD	1	1					
30	Northwoods & Northwoods	TPD	2						
31	DPR @ Northwoods	TPD	3	2					
32	I-80 W/B @ Coldstream	CHP - CalTrans			1	?			
33	I-80 E/B @ Coldstream	CHP - CalTrans			1	?			
34	DPR @ Donner Lake Rd	TPD	1	1					
35	DPR @ South Shore Dr	TPD	1	1					
36	I-80 W/B @ DLI	CHP - CalTrans			1	?			
37	I-80 E/B @ DLI	CHP - CalTrans			1	?			
Totals			28	12	21				

Post Evacuation Security

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Cal-Trans	Town Cones	Cal-Trans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP								
2	I-80 @ Boca W/B On-Ramp	CHP								
3	I-80 @ Boca W/B Off-Ramp	CHP - CalTrans			1	?				
4	I-80 @ Boca E/B Off-Ramp	CHP - CalTrans			1	?				
5	Glenshire @ Whitehorse	TPD	1							
6	Glenshire @ Polaris Turnout	TPD	1	1						
7	Glenshire @ Highland	TPD								
8	Glenshire @ Olympic	TPD	1							
9	Glensire @ Truckee Wy	TPD	2	2						
10	I-80 W/B @ Overland	CHP - CalTrans			1	?				
11	I-80 E/B @ Overland	CHP - CalTrans			1	?				
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - CalTrans			1	?				
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - CalTrans								
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - CalTrans			1	?				
15	SR 267 @ I-80	TPD								

16	SR 89(N) @ I-80	TPD							
17	SR 267 @ Soaring Way	TPD	1	1					
18	SR 267 @ Schaffer Mill	CHP			2				
19	Brockway @ Martis Valley	TPD	1						
20	Brockway @ Palisades	TPD	1						
21	I-80 W/B @ Central	CHP - CalTrans			1	?			
22	I-80 E/B @ Central	CHP - CalTrans			1	?			
23	I-80 W/B Off-Ramp @ SR- 89(S)	CHP - CalTrans			1	?			
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - CalTrans			1	?			
25	SR 89(S) @ I-80 E/B On- Ramp	TPD							
26	SR 89(S) @ I-80 W/B On- Ramp	TPD							
27	SR 89(S) @ Mousehole	TPD							
28	SR 89(S) @ W. River St	CHP			1				
29	SR 89(N) @ Alder Creek	TPD	1	1					
30	Northwoods & Northwoods	TPD							
31	DPR @ Northwoods	TPD	2	2					
32	I-80 W/B @ Coldstream	CHP - CalTrans			1	?			
33	I-80 E/B @ Coldstream	CHP - CalTrans			1	?			
34	DPR @ Donner Lake Rd	TPD							

35	DPR @ South Shore Dr	TPD	1	1						
36	I-80 W/B @ DLI	CHP - CalTrans			1	?				
37	I-80 E/B @ DLI	CHP - CalTrans			1	?				
Totals			12	8	17					

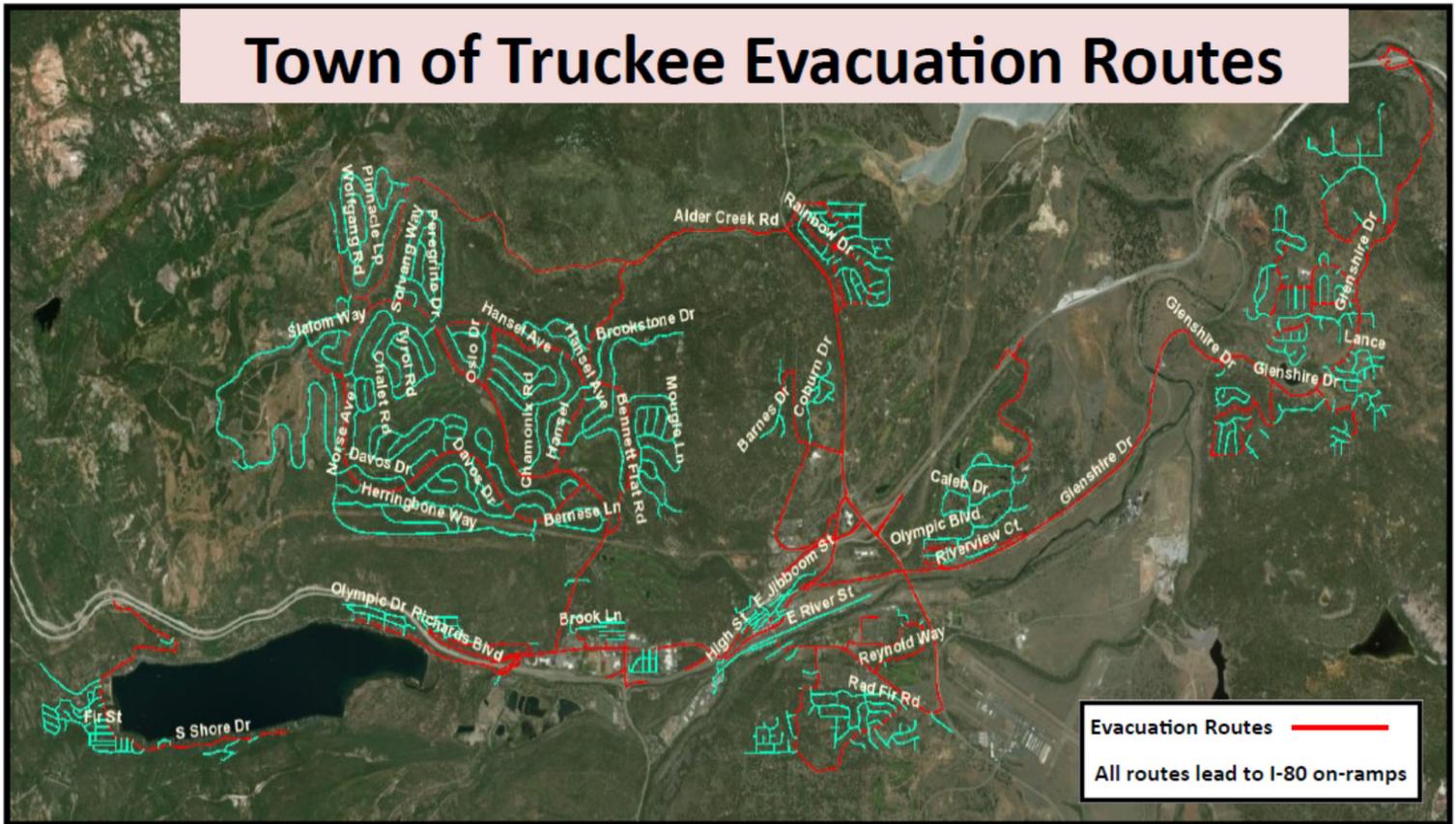
Repopulation

	Location	Agency	TPD Sworn Personnel	Town Personnel	CHP Personnel	Cal-Trans	Town Cones	Cal-Trans Cones	A-Frame Barricades	CMS
1	I-80 @ Boca E/B On-Ramp	CHP								
2	I-80 @ Boca W/B On-Ramp	CHP								
3	I-80 @ Boca W/B Off-Ramp	CHP - CalTrans			1	?				
4	I-80 @ Boca E/B Off-Ramp	CHP - CalTrans			1	?				
5	Glenshire @ Whitehorse	TPD	1							
6	Glenshire @ Polaris Turnout	TPD								
7	Glenshire @ Highland	TPD								
8	Glenshire @ Olympic	TPD								
9	Glensire @ Truckee Wy	TPD	2	2						

10	I-80 W/B @ Overland	CHP - CalTrans								
11	I-80 E/B @ Overland	CHP - CalTrans								
12	I-80 E/B @ 188A Off-Ramp (Truckee Wy)	CHP - CalTrans								
13	I-80 E/B @ 188B Off-Ramp (SR 267)	CHP - CalTrans								
14	I-80 W/B @ SR 89(N) Off-Ramp	CHP - CalTrans								
15	SR 267 @ I-80	TPD								
16	SR 89(N) @ I-80	TPD								
17	SR 267 @ Soaring Way	TPD	1	1						
18	SR 267 @ Schaffer Mill	CHP								
19	Brockway @ Martis Valley	TPD								
20	Brockway @ Palisades	TPD								
21	I-80 W/B @ Central	CHP - CalTrans			1	?				
22	I-80 E/B @ Central	CHP - CalTrans			1	?				
23	I-80 W/B Off-Ramp @ SR-89(S)	CHP - CalTrans								
24	I-80 E/B Off-Ramp @ SR 89(S)	CHP - CalTrans								
25	SR 89(S) @ I-80 E/B On-Ramp	TPD	1							

26	SR 89(S) @ I-80 W/B On-Ramp	TPD	1						
27	SR 89(S) @ Mousehole	TPD							
28	SR 89(S) @ W. River St	CHP							
29	SR 89(N) @ Alder Creek	TPD	1	1					
30	Northwoods & Northwoods	TPD							
31	DPR @ Northwoods	TPD	2	2					
32	I-80 W/B @ Coldstream	CHP - CalTrans			1	?			
33	I-80 E/B @ Coldstream	CHP - CalTrans			1	?			
34	DPR @ Donner Lake Rd	TPD							
35	DPR @ South Shore Dr	TPD							
36	I-80 W/B @ DLI	CHP - CalTrans				?			
37	I-80 E/B @ DLI	CHP - CalTrans				?			
Totals			9	6	6				
	1 Traffic Control Response Team - 5 cars, 2 officers each with 1 supervisor								

Attachment VI – Emergency Evacuation Guide



- Be prepared for evacuation before the incident occurs.
- Go to [Ready, Set, Go —Wildfire is Coming](http://www.readyforwildfire.org/Ready-Set-Go-Campaign/) (<http://www.readyforwildfire.org/Ready-Set-Go-Campaign/>)
- Have a plan, know the routes, and have a bag pre-packed with medications, important papers, and clothes for 3 days.
- Don't forget to prepare for your pets.

**Notification systems are not perfect and are not guaranteed to work in an emergency.
Evacuate if you think you are in danger.**