

LOCAL EMERGENCY PLANNING COMMITTEE COMMUNICATOR

SEPTEMBER 2013

SERVING THE SOUTH CENTRAL KANSAS AREA

VOLUME 4

Anatomy of a Regional Exercise

Cheney Lake Functional Exercise

On August 27, 2013, the U.S. Bureau of Reclamation conducted a functional exercise in the Sedgwick County EOC. The purpose of the exercise was not only to fulfill Bureau of Reclamation exercise requirements but also to test their plans in light of past drought conditions and recent high precipitation into the flood control pool. The Bureau of Reclamation reported that two past events in 1979 and 1995 resulted in lake levels reaching extreme levels with the 1995 level reaching the highest at 1429.41 feet above mean sea level.

Depending on the lake conditions, three levels of activations may occur to ensure the safety of those located downstream. Since Cheney Lake's dedication in 1965, it is estimated that \$39.9 million (unadjusted inflation) has been saved in property losses resulting from flooding. The City of Wichita uses the lake as an alternate source of drinking water supply.

Cheney Lake Overview

A total of 147 parcels of land and 40 families were moved to make way for Cheney Lake with groundbreaking occurring on May 29, 1962 and dedicated May 29, 1965. The 4.6 mile long clay dam was built to a height of 86 feet with a reservoir storage capacity of 243,300 acre-feet of water. Three reinforced concrete water outlets were built under the dam for water control. A 60-inch water main leads from Cheney Lake along 21st Street North eastward towards the City of Wichita for drinking water.

Exercise Scenario

There was a severe storm system with a reported tornado passing through Reno, Kingman, Harvey, and Sedgwick counties resulting in heavy rainfall and the eventual

increase of lake levels to 1427.21 feet above mean sea level and a mechanical failure at the dam attempting to open a relief gate.

Downstream flooding was occurring and sinkholes were discovered between the dam and the control house, leading to the eventual breach and collapse of the dam. Hazardous materials were also involved from a tanker accident containing hydrochloric acid along with drums of oil. A boat was lost in the glory hole, a railroad bridge collapsed from the Ninnescah River inundation, major highway road closures, and a Richter 6.2 earthquake was reported at Kaw Lake raising concerns of damage at that dam.

Participants

Kingman County Emergency Management, Sumner County Emergency Management, Sedgwick County Emergency Management, Sedgwick County Sheriff Office, Kansas Highway Patrol, U.S. EPA, Sedgwick County Geographic Information Services, Kingman County Sheriff Office, Kansas Department of Wildlife and Parks, U.S. Army Corps of Engineers, National Weather Service (Tulsa and Wichita), City of Wichita Water Department, and Kingman County Emergency Communications.

Exercise Actions

Notifications went out to those cities and businesses that would be affected, a sheriff request for activating outdoor warning devices, a command post established as well as an area command. Major highway closures and rerouting occurred, issuance by the health department on contaminated water concerns. Shelters were setup, mandatory evacuations were ordered, activation of VOADs to support operations, and establishment of a joint information center.

Around the Region

Kingman County LEPC

August 6, 2013 – Kingman County Activity Center, Kingman KS

Aaron Murphy of Cairo COOP provided an overview of the June 25, 2013 overturned anhydrous ammonia tank/trailer incident and indicated they have a hazmat plan. The incident was controlled by a stream of water supplied by the Cunningham Fire Department that allowed the valve on the tank to be turned stopping the airborne release. Fred Simon (Emergency Manager) assisted in informing and evacuating the area residences down wind.

Fred Simon reviewed the Northern Natural Gas (NNG) Hazardous Materials Exercise held on April 23, 2013 north

of Cunningham at their headquarters. The exercise exposed what still needs to be done in working in coordination with each other but overall was a success. Fred then noted that on April 26, 2013, that there was a main natural gas service line break in Cunningham and six homes had to be evacuated for approximately two hours. Then on July 30, 2013, there was another natural gas flex line leak in a house that became bad enough to have to evacuate a half of block of residences. Also, that evening of July 30 a natural gas line leak was discovered under the river just South of Murdock. The nearby gas plant was able to shut the gas flow off leading to this line.

Sedgwick County LEPC

August 15, 2013 – Public Safety Building, Emergency Operations Center, Wichita KS

Strategic Planning Subcommittee – In an effort to create more involvement by the LEPC, subcommittee members are recommending more public outreach, training to elected officials on the purpose and impact of the LEPC in the communities, use of the monthly LEPC Communicator for public awareness, and involvement in community planning and zoning reviews.

Brock Lowman (BNSF Railway) provided an overview of railroad hazmat safety and indicated that less than 3 percent of rail traffic consists of hazardous materials, and 80 percent is in bulk form while 20 percent in intermodal form. The Wichita area sees between 50-60 trains per day from BNSF rail traffic and 25-30 trains per day from Union Pacific traffic. Oil field shipments derive from the Bakken oil field located in the North Dakota, Montana and Saskatchewan area.

The most common tank car in use by the Class I rail carriers is a 26,000 gallon non-pressure/insulated car (DOT 111A100W1) that typically carries Kerosene, Gasoline, Fuel Oil, Vegetable Oils, and Phosphorus. The DOT 111S100W1 “Super 111” general service car consists of TC-128 alloy ductile material and has two protective covers, is head shielded, has a bottom outlet, and an exterior man way. Rail safety requirements include

reflective tape layering on tank ends with incremental markings along the sides. Typically a hazmat tank car can last up to 40 years.

In addition, some dispatch locations have co-located BNSF and Union Pacific dispatchers to enable faster coordination in the event both railroads are involved in a derailment or mechanical problems that can be a safety issue affecting communities. Class I carrier coordination can also help with many Class III railroads (Kansas & Oklahoma and South Kansas & Oklahoma) that lease their rail lines. The Class I carriers can coordinate to Emergency numbers for the two Class I carriers are:

BNSF Railway (800) 832-5452
Union Pacific Railroad (888) 877-7267

Mr. Lowman also mentioned that the BNSF Railway has 14 Special Response System deployable mobile fire fighting foam units consisting of 500 gallon totes, two high volume pumps, and 14,000 gallon bladders. The nearest unit in Kansas is in Newton and can be deployed within one hour and can be used by both the railroad and requesting government agency. In addition, over 8,000 community responders are trained annually through joint BNSF/Union Pacific emergency response training.

Cowley County Board of County Commission Meeting

September 3, 2013 – Winfield KS



Ray German, Cowley County LEPC Chair, is presented the 2013 LEPC award for Mid-Sized LEPC by Rick Shellenbarger.

Awards were originally presented on July 27 in Overland Park during an emergency planning and preparedness conference hosted by Environmental Protection Agency Region 7, Federal Emergency Management Agency Region 7 and the International Association of Fire Chiefs. The conference's purpose was to help prevent accidental chemical releases and minimize community risks when such releases occur.

Cowley County LEPC received the Outstanding LEPC Award for communities of 20,000 to 80,000 residents. This special award reflects the outstanding achievement in planning, prevention, and risk reduction in the community. Anderson and Shawnee counties were the only other counties in Kansas that won awards.

Policies and LEPCs

Hazardous Materials Emergency Preparedness (HMEP) Grant Program

The Hazardous Materials Transportation Safety and Security Reauthorization Act of 2005 authorizes the U.S. DOT to provide assistance to public sector employees through training and planning grants to States, Territories, and Native American tribes for emergency response. The purpose of this grant program is to increase State, Territorial, Tribal, and local effectiveness in safely and efficiently handling hazardous materials accidents and incidents, enhance implementation of Title III of the Superfund Amendments and Reauthorization Act aka Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA), and encourage a comprehensive approach to emergency training and planning by incorporating the unique challenges of responses to transportation situations.

The HMEP Grant is focused on "transportation-related" hazmat safety planning and training expenditures and activities, and prioritizes efforts that lead to increased effectiveness in safely and efficiently handling hazmat accidents and incidents.

Planning and training activities are covered under 49 CFR Chapter 1 §110.40. There is also a list of suggested courses that meets the mission-specific competencies within the **National Fire Protection Association (NFPA) 472 and Occupational Safety and Health Administration (OSHA) 29 CFR 1910.120 mission-specific competency requirement**. These courses will assist the emergency

response community in addressing technical training requirements to meet mission-specific competencies based on the risks identified with hazmat transportation within a local jurisdiction

Matching. Grant recipients may either use cash (hard-match), in-kind (soft-match) contributions, or a combination of in-kind plus hard-match to meet this requirement. Grantees may use matching funds from all seven object classes. Examples include salary, equipment or supply purchase, space usage, the value of a participant's time during an allowable activity, or the dollar value of a grant-related activity or purchase. Grantees must constantly examine funding priorities to ensure that activities and/or expenditures counted as matching towards the planning grant are used for allowable planning-related activities. Conversely, activities and/or expenditures counted as matching towards the training grant should be used for allowable training-related activities. States and Native American Indian tribes are responsible for ensuring that funds are provided to local communities with the greatest ability to deal with transportation-related hazmat incidents. A match for training cannot be applied as a match for planning. The match must correlate with the type of expenditure (i.e., planning or training) and applied to the appropriate category.

Reference: Hazardous Materials Emergency Preparedness Grant Program – Expenditures and Activities Guide, Version 2.0, April 2013

Interactive Oil and Gas Mapping

The Kansas Geological Survey (KGS) has an online oil and gas map viewer that provides various options for exploring current and historic oil and gas activities in the state. Starting with a statewide map that shows the locations of all oil and gas fields in Kansas, users can zoom in on a specific site, county, field or well.

Unlike a printed map, the map viewer can easily link the user to other sources of oil and gas well and field information and always provides current information. Features include the ability to click and drag the map, zoom to a precise location, choose among numerous map layers that can be turned on or off, access well or field data, and link to related web pages.

One distinctive feature of the viewer is that its base map, which shows cities, highway, counties and section lines, can be changed to an aerial photograph or topographic map at the click of a mouse. The highly detailed aerial photographs and topographic maps emphasize the lay of the land and illustrate where wells lie relative to natural landmarks, such as hills, creeks, and lakes, as well as to populated areas, paved and unpaved roads, and rural buildings.

The oil and gas map viewer can be accessed at <http://maps.kgs.ku.edu/oilgas/>. To open the viewer, users must have one of the following browsers: Internet Explorer 6 or higher, Firefox 2 or higher, or Safari.

Retrospective Disasters

This marks the eighth anniversary of Hurricane Katrina striking the Gulf Coast on August 29th causing over \$81 billion in property damage and 1,833 confirmed fatalities. Oil platforms, refineries, and major businesses were impacted along with the evacuation of individuals particularly away from New Orleans after the levee was breached. Buses were rendered disabled causing reduced evacuation times, and shelter locations and conditions were less than desirable. Lessons learned from this included levee and dam inspections throughout the nation by the Corps of Engineers, and the National Organization on Disability's creation of the Special Needs Assessment for Katrina Evacuees (SNAKE) Project report helped provide recommendations on pre-planning for susceptible populations.

Recent flooding events in Kansas reflects the need for continued vigilance to contamination issues such as the Coffeyville, Kansas flood event on July 1, 2007 resulting in one-third of the city being flooded and approximately 71,000 gallons of crude oil accidentally released from the Coffeyville Resources LLC refinery. The release of contamination threatened drinking water resources from surface water (Verdigris River and Oologah Lake) Oklahomans downstream. The widespread flooding also affected field runoff of herbicides used by farmers to further contaminate water sources.

The Walkerton, Ontario (Canada) contamination event of May 2000 further reinforces the concerns of field runoff from farm use herbicides and oil and gas fields.

In this situation, extensive runoff from rainfall washed *E. coli* O0157:H7 contaminates from cattle fecal matter into one of the city's water wells due to a lack of barrier protection and caused about half the population or 2,500 people to get sick.

Another unusual case from flooding was in October 2008 where initial reports showed oxygen deficient atmospheres in basements as a result from carbon dioxide and methane vapors discovered in homes by local emergency and health officials. It was found that oxygen depletion can occur when carbon dioxide, methane or other soil vapors seep into building spaces, especially basements. The reports centered on cases in Sedgwick and Butler counties with single cases reported in Sumner and Harper counties.

Unfortunately, flooding is not just a physical concern but also a health and safety concern, economic concern, and political concern, especially when things go wrong. Mitigation efforts for New Orleans included a revision of their emergency operations plan along with strengthening and heightening the levee system. Coffeyville Resources LLC purchased flooded homes and reviewed their protection barrier. A multi-barrier system was employed at Walkerton to ensure the low lying wells were not going to be contaminated again by runoff. Short-term remedy for stopping soil gas vapors intruding into building is to fill cracks, joints, gaps and openings in walls, floors, suspended floors and around service lines with an impermeable seal such as polyurethane caulk or hydraulic cement.

Upcoming Trainings

2013 Kansas Emergency Management Association Conference September 11-13, 2013, Ramada Hotel & Convention Center, Topeka Kansas



KEMA offers networking opportunities among local emergency managers as well as opportunities to interact with state and national emergency management professionals and other affiliated individuals, governmental agencies, and interested private groups. The annual conference is held each September and offers trainings, workshops, guest speakers and presenters, and awards recognition to its members.

Pre-Conference Training (September 10):

- Session: Hands-On Social Media Course
- Session: NWS Weather School for EMs
- Session: Accountability Program

Day 1 - Conference (September 11):

- Speakers: Dr. Kathleen Tierney (Director, Natural Hazards Research Center, University of Colorado) and MG Lee Tafanelli (Kansas Adjutant General)
- Session: The Impact of Solar Flares, Electromagnetic Pulses & Electromagnetic Interference on Electric Systems
- Session: Schools EOP Planning: Expectations, Challenges and Training Opportunities for Schools preparing for Emergencies
- Session: Integrating Health & Medical, Building Relationships with Strange Bedfellows
- Session: Planning for Expedited Emergency Purchases/Emergency Purchasing Task Force
- Session: Disaster and Health Sector Recovery

Day 2 - Conference (September 12):

- Speakers: Daniel Hahn (Director of Plans, Santa Rosa County CA) and Chad Omitt (NWS-Topeka)
- Session: Plans, Plans, Everywhere There Are Plans!
- Session: KDEM Exercise Program Updates
- Session: Fatality Management – Expecting the Unexpected and Avoiding Pitfalls
- Session: Integrating Regional Hospital Preparedness Capabilities and Resources Into Local Disaster Planning and Response
- Session: Administrative Tools of the Kansasplanner.com Super System
- Session: FEMA Public Assistance Grant Program Overview
- Session: Radio Amateur Civil Emergency Services (RACES)
- Session: EM-101 (Abbreviated Version for Newer Coordinators)
- Session: Grain Elevator Incident Awareness Training

Day 3 - Conference (September 13):

- Session: Radio Amateur Civil Emergency Services (RACES)
- Session: EM-101 (Abbreviated Version for Newer Coordinators)
- Session: Grain Elevator Incident Awareness Training
- Session: KDEM Deployable Equipment/Harris Radio System
- Session: Ingestion pathway Around Nuclear Power Plants

Further information on the conference, on the Kansas Emergency Management Association (KEMA) and on the Emergency Management Support Association of Kansas (EMSAC) go to <http://www.kema.org/node/4>

2013 South Central Kansas Health & Medical Symposium November 18-19, 2013 Wichita, Kansas



The South Central Kansas Metropolitan Medical Response System (SCKMMRS), in collaboration with the Regional Homeland Security Council and regional partners, are proud to present the South Central Kansas Health and Medical Symposium.

The Health and Medical Symposium will provide a chance for South Central Kansas Emergency Support Function 8 (ESF-8) partners to learn from each other how we will respond to a large incident in the region. This symposium will provide:

- In depth information about each discipline through presentations and breakout sessions
- Opportunities to share and understand roles and responsibilities of partner agencies
- A Regional Tabletop Exercise to practice what is covered in the symposium

Invitation extended to:

- Emergency Medical Services
- Hospitals
- Fatality Management
- Voluntary Organizations Active in Disaster (VOAD)
- Mental Health
- Animal Response
- Public Health
- Environmental Health
- Emergency Management
- All others with an ESF-8 role
- Partners who work with ESF-8

Registration for the symposium can be found on KS-Train, Course# **1045945**

Seating is limited. Registration is open to the South Central Kansas Region starting on September 1, 2013. Registration will open to the entire state of Kansas on October 15, 2013.

The main goal of the symposium is to expand regional collaboration.

Upcoming Trainings

Kansas Division of Emergency Management

Register Online: <https://ks.train.org>

Course Description	Date(s)	Location
KansasPlanner.com for ESF-4 Fire Fighting Training Webinar Register on KS-TRAIN	September 3, 2013	Webinar
Railroad Emergency Response and Hazardous Materials Awareness Register on KS-TRAIN (Presented by BNSF Railway Co.)	September 12, 2013 (9am - 12pm)	Crisis City
	September 12, 2013 (1pm - 4pm)	
	September 13, 2013 (9am - 12pm)	
G191 - Incident Command System (ICS)/Emergency Operations Center (EOC) Interface Register on KS-TRAIN	September 25, 2013	Salina
	September 25-26, 2013	Topeka
G202 - Debris Management Planning for State, Tribal, and Local Officials Register on KS-TRAIN (* Locations to be confirmed)	November 6-7, 2013	Finney County *
	NEW	
G400 - Advanced Incident Command System Register on KS-TRAIN (prerequisite: G300) (* Locations to be confirmed)	September 9-10, 2013	Topeka
	September 14-15, 2013 NEW	Marysville
	September 19-20, 2013	Ashland
	September 23-24, 2013	Topeka

Please forward any suggestions, ideas and comments for this and future newsletters to the Editor, Ricky Shellenbarger, at rshellen@sedgwick.gov or (316) 660-5971.