ESF 1: Transportation

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1.0 Introduction

Coordinating Agency:

♠ Lewis & Clark County Disaster & Emergency Services (LCCO DES)

Primary Agencies:

♠ Helena City Public Works

♠ East Helena Public Works

♠ Lewis & Clark County Public Works

Support Agencies:

♠ Local Law Enforcement Agencies

♠ Local School Districts

♠ Private Transportation Companies (trucking, moving, taxi/shuttle services, airports, railroad etc.)

♠ Elkhorn C.O.A.D.

♠ Capitol City Amateur Radio Club (CCRC)/Amateur Radio Emergency Services (ARES)

♠ Montana Disaster & Emergency Services (DES)

♠ Montana Department of Transportation (MDT)

♠ Montana Highway Patrol (MHP)

♠ Montana Army National Guard (MANG)

♠ Civil Air Patrol (CAP)

1.1 Purpose

Emergency Support Function (ESF) #1: Transportation is developed for the coordination of transportation missions and activities for emergencies and disasters. In the context of this plan, transportation refers to the infrastructure consisting of the means and equipment necessary to move goods and people from one location to another.

1.2 Scope

Provision of transportation resource support includes coordinating transportation activities to supplement the efforts of emergency response agencies to protect the public. It is intended to assist in establishing priorities and/or allocation of transportation resources, process transportation requests, managing traffic, determining priorities of road and highway repair, and conducting appropriate emergency management coordination with neighboring jurisdictions and state agencies.

1.3 ESF Activation & Plan Maintenance

ESF-1 may be activated independently or in conjunction with other ESFs, depending on the needs of the situation. The ESF-1 Coordinating and Primary Agencies will be responsible for review and revision of this annex.

1.4 Policies

❖ Support for public works field operations should be coordinated with the Emergency Operations Center (EOC).

❖ Priorities should be established for use of limited public transportation assets.

❖ Primary and support agencies should support the coordination and information collection of transportation damage assessments, which should be conducted as soon as possible, and reported to the EOC.

2.0 Situation & Assumptions

2.1 Situation

❖ A significant emergency or disaster may severely damage transportation infrastructure.

❖ The movement of people, equipment, and supplies may be much less efficient than under normal circumstances.

❖ Many localized transportation activities may be disrupted or hindered by damaged surface transportation infrastructure.

2.2 Assumptions

❖ The local transportation infrastructure will likely sustain damage. The damage, dependent upon the integrity of the transportation network, will determine the effectiveness and efficiency of response and recovery.

❖ Operations may require traffic control to divert traffic around damaged, isolated, or evacuated areas.

❖ The immediate use of transportation systems for emergency operational activities may exceed local capabilities, thus requiring assistance from neighboring jurisdictions and/or state and federal government.

❖ Rapid damage assessments of impacted areas will assist in the determination of response priorities and transportation demands.

3.0 Concept of Operations

3.1 General

❖ In accordance with the County Basic Plan and this ESF, the City/County Public Works Departments are the Primary agencies responsible for coordinating transportation system activities. Operating Procedures/Guidelines (SOPs/SOGs) developed by the Public Works Departments provide the framework for carrying out these activities.

- ❖ Requests for assistance may be generated one of two ways. The requests should be forwarded to the EOC, or be made in accordance with established Mutual Aid Agreements.

- ❖ The City & County Public Works Directors are in charge of all municipal and county roads and bridges in the jurisdiction.

- ❖ Local government departments working at either an incident command post (ICP) or the EOC, should provide guidance for the coordination of transportation resources and the identification of emergency transportation routes for the movement of people, equipment, and materials. Law enforcement agencies conduct the coordination for evacuation and movement during emergencies and disasters. For more information, please see **ESF-13: Public Safety and Security**, and **Support Annex 3: Evacuation**.

- ❖ Helena Regional Airport is the only local airfield for aircraft transporting goods and resources.

3.2 Notifications

- ❖ The DES Coordinator should notify the ESF-1 Primary Agencies of EOC activations and request that representatives report to the EOC to coordinate ESF-1 activities. This is typically accomplished by radio broadcast, digital pager or telephone contact.

- ❖ As additional EOC staffing needs become apparent, other support and partnering agency personnel may be asked to report to the EOC to assist with transportation activities. Depending on the nature and location of the emergency, state and federal highway officials may also become critical members of the ESF-1 team.

3.3 Preparedness

- ❖ Develop and maintain SOPs/SOGs dealing with transportation response.
- ❖ Maintain current inventories of transportation and fuel resources available and make this inventory available to the DES Coordinator.
- ❖ Establish and maintain liaison with state and adjacent county transportation officials.
- ❖ Estimate logistical requirements (e.g. personnel, supplies and equipment, facilities, and communications) during the planning process and through exercise.
- ❖ Participate in exercises and training to validate this annex and supporting SOPs/SOGs.
- ❖ Ensure all ESF-1 personnel are trained in their responsibilities according to the departmental SOPs/SOGs.

3.4 Response

- ❖ Identify transportation needs required by the situation.
- ❖ Identify, obtain, prioritize and allocate available transportation resources.
- ❖ Conduct assessments of damage to transportation infrastructure and communicate this information to the EOC.
- ❖ Plan for transportation support for mobilization sites, staging areas, and distribution points.

3.5 Recovery

❖ Continue to render transportation support when and where required as long as emergency conditions exist.

❖ Prioritize the repair and restoration of transportation infrastructure so that [essential services] such as fire, EMS, law enforcement and waste management should be given first priority.

❖ All agencies involved in the recovery effort should keep detailed records of expenses in case there is a potential for federal and state reimbursement assistance.

3.6 Mitigation

❖ Regularly inspect public roadways/right-of-ways for deterioration and make necessary repairs to keep city streets, roadways and rights-of-way in good condition.

❖ Keep equipment in operating condition.

4.0 Organization & Responsibilities

4.1 Organization

❖ Transportation support should most likely be coordinated through the EOC. ESF-1 Agency Reps in the EOC should be organized under the ICS Operations Section as either a stand-alone "Team" or as part of a functional Group depending upon the needs of the incident.

4.2 Responsibilities

ESF Coordinator

❖ Maintains a resource list of all available transportation resources including locations of potential fueling points.

❖ Supports EOC operations and coordinates ESF-1 activities.

❖ Works with other agencies to designate transportation bases, staging areas, refueling and repair facilities.

Primary Agencies

❖ Coordinate transportation support.

❖ Develop procedures/guidelines on how to coordinate transportation-related needs.

❖ Ensure that personnel receive training in order to carry out their responsibilities.

❖ Conduct damage assessment of transportation infrastructure network.

❖ Work with support agencies to develop and maintain a working relationship and procedures/guidelines to activate needed transportation.

❖ Assist in identifying personnel and resources to support this Annex.

❖ Work with LCCO DES to keep this Annex up-to-date.

Support Agencies

❖ Work with the primary agency to develop and maintain a workable transportation function.

❖ Conduct damage assessment of local transportation network.

❖ Develop and maintains their own SOPs/SOGs for response to requests for transportation support.

❖ Assist in identifying personnel and resources to support this Annex.

❖ Work with LCCO DES to keep this Annex up-to-date.

5.0 Authorities and References

5.1 Authorities

❖ *See Section 5.1 of Basic Plan.*

5.2 References

❖ *See Section 5.2 of Basic Plan.*

❖ **Lewis & Clark County Montana EOP. May 2011:** ESF-1 - Transportation.

❖ **National Response Framework. January 2008**. ESF-1 - Transportation.

❖ Department of Homeland Security. January 2009. National Infrastructure Protection Plan**.**

❖ **Critical Infrastructure and Key Assets:** *Definition and Identification*; October, 2004.

6.0 Attachments

Attachment 1: Acronyms

Acronym	Meaning
C.O.A.D.	Community Organizations Active in Disasters
ARES	Amateur Radio Emergency Services
CAP	Civil Air Patrol
CBO	Community Based Organization
CCRC	Capitol City Radio Club
CIKR	Critical Infrastructure & Key Resources
DES	Disaster And Emergency Services
DPHHS	Department of Public Health & Human Services
EAS	Emergency Alert System
EMS	Emergency Medical Services
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESF	Emergency Support Function
FBO	Faith Based Organization
HSPD	Homeland Security Presidential Directive
IC	Incident Commander
ICP	Incident Command Post
ICS	Incident Command System
IMT	Incident Management Team
JIC	Joint Information Center
LCCO	Lewis & Clark County
LEPC	Local Emergency Planning Committee
MANG	Montana Army National Guard
MDT	Montana Department of Transportation
MHP	Montana Highway Patrol
NGO	Non-Governmental Organization
NIMS	National Incident Management System
NIPP	National Infrastructure Protection Plan
NRF	National Response Framework
PIO	Public Information Officer
SOG	Standard Operating Guideline
SOP	Standard Operating Procedure
SSA	Sector Specific Agency
SSP	Sector Specific Plan
TCL	Target Capabilities List
USC	United States Code

Attachment 2: Definitions

Critical Infrastructure: is a term used by governments to describe assets that are essential for the functioning of a society and economy. Section 1016(e) of the USA PATRIOT Act of 2001 (42 U.S.C. 5195c(e)) defines "critical infrastructure" as "*systems and assets, whether physical or virtual, so vital to the United States that the incapacity or destruction of such systems and assets would have a debilitating impact on security, national economic security, national public health or safety, or any combination of those matters.*"

HSPD 7 outlines the critical infrastructure "sectors" and has assigned federal departments called "SSA"s (Sector Specific Agency) responsibility for preparing Sector Specific Protection Plans (SPP) (*see below*).

- Agriculture and Food *(PDF, 184 pages - 3.16 MB)*
- Banking and Finance *(PDF, 116 pages - 3.3 MB)*
- Chemical *(PDF, 143 pages - 1.36 MB)*
- Commercial Facilities *(PDF, 174 pages - 1.46 MB)*
- Communications *(PDF, 126 pages - 2.85 MB)*
- Critical Manufacturing *(PDF, 72 pages - 1.18 MB)*
- Dams *(PDF, 136 pages - 1.45 MB)*
- Defense Industrial Base *(PDF, 62 pages - 2.8 MB)*
- Energy *(PDF, 124 pages - 3.52 MB)*
- Information Technology *(PDF, 88 pages - 1.47 MB)*
- National Monuments and Icons *(PDF, 74 pages - 9.4 MB)*
- Transportation Systems *(PDF, 288 pages - 6.7 MB)*
- Water *(PDF, 134 pages - 11.5 MB)*

Essential Services: is a general term usually defining both governmental and private industry services provided for general public health & safety (e.g. fire, EMS, law enforcement, public health, healthcare/hospital, waste management, drinking & wastewater services, utilities etc..)as well as services essential to a community's economy (e.g. food, fuel, telecommunications, public transportation, etc.).

Key Resources: Section 2(9) of the Homeland Security Act of 2002 (6 U.S.C. 101(9)) defines "key resources" as "*publicly or privately controlled resources essential to the minimal operations of the economy and government.*"

Transportation Resources: Any of the vehicles, operators, and/or equipment, that make up a transportation system.

Transportation Systems: The Transportation Systems Sector of Critical Infrastructure consists of six key subsectors, or modes:

- **Aviation** includes aircraft, air traffic control systems, commercial airports and additional airfields. This mode includes civil and joint use military airports, heliports, short takeoff and landing ports, and seaplane bases.

- **Highway** encompasses roadways and supporting infrastructure. Vehicles include automobiles, buses, motorcycles, and all types of trucks.

- **Maritime Transportation System** consists of coastline, ports, and navigable waterways which allow the various modes of transportation to move people and goods to, from, and on the water.

- **Mass Transit** includes multiple-occupancy vehicles, such as transit buses, trolleybuses, vanpools, ferryboats, monorails, heavy (subway) and light rail, automated guideway transit, inclined planes, and cable cars designed to transport customers on local and regional routes.

- **Pipeline Systems** include vast networks of pipeline that traverse hundreds of thousands of miles throughout the country, carrying nearly all of the Nation's natural gas and about 65 percent of hazardous liquids, as well as various chemicals.

- **Rail** consists of railroads, miles of track, freight cars, and locomotives.