



Montana Emergency Support Function #1 - Transportation

Primary Agency:

Montana Department of Transportation



(Month)XXXX

Maintained by Department of Military Affairs
Disaster and Emergency Services Division

*This Annex is considered operational and serves as a guide for rendering assistance whenever the **Montana Emergency Response Framework (MERF)** is activated. It supersedes all previous editions.*

Record of Changes

All changes to this Annex are to be dated on the master copy kept by the Montana Disaster & Emergency Services (DES).

| Date Posted | Change | Recommending Agency/Individual |
|-------------|--------|--------------------------------|
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Table of Contents

| | |
|---|---|
| Record of Changes | 1 |
| Section I: Agencies | 2 |
| Section II: Purpose & Scope | 2 |
| Purpose: | 2 |
| Scope:..... | 2 |
| Section III: Assumptions & Relationships..... | 2 |
| Assumptions:..... | 2 |
| Relationships:..... | 3 |
| Section IV: Core Capability | 4 |
| Section V: Operational Functions | 5 |

Section I: Agencies

Coordinating Agency:

Montana Disaster & Emergency Services

Primary Agency:

Montana Department of Transportation

Supporting Agencies:

Montana Department of Administration

Montana Department of Agriculture

Montana Department of Environmental Quality

Montana Department of Justice

Montana Department of Labor & Industry

Montana Department of Livestock

Montana Department of Military Affairs

Montana Department of Public Health & Human Services

Montana Fish, Wildlife, & Parks

Montana Public Service Commission

Section II: Purpose & Scope

Purpose:

The purpose of Emergency Support (ESF) Function #1 - Transportation, is to provide state resources and assistance to local and tribal entities overwhelmed in the management of transportation systems and infrastructure in response to actual or anticipated natural, accidental human-caused, and intentional human-caused incidents.

Scope:

ESF #1 focuses on disruption of the statewide transportation system and infrastructure requiring inter-jurisdictional coordination and information sharing. Transportation disruptions can occur because of direct impacts upon the transportation infrastructure or from surges in requirements placed upon the transportation system by unforeseen events in other functional areas.

The activities within the scope of ESF #1 include monitoring and reporting the status of and damage to the transportation system and infrastructure, identifying temporary alternative transportation solutions to be implemented when primary systems or routes are unavailable or overwhelmed, supporting federal implementation of appropriate air traffic and air space management measures, coordinating regulatory waivers and exemptions, and providing long-term coordination of the restoration and recovery of the affected transportation systems and infrastructure if required.

Section III: Assumptions & Relationships

Assumptions:

For the purpose of designing responses in an all-hazard environment, this annex outlines the following assumptions:

- A significant emergency or disaster may severely damage transportation infrastructure.
- The movement of people, equipment, and supplies may be much less efficient in emergency conditions than under normal circumstances.

- Many localized transportation activities may be disrupted or hindered by damaged surface transportation infrastructure.
- In anticipation or reaction to disaster evacuations that overwhelm standard routes may require resources beyond the reach of a local community.
- The local and regional transportation infrastructure will likely sustain damage during an emergency. The damage, depending 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.
- Access to the incident area will be dependent upon the re-establishment of ground, air, rail, and water routes. Gradual clearing of access routes will permit a sustained flow of emergency relief efforts and restoration of mobility corridors.
- Rapid assessment of the incident area will be made to determine critical response time and potential workload.
- Significant numbers of personnel with engineering and construction skills and construction equipment may not be available within the affected area.
- The immediate use of the transportation system for response and recovery activities may exceed local capabilities, thus requiring assistance from the State and Federal governments to supplement efforts.
- Each jurisdiction and agency are responsible for the inspection, status reporting, repair, and operation of its own facilities or to those agencies with contractual agreements to maintain facilities.
- Rapid damage assessments of impacted areas will assist in the determination of response priorities and transportation demands.

Relationships:

This document does not relieve tasked agencies with the responsibility for emergency planning. The following section outlines the relationships between state agencies and local, tribal, private, and non-governmental organization partners in supporting ESF #1 response and recovery activities:

Local & Tribal Governments

Local and tribal area governments are responsible for their own transportation infrastructures and have the primary responsibility for mitigation, preparedness, response, and recovery. Local and tribal mutual aid assistance networks facilitate the sharing of resources to support response activities. Local and tribal governments are responsible for complying with and enforcing local and tribal building, zoning, and subdivision regulations including accessibility requirements.

Local and tribal authorities are responsible for obtaining required waivers and clearances related to ESF #1 support and are responsible for requesting state support through the jurisdiction’s emergency management agency when the incident exceeds local capabilities.

Responsibility for situation assessment and determination of resource needs are ascertained primarily through the local or tribal incident management system. Shortages of resources are adjudicated at the lowest jurisdictional level. Local and tribal law enforcement offices should coordinate with the on-site Incident Commander within the disaster area to determine evacuation areas, roadblocks, and access control points.

Private Sector/Non-Governmental Organizations

The private sector owns or operates a large proportion of the resources that would be needed for rapid restoration of the transportation system and infrastructure. Through ongoing planning and coordination, the private sector entities provide critical information for incident action planning and decision making during an incident. Private sector mutual aid and assistance networks also facilitate the sharing of resources to support response. Pre-awarded contracts and other emergency contracting vehicles are used to leverage private sector capabilities to support response activities.

State Government

State departments and agencies are responsible, within their statutory authorities, for providing assistance to local jurisdictions when local capabilities are overwhelmed by a disaster. The State Emergency Coordination Center (SECC) serves as the principal point for coordinating state, local, tribal, and federal resources in the coordination of emergency assistance to affected jurisdiction(s).

The SECC will coordinate with the primary agency and support agencies in the use of state resources to support ESF #1 response activities. State resources will supplement, not supplant, local resources. When activated to respond to an incident, the primary agency and support agencies will develop work priorities in cooperation with local and tribal governments and in coordination with the SECC.

If the Governor has declared an emergency, resources may be requested through the Emergency Management Assistance Compact (EMAC), the nation's state-to-state mutual aid system that is processed through the SECC.

Section IV: Core Capability

The following table lists the core capability key activities that the coordinating, primary, and supporting agencies collectively support. Though not listed in the table, all ESF's, including ESF #1, support the core capabilities of planning, operational coordination, and public information and warning.

| <u>CORE CAPABILITY</u> | Key Activities – The SECC coordinates with the primary agency and supporting agencies to coordinate resources in support and response for the following key activities during actual or potential incidents: |
|--------------------------------|---|
| Critical Transportation | <ul style="list-style-type: none">• Monitors and reports the status of and damage to the transportation system and infrastructure.• Identifies temporary alternative transportation solutions to be implemented when primary systems or routes are unavailable or overwhelmed.• If requested, supports federal implementation of appropriate air traffic and air space management measures.• Coordinates regulatory waivers and exemptions.• Provides long-term coordination of the restoration and recovery of the affected transportation systems and infrastructure if required. |

Section V: Operational Functions

The following table lists the operational functions that both the primary agency and supporting agencies most directly support for ESF # 1 (Transportation):

| <u>PRIMARY AGENCY</u> | Operational Functions – Montana Department of Transportation serves as the primary agency. The operational functions for the primary agency may include the following: |
|---|--|
| Montana Department of Transportation | <ul style="list-style-type: none"> • Works with support agencies to collect, assess, and report the disruptions and damages to the transportation infrastructure; and analyzes the impact of the incident on transportation operations statewide. • Provides information on status of, needs for, and plans concerning the recovery and restoration of transportation infrastructure, as well as all other infrastructure impacted by transportation (interdependent infrastructure). • Provides technical assistance to local and tribal entities in determining the most viable transportation networks to, from, and within the incident area, as well as availability of accessible transportation. • Provides state-owned assets to complement temporarily degraded or disrupted air navigation services capabilities. • Provides regulatory waivers and exemptions for transportation systems. • Assists in the allocation and prioritization of transportation resources in restoring the transportation infrastructure. • If available, identifies and provides appropriate personnel and equipment to assist in emergency removal of debris, demolition, repair of roads and bridges, and temporary repair of essential public facilities. • Provides liaison to SECC in the event incidents have potential implications on transportation systems. • Controls ingress and egress of public transportation systems. • Provides technical and monetary assistance to local communities and transit authorities for planning, organizing, operating, and funding public transportation systems and highway traffic safety programs. • Manages the safety and oversight of railroad company maintenance of highway rail crossings. • Coordinates with the SECC to obtain necessary resources with the private-sector entities. |
| <u>SUPPORTING AGENCIES</u> | Operational Functions – The operational functions for the supporting agencies may include the following: |
| Montana Department of Administration | Provides technical assistance, contract management, procurement, project management, engineering expertise, and construction management resources and support. |
| Montana Department of Agriculture | Regulates movement of plants and produce across public transportation systems. |

| | |
|---|--|
| <p>Montana Department of Environmental Quality</p> | <ul style="list-style-type: none"> • Provides guidance and/or subject matter expertise on contaminated or hazardous materials pollution response operations associated with debris removal, salvage operations, and the transportation of contaminated materials tied to transportation systems. • Identifies locations of - and provides safety guidance for - areas affected by hazardous materials tied to transportation systems. • Provides expertise on waste and debris disposal options tied to transportation systems. • Assists radiological contaminated debris management activities by coordinating and/or providing resources, assessments, data, expertise, technical assistance, monitoring, and other appropriate support tied to transportation systems. |
| <p>Department of Justice</p> | <p>Highway Patrol Division</p> <ul style="list-style-type: none"> • Leads efforts to protect transportation infrastructure from the effects of acts of terrorism and support efforts to protect transportation infrastructure from the effects of manmade disasters. • Conducts evidence collection and analysis of all intentional human-caused related crime scenes. • Provides security for transport of sensitive cargo in times of emergencies. • Responds to acts of criminal mass victimization (i.e., mass violence or domestic or international terrorism) and coordinates with local, tribal, and federal law enforcement agencies. • Provides guidance, promulgates regulations, conducts investigations and compliance reviews, and enforces civil rights laws, including their general application to emergency management and specific application to mass care services, such as the Americans with Disabilities Act, Section 504 of the Rehabilitation Act, and the Civil Rights Act of 1964. • Controls Ingress and Egress of Public Transportation Systems in support of transportation safety and security. <p>Montana Analysis & Technical Information (MATIC)</p> <ul style="list-style-type: none"> • Designated by the Governor as the fusion center in Montana. • A focal point for the collection, analysis, and dissemination of public safety and threat related information for the purposes of decision making for local, state, federal, and tribal partners while ensuring the rights and privacy of citizens. • Provides relevant information on criminal activity and credible threats that could potentially threaten public safety and critical infrastructure security to appropriate partners. |
| <p>Montana Department of Labor and Industry</p> | <p>Business Standards Division</p> <ul style="list-style-type: none"> • Administers the licensing and regulation of professionals relative to engineering and construction professionals. • Provides technical assistance related to worker safety and health issues. |

| | |
|---|---|
| | <ul style="list-style-type: none"> Provides regulatory professional licensing waivers and exemptions during emergencies. |
| Montana Department of Livestock | Regulates movement of animals across public transportation systems. |
| Department of Military Affairs | <p>Army and Air National Guard <i>Upon approval by the Governor:</i></p> <ul style="list-style-type: none"> Provides transportation capacity to move essential resources, when requested. <p>Disaster & Emergency Services Division</p> <ul style="list-style-type: none"> Coordinates National Guard assistance, when requested and upon approval by the Governor. Coordinates and/or deploys personnel to fill positions in operations centers and on emergency response teams and other entities as necessary. Coordinates emergency-related response and recovery functions related to air, maritime, surface, rail, and pipeline transportation. Coordinates international and domestic offers of transportation-related assistance and support. Provides assistance in the allocation and prioritization of transportation resources. Coordinates the prevention, protection, mitigation, response, and recovery actions among transportation system and infrastructure stakeholders at state and local levels. Provides equipment and personnel as needed for immediate lifesaving response operations. Coordinates and/or provides situational awareness regarding transportation infrastructure. Coordinates EMAC, Federal, and International offers of engineering assistance and support for transportation. |
| Department of Public Health & Human Services | Technical assistance for local and tribal jurisdictions regarding the proper disposal of contaminated food products involved in transportation incidents. |
| Montana Fish, Wildlife, & Parks | <ul style="list-style-type: none"> Provides heavy equipment resources to assist in maintaining the operability of transportation systems. Provides information about the status of public waterways in support of overall transportation sector status reporting. Collects and reports on public waterway transportation infrastructure disruption and damages as information becomes available. Coordinates and/or deploys members to fill positions in operations centers and on emergency response teams and other entities as necessary (FWP personnel with ICS 320 Level Training). Assists in restoring the public waterway transportation infrastructure. If available, identifies and provides boats and law enforcement personnel when these resources are the most effective to support ESF 1 mission. |

| | |
|---|--|
| | <ul style="list-style-type: none"> • Provides support in the emergency operation and restoration of inland waterways, ports, and harbors that are owned by FWP. • Coordinates with support agencies and other maritime stakeholders to prioritize, evaluate, and support restoration of FWP owned ports, public waterways, and related FWP systems and infrastructure. • FWP Law Enforcement personnel will lead cooperative efforts to protect FWP owned ports and public waterways from acts of terrorism and manmade and natural disasters. • Controls Ingress and Egress of public waterways and FWP Land. |
| <p>Montana Public Service Commission</p> | <ul style="list-style-type: none"> • Ensures the safe construction, operation, and maintenance of intrastate gas pipelines and railroads in Montana (this is accomplished through inspection, enforcement, education, and the investigation of accidents). • Enforces state statute and PSC rules related to the motor carrier industry, including household goods movers, passenger motor carriers, and garbage carriers. • Houses pipeline and railroad emergency plans. |