



# Transportation

## Emergency Support Function (ESF) 1

### Introduction

Washington state agencies and organizations which coordinate and support the Emergency Support Function of Transportation (ESF 1) are listed below. These agencies may be coordinating agencies, primary agencies, or supporting agencies.

An agency is a coordinating agency if that agency has major roles in the provision of leadership, coordination, and oversight for the ESF 1. The Washington State Department of Transportation (WSDOT) is the coordinating agency for ESF 1. An agency is a primary agency if it has significant authorities, roles, resources, or capabilities to support the ESF 1. WSDOT is also the primary agency for ESF 1. An agency is a supporting agency if it has specific clearly defined or identified capabilities or resources that support the coordinating and primary agency for ESF 1. There are many state agencies which provide support to WSDOT in performing the primary function of transportation for the state.

<b>Coordinating Agency</b>	
(Provides leadership, coordination, and oversight for the emergency support function)	
Washington State Department of Transportation (WSDOT)	
<b>Primary Agencies</b>	
(Has significant authorities, roles, resources, or capabilities for the emergency support function)	
Washington State Department of Transportation (WSDOT)	
<b>Supporting Agencies</b>	
(Has specific capabilities or resources that support the coordinating and primary agency)	
Utilities & Transportation Commission (UTC)	Washington State Patrol (WSP)
Department of Commerce (COM)	Department of Corrections (DOC)
Military Department, Emergency Management Division (EMD)	Washington State Transportation Commission
Office of Financial Management (OFM)	Department of Enterprise Services (DES)
Department of Licensing (DOL)	Department of Natural Resources (DNR)
Office of Superintendent of Public Instruction (OSPI)	National Guard



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### Purpose

This document is a supporting annex of the Washington State Comprehensive Emergency Management Plan (CEMP) and operates in conjunction with all its annexes. ESF 1 coordinates transportation system response for the state, the regulation of transportation, and ensures the safety and security of the transportation system through the proper execution of the Federal Emergency Management Agency (FEMA) national Core Capabilities.

Core Capabilities are those activities required to perform the functions of transportation or ESF 1 in a response. The Primary Response Core Capabilities are those essential or major capabilities necessary to perform the function of transportation. ESF 1 may perform most or all of the critical tasks within the Primary Response Core Capabilities, however other ESFs may also perform some of the tasks.

Supporting Response Core Capabilities are those capabilities necessary to support the Primary Response Core Capability. The primary and supporting Core Capabilities that apply to ESF 1 are listed in the tables below:

Primary Response Core Capability	
Critical Transportation	Provide transportation (including infrastructure access and accessible transportation services) for response objectives, including the evacuation of people and animals, and the delivery of vital response personnel, equipment, and services into the affected areas.
Operational Coordination	Establish and maintain a unified and coordinated operational structure and process that appropriately integrates all critical stakeholders and supports the execution of Core Capabilities.

Support Response Core Capabilities	
Planning	Conduct a systematic process engaging the whole community as appropriate in the development of executable strategic, operational, and/or tactical-level approaches to meet defined objectives.
Public Information & Warning	Deliver coordinated, prompt, reliable, and actionable information to the whole community through the use of clear, consistent, accessible, and culturally and linguistically appropriate methods to effectively relay information regarding any threat or hazard and, as appropriate, the actions being taken, and the assistance being made available.
Infrastructure Systems	Stabilize critical infrastructure functions, minimize health and safety threats, and efficiently restore and revitalize systems and services to support a viable, resilient community.
Logistics & Supply Chain Management	Deliver essential commodities, equipment, and services in support of impacted communities and survivors, to include emergency power and fuel support, as well as the coordination of access to community staples. Synchronize logistics capabilities and enable the restoration of impacted supply chains.



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Support Response Core Capabilities	
Situational Assessment	Provide all decision makers with decision-relevant information regarding the nature and extent of the hazard, any cascading effects, and the status of the response.
On-Scene Security, Protection, and Law Enforcement	Ensure a safe and secure environment through law enforcement and related security and protection operations for people and communities located within affected areas and also for response personnel engaged in lifesaving and life-sustaining operations
Operational Communication	Ensure the capacity for timely communications in support of security, situational awareness, and operations, by any and all means available, among and between affected communities in the impact area and all response forces.

### Scope

ESF 1 primary and supporting state agencies and organizations work to provide transportation support to assist in incident management in Washington. The ability to perform this work requires coordination, communication, and support between both primary and supporting state agencies, the federal government, and Tribal and local jurisdictions. In addition, effective coordination at all levels of government and the private sector are necessary to make effective transportation decisions.

Activities within the scope of ESF 1 include:

- Performing damage assessments to state transportation infrastructure.
- Coordinating alternate transportation routes.
- Coordinating the restoration and recovery of the state transportation infrastructure.
- Coordinating prevention, protection, mitigation, response, and recovery among transportation infrastructure stakeholders at the federal, state, local, and Tribal levels.
- Disseminating coordinated transportation and traffic information.

The provision of state transportation support includes:

- Participating in emergency management activities with other transportation stakeholders.
- Participating in the statewide prioritization of state transportation modes with other members of the State Emergency Operations Center (SEOC) Policy Room, in direct support of requests for assistance.
- Coordinating the use of state transportation infrastructure in support of the flow of land, air, and marine traffic in the disaster area for the movement of response or recovery supplies, personnel, and equipment.
- Coordinating with commercial transportation providers concerning significant interruptions of service (freight resiliency).

### **Limitations**

ESF 1 is not responsible for the movement of goods, equipment, animals, people, or resources. Movement is a function of ESF 7 Logistics Management and Resource Support. ESF 1 and ESF 7 agencies work closely during response operations. People movement, including evacuation is a multi-emergency support function activity involving all ESFs, especially ESF 7 and ESF 6, Mass Care. ESF 1 provides support



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through clearing and maintaining the routes in which people, resources, animals, goods, and equipment will be moved.

A large part of the transportation network is owned and operated by the private sector, such as railways. This requires intensive coordination and information sharing between the ESF primary and supporting agencies and the private sector industry partners.

Navigable waterways are under the jurisdiction of the federal government, specifically the United States Coast Guard. Although the navigable waterways are a transportation corridor, they are not maintained by ESF 1.

Airways and much of aviation are also under federal jurisdiction and ESF 1 at the state level will be required to coordinate heavily with our federal partners.

Pipelines, used to transport natural gas and hazardous liquids, located within Washington state, are considered a transportation corridor because they provide an avenue of movement, however the pipeline infrastructure and fuel within the pipeline are under the Energy Emergency Support Function (ESF 12).

The responsibility for the issuance of motor vehicle licenses and permits is an ESF 1 function, enforcement belongs to Public Safety, Law Enforcement, and Security Emergency Support Function (ESF 13).



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### Authorities and Policies

#### Revised Code of Washington (RCW)

##### **38.56.020: Emergency Management, Intrastate Mutual Aid System**

Provides the guidelines for providing and/or supporting Intrastate Mutual Aid during a disaster. Critical to procuring resources during an incident to repair and restore the state's transportation infrastructure.

##### **39.04.020: Public Contracts and Indebtedness, Public Works**

Provides the timelines for providing estimates of cost of Public Works projects during emergencies. Critical to ensuring the proper execution of contracting processes when repairing and restoring the state's transportation infrastructure.

##### **39.04.280: Public Contracts and Indebtedness, Competitive Bidding Requirements -Exemptions**

Outlines the exemptions to the public bidding requirements in event of an emergency for undertaking public contracts to repair and restore the state's transportation infrastructure.

##### **39.34.230: Interlocal Cooperation Act**

Allows the development of mutual aid agreements between jurisdictions.

##### **39.26.130: Public Contracts and Indebtedness, Emergency Purchases.**

Outlines emergency purchasing policies and procedures for state agencies when repairing and restoring the state's transportation infrastructure.

##### **47: Public Highways and Transportation.**

Defines the state highway and transportation system including emergency protections and restoration of highways.

##### **47.06.020: Public Highways and Transportation, Role of the Department.**

Lays out the role of WSDOT.

##### **47.12.066: Public Highways and Transportation, Sale, or lease of personal property—Provision of services—Proceeds.**

Allows the state to sell materials or personal property to private utilities to facilitate emergency repairs to utility systems.

##### **47.28.170: Construction and Maintenance of Highways – Emergency protection and restoration of highways and repair or replacement of structurally deficient state bridges.**

The rules for addressing the protection and repair to highway infrastructure.

##### **47.48.020: Closing of Highways and Restricting Traffic – Notice of closure or restriction—Emergency closure.**

Rules for closing highways during an emergency. Gives the transportation agency the authority to close highways for safety or the public good.

##### **81.28.050: Common carriers in general – Tariff changes—Notice—Exception—Waiver of provisions during state of emergency**



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When the governor has declared an emergency, tariffs can be changed using the normal processes.

### **81.84.070: Commercial Ferries – Temporary certificate—Immediate and urgent need—Waiver of provisions during state of emergency**

When the governor has declared an emergency, the rules for issuing a temporary certificate for the operations of commercial ferries can be waived.

### **81.112.180: Regional transit authorities – Rail fixed guideway public transportation system—Safety program plan and security and emergency preparedness plan**

Requires regional transit authorities to have an emergency preparedness plan.

### **Washington Administrative Code (WAC)**

#### **296-155: Safety standards for construction work**

Safety requirements for any construction work. Directly applies to working conditions on transportation infrastructure.

#### **296-11: Safety requirements for charter boats.**

Safety requirements for the operation of all charter vessels in Washington

#### **269-56: Safety standards—Longshore, stevedore, and waterfront related operations**

Safety Standards for port operations.

#### **296-865: Motor Vehicles**

The safety regulations for the operations of all motor vehicles and semi-trucks used on public or private roadways.

#### **308-330: Washington Model Traffic Ordinance**

Model for all local traffic Ordinances. During response when repairs, roads must be repaired to meet the minimum standards that Traffic Ordinance lay out.

#### **468: Department of Transportation**

Provides guidance for WSDOT on administering the state highway system.

#### **480: Utilities and Transportation Commission**

Rules and regulations for the state's transportation industry

### **Important Agency/Organization Policies**

#### **WSDOT Secretary's Executive Order E 1025.10: Tribal Consultation**

Ensures agency consultation with Tribes that have ancestral homeland with the state on all decision that may affect Tribal rights and interests.

#### **WSDOT Secretary's Executive Order E 2018.01: Coordination of Special Needs Transportation**

Affirms the WSDOT's commitment to provide equal access in its programs, services, and activities for persons with disabilities.



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### **WSDOT Secretary's Executive Order E 1068.02: Continuity of Operations Planning**

This Secretary's Executive Order directs employees to support continuity of operations planning so WSDOT agency essential functions will be available during a continuity incident (i.e., an incident that disrupts normal WSDOT operations). It also ensures all functions that may have been disrupted are restored to normal operations once the incident has ended.

### **WSDOT Secretary's Executive Order E 1012.04: Delegation of Authority**

Outlines rules for delegation of authority within WSDOT during an emergency.

### **WSDOT Secretary's Executive Order E 1102.00: Wetlands Protection and Preservation**

Guidance on construction work and its impact on wetlands during an emergency.



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### Situation Overview

Washington state has a fully integrated multimodal transportation system, using land, sea, air, and pipelines. This system has been under constant development and refinement even before western settlement of the state.

Washington state's location on the Pacific Ring of Fire and proximity to the largest subduction zone fault in North America, creates a high-risk environment for experiencing a destructive earthquake. Compounding the risk, much of the transportation infrastructure was built prior to the discovery of the subduction zone danger and is not rated for the damage a potential subduction zone earthquake might cause.

If Washington were to experience a major earthquake, there is the possibility it would seriously damage our transportation infrastructure which is vitally important to local, state, national, and international economies. To mitigate risk, Washington is making major strides to update the transportation system, however this may take many years to build a truly earthquake resilient system. To support this effort, WSDOT has designated 71 miles of roadway as our Lifeline Route and is focusing retrofit efforts on that route. In addition, \$750 million was set aside for maintenance and preservation to maintain our infrastructure and help ensure roadway safety for traveling public and commerce<sup>1</sup>.

The Washington state transportation network is a connected system linking people to resources and must serve many modes and users while protecting the land and the environment it runs through. As of 2021, Washington has around 80,653 miles of public road with 92% in fair or better condition<sup>1</sup>. Of that, WSDOT has almost 21,000 highway lane miles, including 324 miles of HOV lanes. Washington state has 10,200 bridges, of which WSDOT owns, operates, and maintains 3,377 bridges.

Washington State Ferries has 21 ferries and runs 19.4 million passengers per year (based on a 5-year average). The state also operates a free ferry crossing on the Columbia River (Lake Franklin D. Roosevelt) at Keller's Ferry. Our Ferry System is the largest in the US and fourth largest in the world. Washington also has a terminal for the Alaska Marine Highway System in Bellingham. Additionally, the state is served by several public vehicle and passenger-only ferries operated either by counties or Tribes, as well as several private vehicle and passenger-only ferries mostly serving international routes to British Columbia, Canada.

The 32 transit agencies within Washington move passengers on 102 million trips per year. Washingtonians travel an average of 40.4 miles per day and make around 3.35 trips per person, per day. The transportation industry offers around 102,600 jobs for Washington residents<sup>2</sup>.

WSDOT has 15 airports that are maintained and operated by the state and 11 major airports which are Federal Aviation Administration (FAA) Part-139 public use airports<sup>2</sup>. Washington has 138 public use airports classified as 16 commercial, 19 regional, 23 community, 33 local service, 38 rural essential, and 9 seaplanes. The airports are operated by local jurisdictions such as cities, counties, ports, state, and private parties. Many airports are unstaffed and maintained by volunteers. Of the state airports, 65 are

<sup>1</sup> Washington State Department of Transportation Gray Notebook Highlights. 2021. <https://wsdot.wa.gov/about/data/gray-notebook/gnbhome/economicvitality/freight/default.htm>

<sup>2</sup> Washington. Transportation by the Numbers. Bureau of Transportation Statistics. U.S. Department of Transportation. January 2020. <https://www.bts.dot.gov/sites/bts.dot.gov/files/states2020/Washington.pdf>.





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included in the federal system and are eligible for federal grants. The remaining airports are smaller and rely on state and local funding.

Washington has 3,032 miles of freight railroad and 324 miles of Amtrak Cascades rail lines with 488,000 annual passengers. WSDOT additionally owns 298 miles of short line freight railroad. Approximately 15.6 million tons of outbound rail freight (which had an in-state origin and an out-of-state destination) was transported in Washington state in 2020, making up 12.2% of total freight rail tonnage<sup>1</sup>. The remaining 4.9% (6.3 million tons) of rail freight was intrastate, with both origin and destination inside Washington<sup>1</sup>.

Washington state has more than 45,000 miles of pipeline. There are three types of pipelines in the state: hazardous liquid pipelines, gas transmission pipelines, and gas distribution pipelines. The Washington Utilities and Transportation Commission (UTC) has the responsibility to regulate, inspect, and enforce safety rules over intrastate pipelines within their borders under an annual certification from the US Pipeline and Hazardous Materials Safety Administration.

Washington also has 15 border points of entry with Canada. The number of freight trucks entering Washington from Canada increased by 5.1%, from 607,387 in 2020 to 638,471 in 2021. In both years, the bulk of the traffic (a combined average of 83.7%) was at the Blaine and Sumas border crossings<sup>1</sup>.

Washington state is a major exporter of goods and services throughout the nation. The total Washington state imports and exports transported by any mode were valued at \$115.5 billion in 2021, up 28.1% from \$90.2 billion in 2020. According to the U.S. Census Bureau, Washington was the 14th most trade-dependent state in the country per capita in 2021. Until 2019, it had been among the top 10 most trade-dependent states every year since 2008<sup>1</sup>. Washington's total international export value in 2021 was \$53.7 billion making our state infrastructure of international importance.

Civilian aircraft and parts were the top commodities exported from the state, accounting for 25% of Washington's international export value. Total civilian aviation exports increased from \$8 billion in 2020 to \$13.3 billion in 2021 but remained 48% below the 2019 level of \$25.5 billion. Supply chain disruptions and manufacturing slowdowns have significantly affected this industry. In 2022, Washington-grown or processed food and agriculture exports totaled \$8 billion<sup>3</sup> making the ability to export critical to Washington's agricultural industry.

In addition to the physical transportation network moving people, commodities, and resources, Washington improved access to 98.2 miles of fish passages in 2021 and built 88 stormwater treatment and flow control facilities in 2022. Electric vehicle registration increased to 114,600 in 2022 helping to reduce total greenhouse gas emissions. To help ensure electric vehicles have ready access to power when needed, Washington has worked with its EV partners to increase the number of EV charging stations and ports. As of 2022, the state had 1,462 Level 2 charging stations (Level 2 Charging: 208-Volt to 240-Volt). Depending on the vehicle, this takes around eight hours to completely charge; and 226 Direct Current fast charging stations (Fast Charging: 400-Volt to 900-Volt). Fast chargers allow most vehicles to recharge in minutes as opposed to hours<sup>1</sup>.

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<sup>3</sup> Export Statistics. Washington State Department of Agriculture. 2022. <https://agr.wa.gov/departments/business-and-marketing-support/international/statistics#:~:text=Exports%20Statistics&text=In%202022%2C%20Washington%2Dgrown%20or,agriculture%20exports%20totald%20%248%20billion.>



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This multimodal and intricate network of transportation infrastructure allows our Washington state transportation system to be active and thriving and as non-disruptive as possible with our treasured Pacific Northwest environment. A significant disruption of this system could have state, national, and international consequences. ESF 1 and the state agencies performing the primary and supporting actions and activities work closely together to ensure Washingtonians have safe and reliable transportation systems.



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### Concept of Operations

Washington state's ESF 1 coordinates emergency response involving the transportation system or infrastructure for the state. The ability to sustain transportation services, mitigate adverse economic impacts, meet societal needs, and move emergency relief personnel and commodities hinges on effective transportation operations at all levels of government and across state agencies.

The ESF 1 emergency response main point of contact is the ESF 1 Lead under the State Emergency Operations Center (SEOC). The SEOC ESF 1 Lead position is staffed with personnel from the ESF 1 Primary Agency (WSDOT). During an activation, the ESF 1 representative activated to the SEOC will be titled the ESF Group Supervisor. The State Agency Liaison (SAL) is the primary emergency management point of contact for a state agency. These three positions, the ESF 1 Lead, ESF 1 Group Supervisor, and the State Agency Liaison are the most active during an ESF 1 response.

The ESF 1 Lead coordinates the primary and supporting ESF 1 actions and activities outside of an activation to plan, prepare for, exercise, and train for an ESF 1 response. The ESF 1 Group Supervisor is the person activated to respond to the SEOC during an SEOC activation. This may be filled by the ESF 1 Lead or another designated individual. The SAL can address questions, speak to agency resources, and direct internal agency actions.

The ESF 1 Lead will be available to be contacted by the SEOC as needed 24 hours a day, 7 days a week. The ESF 1 Lead will have the authority to appoint an ESF 1 Group Supervisor who will have the agency's authority to coordinate resources and personnel, to lead coordination and management efforts among primary and supporting ESF 1 agencies when activated.

WSDOT Headquarters Emergency Operations Center (WSDOT HQ EOC) acts as the ESF 1 primary entity for WSDOT during disasters and emergencies. WSDOT HQ EOC will provide the staff support to the SEOC ESF 1 Group Supervisor position. If the situation dictates, WSDOT HQ EOC may bring in subject matter experts to supplement staff. WSDOT may ask supporting agencies to supply ESF 1 staff or subject matter experts depending on the needs of the incident and level of training of the staff.

The WSDOT HQ EOC located in Olympia, is the primary supporting physical structure for ESF 1 Operations. The WSDOT HQ EOC will establish connections with ESF 1 supporting agencies if needed. WSDOT HQ EOC has established a network of contacts with supporting agencies to facilitate operations.

ESF 1 will coordinate with state, local and Tribal counterparts to identify temporary and/or emergency repairs necessary to restore traffic flow, identify priority permanent reconstruction needs, perform restoration of critical and strategically important transportation infrastructure, and mitigate the effects of system degradation until permanent reconstruction can take place.

As response activities continue, ESF 1 will:

1. Coordinate the operation of the state transportation infrastructure and resource requests in support of all ESFs when required.
2. Coordinate with appropriate state, local, Tribal, and federal entities regarding issues such as movement restrictions, critical transportation infrastructure prioritization, and evacuation routes.



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3. Coordinate the repair and restoration of state transportation infrastructure including temporary or emergency repair, incidental repair work, and permanent restoration work.

### **Objectives:**

In Washington state we have a multimodal transportation system. The objective of this system is to:

1. Provide for and improve the safety and security of transportation customers and the transportation system.
2. Stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
3. Preserve and extend the life and utility of prior investments in transportation systems and services.
4. Improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.
5. Enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
6. Continuously improve the quality, effectiveness, and efficiency of the transportation system.

The primary focus of ESF 1 is to help repair or restore the transportation network to support our transportation system objectives. This is accomplished through the coordination of assessments and repair to the state's transportation infrastructure post disaster or emergency.

ESF 1 coordinates with federal and local partners for the assessment and repair of rail, maritime, and aviation assessments. ESF 1 actively works with primary and supporting state agencies within Washington to assess and repair highways and bridges. ESF 1 coordinates these actions through the subject matter experts and resources of state, federal, Tribal, and local partners.

ESF 7 is the coordinating entity for moving resources that are using the transportation system.



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### Critical Tasks within the Core Capabilities

To achieve its intended purpose and effectively support our objectives, ESF 1 primary and supporting agencies and organizations work to accomplish Critical Tasks associated with each identified national Core Capability. These tasks support the response mission area and the successful execution of Core Capabilities. The below Critical Tasks are associated with the identified Core Capabilities for ESF 1 based on FEMA doctrine and are divided into primary critical tasks and supporting critical tasks.

Primary Core Capabilities are response actions that play a major role in the response efforts for ESF 1. A Supporting Core Capability is an action or activity needed to support the Primary Core Capability.

*The Primary Core Capability Critical Tasks are:*

Critical Transportation		
Mission Area	Critical Task ID	Primary Critical Task
Response	1	Establish physical access through appropriate transportation corridors and deliver required resources to save lives and to meet the needs of disaster survivors.
	2	Ensure basic human needs are met, stabilize the incident, transition into recovery for an affected area, and restore basic services and community functionality.
	3	Clear debris from any route type (i.e., road, rail, airfield, port facility, waterway) to facilitate response operations.

Operational Coordination		
Mission Area	Critical Task ID	Primary Critical Task
Response	2	Enhance and maintain command, control, and coordination structures consistent with the National Incident Management System (NIMS) to meet basic human needs, stabilize the incident, and transition to recovery.

*The Supporting Core Capability Critical Tasks are:*

Planning		
Mission Area	Critical Task ID	Supporting Critical Task
Response	1	Develop operational plans that adequately identify critical objectives based on the planning requirement, provide a complete and integrated picture of the sequence and scope of the tasks to achieve the objectives, and are



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Planning		
		implementable within the timeframe contemplated in the plan using available resources.

Public Information & Warning		
Mission Area	Critical Task ID	Supporting Critical Task
Response	2	Deliver credible and actionable messages to inform ongoing emergency services and the public about protective measures and other life-sustaining actions and facilitate the transition to recovery.

Logistics & Supply Chain Management		
Mission Area	Critical Task I.D.	Supporting Critical Task
Response	1	Mobilize and deliver governmental, nongovernmental, and private sector resources to save lives, sustain lives, meet basic human needs, stabilize the incident, and transition to recovery, to include moving and delivering resources and services to meet the needs of disaster survivors.
	2	Enhance public and private resource and services support for an affected area.

Infrastructure Systems		
Mission Area	Critical Task ID	Supporting Critical Task
Response	1	Decrease and stabilize immediate infrastructure threats to the affected population, to include survivors in the heavily damaged zone, nearby communities that may be affected by cascading effects, and mass care support facilities and evacuation processing centers with a focus on life-sustainment and congregate care services.
	2	Re-establish critical infrastructure within the affected areas to support ongoing emergency response operations, life sustainment, community functionality, and a transition to recovery.
	3	Provide for the clearance, removal, and disposal of debris.
	4	Formalize partnerships with governmental and private sector cyber incident or emergency response teams to accept, triage, and collaboratively respond to cascading impacts in an efficient manner.



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Situational Assessment		
Mission Area	Critical Task ID	Supporting Critical Task
Response	1	Deliver information sufficient to inform decision making regarding immediate lifesaving and life-sustaining activities, and engage governmental, private, and civic sector resources within and outside of the affected area to meet basic human needs and stabilize the incident.
	2	Deliver enhanced information to reinforce ongoing lifesaving and life-sustaining activities, and engage governmental, private, and civic sector resources within and outside of the affected area to meet basic human needs, stabilize the incident, and transition to recovery.

On-Scene Security, Protection, and Law Enforcement		
Mission Area	Critical Task ID	Supporting Critical Task
Response	1	Establish a safe and secure environment in an affected area
	2	Provide and maintain on-scene security and meet the protection needs of the affected population over a geographically dispersed area while eliminating or mitigating the risk of further damage to persons, property, and the environment.

Operational Communication		
Mission Area	Critical Task ID	Supporting Critical Task
Response	1	Ensure the capacity to communicate with both the emergency response community and the affected populations and establish interoperable voice and data communications between Federal, Tribal, state, and local first responders.



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### Whole Community

Multimodal transportation in WA makes considerations for the whole community by following provisions set forth in the Civil Rights Act of 1964. As direct recipients of federal financial assistance, all partners in transportation must comply with these acts.

ESF 1 primary and supporting agency policy is committed to providing equal access in its programs, services, and activities for person with disabilities. ADA compliance applies to all state platforms for communicating to and with the public, regions, divisions, services, public use facilities, pedestrian facilities, and programs regardless of the funding source.

As it relates to communicating with the public, ESF 1 will make every effort to use effective communication methods as it relates to its utilization of all written, verbal, and electronic platforms.

The following federal laws and Executive Orders expand the Title VI nondiscrimination mandate:

#### **The Civil Rights Restoration Act of 1987**

This act clarifies the definition of "programs and activities" covered by the nondiscrimination provisions of civil rights statutes. The revised definition states that discrimination is prohibited throughout an entire agency or institution, if any part of that agency receives federal financial assistance.

#### **The Americans with Disabilities Act (ADA)**

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, school, transportation, and all public and private places that are open to the general public. The purpose of this law is to make sure people with disabilities have the same rights and opportunities as everyone else. The ADA has five titles that relate to different areas of public life.

#### **Environmental Justice (EJ)**

Executive Order 12898 seeks to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations, and to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

#### **Limited English Proficiency (LEP)**

Executive Order 13166 ensures individuals whose first language is not English and have a limited capacity to read, write or understand English are provided meaningful access to programs, information and services by any entity receiving federal funding.

Guidance for accessibility under the Americans Disability Act (ADA) is provided by transportation agencies and meets federal and state guidance.





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### Organization

Structurally, ESF 1 is a component of the Operations Section of the SEOC, as organized within the structure of the Incident Command System (ICS). If the situation merits, the Operations Section Chief, in consultation with Operations Section staff and ESF Leads and/or ESF Group Supervisors from ESF 1, 2, 3, and 12, will activate an Infrastructure Branch to accommodate more appropriate span of control and provide a streamlined process for critical infrastructure response information. ESF 1 would then fall under the Infrastructure Branch within the Operations Section.

ESF 1 primary and supporting agencies should remain flexible to adapt to the unique conditions of all hazards events and scale the ESF 1 structure to meet the need of the response.

WSDOT as the primary and coordinating agency for ESF 1 will coordinate supporting activities for transportation functions through the ESF 1 Group Supervisor during activation and through the ESF 1 Lead during non-activation. The ESF 1 Primary Agency (WSDOT) will coordinate with ESF 1 Supporting Agencies by establishing a Liaison position. The ESF 1 Liaison position may be in person in the WSDOT HQ EOC or remote using virtual technology. During low intensity incident or events, Supporting Agencies may work directly with the ESF 1 Group Supervisor through the SEOC.

### Mobilization

Upon Washington SEOC activation, the SEOC Supervisor may activate an Operations Section Chief. This Chief will determine if an ESF 1 function for transportation response coordination is needed by following the SEOCs Standard Operating Procedures (SOPs) and will activate ESF 1 through the Coordinating Agency's (WSDOT) point of contact. After activation, an ESF 1 Group Supervisor will be assigned to the SEOC.

The ESF 1 Group Supervisor will notify WSDOT HQ EOC Operations Section of a request for ESF 1 actions. WSDOT HQ Operations Section will coordinate with supporting agencies through a designated liaison, or by the State Agency Liaison (SAL ) to coordinate action.

If the supporting agency also has an ESF Group Supervisor in the SEOC, the ESF 1 Group Supervisor will coordinate directly with the supporting agency ESF Group Supervisor.



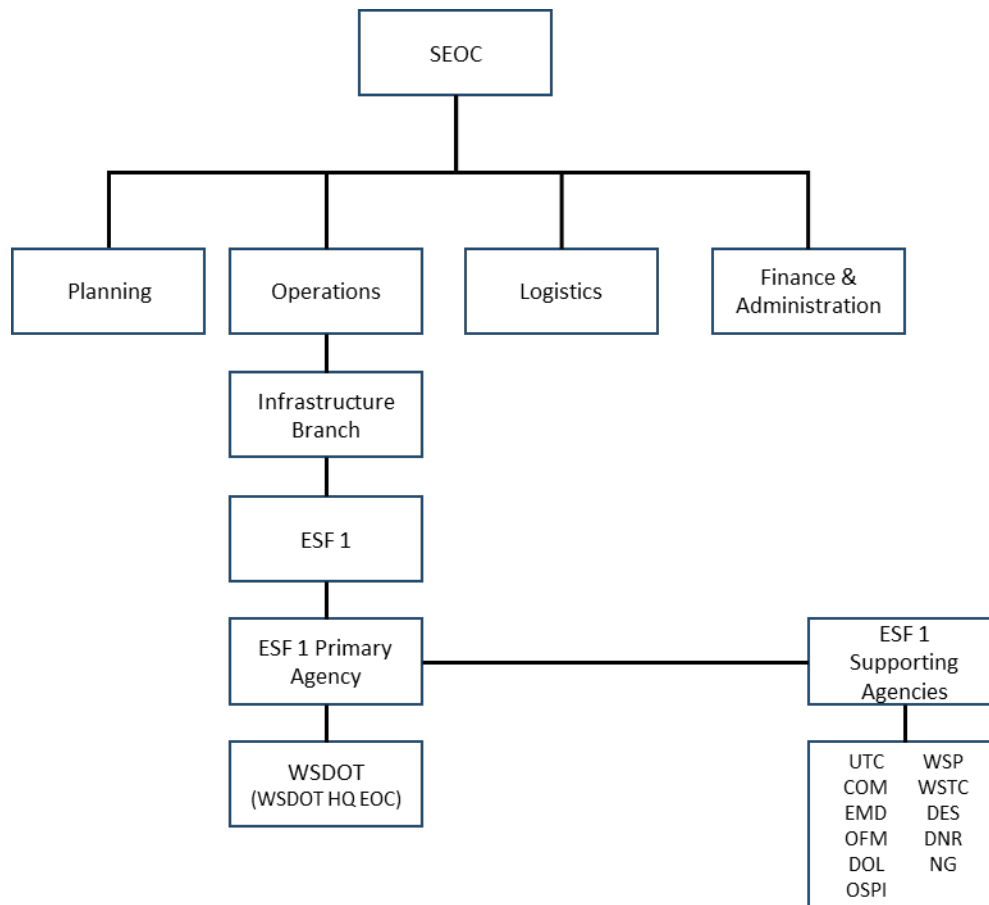
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### Structure

ESF 1 is organized under the Operations Section of the SEOC within the Infrastructure Branch. The Primary Agency that has the greatest authorities, roles, resources, and capabilities in support of ESF 1 is WSDOT. WSDOT is also the Coordinating Agency providing leadership, coordination, and oversight for this plan development. The supporting agencies have specific capabilities or resources that support WSDOT's role as the coordinating and primary agency. Though WSDOT has a substantial and significant role in ESF 1, it does not work alone in performing the Transportation Emergency Support Function.

There are situations in which WSDOT will act more as a conduit, than a primary agency. For example, for certain rail, aviation, or maritime incidents, WSDOT may support private sector industry partners and the federal government in their actions and activities, but not have a significant level of legal authority or responsibility for those response operations.





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## Emergency Support Function (ESF) 1

### Direction, Control & Coordination

This section represents how our Washington state agencies and organizations working under ESF 1 integrate horizontally and vertically with other entities outside the realm of state direction and control. Horizontal integration includes how ESF 1 primary and supporting agencies integrate with local (city and county) and federal agencies and organizations in support of their response efforts.

Vertical integration includes how ESF 1 primary and supporting agencies integrate horizontally with neighboring states, private sector, and Tribal agencies and organizations in support of their response efforts.

### Horizontal Integration

This annex is related to the Response Mission Area. It is an interagency plan that provides direction to state agencies and organizations responsible for responding to transportation infrastructure issues following a disaster. There is a connection between this plan's focus on Response and the Mitigation Mission Area through the Risk and Disaster Resilience Assessment, Long-Term Vulnerability Reductions, and Threats and Hazards Identification Core Capabilities.

There is also a linkage to the Recovery Mission Area through the Infrastructure Systems Core Capability. This connection is important to consider during response activities; however, formal recovery guidance should be obtained by referencing the Washington Restoration Framework (WRF), specifically the Infrastructure Systems Recovery Support Function (RSF).

All supporting agencies that have emergency plans should coordinate those plans with the state CEMP and this ESF 1 Annex.

### **Response**

In general, this plan is most likely to be integrated with annexes for ESF 2, 3 and 12 as part of the Operation Section's Infrastructure Branch; however, it should also be prepared to integrate horizontally with other state response plans. Integration with state plans during response operations includes:

#### *Washington State Distribution Management Plan*

This plan addresses the elements of the core capability critical task for Logistics and Supply Chain Management that ESF 1 is not responsible for in a response. ESF 1 is responsible for opening the roadways and transportation corridors however ESF 1 is not responsible for the movement and delivery of those supplies. This plan covers that aspect of response.

#### *Catastrophic Incident Appendix – Critical Transportation Appendix*

During a catastrophic incident that challenges the response capabilities of state transportation systems, the response structure will need to be expanded beyond the standard ESF 1 structure. The Washington state Catastrophic Incident Annex (CIA) depicts the additional response activations that might be needed for a catastrophic incident beyond the ESF 1 response. The CIA guides the response to and recovery from an incident that catastrophically impacts the state's transportation system.



# Transportation

## Emergency Support Function (ESF) 1

### *ESF 7, Appendix 3: Movement, Control and Coordination Plan*

ESF 1 plays an important coordination role within the responsibilities of ESF 7.

### *Washington State Enhanced Hazard Mitigation Plan*

The Washington State Enhanced Hazard Mitigation Plan identifies mitigation goals and initiatives for Washington state government to reduce or eliminate the long-term risk to human life and property, including protecting critical transportation assets and completing seismic retrofit projects on vulnerable bridges which will directly impact response and recovery efforts.

### *Northwest Regional Contingency Plan and ESF 10*

For oil or hazardous substance spills within navigable waterways in Washington State, ESF 1 will act as support the implementation of the Northwest Regional Contingency Plan and ESF 10 plan to the state CEMP.

### **Recovery**

The structures and bodies laid out in this annex should integrate horizontally into structures and bodies established by the Washington Restoration Framework to address the Recovery mission area. ESF 14 may provide leadership in creating these connections and ensuring the recovery mission is well coordinated with response.

### *Washington Restoration Framework (WRF)*

When directed by the SEOC leadership, ESF 1 will transition to a Recovery Support Function (RSF). This can be done in three ways:

1. Stand up a separate entity with new structure to support recovery functions. Under this structure if ESF 1 functions are still activated, a liaison will be designated.
2. Use existing structure to support ongoing ESF 1 and RSF functions.
3. A hybrid with both functions falling under one entity, but with separate staffs as needed.

### **Vertical Integration**

This ESF 1 Annex should integrate vertically to federal response plans at the national and regional level, as well as county and city plans at the local level. It may be common for relevant federal and local plans to be similarly titled around ESF 1; however, this annex should remain flexible to coordinate with other plans or bodies that align with the Core Capabilities and Critical Tasks listed in this annex.

### **Integration with Federal Response plans includes:**

### *Emergency Support Function #1 – Transportation Annex (FEMA)*

This plan echoes the basic concept put forth in the federal ESF 1nplan. It also looks to that plan to guide the state response and recovery efforts in the transportation sector. Specifically, how the state ESF 1 function would coordinate with and support its federal counterparts.



# Transportation

## Emergency Support Function (ESF) 1

### Information Collection, Analysis, & Dissemination

#### Requests for Information

During activations of ESF 1 the following processes are used to collect, analyze, and disseminate information. A request for resources, capabilities, information or other comes to the ESF 1 Group Supervisor. The ESF 1 Group Supervisor will evaluate the request and determine if it can be fulfilled within the scope of ESF 1.

Once it is determined that ESF 1 can fulfill the request the ESF 1 Group Supervisor or another supporting agency representative will pass that request to the Primary ESF 1 Agency, usually, WSDOT at the WSDOT HQ EOC. Those staffing the WSDOT HQ EOC will evaluate the request and determine which ESF 1 agency can best support it. If the request is best filled by WSDOT it will be passed to the appropriate representative and WSDOT will track the request using internal WSDOT agency EOC procedures. If WSDOT cannot fulfill the request, they will work to determine what agency can best fill it.

#### Information Collection

The ESF 1 Group Supervisor gathers information from primary and supporting state agencies, federal agencies, local jurisdictions, and private sector organization sources as necessary to gain an understanding of the transportation infrastructure and network within Washington.

Information is gathered through a series of channels moving from the local jurisdiction EOC, through the WSDOT representative within the local EOC to the WSDOT HQ EOC, where information will be processed, examined, analyzed, and disseminated to the ESF 1 Group Supervisor in the SEOC.

The type of information to be collected is determined by the ESF 1 Essential Elements of Information (EEI) list but may be adjusted to fit the needs of the incident.

#### **Essential Elements of Information (EEIs)**

Essential Elements of information are a set of information requirements that help inform the transportation response. Gathering this information will help decision makers and SEOC staff gain situational awareness for incident objectives building and decision making. The following categories of Essential Elements of Information are based upon the FEMA Community Lifeline construct. They may not include all relevant EEIs as the impact of a given disaster may require unique information collection needs.

Community Lifeline	Lifeline Component	Lifeline Sub-Component	EEI Source	EEI Details
	Aviation	Commercial (Cargo / Passenger)	Federal ESF 1, FAA, WSDOT (state airports), Port Jurisdictions	<ul style="list-style-type: none"> <li>• Airfield Status (operational, damaged, destroyed, unknown)</li> <li>• Tower Status</li> <li>• Runway status</li> <li>• Approximate restoration date</li> <li>• Airfield instrumentation ratings</li> <li>• Freight storage space (hangars or outdoor)</li> </ul>



# Transportation

## Emergency Support Function (ESF) 1

Community Lifeline	Lifeline Component	Lifeline Sub-Component	EEI Source	EEI Details
Transportation				<ul style="list-style-type: none"> <li>Space available for aircraft parking (include load capacity)</li> <li>Fuel availability</li> </ul>
		General	Federal ESF 1, FAA, DoD	<ul style="list-style-type: none"> <li>Status (operational, damaged, destroyed, unknown)</li> <li>Approximate restoration date</li> </ul>
	Maritime	Waterways	Federal ESF 1; USCG	<ul style="list-style-type: none"> <li>Status of waterways</li> </ul>
		Ports & Port Facilities	Federal ESF 1, USCG, Port Jurisdictions, USACE, NOAA	<ul style="list-style-type: none"> <li>Status (operational, damaged, destroyed, unknown)</li> <li>Moorage space available</li> <li>Draft of Harbor Facilities</li> <li>Approximate restoration date</li> </ul>
	Railway	Freight	BNSF, UP, Short Line and Terminal Railroads, Amtrak, Federal ESF 1, WSDOT, UTC, Port Jurisdictions	<ul style="list-style-type: none"> <li>Facility Status (operational, damaged, destroyed, unknown)</li> <li>Rail line Status (operational, damaged, destroyed, unknown)</li> <li>Approximate restoration date</li> </ul>
		Passenger		
	Highway / Roadway / Motor Vehicle	Roads	WSDOT, Federal ESF 1, Local ESF 1, County/City/Tribal political subdivisions	<ul style="list-style-type: none"> <li>Status (operational, damaged, destroyed, unknown)</li> <li>Road inspection/repair equipment/crews status</li> <li>Approximate restoration date</li> <li>Status of state lifeline route</li> </ul>
		Bridges	WSDOT, Federal ESF 1, Local ESF 1, County/City/T	<ul style="list-style-type: none"> <li>Status (operational, damaged, destroyed, unknown)</li> <li>Bridge inspection/repair equipment/crews status</li> <li>Approximate restoration date</li> </ul>



# Transportation

## Emergency Support Function (ESF) 1

Community Lifeline	Lifeline Component	Lifeline Sub-Component	EI Source	EI Details
Transportation			tribal political subdivisions	
	Mass Transit	Ferry	WSDOT, County DOT, County ESF 1, Federal ESF 1, USCG, Port Jurisdictions	<ul style="list-style-type: none"> <li>Terminal Status (operational, damaged, destroyed, unknown)</li> <li>Route Status (operational, damaged, unknown)</li> <li>Approximate restoration date</li> </ul>
		Rail	Amtrak, Local ESF 1 and Local Transit Agencies, Neighboring State DOTs	<ul style="list-style-type: none"> <li>Rail line Status (operational, damaged, destroyed, unknown)</li> <li>Equipment (Rail cars/buses, etc.) Status (operational, damaged, destroyed, unknown)</li> <li>Rail Terminal Status</li> </ul>
		Bus	WSDOT, Amtrak, Local ESF 1 and Local Transit Agencies, Neighboring State DOTs	<ul style="list-style-type: none"> <li>Facility Status (operational, damaged, destroyed, unknown)</li> <li>Repair Equipment/Crews Status</li> <li>Approximate restoration date</li> </ul>

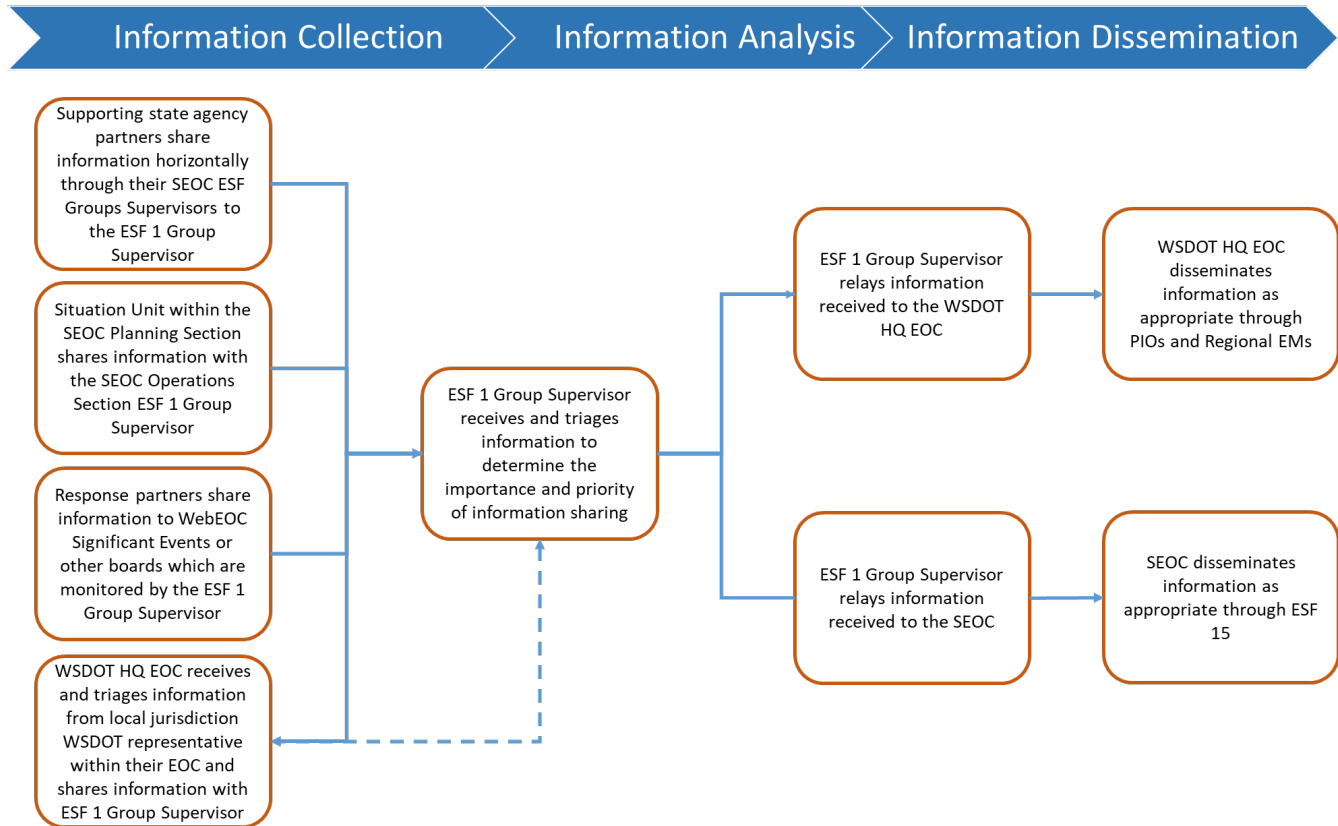


# Transportation

## Emergency Support Function (ESF) 1

### Information Analysis & Information Dissemination

Information arrives through multiple channels into and through the SEOC and ESF 1 Group Supervisor. The massive amount of information flowing into and through the SEOC and WSDOT HQ EOC can cause confusion and slow response efforts. Below is a diagram of how information might flow and be analyzed or processed in an ESF 1 response in an ideal situation.



Information collected by the ESF 1 Group Supervisor is disseminated based on the type of information, priority of information, and audience. Information flows both vertically and horizontally through the ESF 1 Group Supervisor. A majority of the information sharing capabilities will be to and from WSDOT HQ EOC, through the ESF 1 Group Supervisor to and from the SEOC.





# Transportation

## Emergency Support Function (ESF) 1

### Responsibilities

Mission Areas are an aid in organizing actions and activities which enable integration and coordination across the National Core Capabilities. Mission Areas are interrelated and require collaboration to be effective.

While this plan focuses on the actions and activities performed within the Response Mission Area, there are some actions and activities within the Mitigation Mission Area that directly impact capabilities needed to reduce loss of life and property by lessening the impact of disasters. Mitigation actions work to decrease the impacts from extreme events. These actions help to reduce or eliminate the long-term risks to the transportation system.

The following actions and activities, divided by Mission Area, are those performed by the primary and supporting state agencies for ESF 1. Each state agency represented in the State Agency/Organization column has identified the capabilities, resources, actions, or activities in the Activity/Action column as something their agency performs to support ESF 1 Transportation for the state of Washington. The Core Capability column and Critical Task column represent what FEMA Core Capability most closely aligns with that action or activity. There may be more than one Core Capability or Critical Task that aligns with a single action.

Mitigation Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
<b>Alternative Transportation Solutions</b>			
Community Resilience	1,2	Provides regulatory authority over companies that own and operate electric, telecommunications, natural gas, and water, to include the pipelines that house it.	UTC
<b>Coordinating Restoration and Recovery of the Transportation System</b>			
Planning	1	Work with state, local, and Tribal counterparts in identifying priority reconstruction needs.	WSDOT
Operational Coordination	1		
Long-Term Vulnerability Reduction	1		
Risk and Disaster Resilience Assessment	1		
Threats and Hazards Identification	1		



# Transportation

## Emergency Support Function (ESF) 1

Mitigation Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Long-Term Vulnerability Reduction	1	Work with state, local, and Tribal counterparts in mitigating the effects of system degradation	WSDOT
Community Resilience	1, 2		
Planning	1	Maintain the WSDOT Department Continuity Plan (COOP) and Comprehensive Emergency Management Plan (CEMP) in preparation for activation.	WSDOT
Planning	1	Provides training to WSDOT employees to increase emergency preparedness, resilience, and adaptive capacity.	WSDOT

The actions and activities performed during the Response Mission Area are the core function of ESF 1 and this annex. These actions are those capabilities necessary to save lives, protect property, and the environment, and meet basic human needs by providing access to infrastructure and transportation services during and after a disaster.

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
<b>Monitoring and Reporting</b>			
Critical Transportation	2	Assesses the damage to the state transportation infrastructure and the impact of the incident on transportation operations.	WSDOT
Situational Assessment	1,2		
Operational Coordination	1,2	Coordinate the operation of the state transportation infrastructure and resource requests in support of all ESFs.	WSDOT
Logistics and Supply Chain Management	1,2		



# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Operational Coordination	1,2	Coordinate with appropriate state, local, Tribal, and federal entities regarding issues such as movement restrictions, critical transportation infrastructure prioritization, and evacuation routes.	WSDOT/WSP
Situational Assessment	1,2	Determine the usable portion of the state transportation system.	WSDOT
Situational Assessment	1,2	Conducts or coordinates aerial reconnaissance and photographic missions, as requested, to the extent possible.	WSDOT
Situational Assessment	1,2	Provides information such as supply and distribution of limited petroleum products and the location and status of new and/or temporary fuel distribution points.	COM
Critical Transportation	1,2		
Logistics & Supply Chain Management	1,2		
Situational Assessment	1,2	Provides information such as transportation issues related to energy and utility restoration.	COM
Infrastructure Systems	1,2		
Critical Transportation	1,2	Provides information concerning electricity relevant to electric vehicles and charging stations.	COM
Infrastructure Systems	1,2		
Critical Transportation	1,2	Provides information concerning liquid natural gas (LNG) relevant to some municipal buses/ferries which operate on natural gas.	COM
Infrastructure Systems	1,2		
Operational Coordination	1,2	Provides mobile operations and communications support.	DOC
Operational Communication	1,2		
Public Information and Warning	2	Activates the SEOC to the appropriate level, disseminates statewide alerts and warnings as	EMD



# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Operational Coordination	1	needed, and activates the Integrated Public Alert and Warning System (IPAWS) including Wireless Emergency Alerts (WEA), Emergency Alert System (EAS), and Non-Weather Emergency Messages (NWEM), as necessary.	
Operational Coordination	2	Provides notification to state agencies, county governments, and Tribal governments regarding the activation status and level of the SEOC.	EMD
Situational Assessment	1,2	Notifies WSDOT of the potential need for transportation support when needs are anticipated, or resources/capabilities have been requested by local or Tribal emergency operations centers.	EMD
Situational Assessment	1,2	Distributes updated incident situational awareness to state agencies, local governments, and Tribal governments.	EMD
Situational Assessment	1,2	Monitors weather and redistributes weather advisories, watches, warnings, and other operationally relevant forecast information from the National Weather Service (NWS) Weather Forecast Offices (WFOs) serving Washington state.	EMD
Operational Coordination	1,2	Coordinates with other state agencies for facilities inventory information.	DES
Infrastructure Systems	2		
Situational Assessment	1,2		
Infrastructure Systems	1	Provides facilities inventory information.	OFM
Alternative Transportation Solutions			
Logistics and Supply Chain Management	1,2	Provides technical specialist resources in support of statewide operational requirements in areas such as bridge engineers, hydrologists, geotechnical engineers, etc.	WSDOT



# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Operational Coordination	2	Coordinates and modifies emergency transportation regulations	WSDOT/WSP
On-Scene Security, Protection, and Law Enforcement	1,2		
On-Scene Security, Protection, and Law Enforcement	1,2	Coordinates the use of available law enforcement resources to assist with special emergency or disaster requirements.	WSP/ National Guard
Critical Transportation	1,2	As the State Tolling Authority, sets and adjusts tolls for state highways and bridges and fares for Washington State Ferries.	Washington State Transportation Commission
Critical Transportation	1,2	Supports local jurisdictions by providing vehicles for passenger transportation, including secured transport requirements.	DOC
Logistics & Supply Chain Management	1,2		
Operational Coordination	1,2	Supports local jurisdictions by coordinating school buses for the movement of people.	OSPI
Critical Transportation	1		
Logistics & Supply Chain Management	1,2		
Operational Coordination	2	Sets, removes, or modifies motor vehicle licenses and permit regulations for the operations of motor vehicles and semi-trucks used on public or private roadways.	DOL
On-Scene Security, Protection, and Law Enforcement	1,2		
Operational Coordination	1,2	Adjusts regulatory authority over companies that own operate electric, telecommunications, natural gas, and water, to include the pipelines that house it.	UTC
Critical Transportation	1,2		
On-Scene Security, Protection, and Law Enforcement	1,2		



# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Infrastructure Systems	1,2		
<b>Aviation Incident Management</b>			
Operational Coordination	1,2	Operates the Aviation Emergency Coordination Center (AECC).	WSDOT Aviation Division
Situational Assessment	1,2	Reports on damages to public use airports.	WSDOT Aviation Division
Operational Coordination	1,2	Coordinates the use of state managed airports	WSDOT Aviation Division
Operational Coordination	1,2	Coordinates with the WSDOT HQ EOC for all aviation activities in support of ESF #1.	WSDOT Aviation Division
Critical Transportation	1,2	Coordinates and requests Temporary Flight Restriction (TFRs) with the FAA as required or appropriate.	WSDOT Aviation Division
Operational Coordination	1,2		
Operational Coordination	1,2	Coordinates with the Federal Aviation Administration for any airspace issues.	WSDOT Aviation Division
Operational Coordination	1,2	Coordinates with WANG for additional air traffic control support.	WSDOT Aviation Division
Operational Coordination	1,2	Coordinates with the WANG for the provision of air and surface transportation support and personnel.	WSDOT Aviation Division
Logistics & Supply Chain Management	1,2		
Operational Coordination	1,2	Coordinates aviation support for emergency response.	WSDOT Aviation Division
<b>Maritime Incident Management</b>			
Critical Transportation	1,2	Operates the Ferries Division EOC.	WSDOT Ferries Division
Operational Coordination	1,2		
Operational Coordination	1,2	Coordinates with Public Port Jurisdictions for the support of loading, off-loading, and staging.	WSDOT Ferries Division



# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Operational Coordination	1,2	Coordinates with the USCG to request they modify, adjust, or implement regulations for the operational requirements of the state ferry system, to include safety and security and staffing levels.	WSDOT Ferries Division
On-Scene Security, Protection, and law-Enforcement	2		
Critical Transportation	1,2	Operates ferry terminals and vessels.	WSDOT Ferries Division
Operational Coordination	1,2	Coordinates and shares information with USCG for the development of Comprehensive Intermodal Operating Picture.	WSDOT Ferries Division
Situational Assessment	1,2		
Operational Coordination	1,2	Coordinates with the USCG on waterway security and safety for ferry operations.	WSDOT Ferries Division
On-Scene Security, Protection, and law-Enforcement	2		
Operational Coordination	1,2	Coordinates with the HQ EOC for all ferry activities in support of ESF #1.	WSDOT Ferries Division
Operational Coordination	1,2	Coordinates use of WSDOT ferries for emergency response.	WSDOT Ferries Division
Logistics & Supply Chain Management	1,2		
Operational Coordination	1,2	Coordinates use of WSDOT ferries activities with the United States Coast Guard."	WSDOT Ferries Division
Logistics & Supply Chain Management	1,2		
Surface Roadway Incident Management			
Operational Coordination	1,2	Provides staff to the SEOC for coordinating transportation related missions under ESF #1.	WSDOT
Logistics & Supply Chain Management	1,2		
Critical Transportation	1,2,3	Assists with debris clearance.	WSDOT
Operational Coordination	1,2		WSP



# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
On-Scene Security, Protection, and Law Enforcement	1,2	Coordinates statewide emergency traffic control pursuant to emergency highway traffic regulations.	
Critical Transportation	1,2		
Operational Coordination	1,2	Coordinates the mobilization of personnel and equipment for response to damages on the state transportation system.	WSDOT
Critical Transportation	1,2		
Logistics & Supply Chain Management	1,2		
Critical Transportation	1,2,3	Constructs, maintains, and repairs state highway infrastructure.	WSDOT
Railroad Incident Management			
Situational Assessment	1,2	Receives reports on damages of public and private rail operations, freight services, and port operations.	WSDOT Rail, Freight, and Ports Division / UTC
Operational Coordination	1,2	Analyzes and coordinates response to emerging freight issues through communication with private industry rail, trucking associations, and businesses, marine cargo industries, air cargo companies, and marine ports.	WSDOT Rail, Freight, and Ports Division
Operational Coordination	1,2	Coordinates with private rail for the support of transportation related missions.	WSDOT Rail, Freight, and Ports Division
Operational Coordination	1,2	Coordinates with private rail, trucking companies, air cargo carriers, and ports for the support of transportation related missions.	WSDOT Rail, Freight, and Ports Division
Critical Transportation	1,2	Provides regulatory authority over rail crossings and rail inspections.	UTC
Coordinating Restoration and Recovery of the Transportation System			
Operational Coordination	1,2	Coordinate the repair and restoration of state transportation infrastructure.	WSDOT
Critical Transportation	1,2,3	Provides available heavy equipment assets in support of transportation when supplemental resources are the most effective.	DNR





# Transportation

## Emergency Support Function (ESF) 1

Response Mission Area			
Core Capability	Critical Task ID	Activity/Action	State Agency / Organization
Logistics and Supply Chain Management	1,2		
Operational Coordination	1,2	Coordinates state disaster funding obligations and requests and prioritizes costs from appropriate funding sources.	OFM
Operational Coordination		Coordinates with USDOT on federal transportation assistance requests in accordance with the National Response Framework, to support the viability of the state's transportation system.	WSDOT
Logistics & Supply Chain management			
Operational Coordination	2	Coordinates with WANG for the provision of Military Support to Civil Authority.	EMD



### Resource Requirements

#### Micro-level

##### **Workstation Requirements**

ESF 1 must have at least one individual with training and approval of WSDOT leadership to execute the structures and coordination outlined in this annex as the ESF 1 Group Supervisor. Under ideal circumstances, ESF 1 will have at least two workstations within one of the pods on the SEOC floor, to include all relevant office resources, information/communication technologies (access to WSDOT intranet and email), and supporting personnel resources as determined appropriate by the CEMP and SEOC Supervisor.

##### *WebEOC*

The ESF 1 Group Supervisor (activated) will need to have access to WebEOC, our state disaster management system including access to the appropriate WebEOC boards, including internal WSDOT WebEOC boards.

##### *Traffic Cameras*

Ideally the ESF 1 Group Supervisor will have access to traffic cameras maintained by the WSDOT Traffic Management Center (TMC). This system will allow the ESF 1 Group Supervisor to monitor traffic camera locations throughout the state on the highway system. Not all parts of the state have traffic cameras.

##### *VPN Access Potential Requirements*

In our remote environment, the ESF 1 Group Supervisor may have need for a work laptop and a Virtual Private Network (VPN) access. Access to the WSDOT Intranet and Remote Desktop Connection Application can be done through VPN. If another state agency is primary for ESF 1, that agency may also have need for VPN to gain access to their agency internal network.

##### *GIS Potential Requirements*

The ESF 1 Group Supervisor may have need for the Remote Desktop Connection Application which will allow access to specific desktop computers within the WSDOT HQ EOC or other locations. This might be useful if the ESF 1 Group Supervisor needs to access the internal WSDOT Geodata Catalogue.

##### **Training Requirements**

Minimum requirements for training for the ESF 1 Lead and the ESF 1 Group Supervisor position include the following:

- ICS 100, 200, 700, 800.
- SEOC Foundations Course.
- WSDOT Monthly EOC Training.

##### **Recommended Training**

- ICS 300 and 400.
- FEMA provided position specific training such as the Section Chief Series.



# Transportation

## Emergency Support Function (ESF) 1

- WSDOT Monthly EOC Training.
- Certification as member of the WSDOT Incident Management Team.

### **Macro-level**

During an ESF 1 activation, there will most likely always be an ESF 1 Group Supervisor in support of the SEOC, either in person or remote. This person will be supporting coordination, situational awareness, and unity of effort during the response.

The ESF1 Group Supervisor will come equipped with the skills and knowledge to operate as the intermediary between state transportation system entities that make up ESF 1 and the SEOC. This includes providing access to specialized subject matter experts within the transportation industry and being a conduit for situational awareness from the primary and supporting agencies.

The ESF 1 Group Supervisor will additionally provide access to and coordination with decision making authorities within the Primary and Supporting ESF 1 state agencies by relaying information and sharing situational awareness. The ESF 1 Group Supervisor need not have policy decision making authority on behalf of their respective agency but should have access to those within their agency that do have that authority.

Additionally, the ESF 1 primary and supporting agencies should have Continuity Plans in place to continue operations of their business and mission Essential Functions during disruptions to their state agency services. This will allow the ESF 1 Group Supervisor the ability to prioritize reporting to the SEOC in person or remotely to maintain the function of the ESF 1, even while state agency functions may be affected.



# Transportation

## Emergency Support Function (ESF) 1

### References and Supporting Guidance

#### WSDOT State Managed Airports

<http://www.wsdot.wa.gov/aviation/Airports/default.htm>

Guide to Washington State Managed Airports

#### DOT Emergency Preparedness, Response, and Recovery Information

<https://www.transportation.gov/emergency>

Basic information on US DOT support to response operations.



# Transportation

## Emergency Support Function (ESF) 1

### Acronyms

ADA	Americans with Disabilities Act
AECC	Aviation Emergency Coordination Center
BNSF	Burlington Northern Santa Fe Corporation
CAP	Civil Air Patrol
CEMP	Comprehensive Emergency Management Plan
COM	Washington State Department of Commerce
DNR	Washington State Department of Natural Resources
DOD	Department of Defense
DOL	Department of Labor
EI	Essential Elements of Information
EOC	Emergency Operations Center
ESF	Emergency Support Function
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
GIS	Geographic Information Systems
ICS	Incident Command System
NOAA	National Oceanic and Atmospheric Administration
OEM	Office of Emergency Management
OFM	Office of Financial Management
OSPI	Office of Public Instruction
PIO	Public Information Officer
RCW	Revised Code of Washington
RSF	Recovery Support Function
SAL	State Agency Liaison
SEOC	State Emergency Operations Center
TMC	Traffic Management Center
TFR	Temporary Flight Restrictions
UP	Union Pacific
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
USDOT	United States Department of Transportation
UTC	Washington Utilities and Transportation Commission
VPN	Virtual Private Network
WAC	Washington Administrative Code



# Transportation

## Emergency Support Function (ESF) 1

- WANG Washington Air National Guard
- WRF Washington Restoration Framework
- WSDOT Washington State Department of Transportation
- WSDOT Washington State Department of Transportation
- HQ Headquarters Emergency Operations Center
- EOC
- WSP Washington State Patrol



# Transportation

## Emergency Support Function (ESF) 1

### Terms and Definitions

Emergency Support Function Group Supervisor	The activated position that coordinates the response of that ESF (including all ESF agencies) during an SEOC activation. May be filled by the ESF Lead or other designated individual.
Emergency Support Function Lead	Assigned position for the ESF function who coordinates multiple agencies in support of one functional area or ESF. Is the operational connection of the SEOC to multiple partners for information and resource flow. Is a pre-designated position by the coordinating ESF agency to fulfill the ESF coordination, equipping, and training work outside of an activation.
Emergency Repair	Work necessary to restore essential traffic, minimize the extent of damage, or protect the remaining facilities. This work typically requires minimal preliminary engineering, geotechnical studies, structural analysis, or environmental review. These repairs are usually within the capabilities of the State and local maintenance forces, and most will be performed on a force account or an emergency contract basis. The term “emergency repairs” is defined in 23 CFR 668.103 as those repairs including temporary traffic operations undertaken during or immediately following the disaster occurrence for the purpose of: (1) minimizing the extent of the damage, (2) protecting remaining facilities, or (3) restoring essential traffic.
Incidental Repair Work	Work completed incidental to the Temporary/Emergency Repair Work. This work was not necessary to restore essential traffic, minimize the extent of damage, or protect the remaining facilities. Work in this box typically requires minimal preliminary engineering, geotechnical studies, structural analysis, or environmental review. These repairs are usually within the capabilities of the State and local maintenance forces, and most will be performed on a force account or an emergency contract basis.
Permanent Restoration Work	Work performed as part of the Permanent Restoration. Betterments typically fall into this category of work.
State Agency Liaison (SAL)	Is the primary emergency management POC for an agency, can address questions, speak to resources, and direct internal agency actions.
Unified Coordination Group Member	<p>Are agency representatives, determined by incident type, size, and scope and limited to agencies with statutory authorities.</p> <p>Representatives to the UCG must have delegated authority to make decisions and commit agency resources. Often found at the deputy director or agency level.</p>