



EMERGENCY SUPPORT FUNCTION (ESF) #1 ANNEX TRANSPORTATION

State of Indiana

Emergency Operations Plan (EOP) ESF Annex

March 2022



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PLANNING AGENCIES

Within each plan or annex, an agency or organization has been given the designation of primary, supporting, non-governmental or local agencies based on their authorities, resources, and capabilities. Though an agency may be listed as a primary agency, they do not control or manage those agencies identified as supporting agencies. The agencies listed below are part of the Whole Community Planning Committee for this annex.

PRIMARY AGENCY

Indiana Department of Transportation (INDOT)

SUPPORTING AGENCIES

With coordination from IDHS, Indiana state agencies will strive to build, maintain, and promote a process of effectively preparing for, protecting against, mitigating against, responding to, and recovering from the challenges and demands of hazards which could affect our citizens and communities.

Indiana Department of Homeland Security	Local Airports
Indiana State Police	Civil Air Patrol
Indiana Department of Correction	American Red Cross of Indiana
Indiana National Guard	Indiana 2-1-1
Indiana Department of Administration	Rail Service Providers
Indiana Department of Labor	Department of Defense
Indiana State Personnel Department	Federal Aviation Administration
Indiana State Department of Health	Federal Emergency Management Agency
Indiana Department of Natural Resources	United States Army Corps of Engineers
Indiana Department of Education	United States Coast Guard
Local Emergency Management Agencies	Transportation Security Administration
Indiana State Board of Animal Health	Private Transportation Agencies

PURPOSE, SCOPE, SITUATION, AND ASSUMPTIONS

PURPOSE

The purpose of the Transportation Emergency Support Function (ESF #1) is to provide the resources and personnel and maintain a transportation infrastructure for the support of response and recovery missions following an emergency event or disaster. Such events may significantly impact the ability of state and local jurisdictions to effectively move critical resources, equipment, and personnel. Transportation systems include roadways, railways, bus systems, airways, and waterways in the State of Indiana. ESF #1 will coordinate the assessment, restoration, and recovery of all state transportation systems, as well as manage the transportation of critical resources and identify movement restrictions.

The success of this effort requires the coordination, pooling, and networking of both available and obtainable transportation resources provided by state and federal agencies, local government entities, voluntary organizations, or other providers.

The term “available” refers to existing resources within the inventory or control of participating state agencies and other departments that can be used for the event.

The term “obtainable” means other necessary resources that have to be acquired through contract, lease, purchase, mutual aid agreements, or otherwise from outside the inventory or control of participating agencies. These resources may be in such forms as facilities, personnel, equipment, materials, supplies, consulting services, easements, rights-of-way, technical assistance, or others.

SCOPE

The ability to sustain transportation services, mitigate adverse economic impacts, meet societal needs, and move emergency relief personnel and commodities will depend on effective transportation decisions at all levels. Unnecessary reductions or restrictions to transportation will directly impact the effectiveness of all prevention, protection, mitigation, response, and recovery efforts.

ESF #1 organizations possess considerable expertise in intermodal transportation and have important relationships with public and private sector transportation stakeholders. Functions include:

- Monitoring and reporting status of and damage to the transportation system and infrastructure as a result of the incident.
- Identifying temporary alternative transportation solutions that can be implemented when systems or infrastructure are damaged, unavailable, or overwhelmed.

- Coordinating and supporting prevention, protection, response, recovery, and mitigation activities among transportation stakeholders within the authorities and resource limitations of ESF #1 agencies.

ESF #1 is not responsible for the movement of goods, equipment, animals, or people.

In cases where local, state, tribal, territorial, and insular area authorities are overwhelmed, federal support for mass evacuations is addressed in the Mass Evacuation Incident Annex to the National Response Framework (NRF). ESF #1 can provide any or all of the activities within the scope of this annex to support the Mass Evacuation Incident Annex efforts.

SITUATION

In the event IDHS determines the need for ESF #1 regarding any of the four phases of emergency management, the Indiana Department of Transportation (INDOT) will act as the primary agency.

ESF #1 will be responsible for implementing internal SOPs and/or SOGs and protocols to ensure adequate staffing and administrative support for both field operations and coordination efforts in the State EOC. ESF #1 personnel will coordinate the activation of transportation assets to fulfill specific mission assignments that support essential activities in prevention, protection, mitigation, response, and recovery efforts.

Effective response, as well as ongoing support efforts, will be contingent upon the availability of resources and the extent/impact of the incident upon the State.

HAZARDS AND THREAT SUMMARY

Indiana is vulnerable to the effects of natural, human-caused, and technological hazards. Hazards are defined as a source of potential danger or adverse conditions. Each hazard has an expected frequency, or probability, which is simply a calculation of how likely it is to occur in a given time, such as a year. Part of the hazard analysis are based on the worst-case scenario for hazards and their effects. Indiana is exposed to many threats and hazards which have the potential of causing casualties, damaging, or destroying public or private property and disrupting the state's economy. Specific characteristics, such as population distribution, land development, weather patterns and topography all promote unique challenges for managing emergencies and disasters. In any crisis or emergency, Indiana's foremost concern is for the protection of human life and property.

The National Preparedness Goal (NPG) identifies 32 core capabilities that are essential for the execution of the 5 mission areas of prevention, protection, mitigation, response, and recovery. Table 3 provides a detailed list of each of the capabilities based on five mission areas. The highlighted areas are the ESF #1 primary core capabilities.

TABLE 1. CORE CAPABILITIES AND MISSION AREAS

PREVENTION		PROTECTION	MITIGATION	RESPONSE	RECOVERY
Planning					
Public Information and Warning					
Operational Coordination					
Intelligence and Information Sharing		Community Resilience	Infrastructure Systems		
Interdiction and Disruption		Long-Term Vulnerability Reduction	Critical Transportation	Economic Recovery	
Screening, Search and Detection		Risk & Disaster Resilience Assessment	Environmental Response/Health and Safety	Health and Social Services	
Forensics and Attribution	Access Control and Identify Verification	Threats and Hazards Identification	Fatality Management Services	Housing	
	Cybersecurity		Fire Management and Suppression	Natural and Cultural Resources	
	Risk Management for Protection Programs and Activities		Logistics and Supply Chain Management		
	Supply Chain Integrity & Security		Mass Care Services		
	Physical Protective		Mass Search and Rescue Operations		
			On-Scene Security, Protection, & Law Enforcement		
			Operational Communications		
			Public Health, Healthcare, and Emergency Services		
			Situational Assessment		

CORE CAPABILITIES AND MISSION AREAS

The following table lists the response core capability that ESF #1 most directly supports, along with the related ESF #1 actions. Though not listed in the table, all ESFs, including ESF #1, support the following cross-functional core capabilities: Planning, Operational Coordination, and Public Information and Warning.

TABLE 2. ESF 1 CORE CAPABILITY ACTIONS

CORE CAPABILITY	ESF 1 – TRANSPORTATION
<p>CRITICAL TRANSPORTATION</p>	<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. • Implements appropriate air traffic and airspace management measures. • Coordinates regulatory waivers and exemptions. • Provides longer-term coordination of the restoration and recovery of the affected transportation systems and infrastructure if required.
<p>PLANNING</p>	<p>Conduct a systematic process engaging the whole community, as appropriate, in the development of executable strategic, operational, and/or community-based approaches to meet defined objectives.</p>
<p>OPERATIONAL COORDINATION</p>	<p>Establish and maintain a unified and coordinated operational structure and process that appropriately integrates all critical stakeholders and supports the execution of core capabilities.</p>
<p>PUBLIC INFORMATION AND WARNING</p>	<p>Deliver coordinated, prompt, reliable, and actionable information to the whole community. This is accomplished 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.</p>

PLANNING ASSUMPTIONS

For successful preparedness and response operations to take place, the following key assumptions are listed to gauge participation and support provided by stakeholders at the federal, state, and local levels:

- A catastrophic incident such as severe weather conditions (ice storms, heat waves, or tornadoes) may cause transportation services disruptions or interfering with population evacuations.
- Hazardous conditions may delay roadway and transit restorations.
- Evacuation/relocation of the county population due to a catastrophic incident will cause a disruption of transportation.
- Road or transit usage may be curtailed or otherwise cease to operate due to damage or other emergency conditions.
- Initially air traffic control may be limited or unavailable. The Federal Aviation Administration (ESF 1) will implement temporary flight restrictions (TFRs) and airspace-management measures as needed over the affected areas. See State and Local Aviation Plan for specific planning information.
- INDOT will maintain jurisdiction over all state and federal roads.
- Resources may not be available in any large quantities for the first 72 hours and, even then, may be insufficient to meet INDOT's needs.
- INDOT's equipment inventory and plan to backfill will be sufficient to meet the demands of statewide inspections. The department will initiate its plan for personnel deployment and staffing through backfills.
- INDOT's department operating center will increase activities of the Traffic Management Center (TMC) to support response.
- Railroad tracks will be destroyed in places. Train derailments may result, causing further disaster. Rail representatives will report directly to the state fusion center. Information will be pushed out to the INDOT command center and the SEOC.
- INDOT's in-house command center will be used to gather and disseminate ESF 1 updates to the SEOC.
- Inspection crews will continue to revisit previously cleared areas, and these crews will have the necessary equipment and training to perform site assessments, road and bridge assessments, debris removal and route clearance, road closures, and establishment of detours.
- Communications for transport facilities and services will be disrupted.

CONCEPT OF OPERATIONS

GENERAL CONCEPT

The role of the State of Indiana during emergency response is to supplement local efforts before, during and after a disaster or emergency. If the state anticipates that its needs may exceed its resources, the Governor can request assistance from other states through an Emergency Management Assistance Compact (EMAC) and/or from the federal government.

ESF #1 shall deploy transportation resources to areas potentially impacted by emergencies or disasters, prioritizing assets, and functions to manage and support the immediate and long-term needs of state and local jurisdictions.

ESF #1 shall activate, deploy, and organize personnel and resources based upon:

- Pre-established policies, procedures, and practices
- Integration into the overall State Emergency Operations Plan
- The needs of each of the INDOT Districts
- The level of support required by other state and local ESFs

ESF #1 shall ensure communication is established and maintained with ESF #5 (Emergency Management), ESF #7 (Logistics and Resource Support) and other ESFs as needed, to promote an accurate common operating picture (COP) through the use of situation reports and assessments.

STATE OPERATIONAL PRIORITIES DURING RESPONSE AND RECOVERY OPERATIONS

1. Life safety, and health
2. Incident stabilization
3. Protection of property, economy, and the environment
4. Restoration of essential infrastructure, utilities, functions, and services
5. Unity of effort and coordination among appropriate stakeholders.

SEOC ACTIVATION

The State Emergency Operations Center (SEOC) is the primary hub for the State of Indiana's emergency support and coordination efforts to gather and disseminate event

information, respond to requests for assistance from counties and state departments, identify and coordinate priority actions and allocate resources.

The activation of the SEOC begins with the activation of the Emergency Operations Plan (EOP) Base Plan and, if directed, this annex. The activation of the EOP establishes the emergency operations framework and structure needed to deliver coordinated emergency

In most cases, the decision to activate will be made by the collaboration among IDHS Leadership. The following are considerations for activating the SEOC:

- An incident has occurred that has the potential for rapid escalation.
- The emergency will be of a long duration and requires sustained coordination.
- Major policy decisions may be required.
- The volume of county requests for assistance is increasing and expected to continue.
- Pre-deployment of state or federal assets is occurring in anticipation of the emergency.
- Managing the situation requires urgent, high-level, non-routine coordination among multiple jurisdictions, state departments or other external agencies.
- The State of Indiana shall communicate and collaborate with other response/support agencies and integrate their response plans into the overall response.
- Activation of the SEOC will be advantageous to the successful management of the event.

The SEOC is managed by IDHS and is the physical location where multi-agency coordination occurs whether it is at the primary or alternate undisclosed sites. The SEOC can be configured to expand or contract as necessary to respond to the different levels of incidents requiring State assistance. The SEOC has designated four activation levels as outlined in Table 3. Each elevated level assumes the requirements and conditions of the previous, lower activation level.

During a SEOC activation, ESFs may be activated depending on the incident and activation level. During a disaster response, each State ESF representative in the SEOC will remain under the administrative control of his/her agency head; however, he/she will function under the supervision of the SEOC Manager. Notification of activation will be made via phone, email, and/or text message.

The Indiana SEOC will remain activated at a Level IV for daily operations; however, the activation level will be elevated for planned events, incidents, disasters, or other response operations.

TABLE 3. STATE EOC RESPONSE ACTIVATION LEVELS

SEOC RESPONSE ACTIVATION LEVELS			
LEVEL NUMBER	NAME OF LEVEL	DESCRIPTION	EXAMPLE
IV	Daily Ops	Normal daily operations. Watch Desk is monitoring activities within and around the State.	Tornado Watch
An actual or potential for an <i>incident of state significance</i> will drive the need for an increase in activation / staffing levels			
III	Active Emergency Conditions	<p>A situation has or may occur which requires an increase in activation of the SEOC, to include:</p> <ul style="list-style-type: none"> • Section Chiefs • JIC may be set-up. • Limited ESF Staffing • May have a federal presence 	Large Tornado > EF-3
II	Significant Emergency Conditions	<p>A situation has or may occur which requires an increase in activation of the SEOC, to include:</p> <ul style="list-style-type: none"> ▪ Section Chiefs ▪ JIC will be set-up. ▪ Governor Emergency Advisory Group (EAG) will be activated. ▪ Full ESF staffing ▪ Will have federal presence 	Major Flooding
I	Full Emergency Conditions	<p>A situation has or may occur which requires an increase in activation of the SEOC, to include:</p> <ul style="list-style-type: none"> ▪ Section Chiefs ▪ JIC will be set-up. ▪ Governor Emergency Advisory Group (EAG) will be activated. <ul style="list-style-type: none"> ○ Governor or designee will be present for EAG. ▪ Full ESF staffing ▪ Will have federal presence 	Large Earthquake

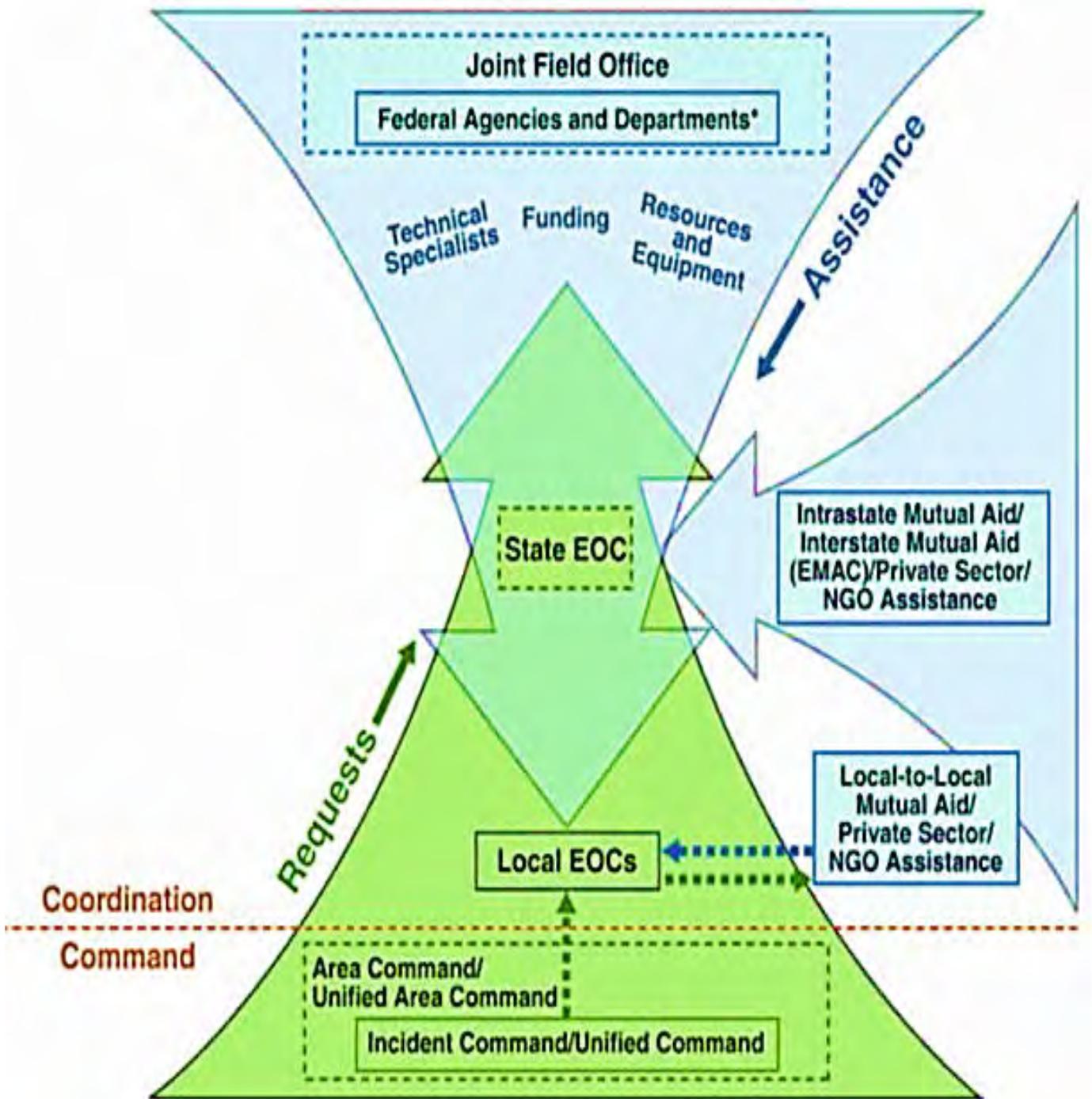
DEMOBILIZATION OF THE SEOC

Demobilization is the process by which facilities scale back their emergency operations as the objectives set by leadership are achieved. This usually entails the release of the ESF representation involved in response operations as objectives are accomplished and the need for their participation diminishes. Part of the demobilization process ensures that all paperwork, such as personnel evaluations, equipment time records, personnel time records, accident reports, and mechanical inspections have been completed and are accurate. Demobilizing the most expensive excess equipment and resources first saves funding.

RESOURCE SUPPORT

During an incident, requests for resource support originate from the site Incident Command (IC), Area Command (AC) or Unified Command (UC) and are directed to the local emergency management agency (EMA). As local resource capabilities become overwhelmed, the local jurisdiction's EMA requests support from the State EOC based on the projected needs of the local Incident Action Plan (IAP). A request exceeding State capability can be fulfilled using mutual aid, federal assistance, or other appropriate means. The State Resource Request Process as outlined in Figure 2, is designed to meet the varying needs of local jurisdictions throughout the life of an emergency event. The process may require alteration, activation of mutual-aid agreement(s), or assistance from federal agencies as needed. State resources may also be requested by local jurisdictions for activation in exercises, testing or training. Participation in these activations allows for the continued development and improvement of public safety programs and resources.

FIGURE 2. STATE RESOURCE REQUEST PROCESS



INCLUSION, ACCESS, AND FUNCTIONAL NEEDS

The State of Indiana works with public, private, and non-profit organizations to build a culture of preparedness and readiness for emergencies and disasters that goes beyond meeting the legal requisites of people with disabilities as defined by the most current version of the Americans with Disabilities Act (ADA) or for individuals with access and functional needs.

IDHS integrates the Federal Emergency Management Agency's (FEMA)'s access and functional needs guidance, which identifies an individual's actual needs during an emergency and awareness of not using negative labels such as "handicapped," "crippled," or "abnormal."



This annex planning guidance is inclusive as it also encompasses people with temporary needs or those who do not identify themselves as having a disability. This includes women who are pregnant, children, older adults, individuals with limited English proficiency, people with limited transportation access and those with household pets and service animals.

Additional awareness which helps ensure inclusive emergency preparedness planning include addressing the needs of children and adults in areas such as:

SELF-DETERMINATION – Individuals with access and functional needs are the most knowledgeable about their own needs.

NO “ONE-SIZE-FITS-ALL” – Individuals do not all require the same assistance and do not all have the same needs.

EQUAL OPPORTUNITY, INTEGRATION AND PHYSICAL ACCESS – All individuals must have the same opportunities to benefit from emergency programs, services, and activities.

NO CHARGE – Individuals with access and functional needs may not be charged to cover the costs of measures necessary to ensure equal access and nondiscriminatory treatment.

EFFECTIVE COMMUNICATION – Individuals must be given information that is comparable in content and detail to the information given to those without functional needs.

ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES

This section describes how ESF #1 relates to other elements of the whole community. Basic concepts that apply to all members of the whole community include State, Tribal Territorial, Insular Area Governments, Private Sector and Non-Governmental Organizations (NGOs).

Each primary and supporting agency shall maintain internal SOPs and/or SOGs or other documents that detail the logistical and administrative priorities deemed necessary to assist in overall state prevention, protection, mitigation, response and recovery operations.

Specific roles and responsibilities of primary and supporting agencies during an incident or event are described below. Tasks include but are not limited to:

PRIMARY AGENCY (INDOT) RESPONSIBILITIES

The primary agency, the Indiana Department of Transportation (INDOT), is responsible for the following actions with direct assistance from the Indiana Department of Homeland Security (IDHS):

- Provide state transportation resources to assist in critical functions and tasks before, during and after emergency events and disaster situations.
- Coordinate the recovery, restoration and safety of transportation infrastructure impacted by potential hazards or disaster events.
- Provide training to essential personnel who may be called upon to work in potentially impacted areas.
- Manage the financial aspects of ESF #1.
- Work with other state, local or municipal transportation, public works, or street departments to assess overall damage to the transportation infrastructure in impacted areas and analyze this information to determine the impact of the incident and resource gaps that may exist.
- Coordinate and implement emergency-related response and recovery functions, as required, under statutory authority.

SUPPORTING AGENCY RESPONSIBILITIES

- Assist in prevention, protection, mitigation, response, and recovery operations when requested by IDHS or the designated ESF primary agency.
- Participate, as needed in the State EOC, supporting overall coordination of transportation assets and personnel during response and/or recovery operations.

- Assist the primary agency in the development and implementation of policies, protocols, SOPs and/or SOGs, checklists, or other documentation necessary to carry-out mission essential tasks.
- Assist in developing situation reports and readiness assessments that will provide for an accurate Common Operating Picture (COP).
- Participate in training and exercises aimed at continuous improvement of prevention, protection, mitigation, response, and recovery capabilities.
- Identify new equipment, technologies or capabilities required to prepare for or respond to new or emerging threats and hazards.
- Provide information or intelligence regarding trends and challenges to the State of Indiana's transportation capability.

SEOC ESF #1 RESPONSIBILITIES

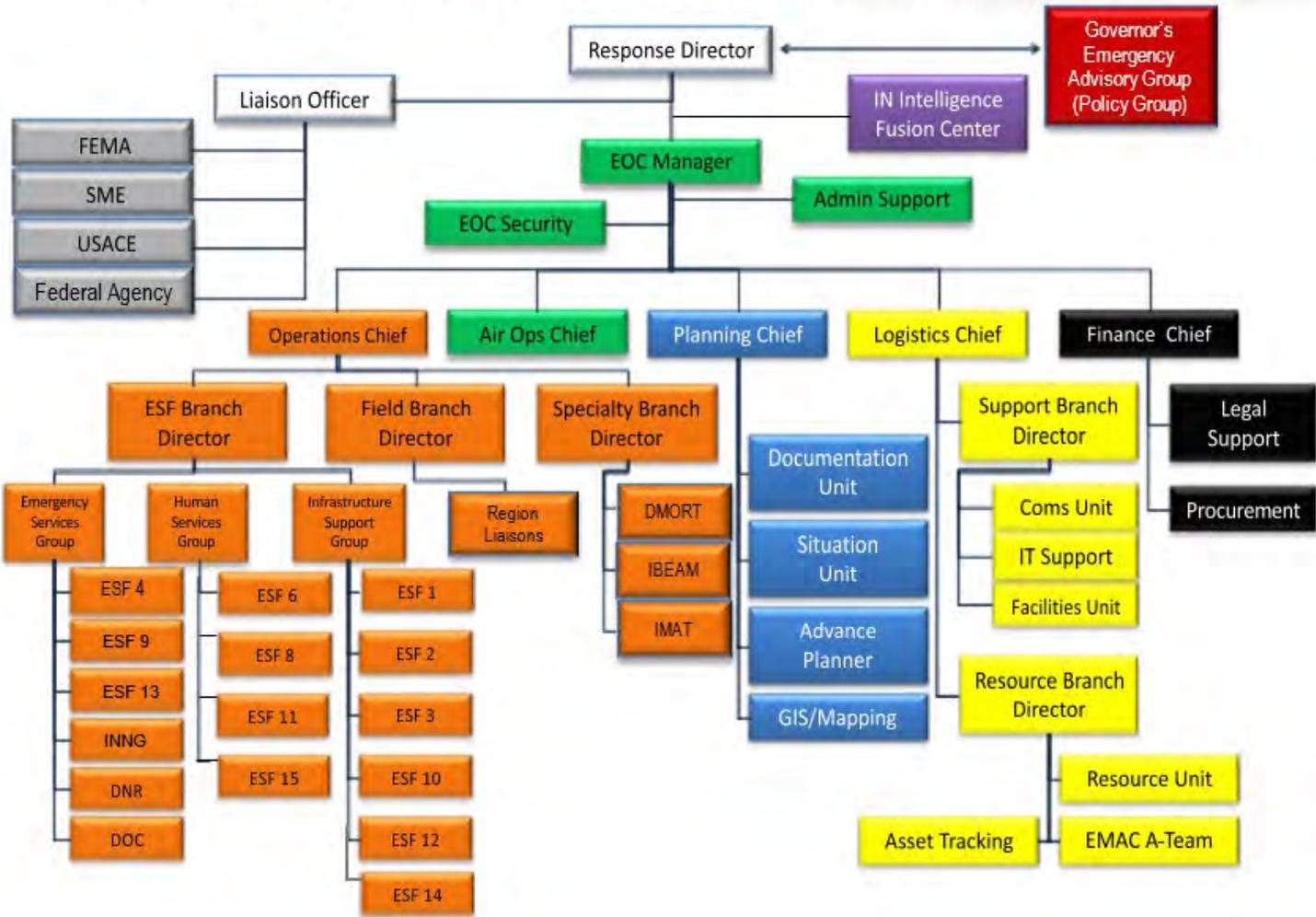
Please see primary agency responsibilities above and additional responsibilities below:

- Designate and train personnel to serve as the ESF #1 Representative in the SEOC.
- Encouraged to work with the Incident PIO, IMAT PIO, JIC PIO, and IMT PIO.
- Liaisons between the SEOC and JIC.
- Follows the ESF #1 SEOC Just-in-Time Training checklist when you arrive to the SEOC.
- Provide training to essential personnel who may be called upon to work in potentially impacted areas.
- Manage the financial aspects of ESF #1.

FIGURE 3. STATE EMERGENCY OPERATIONS CENTER ORGANIZATIONAL STRUCTURE

State of Indiana Emergency Operations Center

Emergency Response Organizational Structure



EMERGENCY SUPPORT FUNCTION GENERAL TASKS

The following tables are comprised of essential tasks that may need to be completed by ESF #1 in all phases of emergency management. These tasks have been created as a guide to follow for the primary and support agencies of ESF #1. They have been developed as a tool to address potential challenges and unique risks that may be faced during times of emergency and disaster here in the State of Indiana. It will be the responsibility of ESF #1 to ensure the tasks outlined here are accurate and reflect their overall ability to manage, support and deploy resources.

TABLE 4. ESF 1 PREVENTION TASKS

ESF #1 – PREVENTION TASKS	
TASK #	TASK SUMMARY
1	Initiate a time-sensitive, flexible planning process that builds on existing plans and incorporates real-time transportation sector intelligence.
2	Establish and maintain a unified and coordinated operational structure and process that appropriately integrates all critical stakeholders and supports the execution of core capabilities.
3	Anticipate and identify emerging and/or imminent transportation sector threats through observation and situational awareness.
4	Make appropriate assumptions to inform decision makers and counterterrorism professionals actions to prevent imminent attacks on the transportation sector in the homeland.
5	Continue to monitor changing trends in activity and aggressive behavior at the local, state, and national level and adjust prevention tasking as it applies to ESF-1.
6	Establish and maintain partnership structures among protection elements to support networking, planning, and coordination.
7	Present courses of action to decision makers to locate, interdict, deter, disrupt, or prevent imminent attacks on the homeland and imminent follow-on attacks.
8	Share relevant, timely, and actionable information and analysis with local authorities through a pre-established reporting system.
9	Identify possible transportation sector terrorism targets and vulnerabilities. Ensure the security of equipment, facilities, and personnel through assessments of capabilities and vulnerabilities.
10	Implement, exercise, and maintain plans to ensure continuity of operations.

TABLE 5. ESF 1 PROTECTION TASKS

ESF #1 – PROTECTION TASKS	
1	<p>Develop, validate, and maintain State SOPs for both routine and emergency operations. Key concerns include but are not limited to:</p> <ul style="list-style-type: none"> • Identification and assessment of equipment, supplies, resources, and critical infrastructure. • Alert and activation of personnel for work in the field or EOC. • Emergency communications and reporting procedures.
2	<p>Develop and conduct training and education programs for ESF #1 personnel. Key training program considerations include, but are not limited to:</p> <ul style="list-style-type: none"> • The assessment of equipment supplies and resources. • The assessment roadways, bridges and other pieces of critical infrastructure following emergencies or disasters. • Training in the field and SEOC during emergency operations. • Train on use of WebEOC and other applications. • Emergency communications and reporting procedures including NIMS/ICS • Continuity of Operations; Mapping, GIS, and other applicable computer applications. • Emergency transportation and evacuation planning.
3	<p>Develop and maintain roster of essential primary and support agency contacts used in the event of emergency operations. Ensure critical information (address, telephone, cell, etc.) is captured.</p>
4	<p>Develop and maintain a database to collect information on essential resources and equipment.</p>
5	<p>Develop lists of resources needs and work toward eliminating these shortfalls by securing funding, partnerships, or other activities.</p>
6	<p>Update mutual aid agreements, letters of understanding or contracts with departments, organizations or private entities that may offer rapid deployment of resources or services as they relate to short and long-term emergency transportation needs.</p>
7	<p>Train ESF #1 personnel on standards and specifications for essential equipment related to emergency transportation needs.</p>
8	<p>Train ESF #1 personnel on routine and emergency safety standards for field operations and EOC.</p>
9	<p>Exercise alternate transportation facilities, equipment, and assets for continuity of operations and essential transportation services.</p>
10	<p>Train ESF #1 personnel on policies and administrative rules that relate directly to transportation, ESF #1 and its ability to provide emergency assistance.</p>
11	<p>Coordinate with IDHS planning and exercise sections regarding updates for the State and Local Aviation Plan (SLAP), exercise, capability validation and corrective action program.</p>

TABLE 6. ESF 1 MITIGATION TASKS

ESF #1 – MITIGATION TASKS	
1	Identify transportation or roadway projects that are currently underway in the state and determine potential alternate routes for responders to use.
2	Identify areas that have been or are currently prone to significant hazards and determine the impact on critical infrastructure and the ability to move personnel and resources into affected areas.
3	Identify transportation resources within the State of Indiana and potential shortfalls or gaps that may exist.
4	Identify potential partnerships or funding sources to reduce or eliminate resource shortfalls or gaps for transportation issues and concerns.
5	Establish partnerships with other federal, state, local and municipal entities that share transportation responsibilities.
6	Identify gaps in and maintain mutual aid agreements, letters of understanding or contracts with departments, organizations or private entities that may offer rapid deployment of resources or services as they relate to short and long-term emergency transportation needs.
7	Identify, establish and maintain technical standards and specifications for essential pieces of equipment related to short and long-term emergency transportation needs.
8	Identify, establish and maintain routine and emergency safety standards for all transportation personnel that comply with federal and state requirements and policies.
9	Identify training gaps and needs relating to transportation during emergencies or disasters.
10	Identify the cause of the emergency event and develop and implement activities to mitigate future threats relating to transportation during emergencies or disasters.
11	Identify, establish and maintain alternate transportation facilities, equipment and assets for continuity of operations and essential transportation services statewide.
12	Assist in the development of legislation, policies and administrative rules that relate directly to the development of roadways, bridges and other pieces of critical infrastructure that would impact ESF #1 and its ability to provide emergency assistance.
13	Work with ESF #15 (External Affairs) to develop and maintain public outreach programs aimed at eliminating or reducing the risks associated with emergency transportation issues.
14	Recommend the inspection of bridges by state and local jurisdictions on a regular basis.

TABLE 7. ESF 1 RESPONSE TASKS

ESF #1 – RESPONSE TASKS	
1	<p>Activate SOPs or guidelines for emergency operations that consider:</p> <ul style="list-style-type: none"> • The assessment, staging, use, status and sustainability of facilities, and equipment • The assessment and status of roadways, bridges, and other pieces of critical infrastructure. • The alert, notification, and activation of personnel for work in the field or the State EOC. • Emergency communications and reporting procedures.
2	<p>Activate ESF #1 personnel for such mission essential tasks as:</p> <ul style="list-style-type: none"> • The assessment of equipment, supplies, resources, and critical infrastructure. • Responding to the field for emergency operations; activating continuity plans, if needed. • EOC staffing, including posting situation reports and critical information in WebEOC. • Supporting local, district or statewide Incident Command structures. • Developing and distributing maps and other pertinent transportation information. • Meeting both emergency transportation and evacuation needs of state and local agencies and departments, including toll road and other restrictions.
3	Evaluate the ability to communicate with ESF #1 personnel and if needed, alternate communications.
4	<p>Assist in the identification of damages to roads, bridges, and other pieces of critical infrastructure within the State that may adversely impact movement of the general public and response personnel. Information to be collected may include:</p> <ul style="list-style-type: none"> • Roads and bridges that are closed. • Alternate routes of safe travel or bypasses to debris covered roads. • Estimated times as to when roads may be passable.
5	Prioritize critical roadways which may require repairs or debris removal and take the necessary steps to ensure roads are opened or roads that are impassable are properly closed.
6	Work with ESF #13 in the placement of barricades or other traffic control measures, as needed.
7	Work with state-owned facilities that may be in an area impacted by a disaster to support the safe movement of personnel and equipment from those locations. Such facilities may include state offices, state parks / recreation areas, state hospitals or correctional facilities.
8	Coordinate the state’s emergency freight mobility needs and challenges and facilitate public and private sector discussions on freight and mobility issues.
9	Coordinate with ESF #12 to move and transport critical energy assets such as fuel and oil.
10	Identify event causes and develop activities to prevent transportation damage during response.
11	Work with state & local agencies to assist in the movement of persons with mobility needs if needed.
12	Provide a State Aviation Officer to coordinate air operations and air space management, coordinating operations with the INNG and FAA.

TABLE 8. ESF 1 RECOVERY TASKS

ESF #1 – RECOVERY TASKS	
1	Work with state and local entities to maintain alternate roadways, as needed.
2	INDOT is the lead agency support for infrastructure support. Develop plans to repair critical infrastructure to pre-disaster state.
3	Explore additional methods of construction for roads, bridges, and other critical infrastructure for future transportation projects.
4	Work to eliminate shortfalls or resource gaps that were identified in response to an emergency or disaster.
5	Establish partnerships and identify funding sources to address resource shortfalls or gaps for transportation issues and concerns.
6	Maintain open and ongoing communication with other federal, state, local and municipal entities in impacted areas and assist in their overall efforts for recovery operations.
7	Assess mutual aid agreements, letters of understanding or contracts with departments, organizations or private entities that may have been utilized during the response and determine if those agreements need to be updated or revised.
8	Assess the current technical standards and specifications for essential pieces of equipment related to short and long-term emergency transportation needs and update based upon the lessons learned from the most recent emergency response.
9	Assess the current level of training on emergency safety standards for transportation personnel to determine the appropriate application and compliance with federal and state requirements and policies.
10	Assess the current usage and application of alternate transportation facilities, equipment, and assets for essential transportation services statewide to determine if there are issues that need to be addressed for future response operations.

LIFELINE AND ESF OBJECTIVES AND TASKS TIMELINE

TABLE 9. ESF 1 TASKS FOR FOOD, WATER, SHELTERING

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
0 – 24 HOURS			
<ul style="list-style-type: none"> To ascertain the status of water and wastewater systems, especially for emergency-care facilities and shelters To begin stabilizing critical infrastructure functions for water and wastewater 	To clear and repair primary routes, then secondary and tertiary routes and feeder roads	ESF 3	Coordinate with ESF 3 in prioritizing routes to enable restoring water to critical locations, including emergency-care facilities, shelters, and fire hydrants.
		INNG	<i>INDOT & INNG</i> : Clear debris from at least one lane of high-priority state & U.S. routes needed by water & wastewater repair crews.
		Local governments	<i>Local governments</i> : Clear debris from at least one lane of high-priority county and local routes needed by water and wastewater repair crews.
To gain situational awareness and determine needs for field shelters in support of the Red Cross	To clear and repair routes to Red Cross shelters with at least one lane passable within 30 hours	<ul style="list-style-type: none"> ESF 6 INNG 	<i>INDOT & INNG</i> : Clear debris from at least one lane of high-priority state & U.S. routes needed by water & wastewater repair crews.
		Local governments	<i>Local governments</i> : Clear debris from at least one lane of county & local routes to shelters.
	— —	Repair roads needed to support shelter openings.	
	To provide information on safe and open routes to support shelter setup	— —	Promptly and accurately report status of roads needed for opening shelters.
To provide life-sustaining and human services to the affected population	— —	ESF 15	Coordinate with ESF 15 regarding emergency public information about open routes to mass-care facilities.
		ESF 6	Coordinate buses, trucks, etc., for transport of people and supplies to shelters, feeding stations, points of distribution, and reunification locations.
24 – 72 HOURS			
To restore temporary services to critical facilities and large- population areas	To identify and prioritize route clearing and repairs after initial assessment and prioritize resources within the first 48 hours.	ESF 3	Continue coordinating with ESF 3 in prioritizing routes to enable restoring water to critical facilities and large-population areas.
		— —	<i>INDOT</i> : Clear debris from and make small repairs to state & U.S. routes needed by water and wastewater repair crews.
		Local governments	<i>Local governments</i> : Clear debris from and make small repairs to county and local routes needed by water and wastewater repair crews.

TABLE 10. ESF 1 TASKS FOR HEALTH AND MEDICAL

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
0 – 24 HOURS			
<ul style="list-style-type: none"> ▪ To ascertain status of hospitals, EMS providers, and medical transport services ▪ To determine the total patients at each impacted healthcare facility requiring immediate transport to another facility 	To mark emergency ingress and egress routes properly for emergency traffic and evacuations in the first 24 hours	ESF 8	Determine emergency routes and priorities for transporting patients and casualties to and from medical facilities.
		INNG	<i>INDOT & INNG:</i> Clear one lane of debris from state and U.S. routes needed by EMS vehicles.
		Local governments	<i>Local governments:</i> Clear one lane of debris from county roads needed by EMS vehicles
24 – 72 HOURS			
<ul style="list-style-type: none"> ▪ To evacuate level 3 casualties ▪ To support temporary health and medical infrastructure in and around the impacted zone within 48 hours 	To begin making the impacted counties accessible for moving patients and delivering needed medical supplies.	<ul style="list-style-type: none"> ▪ INNG ▪ ESFs 5, 7 	Acquire air and land transport for patients.
		<ul style="list-style-type: none"> ▪ ESFs 4, 5, 8 ▪ INNG ▪ SEOC 	Determine landing zones and airport status for medical flights.
		— —	Continue to establish priority land routes for transporting patients and casualties.
	To clear and repair routes to medical facilities with at least one lane passable within 30 hours	<ul style="list-style-type: none"> ▪ INNG ▪ County officials 	<i>INDOT & INNG:</i> Clear at least one travel lane on state and U.S. routes to each county-designated medical facility.
		Local governments	<i>Local governments:</i> Clear at least one lane on county roads to each county-designated medical facility.
BEYOND 72 HOURS			
To finish transporting all patients requiring evacuation	To make the impacted counties accessible for moving patients and delivering needed medical supplies within 120 hours	INNG	Continue to acquire air and land transport for patients.

TABLE 11. ESF 1 TASKS FOR ENERGY

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
0 – 24 HOURS			
To assess and begin stabilizing critical infrastructure functions for energy	— —	ESF 13	Coordinate emergency transportation and evacuation routes with ESF 13 to determine where ESF 13 will place fuel supplies.
24 – 72 HOURS			
To stabilize critical infrastructure functions for energy	To identify and prioritize route clearing and repairs after initial assessment and prioritize resources within the first 48 hours	ESF 12	Prioritize routes to enable quick utility response
		INNG	<i>INDOT & INNG</i> : Maintain cleared state and federal roadways for utility traffic.
		Local governments	<i>Local governments</i> : Maintain cleared local roadways for utility traffic.

TABLE 12. ESF 1 TASKS FOR COMMUNICATIONS

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
0 – 24 HOURS			
To transmit public information and warning messages to survivors in the disaster area within 12 hours of the incident	— —	— —	Provide joint information center (JIC) with updated media briefings regarding master road lists and transportation information for ingress and egress.
		ESF 15	Coordinate with ESF 15 regarding emergency public information associated with open transportation routes and other emergency information.
To assess critical communications infrastructure, including structures, equipment, supplies, and resources deemed necessary	— —	ESF 2	Prioritize routes to enable quick establishment of communications.
		— —	Dispatch from home as the plan requests.
24 – 72 HOURS			
To ensure communications needs are being met through temporary or permanent solutions.	— —	ESF 2	Continue to prioritize routes to enable quick establishment of communications.

TABLE 13. ESF 1 TASKS FOR TRANSPORTATION

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
0-24 HOURS			
To assess roads, bridges, and other pieces of INDOT-maintained transportation infrastructure that may hinder movement of the public and response personnel	To begin preliminary damage assessment (PDA) of all impacted major arteries and bridges and proper status reporting to the SEOC immediately upon notification of an earthquake.	-- --	Identify national detour routes.
		-- --	Assist state and local government entities in determining the most viable transportation networks to, from, and within the disaster area.
		-- --	<i>INDOT crews:</i> Assess ingress and egress routes and properly mark for emergency traffic and evacuations.
		-- --	<i>INDOT crews:</i> Identify ingress and egress routes that can be cleared and repaired quickly.
		-- --	<i>INDOT crews:</i> Prioritize route clearing and repairs to assist with emergency response and evacuations.
		-- --	Identify routes and status of drivability.
		Local EMAs	Begin gathering data on the extent of damages from state and local partners.
		-- --	Advise utility companies that travel into the affected areas should be curtailed until the safety of roads and bridges has been determined.
To begin stabilizing critical infrastructure functions for transportation	To clear and repair primary routes	-- --	<i>INDOT:</i> Immediately activate Level I and Level II Route Assessment and Clearance teams and make small repairs to roadways
		-- --	<i>INDOT crews:</i> Establish detour routes based on damages.
		-- --	Establish access to primary transportation and supply routes.
		-- --	Coordinate debris-clearance activities with priorities of other ESFs.
	-- --	ESF 8	<i>INDOT crews, ESF 8:</i> Open transportation routes to reach survivors who need lifesaving and life-sustaining assistance.
	-- --	-- --	Close routes determined unsafe, post signs and place barricades.
	-- --	-- --	Make proper notification of road closures
	-- --	Local governments	Work with incident commander in supporting on-scene management for a transportation response.
	-- --	-- --	Coordinate buses, trucks, etc., for rescue of people.
	-- --	-- --	Coordinate trucks for transport of supplies to disaster survivors.

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
To assess all airports	(Same as lifeline objective)	<ul style="list-style-type: none"> ▪ FAA ▪ Local airports 	<i>Air boss:</i> Begin coordination with airports to determine damages.
		<ul style="list-style-type: none"> ▪ FAA ▪ Local airports 	Assess the functioning of relevant airports.
To assess rail (service, tracks, bridges, and buildings) and ports	To determine damages to rail, rail bridges and rail buildings	— —	<i>Rail representatives:</i> Report directly to the state fusion center and SEOC.
		— —	Assess the functioning of rail, rail bridges, and tunnels.
	To coordinate with all ports and compile an assessment	USCG	Determine the maritime capability of the Ohio River. Assess ports and locks for worthiness.
24-72 HOURS			
To clear and repair primary routes	To identify and prioritize route clearing and repairs after initial assessment and prioritize resources within the first 48 hours.	— —	<i>INDOT teams:</i> Travel all primary routes to inspect, clear and make any repairs necessary based on the type of resources immediately available
		— —	Establish access to primary transportation and supply routes.
		ESF 13	Coordinate with law enforcement for traffic control points.
To determine the need for bridge repairs	To determine need for bridge repairs within 30 hours	— —	<i>Bridge inspection teams:</i> Inspect bridges on secondary routes.
		— —	Prioritize bridge repairs.
		— —	Make temporary repairs to bridges.
		— —	Determine status of bridges and re-evaluate periodically.
To determine the need for airport repairs	— —	— —	Coordinate with airports to ascertain level of damages.
		— —	Determine which resources are required to properly repair airport and or runways
To determine the need for repairs to rails, rail bridges, and rail facilities	— —	<ul style="list-style-type: none"> ▪ ESF 5 ▪ Rail service providers 	Prioritize repairs to rails and rail bridges to get traffic moving again.
	— —	ESF 5	If the situation warrants and the rails are undamaged, use rails for mass evacuation.

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
BEYOND 72 HOURS			
To restore necessary transportation infrastructure systems	To support Indiana with response and recovery operations through SEOC and ESF 1 coordination during the first 120 hours.	— —	Continue to assess ports, rail, and airports.
To open roads and bridges to support all missions	To support Indiana with response and recovery operations through SEOC and ESF 1 coordination during the first 120 hours.	— —	Begin expedient road and bridge repairs where appropriate, including temporary bridging.
		— —	Open major arteries.
		— —	<i>INDOT</i> : Participate in developing a debris-management plan.
		— —	<i>INDOT</i> : Continue clearing debris and demolish or remove where required for emergency repairs and services.
To open airports	(Same as lifeline objective)	<ul style="list-style-type: none"> ▪ FAA ▪ Airport staff 	<i>INDOT Airport Section</i> : Determine the status of airports and runways and re-evaluate periodically.
		Airport staff	<i>Staff of individual airports</i> : Repair runways.
To determine and begin mitigation measures to ensure maritime capabilities are returning	To determine and begin mitigation measures to ensure maritime capabilities are returning within 96–120 hours.	USCG	<i>INDOT, in coordination with the Indiana Ports Commission</i> : Determine the status of ports and re-evaluate periodically.
		<ul style="list-style-type: none"> ▪ USACE ▪ USCG 	<i>INDOT Ports Division</i> : Coordinate with USACE and USCG for briefings on damages and impact to ports and navigation.

TABLE 14. ESF 1 TASKS FOR HAZARDOUS MATERIALS

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
24 – 72 HOURS			
To contain all HAZMAT releases	To identify and prioritize route clearing and repairs after initial assessment and prioritize resources within the first 48 hours.	ESF 10	Coordinate with ESF 10 in prioritizing routes to enable HAZMAT response.
		— —	<i>INDOT</i> : Clear debris from and make small repairs to state and U.S. routes needed by HAZMAT crews.
		Local governments	<i>Local governments</i> : Clear debris from and make small repairs to county and local routes needed by HAZMAT crews.

TABLE 15. ESF 1 GENERAL TASKS

OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
0 – 24 HOURS		
To activate plans and assess initial resources within 6 – 12 hours	— —	Immediately activate or elevate the level of activation of all INDOT command facilities.
	— —	Stand up the INDOT command center to manage transportation issues.
	— —	Poll ESF staff to see who can report.
	— —	Determine the status of each agency’s personnel, facilities and equipment, and deploy, based on availability and priorities.
	— —	<i>INDOT supervisors:</i> Assess capabilities of resources on hand and immediately available.
	— —	Determine the resources required and determine the need for EMAC, INNG, or federal resources.
— —	— —	<i>Airport boss:</i> Staff INDOT command center.
	— —	<i>Airport boss:</i> Report to the SEOC.
	— —	Deploy ESF 1 representative to the SEOC to coordinate with INDOT command center.
24 – 72 HOURS		
To maintain the common operating picture (COP) and contribute to the incident action plan (IAP)	— —	Provide situational information to the SEOC.
	— —	Identify a means to gather essential elements of information from the affected areas and notify responders on procedures.
	— —	Obtain pipeline status and issue impact reports and estimations on repairs taken.
BEYOND 72 HOURS		
To continue maintaining the COP and contributing to the IAP	— —	Continue providing situational information to the SEOC.
	— —	Begin assimilating information for the re-establishment of damaged or destroyed transportation facilities.
— —	— —	Conduct second review to determine the need for EMAC, INNG, or federal resources required.
To continue contributing to a situational-awareness report to maintain the COP	— —	Continue providing status information to the JIC, SEOC, and area and district command centers and facilities.
	— —	Provide situational awareness and deployment requirements.

APPENDIX A – COMMUNITY LIFELINES



Indiana has adopted the Federal Emergency Management Agency's (FEMA) seven community lifelines into our prevention, protection, response, recovery, and mitigation activities. Lifelines are services that enable the continuous operation of critical government and business functions and are essential to human health and safety or economic security.

Stabilizing community lifelines is the primary effort during response activities.

ESFs deliver core capabilities to stabilize community lifelines for an effective response.

The seven community lifelines represent only the most basic services a community relies on and which, when stable, enable all other activity within a community. The lifelines are designed to enable emergency managers, infrastructure owners and operators, and other partners to analyze the root cause of an incident impact and then prioritize and deploy resources to effectively stabilize the lifeline. This construct maximizes the effectiveness of federally supported, state managed, and locally executed response.

Similar to the ESFs, other whole community organizations can work together to stabilize lifelines and meet disaster needs. The community lifelines do not directly cover all important aspects of community life that can be affected by an incident, including impacts to natural, historical, and cultural resources. For example, financial and economic issues important to the life and safety of affected individuals may also arise indirectly from impacts to lifelines during an incident. If disrupted, rapid stabilization of community lifelines is essential to restoring a sense of normalcy. Recent disasters have illuminated two underlying features of community lifelines that highlight opportunities to strengthen response planning and operations.

Community lifelines are interdependent and vulnerable to cascading failures. For example, communications and electric power systems rely on each other to function; severe damage to one will disrupt the other. Most lifelines also rely on complex supply chains. Water and wastewater service depend on the resupply of a broad array of chemicals and—if power goes out—fuel for emergency generators. However, in a severe natural or human-caused incident, those supply chains themselves may be broken.

The following Community Lifeline correspond with this ESF Annex.

LIFELINE AND ESF OBJECTIVES AND TASKS TIMELINE

TABLE 16. ESF 1 DEFINITION, COMPONENTS AND ESSENTIAL ELEMENTS OF INFORMATION (EEI)

LIFELINE TRANSPORTATION	DEFINITION		
	<p>Multiple modes of transportation that often serve complementary functions and create redundancy, adding to the inherent resilience in overall transportation networks. Transportation infrastructure generally includes highway/roadways, mass transit, railway, aviation, maritime, pipeline, and intermodal systems.</p>		
COMPONENTS AND ESSENTIAL ELEMENTS OF INFORMATION (EEI)			
HIGHWAY / ROADWAY MOTOR VEHICLE	MASS TRANSIT	RAILWAY	
<ul style="list-style-type: none"> ▪ Status of major roads and highways ▪ Status of critical and non-critical bridges ▪ Status of maintenance and emergency repairs 	<ul style="list-style-type: none"> ▪ Status of public transit systems including underground rail, buses, and ferry services 	<ul style="list-style-type: none"> ▪ Status of area railways and stations 	
AVIATION	MARITIME	PIPELINE	
<ul style="list-style-type: none"> ▪ Status of area airports ▪ Status of incoming and outgoing flights 	<ul style="list-style-type: none"> ▪ Status of area waterways ▪ Status of area ports 	<ul style="list-style-type: none"> ▪ Status of natural gas and fuel pipelines 	

TABLE 17. INDIANA LIFELINES / ESF / CORE CAPABILITIES CROSS WALK

LIFELINE SYMBOL	LIFELINE	COLLABORATIVE PLANNING TEAM	RELATED CORE CAPABILITIES
	<p>Safety and Security</p> <ul style="list-style-type: none"> Law enforcement, security Search and rescue Fire services Government service Responder safety Imminent hazard mitigation 	<ul style="list-style-type: none"> ESF 13* ESF 4 ESF 5 ESF 7 ESF 9 ESF 14 ESF 15 INNG Private security 	<ul style="list-style-type: none"> Planning Public Information and Warning Operational Coordination Environmental Response/Health and Safety Fire Management and Suppression Mass Search and Rescue Operations On-scene Security, Protection, and Law Enforcement Situational Assessment
	<p>Food, Water, Sheltering</p> <ul style="list-style-type: none"> Evacuations Food, potable water Shelter Durable goods Water infrastructure Agriculture 	<ul style="list-style-type: none"> ESF 6* ESF 3 ESF 11 ESF 5 ESF 7 ESF 13 ESF 14 ESF 15 INNG VOAD 	<ul style="list-style-type: none"> Planning Public Information and Warning Operational Coordination Critical Transportation Infrastructure Systems Logistics and Supply Chain Management Mass Care Services Situational Assessment
	<p>Health and Medical</p> <ul style="list-style-type: none"> Medical care Patient movement Public health Fatality management Healthcare supply chain Fire service 	<ul style="list-style-type: none"> ESF 8* ESF 4 ESF 5 ESF 7 ESF 14 ESF 15 INNG 	<ul style="list-style-type: none"> Planning Public Information and Warning Operational Coordination Environmental Response/Health and Safety Fatality Management Services Logistics and Supply Chain Management Public Health, Healthcare, and Emergency Medical Services Situational Assessment
	<p>Energy</p> <ul style="list-style-type: none"> Power (grid) Temporary power Fuel 	<ul style="list-style-type: none"> ESF 12* ESF 3 ESF 5 ESF 7 ESF 14 ESF 15 INNG 	<ul style="list-style-type: none"> Planning Public Information and Warning Operational Coordination Infrastructure Systems Logistics and Supply Chain Management Situational Assessment

* = COORDINATING UNIT

LIFELINE SYMBOL	LIFELINE	COLLABORATIVE PLANNING TEAM	RELATED CORE CAPABILITIES
	<p>Communications</p> <ul style="list-style-type: none"> ▪ Infrastructure ▪ Alerts, warnings, messages ▪ 911 and dispatch ▪ Responder communications ▪ Financial services 	<ul style="list-style-type: none"> ▪ ESF 2* ▪ ESF 5 ▪ ESF 7 ▪ ESF 14 ▪ ESF 15 ▪ INNG 	<ul style="list-style-type: none"> ▪ Planning ▪ Public Information and Warning ▪ Operational Coordination ▪ Infrastructure Systems ▪ Operational Communications ▪ Situational Assessment
	<p>Transportation</p> <ul style="list-style-type: none"> ▪ Highway, roadway ▪ Mass transit ▪ Railway ▪ Aviation ▪ Maritime ▪ Pipeline 	<ul style="list-style-type: none"> ▪ ESF 1* ▪ ESF 5 ▪ ESF 7 ▪ ESF 14 ▪ ESF 15 ▪ INNG 	<ul style="list-style-type: none"> ▪ Planning ▪ Public Information and Warning ▪ Operational Coordination ▪ Critical Transportation ▪ Infrastructure Systems ▪ Situational Assessment
	<p>Hazardous Material</p> <ul style="list-style-type: none"> ▪ Facilities ▪ Hazardous debris ▪ Pollutants ▪ Contaminants 	<ul style="list-style-type: none"> ▪ ESF 13* ▪ ESF 4 ▪ ESF 5 ▪ ESF 7 ▪ ESF 10 ▪ ESF 14 ▪ ESF 15 ▪ INNG 	<ul style="list-style-type: none"> ▪ Planning ▪ Public Information and Warning ▪ Operational Coordination ▪ Environmental Response/Health and Safety ▪ Situational Assessment

TABLE 18. ORGANIZATIONS THAT SUPPORT ESF 1 DURING RESPONSE

ORGANIZATION	ESF 1
ESF 1: Transportation	✓
ESF 2: Communications	✓
ESF 3: Public Works and Engineering	✓
ESF 4: Firefighting	✓
ESF 5: Information and Planning	✓
ESF 6: Mass Care, Housing, and Human Services	✓
ESF 7: Logistics Support and Resource Management	✓
ESF 8: Public Health and Medical Services	✓
ESF 9: Search and Rescue	— —
ESF 10: Oil and Hazardous Materials Response	✓
ESF 11: Food, Agriculture, and Natural Resources	— —
ESF 12: Energy	✓
ESF 13: Public Safety and Security	✓
ESF 15: External Affairs	✓
Airport staff	✓
County officials	✓
Federal Aviation Administration (FAA)	✓
Indiana National Guard (INNG)	✓
Local airports	✓
Local emergency management agencies (EMAs)	✓
Local governments	✓
Rail service providers	✓
State emergency operations center (SEOC)	✓
United States Army Corps of Engineers (USACE)	✓
United States Coast Guard (USCG)	✓

COLORS INDICATE LIFELINE OR COMPONENT STATUS

STABLE: Green

- Minimal or no disruption in services to survivors
- **Note: Green components may still be severely impacted**

STABILIZING: Yellow

- Disruption to services provided by component capabilities is causing limited impacts to response efforts and survivors.
- A solution to the disruption has been identified, and has it been converted into a plan of action, resourced, and implemented.
- Limiting factors may inhibit response.

UNSTABLE: Red

- Disruption to services provided by component capabilities is causing significant impacts to response efforts and survivors.
- Requirements and solutions are not identified and/or there is no plan to deliver the solutions.
- Significant limiting factors may inhibit response.

UNKNOWN: Grey

- Impacts are unknown and/or extent of situation or necessary response is unknown.

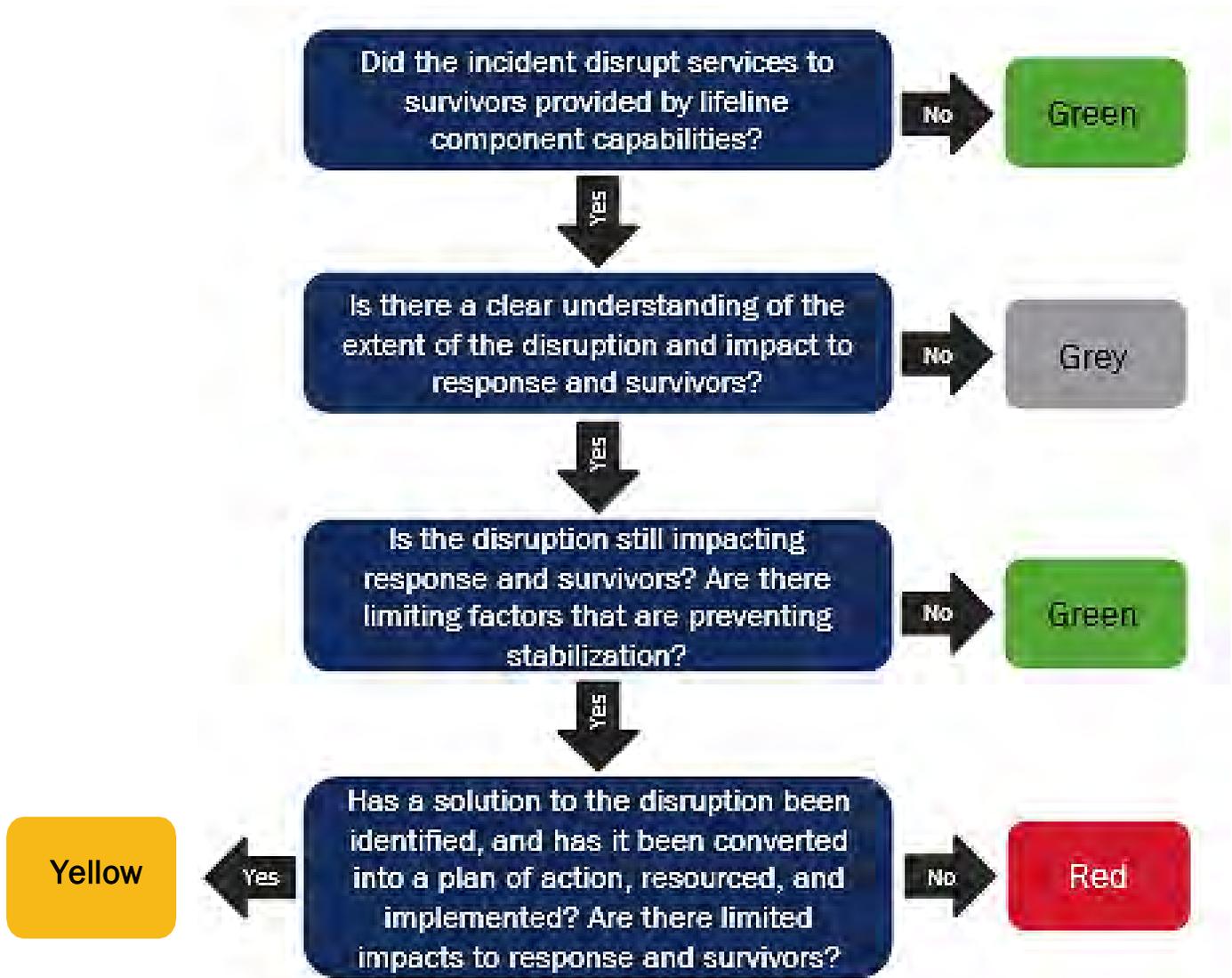
ASSIGNING A LIFELINE STATUS

Assign lifeline statuses as incident circumstances evolve and through the course of response operations.

Stabilization targets will provide the baseline against which lifelines can be compared.

The flowchart shows an example of how responders may think through assigning lifelines a color status.

FIGURE 4. STATUS ASSIGNMENT FLOWCHART



APPENDIX B – AUTHORITIES AND REFERENCES

FEDERAL

[National Incident Management System \(NIMS\), October 2017](#)

NIMS provides a consistent nationwide template for partners to work together to prevent, protect against, respond to, recover from, and mitigate the effects of incidents.

[Robert T. Stafford Disaster Relief and Emergency Assistance Act, August 2016](#)

The Stafford Act is a United States federal law that provides a means of natural disaster assistance for state and local governments.

[Sandy Recovery Improvement Act, 2013](#)

The Sandy Recovery Improvement Act is a law that authorizes changes to the way FEMA delivers disaster assistance.

[Post-Katrina Emergency Management Reform Act, 2006](#)

The Post-Katrina Emergency Management Reform Act provides FEMA guidance on its mission and priorities, including its partnership with state and local governments.

STATE

[Executive Order 17-02, January 2017](#)

The Director of IDHS shall act as the chairperson of the Governor's Emergency Advisory Group.

[Indiana Code 10-19-2, Department of Homeland Security Established](#)

The Indiana Department of Homeland Security was established, and the governor shall appoint an executive director.

LOCAL JURISDICTION

[Indiana Code 36-1-3, Home Rule](#)

Indiana's Home Rule grants municipalities the ability to govern themselves as they deem fit.

APPENDIX C – REFERENCE LIST

REFERENCE	TITLE / DESCRIPTION
STATE	<u>Disaster Declaration Process</u>
STATE	<u>IDHS EOC Operations Webpage</u>
FEMA	<u>FEMA's ESF #1 - Transportation Annex, 2016</u>
FEMA	<u>FEMA Resource Typing Definition for Response Operational Coordination, 2017</u>
FEMA	<u>FEMA Resource Typing Definition for the National Qualification System Emergency Management, 2017</u>

APPENDIX D – ACRONYMS

ACRONYMS	FULL DESCRIPTION
AAR	After Action Review
COP	Common Operating Picture
EOP	Emergency Operation Plan
ESF	Emergency Support Function
FAA	Federal Aviation Agency
INDOT	Indiana Department of Transportation
INNG	Indiana National Guard
IP	Improvement Plan
JIC	Joint Information Center
NRF	National Response Framework
PDA	Preliminary Damage Assessment
POETE	Planning, Organization, Equipment, Training, and Exercises
SEOC	State Emergency Operation Center
SLAP	State and Local Aviation Plan
SOG	Standard Operating Guidelines
SOP	Standard Operating Procedures
SPR	Stakeholder Preparedness Report
TFR	Temporary Flight Restrictions
THIRA	Threat and Hazard Identification and Risk Assessment
USACE	United States Corp of Engineers
USACG	United States Coast Guard