

Emergency Support Function #1: **TRANSPORTATION**

Lead Agency:

- N.H. Dept. of Transportation (DOT)

Support Agencies:

- N.H. Dept. of Safety, State Police (SP)
- N.H. Dept. of Safety, Marine Patrol (MP)
- N.H. Dept. of Fish and Game (NHFG)
- N.H. Dept. of Resources and Economic Development (DRED)
- Civil Air Patrol (CAP)
- N.H. Dept. of Corrections
- N.H. Dept. of Education
- N.H. Dept. of Safety – E-911 Mapping
- N.H. Dept. of Safety – Division of Fire Standards & Training & Emergency Medical Services
- N.H. Dept. of Agriculture, Markets, and Food
- U.S. Coast Guard
- N.H. National Guard

INTRODUCTION

A. PURPOSE

The purpose of Emergency Support Function #1 – Transportation (ESF #1) is to provide the resources (i.e., human, technical, equipment, facility, materials, supplies) of member agencies to support emergency transportation needs during an emergency/disaster situation.

B. SCOPE

ESF #1 resources will be provided through requests directly to the State Emergency Operations Center (SEOC). Resources may be obtained from state agencies, contractors, vendors, suppliers, and agency-related local, State, regional, national, public and private associations or groups. Resources obtainable by ESF #1 will be used to assist the following:

1. Monitoring, controlling and assessment of the transportation infrastructure.
2. Identifying and repair and restoration of damaged state transportation systems.
3. Coordinating vehicular traffic flow during an emergency situation.
4. Developing, maintaining and coordinating transportation routes for evacuation and surge including access to incident-specific critical sites, such as reception centers, shelter facilities, supply and medical distribution points.
5. Developing emergency refueling and maintenance facilities.
6. Evacuating persons from threatened areas or immediate danger, including those with access and functional needs, livestock, and household pets.
7. Logistical transporting of personnel, equipment, materials and supplies, including the management of transportation staging areas and assets.

8. Prioritizing and initiating emergency work tasking to clear debris and obstructions from, and make emergency repairs to, the transportation infrastructure.
9. Assisting in the design and implementation, as requested, of alternate transportation services (mass transit, etc.) to temporarily replace system capacity lost to incident damage. This may occur through use of bus company contracts, emergency medical services ambulances, agreements with air and rail, or other vendor provided support.

SITUATION AND PLANNING ASSUMPTIONS

A. SITUATION

Local jurisdictions are responsible for the management of transportation needs within their jurisdictions and will coordinate transportation requirements in their areas, excluding state and federal road systems that are not within their authority. The need for immediate restoration of the transportation system for response and recovery activities may exceed local capabilities and State and federal governmental assistance may be required to supplement their efforts.

B. PLANNING ASSUMPTIONS

1. Most localized systems and activities will be hampered by damaged transportation infrastructure and disrupted communications systems. There may be a shortage of fuel, DOT maintains fuel sites throughout the state.
2. Alternate routes may need to be established to bypass damaged infrastructure.
3. Large number of evacuees may need to be moved out of the impacted area. Specialized transportation/assistance may be needed to evacuate some of the individuals.
4. Evacuation of livestock and household pets may be required and will be coordinated with ESF #6 – Mass Care, Housing and Human Services and ESF #11 – Agriculture, Natural & Cultural Resources. This effort may require specialized transportation assets.
5. Large numbers of evacuees from an impacted area may need to be accommodated (surge).
6. Area/regional transportation infrastructure/resources may be impacted. The damage may diminish the effectiveness and efficiency of the response and recovery efforts.
7. Large number of relief workers may need to be moved into the area or the State.
8. Temporary routes may need to be established for residents who are allowed to return to an evacuated area for a finite period of time.
9. Fixed or mobile maintenance may be needed for response vehicles.
10. Large equipment may be required to be moved into the impacted area requiring special routing.
11. Vehicles, equipment, etc. may need to be towed from evacuation routes.

CONCEPT OF OPERATIONS

A. GENERAL

1. DOT, as the Lead Agency, must ensure that through coordinated annual planning, all ESF #1 agencies are:
 - a. Participating in reviews and revisions of ESF #1;

- b. ESF #1 Support Agencies are sufficiently trained and capable of fulfilling responsibilities of ESF #1 in the SEOC;
 - c. Coordinating, attending, and participating in ESF #1 meetings, training sessions, conferences and exercises.
2. Developing, testing, and maintaining manual or automated listings of the following:
 - a. DOT and Support Agency emergency points of contact that may need to be contacted by ESF #1 representatives, and;
 - b. Available transportation resources (i.e., state, local, contract).
3. Coordinating ESF #1 activities in the SEOC during periods of activation by developing and maintaining the ESF #1 duty schedule.
4. Coordinating evaluation and performance of mission/task requests.
5. Equipment requests and inventories will be made by using the National Incident Management System (NIMS) Resource Typing, whenever possible. Status of committed and uncommitted resources is tracked during activation of the SEOC.
6. Unified Command is used to manage assets in the field due to the number and variety of government and private sector organizations that may be involved.
7. All intrastate transportation available for emergency management purposes will be subject to the control of ESF #1 with the following exceptions:
 - a. Transportation required for military and other federal personnel or supplies;
 - b. Federally controlled or operated vessels, trains, vehicles or aircraft and bridges, unless specifically made available;
 - c. Commercial or scheduled air carriers; and,
 - d. Local emergency vehicles actively responding to provide emergency service.
8. Functional Needs Population - This group includes persons who do not have access to or cannot operate a motor vehicle due, but not limited to: disabilities, age, addictions, and legal restrictions. This group also includes, but is not limited to; individuals with developmental, medical, physical, or sensory disabilities, durable medical equipment and service animals. Most non-drivers and people from zero vehicle households can function independently once evacuated to safety.

Transportation is a well-established component of emergency response plans, however, the lack of details regarding transportation dependent people may cause some to be put in potentially dangerous situations. In general, close collaboration and the development of unique strategies to meet the needs of these individuals will occur.

B. ORGANIZATION

1. **Organizational Chart (Command & Control)**

ESF #1 shall function under the direction and control of the SEOC Operations Chief (**See *Organizational Chart in SEOP Base Plan. Chapter IV.4.b***).
2. **Operational Facilities/Sites**

ESF #1 may have to participate on several emergency teams and/or co-locate at several emergency facilities simultaneously (in-state or in another state through mutual aid). A listing of the teams and facilities through which ESF #1 may have to function follows:

 - a. **Evacuation, Staging, Reception, Sheltering Areas** – In coordination with other ESFs and local entities, developing and maintaining transportation routes for evacuation and surge of populations. Identifying and maintaining

routing from staging areas, reception areas, and shelters (human and animal). Identifying and maintaining special routing for special equipment, removal of human and/or animal remains or other special needs that may occur prior to, during or after an incident.

- b. **Agencies' Emergency Operations Centers** - In addition to receiving ESF #1 missions, agencies may receive additional missions serving in a Lead or Support role to other emergency support functions. Agencies may use a "central" Emergency Operations Center (EOC) concept to manage the different roles and accomplish all mission assignments. The "central" EOC is a "clearinghouse" that is used by the agencies to "track" assigned missions, resources committed, resources available, needed support for resources committed, needed contracts and contractors, and many other matters necessary for an effective emergency operation. In addition, some agencies may develop an "inter-agency" emergency operation center that is below the "central" emergency operation center or clearinghouse.
- c. **State Emergency Operations Center Mission Tasking** - The ESF #1 representative will assign request for assistance to the agency or agencies that have the most appropriate resources and expertise to accomplish the task. No agency should be tasked more than another to ensure a balance in "mission" tasking and to maximize the use of all available resources. Mission Tasks will be posted to WebEOC.
- d. **Field Operations** – ESF #1 may serve in Field Operations (i.e., the Forward State Emergency Response Team, Impact Assessment Teams: Rapid Response Team, Preliminary Damage Assessment Team, Disaster Field Office operations, Recovery Center operations, intrastate and/or interstate mutual aid assistance). Since activation of these activities usually occurs early in an event, its activation sequence should be prepared for in the first hours of an event.

DOT District Offices/Dispatch Centers

- i. District 1 – Lancaster*
- ii. District 2 – Enfield
- iii. District 3 – Gilford
- iv. District 4 - Swanzey
- v. District 5 – Bedford
- vi. District 6 – Durham
- vii. Transportation Management Center (TMC) – Concord *

* Denotes offices that are staffed 24/7 year-round.

State Police Operations Bureau

- i. Troop A – Epping
 - ii. Troop B – Bedford
 - iii. Troop C – Keene
 - iv. Troop D - Concord
 - v. Troop E – Tamworth
 - vi. Troop F – Twin Mountain
 - vii. Troop G – Commercial Vehicle Enforcement
- e. **Federal Resources** - When ESF #1 foresee or have a need for resources not otherwise available, action will be taken to secure such resources through the *National Response Framework* (NRF) or some other federal source. Normally, an action to secure a resource from a federal source would

be coordinated with/through the State Coordinating Officer and/or the Federal Coordinating Officer. However, if an ESF agency has no recourse through the Federal Emergency Management Agency (FEMA), that ESF #1 may coordinate directly with the federal agency that can provide the needed federal resource.

- f. **Contracts and Contractors** - Resources that are available through ESF #1 may, at times, best be obtained through a contractor. Agency(ies) contracts may be utilized or access to the State of NH or private sector contracts may be made through coordination with ESF #7- Resource Support.
- g. **Mitigation and/or Redevelopment** – ESF #1 does not have budgetary authority or funds for mitigation or redevelopment needs that result from an emergency or disaster. Therefore, ESF #1 can only provide (as in-kind or matching) professional, technical, and administrative personnel and their use of related equipment for mitigation and redevelopment efforts that may follow an event. Such in-kind or matching resources can be used to support the review, investigation, contracting, and other professional, technical, and administrative tasks generally required for mitigation and/or redevelopment activities.

PHASED ACTIVITIES

A. PREVENTION/PREPAREDNESS ACTIVITIES

1. General

- a. Supporting the Emergency Management Assistance Compact (EMAC) and International Emergency Management Assistance Compact (IEMAC) including training of ESF on EMAC/IEMAC responsibilities, and pre-identification of assets, needs and resources that may be allocated to support other states/provinces.
- b. Annually reviewing the Department of Homeland Security Core Capabilities and integrating tasks as appropriate.
- c. ESF #1 personnel should be integrating NIMS principles in all planning.

2. Pre-Event

- a. Activating the Notification Tree. Reviewing each support agency's automated or manual listings of emergency contacts.
- b. Assigning and scheduling sufficient personnel to cover an activation of the SEOC for an extended period of time. Providing updates and briefings for any new personnel reporting for ESF #1 duty. Maintaining and updating WebEOC, as appropriate, for all ESF #1 agencies.
- c. Contacting ESF #1 counterparts in the threatened or impacted areas according to established procedures.
- d. Planning and preparing notification systems to support emergency/disaster response. The systems should address evacuation orders, specialized needs, emergency declarations, bridge and road closures, suspension of State construction and maintenance operations, contra-flow and the suspension of State tolls, as appropriate.
- e. Evaluating ESF #1 mission/task requests, including establishment of evacuation routes, staging areas, special population evacuation needs (coordinating with ESF #8 – Health and Medical), livestock and household

pet evacuation needs (coordinating with ESF #11) and other potential resource requirements. Consulting with associated ESFs regarding support that may be required from ESF #1. Consulting with Incident Specific Appendices for specialized actions, as appropriate. Coordinating the appropriate records for time worked and costs incurred by ESF #1 agencies during an emergency/disaster event.

- f. Generating information to be included in SEOC briefings, situation reports and/or action plans.
- g. Establishing operational needs for restoration of transportation services during an emergency. Consulting with developed plans (or begin development of plans) for the distribution/assignment of specialized equipment and personnel.
- h. Evaluating the probability and time period of the response and/or recovery phases for the event. Beginning development of an “After-Action Report” for ESF #1.
- i. Supporting mutual aide, the NH Public Works Association, and other local efforts as requested and available. (note: there may be limitations to the support ESF #1 can provide to local efforts.)

B. RESPONSE ACTIVITIES

1. Assigning and scheduling sufficient personnel to cover an activation of the SEOC for an extended period of time. Providing updates and briefings for any new personnel reporting for ESF #1 duty. Maintaining and updating WebEOC as appropriate for all ESF #1 agencies.
2. Evaluating and assigning ESF #1 requests for threatened and/or impacted areas, including identification, establishment and maintenance of evacuation routes. Coordinating with other ESFs that may need support of ESF #1. Consulting with Incident Specific Annexes for specialized actions. Coordinating appropriate records of work schedules and maintain record of costs incurred by ESF #1 agencies during the event.
3. Supporting the deployment of response personnel, Preliminary Damage Assessment Team and/or Damage Assessment Team.
4. Facilitating the first push of debris and debris management related activities.
5. Supporting requests and directives resulting from a Governor declared State of Emergency and/or request for a federal emergency and/or disaster declaration.
6. Generating information to be included in SEOC briefings, situation reports, and/or action plans.
7. Preparing for arrival of, and coordinating with, FEMA ESF #1 personnel, if appropriate.
8. Responding to all requests for Temporary Flight Restrictions according to established procedures.
9. Preparing damage assessment documents to be submitted to HSEM and other appropriate ESFs/agencies.
10. Evaluating probability and time period of the recovery phase for the event. Continue development of an “After-Action Report” for ESF #1.

C. RECOVERY ACTIVITIES

1. Assigning and scheduling sufficient personnel to cover an activation of the SEOC for an extended period of time.
2. Providing updates and briefings for any new personnel reporting for ESF #1 duty.
3. Maintaining and updating WebEOC as appropriate for all ESF #1 agencies. Seeking information concerning projected date the SEOC will deactivate.
4. Evaluating and tasking ESF#1 support requests for impacted areas. Continuing to coordinate activities and requests with partner ESFs. Coordinating appropriate records of work schedules and costs incurred by ESF #1 agencies during the event.
5. Preparing for arrival of and coordinating with FEMA ESF #1 personnel, as appropriate.
6. Generating information to be included in SEOC briefings, situation reports, and/or action plans.
7. Identifying and tracking any lost or damaged equipment and record any personnel injuries or equipment accidents.
8. If mitigation and/or redevelopment phase is probable, start pre-planning actions with agency, State, and/or federal officials. Implement and monitor “After-Action Report” for ESF #1.

D. MITIGATION

1. Providing updates and briefings for any new personnel reporting for ESF #1 duty.
2. Evaluating the probability and time period of the mitigation and/or redevelopment phase for the event. Collaborating with other ESF agencies regarding mitigation and/or redevelopment activities that may need ESF #1 support. Beginning to plan for and provide support for mitigation and/or redevelopment activities that may begin before SEOC deactivation and continue for several months.
3. Supporting requests and directives resulting for the Governor and/or FEMA concerning mitigation and/or redevelopment activities. Probable requests and directives include establishment of review and study teams, support of local government contracting for mitigation and/or redevelopment needs, and other similar professional, technical, and administrative activities.
4. Generating information to be included in SEOC briefings, situation reports, and/or action plans.
5. Implementing and monitoring the “After-Action Report” for ESF #1.

ROLES & RESPONSIBILITIES

A. ACTIVITIES ASSOCIATED WITH FUNCTION:

ESF #1 Lead and Support Agencies activities will include:

1. All ESF #1 Lead and Support agencies will provide available, trained personnel to serve as ESF #1 representatives in the SEOC. Maintaining and updating WebEOC as needed.
2. All personnel have access to their agency’s available and obtainable transportation resources. The committed and uncommitted status of such resources is continuously tracked during an activation of the SEOC. All personnel have access

to appropriate records and data that may be needed for a transportation response (i.e., mutual aid compacts, transportation-related facilities listings, maps).

3. Participating in the evaluation and mission assignment of ESF #1 resource requests submitted to the SEOC including resources that are available through mutual-aid agreements, compacts, and/or FEMA.
4. Supporting the development of situation reports and action plans for ESF #1 during activation of the SEOC.
5. Evaluating damage to the transportation infrastructure and critical facilities. Conducting impact assessments in the threatened and/or impacted area and assure they are tasked for response and recovery work.
6. Providing Subject Matter Experts (SME's) as requested to support public notification and information and other emergency response activities.

B. AGENCY SPECIFIC

1. Lead Agency: N.H. Dept. of Transportation

- a. ESF #1 administration, management, planning, training, preparedness, response, recovery, and mitigation/redevelopment activities. Assuring worker safety.
- b. Assigning personnel to the ESF #1 duty schedule at the SEOC. Providing staff and resources necessary to conduct impact assessment of the impacted area.
- c. Maintaining position log and mission-tasking in WebEOC.
- d. Providing available transportation resource support for the ESF #1 mission to include:
 - i. Transportation resources, expertise, equipment, facilities;
 - ii. Vehicular traffic management and control signs/devices for state and local roadways
 - iii. Vehicular traffic flow data and information from temporary and permanent monitoring sites;
 - iv. Establishing evacuation timetables for EPZ communities and others, as appropriate;
 - v. Identifying appropriate transportation staging areas;
 - vi. Authorizing and implement the lifting of state tolls, as appropriate;
 - vii. Coordinating with U.S. Coast Guard in implementing the lock-down of State moveable bridges, if required and appropriate; and,
 - viii. Suspending and clear all construction and maintenance zones on state highways and roads after notification from SEOC.
- e. Providing mutual aid data and points of contact.
- f. Maintaining up-to-date evacuation mapping, routing and information for EPZ communities and others, as appropriate.
- g. Providing bus transportation capacities and points of contact. Working with Dept. of Education and EMS access resources including those for specialized transportation needs.
- h. Coordinating activities between public and private agencies on matters related to impacted public transportation. Supporting public transportation services when emergency services are required (as resources are available.)
- i. Maintaining and providing public and private airport, airfield, heliport and hospital heliport data such as location, elevation, nav-comm aids, runways, and owner-operator points of contact.

- j. Providing railroad transportation systems data and points of contact. Identifying and securing rail transportation resources that may be needed for evacuation, population surge or re-entry. Relaying any evacuation/protective actions to rail lines as appropriate. (Rail owners will make final decision on institution of recommendations.)
- k. Providing seaport data such as location, nav-comm aids, docking and cargo capabilities, and owner-operator points of contact in conjunction with U.S. Coast Guard and Marine Patrol.
- l. Providing multi-modal transportation engineering, technical and specialty support and coordination.
- m. Coordinating air transportation and evacuation support. Discussing with the SEOC Operations Section Chief the feasibility of activating the Air Operations Branch (AOB).
 - i. Initiating activation of the AOB, via the Bureau of Aeronautics, when directed by the SEOC Operations Section. The AOB will assume responsibility for all aviation asset deployment and coordination including coordination with the FAA.
- n. Contacting FAA regarding impact upon air space over impacted area (in coordination with CAP). FAA will issue no-fly zones and notification as appropriate.
- o. Assessing and report damage to aeronautic transportation infrastructure.
- p. Assessing and report damage to railway and transit infrastructure in coordination with ESF #3.

2. Support Agencies

- a. **N.H. Dept. of Safety, State Police**
 - i. Assisting NHDOT and HSEM with the development of evacuation/surge routes. Being prepared to conduct route reconnaissance.
 - ii. Assisting in maintaining up-to-date evacuation mapping, routing and information for impacted area.
 - iii. Coordinating law enforcement escort/support for emergency materials, supplies, and personnel vehicles, singularly or in convoys.
 - iv. Assisting with coordination of evacuation of impacted area. Coordinating Access Control Points (ACP) with local officials. Assisting in staffing roadblocks and provision of traffic control.
 - v. Working with other agencies and local law enforcement to assure warnings/alerting, evacuating and establishing security/traffic perimeters as needed/requested.
 - vi. Coordinating and controlling emergency traffic regulations in conjunction with other state and local agencies. Coordinating law enforcement support for activating, maintaining and deactivating one-way plans for ordered evacuations, surge and re-entry.
 - vii. Functioning as information point/liaison with local law enforcement officials. Activating appropriate Troops/Districts as requested.
 - viii. Providing information on and support for acquiring transportation resources as required.
- b. **N.H. Dept. of Safety, Marine Patrol**
 - i. Setting security/safety zones, as appropriate, on State's waterway system, harbors and marinas.
 - ii. Providing marine data such as location, nav-comm aids, docking and cargo capabilities and owner-operator points of contact. (In conjunction with U.S. Coast Guard for seaports).

- iii. Assisting with other agencies to assure warnings/alerting, evacuations are provided on State's waterways, harbors and marinas.
 - iv. Providing transportation-related technical and specialty support and coordination.
- c. **N.H. Dept. of Fish and Game**
- i. Assisting in provision of security/safety zones, as appropriate, on State's waterway systems, remote areas, wildlands and national forests.
 - ii. Assisting with other agencies to assure warnings/alerting and evacuations are provided on State's waterways, remote areas, wildlands. Assisting with same in National Forests.
 - iii. Assisting in development and provision of "non-traditional" transportation routes as required.
 - iv. Providing transportation-related technical and specialty support and coordination.
- d. **N.H. Dept. of Resources and Economic Development**
- i. Assisting in development of non-traditional transportation routes, as required.
 - ii. Working with other agencies, assure warning/alerting, evacuation and establishment of security perimeters/zones in State-owned lands, parks, recreation areas and wildlands.
 - iii. Assisting in procurement of resources from and communication with the private sector.
 - iv. Providing transportation-related technical and specialty support and coordination.
- e. **Civil Air Patrol**
- i. Providing air transportation of emergency/disaster officials, personnel, equipment, materials and supplies. Resources will also be used for air reconnaissance, air surveillance flights, monitoring of vehicular movements, aerial impact assessment flights and air transportation technical and specialty support and coordination. Working with other agencies, assure warning/alerting, evacuation and establishment of security perimeters/zones in State-owned lands, parks, recreation areas and wildlands.
 - ii. Coordinating with public and private airport/airfield offices, stations and facility issues with the FAA.
 - iii. Participating in Air Operations Branch activities when Branch is activated.
- f. **N.H. Dept. of Corrections**
- i. Providing all available and obtainable resources including vans with drivers for evacuation transportation.
 - ii. Assisting in traffic-related and safety law enforcement capabilities.
- g. **N.H. Dept. of Education**
- i. Providing assistance for MOUs and agreements with private and public organizations (bus companies, schools, etc.) for the provision of transportation-related resources.
 - ii. Assisting in coordination with and provision of information to School Administrative Units (SAUs), schools, private educational institutions on evacuation and other relevant actions in or near the impacted area.

- iii. Working with appropriate school officials, coordinate evacuation of children in schools in or near the impacted area.
- h. **N.H. Dept. of Safety, Division of Fire Standards & Training & Emergency Medical Services**
 - i. Coordinating and providing specialized transportation needs (ambulances, wheelchair vans, etc.) in or near impacted area.
 - ii. Providing transportation of individuals needing treatment due to radiological incidents to hospitals with specialized care capabilities.
 - iii. Assisting in identification and provision of resources capable of providing specialized (medical) transportation for evacuation or re-entry into affected area, as requested. Assisting in provision and enactment of mutual aid compacts.
 - iv. Assist with the transportation of human remains, as requested.
 - v. Providing transportation-related technical and specialty support and coordination.
- i. **N.H. Dept. of Agriculture, Markets and Food**
 - i. Assisting in procurement of transportation needs of livestock and household pets and their remains.
 - ii. Assisting in development of routes required for evacuation of livestock and household pets.
 - iii. Providing for livestock and household pet shelters as required.
- j. **U.S. Coast Guard**
 - i. Providing for the setting of security/safety zones, as deemed necessary, in navigable rivers, shorelines and federal waterways. Working with Army Corp. of Engineers, authorize closure to traffic of the navigable rivers and federal waterways.
 - ii. Coordinating with DOT in accomplishing timely lockdown of State moveable bridges after notification from SEOC of marina/residential evacuation.
 - iii. Helping to ensure provision of warnings/alerts, evacuation of salt and fresh waterways and vessels upon them, on/in shorelines, parks and recreational areas and wildlands.
 - iv. Controlling the Emergency Planning Zone protective actions by sea.
 - v. Assuring notification and removal of marine traffic (commercial and pleasure craft) within Plume Exposure Pathway.
 - vi. Working with Marine Patrol, provide seaport data such as location, nav-comm aids, docking and cargo capabilities and owner/operator points of contact.
 - vii. Providing, as appropriate, assistance and resources for evacuation and environmental threat including marine vessels, personnel and aircraft.
- k. **Private Sector Mutual Aid/Professional Associations**
 - i. Participating, as requested and as resources allow, in the fulfillment of the ESF #1 missions and tasks. (Private Sector Coordination Support).

C. EQUIPMENT AND FACILITIES

The following is the transportation equipment and facilities pool from which certain and specific resources from the ESF #1 associated agencies are referenced and assigned:

1. Buses of various types and sizes, with drivers.

2. Passenger and utility vans, with and without drivers.
3. Trucks and/or trailers with drivers/operators. Vehicles to transport both light and complicated/heavy equipment/cargo.
4. Aircraft, aircrews, ground and operations personnel.
5. Aircraft transportation for officials, emergency workers, light-load cargo and for various aerial surveillance and reconnaissance.
6. Boats of various sizes and types, powered and non-powered.
7. Cars and vans, most without drivers.
8. Specialized transportation vehicles and personnel including those for special/functional needs populations, animal transport and mortuary vehicles.
9. Vehicle repair facilities, equipment and personnel for various types of vehicles. Tow trucks and other vehicles for moving cars/trucks.
10. Fleet parking and storage areas to be used for staging, parking and storing of various types of emergency vehicles.
11. Motor pool and vehicle service facilities and personnel to be used for refueling and servicing of emergency vehicles.
12. Specialized parking/storage facilities for contaminated (or potentially contaminated), unclaimed or towed vehicles.

D. COORDINATION WITH OTHER EMERGENCY SUPPORT FUNCTIONS

All ESFs will coordinate, as appropriate, with other ESFs by:

1. Notifying organizations of available resources.
2. Providing availability of subject matter experts for specialized requirements.
3. Providing available resources including specialized transportation and personnel, vehicular traffic management and control devices and signage, motor vehicles of all types, repair/service, refueling, parking, storage and staging facilities, mapping and communication capabilities, equipment and personnel for fulfilling ESF missions.
4. Notifying organizations of any pertinent information that may impact the ability of the appropriate ESF to carry out their missions/tasks including traffic flow information, highway/road closure or obstruction information and availability of engineering and fuel availability.

E. SEOP HAZARD-SPECIFIC INCIDENT ANNEXES WITH ESF#1 RESPONSIBILITIES

- Terrorism
- Radiological Incident at Nuclear Power Plant
- Hazardous Materials

FEDERAL RESPONSE INTERFACE/STATE & INTERNATIONAL MUTUAL AID

When transportation requests exceed the capability of the State, with the approval of the Governor, the ESF #1 Lead Agency will coordinate activities with the Lead Federal Agency for ESF #1 under the provisions of the *National Response Framework (NRF)*. State and International Mutual Aid agreements (EMAC/IEMAG, etc.) may also be activated as the situation warrants.

ADMINISTRATION AND LOGISTICS

A. POLICIES

1. All agency and ESF Plans provide for administrative and logistical support necessary to maintain a 24-hour, 7 day a week sustained operation.
2. Administrative and logistical support of operational field elements is the responsibility of each participating agency.
3. Provision is made by each participating agency to record all resources used in support of the emergency operation and provide such information to the Finance and Administration Section for consolidation and recording.
4. Participating agencies will be notified when threshold levels are reached for implementation of any federal assistance programs or requests from mutual aid compacts.

B. NOTIFICATION AND REPORTING

1. Notification

- a. The N.H. State Police, a municipality or State Agency will notify HSEM that an incident has occurred, or has the potential to occur, that threatens or impacts an area of New Hampshire. HSEM will gather information for on-going situational awareness and notify ESFs, as appropriate.
- b. HSEM personnel will make the decision to activate the SEOC and determine level of activation.
- c. If SEOC activation is determined to be necessary, the HSEM Agency Liaison will notify the ESF Lead Agency of the activation and request designated personnel to report to the SEOC or to remain on stand-by.
- d. The Lead Agency will then notify the appropriate ESF Support Agencies and determine coverage/duty roster for the ESF desk in the SEOC. WebEOC will be utilized to provide continuous situational awareness.
- e. All ESF agencies will make appropriate notifications to their appropriate regions, districts or local offices.
- f. The above notification process will be utilized for all phases of activation and activities in which the ESF will be involved.

2. Event Reporting

- a. Event and position logs should be maintained by each ESF agency in sufficient detail to provide historical data on activities taken during the event.
- b. Agencies are also expected to keep their Lead Agency updated upon all activities and actions.
- c. The Lead Agency will be responsible for making periodic reports to their Sections on activities taken by the ESF, in total, during the event and assure they are properly documented.
- d. All financial reporting will be done through the ESF Lead Agency on behalf of their support agencies. All financial management documents must comply with standard accounting procedures and applicable agency, State and Federal guidelines, rules, standards and laws.

3. Agreements/MOUs, etc.

Lead and Support Agencies will maintain up-to-date agreements and Memorandums of Understanding, Letters of Agreement (MOU/LOA) with various other agencies, regions, states or countries, as appropriate. Each agency is responsible for keeping

these documents updated and with appropriate points of contact. Support Agencies should keep the Lead Agency informed of any such agreements which may impact resources or capabilities during an emergency incident. The State of New Hampshire also maintains agreements and mutual aid compacts on behalf of various organizations. These may be activated as the situation warrants.

DEVELOPMENT, MAINTENANCE AND IMPLEMENTATION OF TRANSPORTATION APPENDIX

A. RESPONSIBILITIES

Developing, maintaining and implementing this Appendix rests with the Lead Agency in consultation and collaboration with the Support Agencies.

B. CORRECTIVE ACTIONS

Following each activation, exercise, etc. in which this ESF has been activated, an After-Action Report should be conducted by the Lead Agency with the appropriate Support Agencies. A Corrective Action/Improvement Plan should be developed and incorporated into the ESF response activities when updated.

C. UPDATING & REVISION PROCEDURES

The primary responsibility for the development and overall maintenance of the State Emergency Operations Plan belongs to HSEM. Assistance and input will be sought from all ESF Agencies.

Updating and maintaining this ESF Appendix rests with the Lead Agency. Coordination, input and assistance should be sought from all the agencies involved in the ESF activities. An annual review of the Appendix should be conducted with information provided to HSEM for incorporation into the next SEOP scheduled update. This does not preclude the incorporation of any changes immediately into the ESF Appendix. If information collected is of serious enough nature to require immediate revision, HSEM will produce such a revision of the SEOP ahead of schedule.

ATTACHMENTS

A. PLANS/PROCEDURES, ETC.

1. Aviation Annex
2. Traffic Management Manuals (Radiological Incident at Nuclear Power Plant)
3. Lead and Support Agency Plans & Procedures
4. Evacuation Time Estimates – VY & SS

B. LISTINGS/MAPS

Maintained by Lead & Support Agencies:

1. New Hampshire Community Transportation Regions (effective 03/04/10)
2. Elderly and Individuals with Disabilities DOT Grant 5310 Vehicle Location – Transportation Resources 2009-2010
3. Seabrook Station Facility and Vermont Yankee Nuclear Power Facility EPZ Town Resident Transportation Needs Registry

C. MOUs/LOAs

Maintained by Lead & Support Agencies or Incident Specific Annexes

D. NATIONAL RESPONSE FRAMEWORK – ESF #1 TRANSPORTATION

RECORD OF UPDATE

Date	Title and Agency of ESF Lead Approving Update