

EMERGENCY SUPPORT FUNCTION (ESF) #1 ANNEX – TRANSPORTATION

State of Indiana

Emergency Operations Plan (EOP)

ESF Annex

March 2025

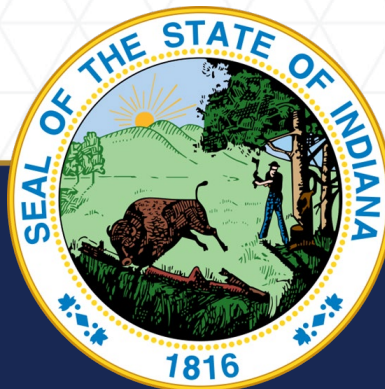


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PLANNING AGENCIES

Within each Emergency Support Function (ESF) annex, an agency or organization has been given the designation of primary, supporting, non-governmental or local agency based on their authorities, resources and capabilities. The primary agency identifies the appropriate support agencies that fall under this plan. The primary agency collaborates with each entity to determine whether they have the necessary resources, information and capabilities to perform the required tasks and activities within each phase of emergency management. This includes activations in the State Emergency Operations Center (SEOC) and impacted areas. Though an agency may be listed as a primary agency, it does not control or manage those agencies identified as supporting agencies. The agencies listed below are members of the Whole Community Planning Team for this annex.

PRIMARY AGENCY

Indiana Department of Transportation (INDOT)

PRIMARY SUPPORTING STATE AGENCIES

Indiana Department of Homeland Security (IDHS)	Indiana Department of Environmental Management (IDEM)
Indiana State Police (ISP)	Indiana Department of Health (IDOH)
Indiana National Guard (INNG)	Indiana Department of Labor (IDOL)
Indiana Department of Correction (IDOC)	Indiana Department of Administration (IDOA)
Indiana Department of Natural Resources (DNR)	

SUPPORTING FEDERAL AGENCIES

Federal Emergency Management Agency (FEMA)	National Weather Services (NWS)
Department of Defense (DOD)	Federal Aviation Administration (FAA)
United States Army Corps of Engineers (USACE)	United States Coast Guard (USCG)
Transportation Security Administration (TSA)	

NON-GOVERNMENTAL ORGANIZATIONS

American Red Cross (ARC)	Indiana 2-1-1
Local Airports	Civil Air Patrol (CAP)
Rail Service Providers	Private Transportation Agencies

PURPOSE, SCOPE, SITUATION AND ASSUMPTIONS

PURPOSE

The purpose of Emergency Support Function #1 (ESF-1) – Transportation is to provide resources and personnel and to maintain transportation infrastructure for the support of preparedness, response and recovery missions before, during and after emergency or disaster events. Such incidents may significantly impact the ability of the 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 is responsible for coordinating the assessment, restoration and recovery of all state transportation systems, as well as manage the transportation of critical resources and identify movement restrictions.

SCOPE

The State of Indiana and the State Emergency Operations Center (SEOC) recognize fifteen (15) Emergency Support Functions (ESF). This annex focuses on ESF-1, Transportation. The ESF-1 Annex is intended to be utilized in conjunction with the State of Indiana Emergency Operations Plan (EOP).

ESF-1 acts to meet the transportation needs of local, state, tribal and federal government agencies, nongovernmental organizations and private sector partners. ESF-1 is **not** responsible for the movement of goods, equipment, animals or people.

SITUATION

ESF-1 may be needed in any of the five (5) phases of emergency management (prevention, protection, mitigation, response and recovery). In the event IDHS determines the need for ESF-1 regarding any of the five (5) phases of emergency management, the Indiana Department of Transportation (INDOT) will act as the primary agency. ESF-1 will be responsible for implementing internal Standard Operating Procedures (SOPs) and/or Standard Operating Guides (SOGs) and protocols to ensure adequate staffing and administrative support for field operations, as appropriate, and the support of efforts in the SEOC. ESF-1 personnel will coordinate the activation and deployment of transportation assets to fulfill specific mission assignments that support essential activities in prevention, protection, mitigation, response and recovery efforts.

Mission Areas and Core Capabilities

The National Preparedness Goal (NPG) identifies 32 core capabilities that are essential for the execution of the five (5) mission areas of prevention, protection, mitigation, response and recovery. ESF-1 supports the overarching core capabilities of Planning, Operational Coordination and Public Information and Warning which apply to all mission areas. ESF-1 also supports the Critical Transportation core capability. Table 1 describes the core capability actions that ESF-1 most directly supports.

Table 1. ESF-1 CORE CAPABILITY ACTIONS

CORE CAPABILITY	ESF #1 – TRANSPORTATION
PLANNING	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.
OPERATIONAL COORDINATION	Establish and maintain a unified and coordinated operational structure and process that appropriately integrates all critical stakeholders and supports the execution of core capabilities.
PUBLIC INFORMATION AND WARNING	Deliver coordinated, prompt, reliable and actionable information to the whole community using clear, consistent, accessible and culturally and linguistically appropriate methods to effectively relay information regarding any threat or hazard and, as appropriate, the actions taken and the assistance being made available.
CRITICAL TRANSPORTATION	<ul style="list-style-type: none"> • Monitor and report the status of and damage to the transportation system and infrastructure. • Identify temporary alternative transportation solutions to be implemented when primary systems or routes are unavailable or overwhelmed. • Implement appropriate air traffic and airspace management measures. • Coordinate regulatory waivers and exemptions. • Provide longer-term coordination of the restoration and recovery of the affected transportation systems and infrastructure if required.

PLANNING ASSUMPTIONS

- A catastrophic incident such as severe weather conditions (ice storms, heat waves or tornadoes) may cause transportation service disruptions or may interfere with mass evacuations.
- Hazardous conditions may delay roadway and transit restoration.
- Evacuation/relocation of large populations 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 (FAA) may implement temporary flight restrictions (TFRs) and airspace-management measures as needed over the affected areas. See State and Local Aviation Plan (SLAP) for specific planning information.
- INDOT will maintain jurisdiction over all state and federal roads.
- Resources may not be available in large quantities for the first 72 hours, and even then, may be insufficient to meet INDOT's needs.
- INDOT maintains an equipment and personnel inventory.

- INDOT's department emergency operating center will increase activities of the Traffic Management Center (TMC) to support response.
- Railroad tracks may be destroyed or inoperable in places. Train derailments may result, causing cascading impacts. Information will be pushed out to INDOT and the SEOC.
- INDOT's in-house department emergency operating 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 may 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. Emergency Support Function #1 (ESF-1) shall deploy transportation resources to areas impacted by emergencies or disasters, prioritizing assets and functions to manage and support the immediate and long-term needs of the state and local jurisdictions.

ESF-1 shall ensure and promote a common operating picture (COP) through communicating with ESFs, the State Emergency Operations Center (SEOC) Operations Section and private sector communications partners, as applicable.

SEOC ACTIVATION

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

The SEOC is always activated at a Level IV for Daily Operations; however, the activation level will be elevated for planned events, incidents, disasters or other response operations as needed. Activation level details are outlined in the State Emergency Operations Plan (EOP) Base Plan.

DEMOBILIZATION OF THE SEOC

Emergency Support Functions will be demobilized from emergency response as objectives are accomplished and the need for their participation diminishes. During demobilization, it is the responsibility of the ESF primary agency to ensure all paperwork, such as equipment time records, personnel time records, accident reports and mechanical inspections have been completed, are accurate and are submitted to the appropriate SEOC personnel.

ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES

ORGANIZATION

Emergency Support Function #1 (ESF-1) – Transportation works under the Infrastructure Support Group in the Operations Section of the State Emergency Operations Center (SEOC). This position is staffed by the Indiana Department of Transportation (INDOT).

In the event of an incident impacting transportation services, local, state, federal agencies and private sector organizations will coordinate in the restoration of the transportation system. Restoration may be supported by voluntary and local transportation departments.

Each primary and supporting agency shall maintain internal Standard Operating Procedures (SOPs) and/or Standard Operating Guides (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:

ASSIGNMENT OF RESPONSIBILITIES

Primary Agency Responsibilities

- Designate and train personnel to serve as the ESF-1 representative in the SEOC.
- Support the recovery and restoration of transportation infrastructure impacted by potential hazards or disaster events.
- Work with other state, local or municipal transportation, public works or street departments to identify resource gaps that may exist.
- Provide training to essential personnel who may be called upon to work in potentially impacted areas.
- Coordinate and implement emergency-related response and recovery functions, as required, under statutory authority.

Supporting Agency Responsibilities

- Identify new transportation 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 transportation capabilities within the State of Indiana.

SEOC ESF-1 Responsibilities

Please see primary agency responsibilities above and additional responsibilities below:

- 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.
- 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 extent of impact.
- Provide situation reports through WebEOC as identified in the incident battle rhythm.
- Participate in briefings, as needed.
- Follow the ESF-1 SEOC Just-in-Time Training checklist when arriving at the SEOC.
- Manage the financial aspects of ESF-1.

EMERGENCY SUPPORT FUNCTION GENERAL TASKS

The following tables are comprised of essential tasks that may need to be completed by Emergency Support Function #1 (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 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 2. 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.

Table 3. ESF-1 PROTECTION TASKS

ESF #1 – PROTECTION TASKS	
TASK #	TASK SUMMARY
1	<p>Develop, validate and maintain Standard Operating Procedures (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 an 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 of roadways, bridges and other pieces of critical infrastructure following emergencies or disasters. • Training in the field and SEOC during emergency operations. • Training on the use of WebEOC and other applications. • Emergency communications and reporting procedures including the National Incident Management System (NIMS)/Incident Command System (ICS). • Continuity of Operations; Mapping, GIS and other applicable computer applications. • Emergency transportation and evacuation planning.
3	Develop and maintain a roster of essential primary and support agency contacts used in the event of emergency operations. Ensure critical information (address, telephone, cell, etc.) is captured.
4	Develop and maintain a database to collect information on essential resources and equipment.
5	Develop lists of resource needs and work toward eliminating these shortfalls by securing funding, partnerships or other activities.
6	Coordinate mutual aid agreements, memorandums 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	Train ESF-1 personnel on standards and specifications for essential equipment related to emergency transportation needs.
8	Train ESF-1 personnel on routine and emergency safety standards for field operations and an EOC.
9	Exercise alternate transportation facilities, equipment and assets for continuity of operations and essential transportation services.
10	Train ESF-1 personnel on policies and administrative rules that relate directly to transportation, ESF-1 and its ability to provide emergency assistance.
11	Coordinate with IDHS Planning and Exercise sections regarding updates for the State and Local Aviation Plan (SLAP), exercise, capability, validation and corrective action program.

Table 4. ESF-1 MITIGATION TASKS

ESF #1 – MITIGATION TASKS	
TASK #	TASK SUMMARY
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 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 coordinate 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	Inspect bridges on a regular basis.

Table 5. ESF-1 RESPONSE TASKS

ESF #1 – RESPONSE TASKS	
TASK #	TASK SUMMARY
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 SEOC. • Emergency communications and reporting procedures.
2	<p>Activate ESF-1 personnel for such mission essential tasks as:</p> <ul style="list-style-type: none"> • Assessing equipment, supplies, resources and critical infrastructure. • Responding to the field for emergency operations; activating continuity plans, if needed. • SEOC 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 emergency transportation 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 and local agencies to assist in the movement of persons with mobility needs if needed.
12	Provide an Air Operations Branch Director to coordinate air operations and air space management, coordinating operations with the Indiana National Guard (INNG) and Federal Aviation Administration (FAA).

Table 6. ESF-1 RECOVERY TASKS


ESF #1 – RECOVERY TASKS	
TASK #	TASK SUMMARY
1	Work with state and local entities to maintain alternate roadways, as needed.
2	INDOT is the lead agency 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, memorandums of understanding and contracts with departments, organizations and 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.

COMMUNITY LIFELINES



Indiana has adopted the Federal Emergency Management Agency's (FEMA) eight (8) community lifelines into prevention, protection, mitigation, response and recovery 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. The Transportation community lifeline corresponds with this Emergency Support Function (ESF) Annex:

Table 7. TRANSPORTATION LIFELINE DEFINITION, COMPONENTS AND ESSENTIAL ELEMENTS OF INFORMATION (EEI)

LIFELINE TRANSPORTATION	DEFINITION	
	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.	
COMPONENTS AND ESSENTIAL ELEMENTS OF INFORMATION (EEIs)		
HIGHWAY / ROADWAY MOTOR VEHICLE	MASS TRANSIT	RAILWAY
<ul style="list-style-type: none">▪ Status of major roads and highways▪ Status of critical and noncritical 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

LIFELINE AND ESF OBJECTIVES AND TASKS TIMELINE

Table 8. ESF-1 GENERAL TASKS

OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
TIMELINE: 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 department emergency operating 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>Air Operations Branch Director:</i> Report to the SEOC, if requested.
— —	— —	Deploy ESF-1 representative to the SEOC, if requested, to coordinate with INDOT department emergency operating center.
TIMELINE: 24 – 72 HOURS		
To continue maintaining the COP and contributing to the 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.
TIMELINE: 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.
— —	— —	Continue reviewing incident information 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.

Table 9. ESF-1 TASKS FOR FOOD, HYDRATION AND SHELTER

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
TIMELINE: 0 – 24 HOURS			
<ul style="list-style-type: none">To ascertain the status of water and wastewater systems, especially for emergency-care facilities and sheltersTo 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.
		<ul style="list-style-type: none">DNRIDOC	INDOT, DNR, IDOC: Clear debris from at least one lane of high-priority state and U.S. routes needed by water and wastewater repair crews.
		Local governments	Local governments: 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-6DNRIDOC	INDOT, DNR, IDOC: Clear debris from at least one lane of high-priority state and U.S. routes needed by water and wastewater repair crews.
		Local governments	Local governments: Clear debris from at least one lane of county and 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.
TIMELINE: 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 and 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
TIMELINE: 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.
		<ul style="list-style-type: none">▪ DNR▪ IDOC	<i>INDOT, DNR, IDOC:</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
TIMELINE: 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▪ ESF-5, 7	Acquire air and land transport for patients.
		<ul style="list-style-type: none">▪ ESF-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">▪ DNR▪ IDOC	<i>INDOT, DNR, IDOC:</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.
TIMELINE: 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		Continue to acquire air and land transport for patients.
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Table 11. ESF-1 TASKS FOR ENERGY

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
TIMELINE: 0 – 24 HOURS			
To assess and begin stabilizing critical infrastructure functions for energy.	— —	ESF-13	Coordinate emergency transportation and evacuation routes with ESF-13.
TIMELINE: 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
			<i>INDOT</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
TIMELINE: 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,	— —	ESF-2	Prioritize routes to enable quick establishment of communications.

supplies and resources deemed necessary.			
TIMELINE: 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
TIMELINE: 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.
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.

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
		— —	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.
	— —	ESF-6	Coordinate with ESF-6 buses, trucks, etc., for rescue of people.
	— —	— —	Coordinate trucks for transport of supplies to disaster survivors.
To assess all airports.	(Same as lifeline objective)	<ul style="list-style-type: none"> FAA Local airports 	<i>Air Operations Branch Director:</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 to the SEOC, if requested.
		— —	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.
TIMELINE: 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.

LIFELINE OBJECTIVE	ESF OBJECTIVE	SUPPORT NEEDED FROM	MISSION-ESSENTIAL TASKS
To determine the need for airport repairs.	— —	— —	Make temporary repairs to bridges.
		— —	Determine status of bridges and re-evaluate periodically.
		— —	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.	— —	Rail service providers	Work with rail service providers to prioritize repairs to rails and rail bridges to get traffic moving again.
	— —		If the situation warrants and the rails are undamaged, use rails for mass evacuation.
TIMELINE: 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 with local jurisdictions in developing a debris removal 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 Multi-Modal 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 Multi-Modal Section, 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 Multi-Modal Section</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
TIMELINE: 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.

APPENDIX A – REFERENCES, RELATED PLANS AND PROCEDURES

REFERENCES

- [FEMA's ESF #1 – Transportation Annex, 2016](#)

RELATED PLANS

- Comprehensive Emergency Transportation Response Plan (CETRP), 2016
- Emergency Fuel Plan, 2018
- Mass Evacuation Plan, 2010
- Radiological Transportation Plan, 2018
- State and Local Aviation Plan (SLAP), 2021
- State of Indiana Emergency Operations Plan (EOP), 2025

STANDARD OPERATING PROCEDURES AND GUIDES

- SEOC Just-in-Time Training Checklist- ESF #1

APPENDIX B – ACRONYMS

ACRONYM	FULL DESCRIPTION
ARC	American Red Cross
CAP	Civil Air Patrol
CETRP	Comprehensive Emergency Transportation Response Plan
COP	Common Operating Picture
DNR	Indiana Department of Natural Resources
DOD	Department of Defense
EMA	Emergency Management Agency
EMAC	Emergency Management Assistance Compact
EMS	Emergency Medical Services
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESF	Emergency Support Function
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
ICS	Incident Command System
IDHS	Indiana Department of Homeland Security
IDOA	Indiana Department of Administration
IDOC	Indiana Department of Correction
IDOH	Indiana Department of Health
IDOL	Indiana Department of Labor
INDOT	Indiana Department of Transportation
INNG	Indiana National Guard
ISP	Indiana State Police
JIC	Joint Information Center
NIMS	National Incident Management System

NPG	National Preparedness Guide
NRF	National Response Framework
NWS	National Weather Service
SEOC	State Emergency Operations Center
SLAP	State and Local Aviation Plan
SOG	Standard Operating Guide
SOP	Standard Operating Procedure
TFR	Temporary Flight Restriction
TMC	Traffic Management Center
TSA	Transportation Security Administration
USACE	United States Army Corps of Engineers
USCG	United States Coast Guard
WebEOC	Web Emergency Operations Center