



UNITED STATES

DEPARTMENT OF TRANSPORTATION

Office of Intelligence, Security, and Emergency Response (S-60)

National Transportation Response & Recovery Program

Emergency Support Function #1 Overview

NOAA's Hydrographic Services Review Panel

San Juan, PR

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What is an Emergency Support Function (ESF)

Emergency Support Functions (ESFs) provide the structure for coordinating interagency support for a Federal response to an incident.

They are a way to group functions that provide federal support to states and federal-to-federal support, both for [Stafford Act](#) declared disasters and emergencies and for non-Stafford Act incidents.

They are an organized grouping of government and certain private-sector capabilities that provide support, resources, program implementation, and services needed to save lives, protect property and the environment, restore essential services and critical infrastructure, and help survivors and communities return to normal following an incident.



FEMA



How are ESFs Organized and Managed

The National Response Framework (NRF) is a guide to how the nation responds to all types of disasters and emergencies.

Through the Stafford Act, FEMA may issue Mission Assignments to obtain resources and services from federal departments and agencies.

A Mission Assignment is a work order issued by FEMA to another Federal agency directing completion of a specified task.

Mission Assignments are provided as a sourcing mechanism to **direct and reimburse** Other Federal Agencies (OFAs) for utilizing their capabilities to support disaster operations.

ESF #1: [Transportation](#)

ESF #2: [Communications](#)

ESF #3: [Public Works and Engineering](#)

ESF #4: [Firefighting](#)

ESF #5: [Information and Planning](#)

ESF #6: [Mass Care, Emergency Assistance, Temporary Housing, and Human Services](#)

ESF #7: [Logistics](#)

ESF #8: [Public Health and Medical Services](#)

ESF #9: [Search and Rescue](#)

ESF #10: [Oil and Hazardous Materials Response](#)

ESF #11: [Agriculture and Natural Resources Annex](#)

ESF #12: [Energy](#)

ESF #13: [Public Safety and Security](#)

ESF #14: [Cross-Sector Business and Infrastructure](#)

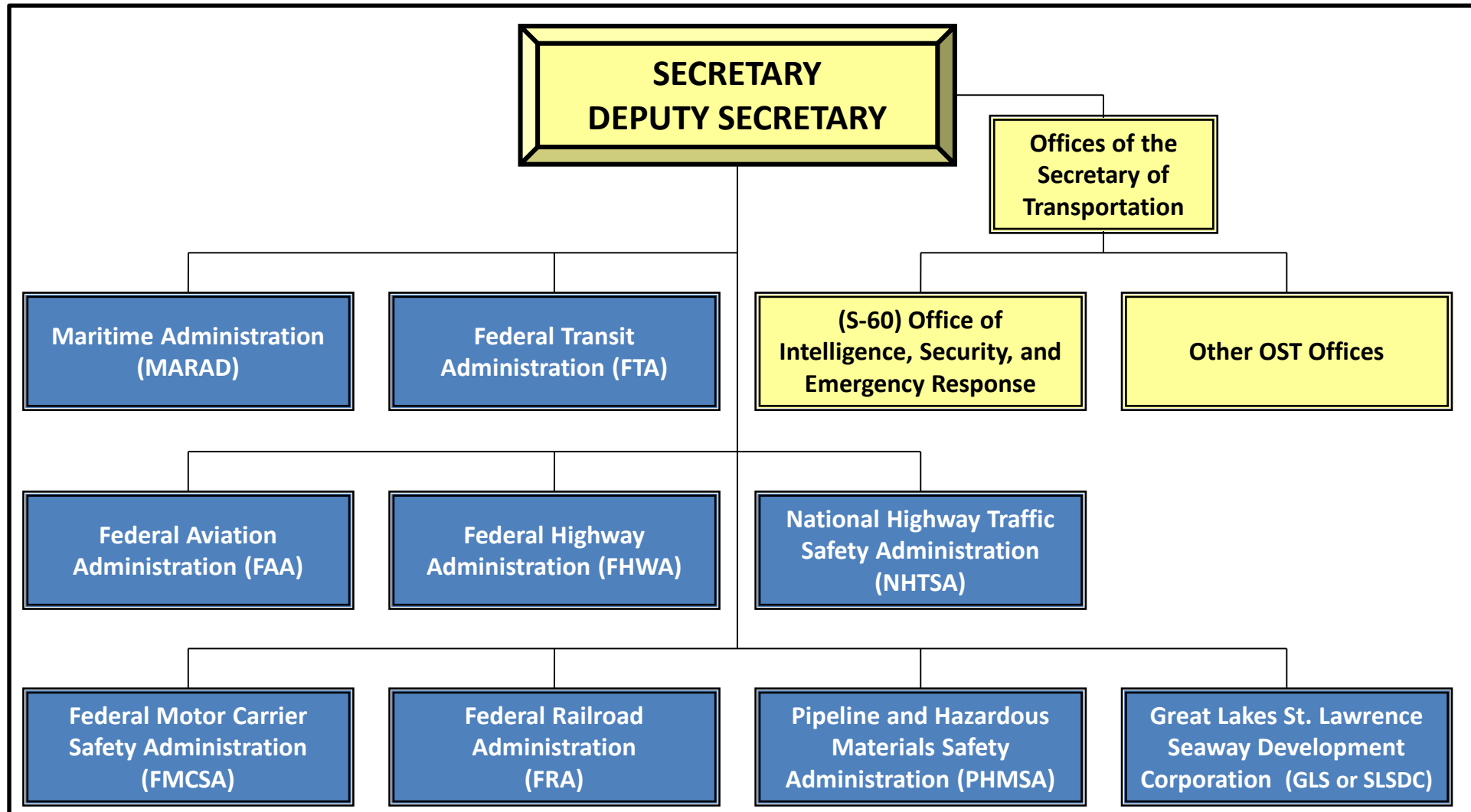
ESF #15: [External Affairs](#)

Emergency Support Function #1

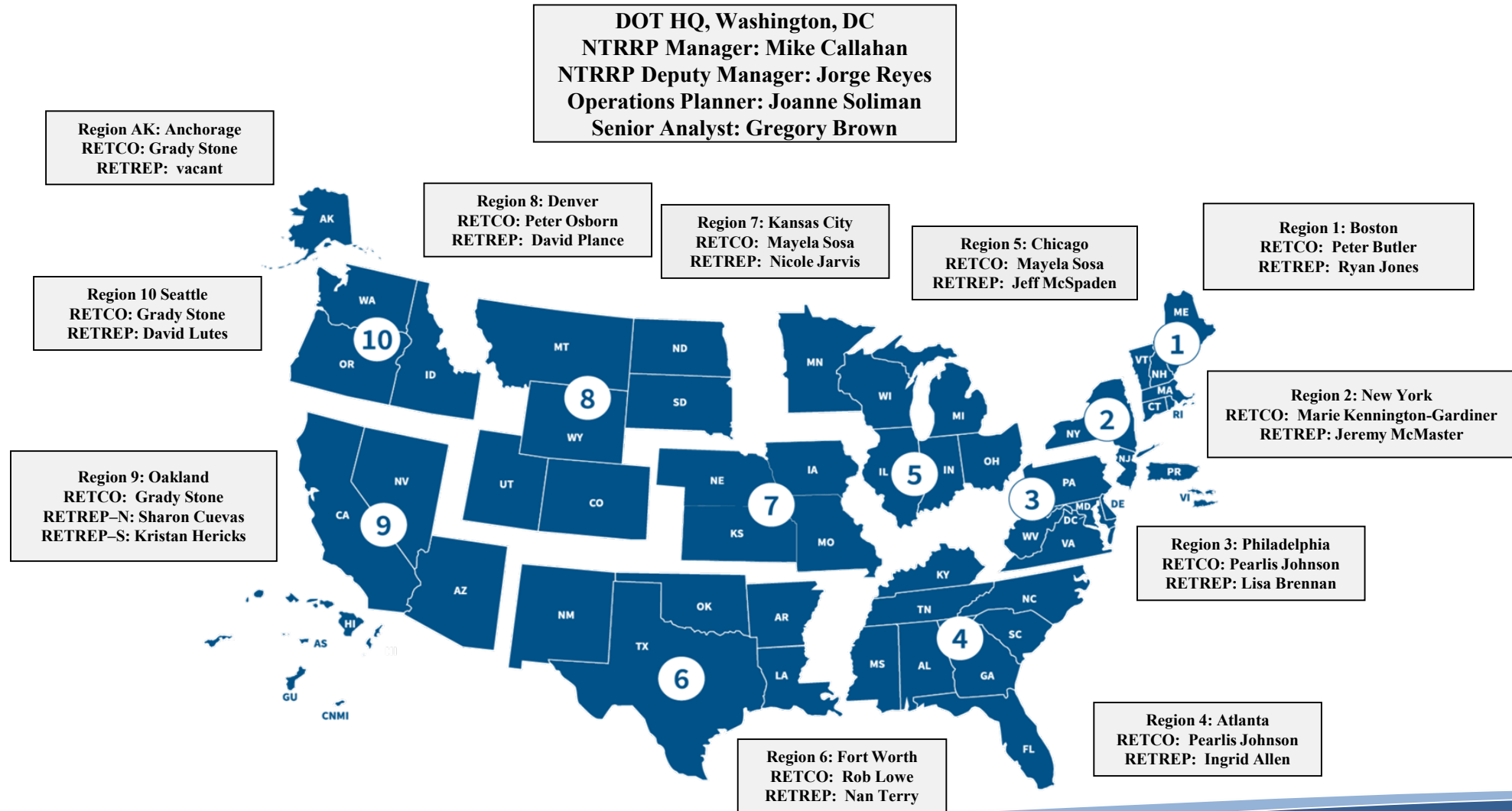
- Monitor and report status of and damage to the transportation system and infrastructure
- Identify temporary alternative transportation solutions
- Perform activities conducted under the direct authority of DOT elements (statutory authority)
- Coordinate the restoration and recovery of the transportation system and infrastructure
- Coordinate and support prevention, preparedness, response, recovery, and mitigation activities among transportation stakeholders
- **ESF-1 is not responsible for the movement of goods, equipment, animals, or people**



USDOT Operating Administrations



National Transportation Response and Recovery Program



ESF-1: Region 2 Personnel

Regional Emergency Transportation Coordinator (RETCO)

- Marie Kennington-Gardiner (FAA Eastern Region Regional Administrator)
- Secretary's executive-level regional representative
- Ensure effective regional transportation emergency programs
- Collateral Duty

Regional Emergency Transportation Representative (RETREP)

- Jeremy McMaster
- Coordinate Federal, State, Local, and Private Sector disaster planning
- Develop a regional ESF-1 response team
- Conduct training and exercises
- Lead ESF-1 operations in the RRCC/JFO
- Handle day-to-day program issues

Regional Emergency Transportation Cadre (RET-C)

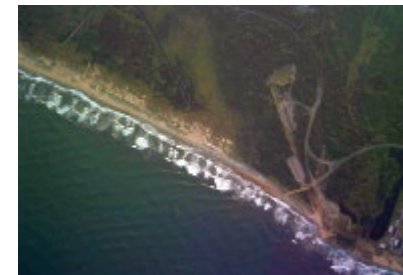
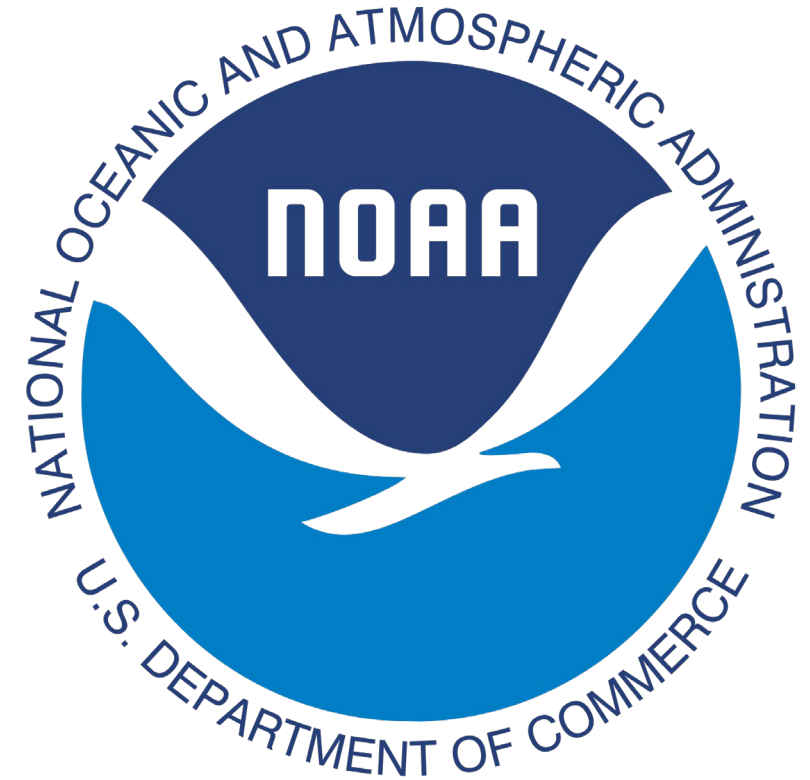
- 36 Personnel
- Support ESF-1 mission in variety of locations
- Members of various Operating Administrations
- Collateral Duty



NOAA and Emergency Support Function #1

National Oceanic and Atmospheric Administration (NOAA) provides the following products and information to support ESF #1 activities, including mass evacuations:

- Forecasts, watches, and warnings including weather, storm surge, and dispersion forecasts
- Surface and marine forecasts and nowcasts including ice and debris tracking
- Emergency hydrographic surveys, search and recovery, obstruction location, and vessel traffic rerouting in ports and waterways
- Remote aerial and orbital imagery through the DOC/NOAA desk at the NOC



USDOT Capabilities

Technical Assistance

- NTRRP Personnel
- Air Navigation Services
- Evacuation Liaison Team
- Joint Damage Assessment Teams
- Emergency Relief Funding

Regulatory Relief

- Federal Motor Carrier Waivers
- HAZMAT Special Permits
- Oversize/Overweight Permits (facilitate)
- Toll Relief (facilitate)
- Temporary Flight Restrictions
- Railroad Inspection Relief
- Jones Act Waiver Concurrence

Assets

- MARAD Ready Reserve Force
- Operation SafeStor
- Mobile Air Navigation Services assets
- Washington Flight Program



ESF-1: Technical Assistance

- Lead Federal ESF-1 operations at the Regional Response Coordination Center (Incident Support) or field location (Incident Management)
- Stand up the Routing Assistance Hotline to assist responders during road closures
- Activate the Evacuation Liaison Team to provide technical assistance to State and local jurisdictions regarding evacuations
- Evaluate airport status, Air Navigation Services, and Airspace Management
 - [Temporary Flight Restriction](#) (TFR): Restriction on an area of airspace due to the movement of government VIPs, special events, natural disasters, or other events
 - [Notice to Air Missions](#) (NOTAM): Contains information concerning the establishment, condition, or change in any aeronautical facility, service, procedure, or hazard
- Emergency Relief Funding ([FHWA](#) and [FTA](#) offer funding mechanisms)

Regulatory Relief:



| Mode | Regulating Agency | Relief Provision | Relief Mechanism and Authority |
|--------------------|-------------------|---|--|
| Surface | FHWA | Does <u>NOT</u> Allows movement of oversize/overweight vehicles | Non-Divisible Load Permit Issued by State <i>Authorized by Governor or Designee</i> |
| | | Does <u>NOT</u> Suspend Toll Payments | Divisible Load Permits Issued by State <i>Authorized only upon Presidential Declaration*</i> |
| Surface | FMCSA | Does <u>NOT</u> Suspend Toll Payments | Toll Relief – State Regulated <i>Authorized by Government Entity or Facility</i> |
| Hazardous Material | PHMSA | Waives Hours of Service and other FMCSA regulations (but not CDL, Hazmat, or Drug/Alcohol) | State of Emergency, Disaster Declaration, or Regional Emergency Declaration <i>Authorized by <u>any</u> “Authorized” Emergency Declaration</i> |
| Maritime | DHS and MARAD | Modifies conditions for transport of hazardous materials | Special Federal Permit <i>Authorized when request by public or private entity and meets standards</i> |
| Rail | FRA | Allows foreign flag ships to move commodities between US ports | Waiver of Restrictions <i>Authorized by Secretary of DHS</i> |
| | | Allows railroads to petition for relief from applicable inspection date requirements | Emergency Relief Docket <i>FRA Administrator</i> |



Capabilities and Deployable Assets

Two Operating Administrations have deployable equipment:

- FAA – Communications Support Team (deployed per statutory authority):
 - FAA LAN, Emergency Operations Network (EON), email and internet
 - Secure and non-secure phones and fax
 - Airspace Awareness and Detection System (AADS)
- MARAD – 3 types of ships available for disaster relief:
 - Roll-on/Roll Off (RO-RO): A roll-on-roll-off vessel that loads wheeled cargo using a system of ramps
 - Training Ships (TS): Large personnel support capacity; typically used for humanitarian assistance / disaster relief and responder lodging
 - Aviation Support Ships (AVB): Military-capable helicopter landing decks to support military air operations
 - **National Security Multi-Mission Vessel will be positioned at SUNY Maritime June 2023**
 - Designed to fulfill numerous roles, the NSMV can effectively support the federal response to national disasters; working on coordinating a tour for FEMA/ESFs



FAA Contingency Response Capabilities

Specialized FAA equipment and personnel:

- Mobile “suitcase” towers
- Mobile ATC towers
- Contingency flight operations
- Field Incident Response Teams
 - Consist of environmental, radar, navigational aids, communications, and automation professionals



Recovery Coordination

- Response mostly focuses on facilitating responders with permits, waivers, road, bridge and tunnel information
- Recovery is what the DOT's Modal Administrations do:
 - Federal Aviation Administration
 - Federal Highway Administration Emergency Relief Fund
 - Regional Office
 - Eastern Federal Lands Highway Division (EFLHD)
 - Federal Transit Administration – Emergency Relief Fund
 - Maritime Administration
- Agencies operate under their own authority, and/or in conjunction with Stafford Act declaration (Mission Assignment or Interagency Reimbursable Work Agreement)



Federal Aviation Administration in Puerto Rico

The FAA's Center Radar Approach Control (CERAP) and other air navigation assets in the mountains of Puerto Rico, Pico del Este and El Yunque.

- Critical air navigation system for the entire Caribbean
- Roadway to radar sites critically damaged during IRMA/MARIA
- **Refueling of the generator at the top of the mountain required helicopter and/or ATV support**
- The long-term fix was a combined project with Department of Energy, Department of Agriculture, The Puerto Rico Department of Public Works, and the Puerto Rico electric company (PREPA)
 - **DOE and PREPA laid cabling underground**
 - USDA responsible for a large section of the roadway
 - DOT and Puerto Rico Department of Public Works worked with USDA to plan and fund the roadway



Coordination resulted in a more resilient infrastructure!

2022 ESF-1 Activations and Special Event Coordination

- Freedom Convoy (potential disruption to supply chain)
- Geopolitical/Cyber Concerns (potential disruption to response capability)
- Hurricane FIONA (ongoing recovery in PR)
- Potential Rail Strike (DOT identified as Lead Federal Agency)
- United Nations General Assembly (NSSE)
- Macy's Thanksgiving Day Parade (SEAR 2)
- Times Square New Year's Eve Celebration (SEAR 2)

How Can We Integrate in the Future

- During an incident, there are many moving parts and information flow can become an issue
- ESF-1 typically has representatives deployed to the NRCC (Washington, DC), the RRCC (Naval Weapons Station Earle, NJ), the Interim Operating Facility (San Juan, PR; St. Thomas, USVI; St. Croix, USVI), and possibly other Emergency Operation Centers (Port Authority EOC, Commonwealth/Territory EOC collocated with the Incident Management Assistance Team)
- Sometimes information is obtained outside official channels (social media, bypassing a liaison, personal contacts, etc.)
- Having a formalized information collection plan and reporting standard during an incident will help decision makers gain situational awareness and reduce the “fog of war”
- Routing information up and down is essential, and developing the working relationships/points of contact to do that is why we are here today



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Questions?



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