

MISSISSIPPI COMPREHENSIVE EMERGENCY MANAGEMENT PLAN (CEMP)

ESF #1 Transportation Annex

Coordinating Agency

Mississippi Department of Transportation
(MDOT)

Mississippi State Department of Health
(MSDH)

Mississippi Development Authority (MDA)
Mississippi Public Service Commission
(MPSC)

Support Agencies

Mississippi Wing, Civil Air Patrol (CAP)

Mississippi Emergency Management
Agency (MEMA)

Federal Coordinating Agency

Mississippi Department of Corrections
(MDOC)

Department of Transportation (DOT)

Mississippi Department of Education
(MDE)

Federal Support Agencies

Mississippi Department of Environmental
Quality (MDEQ)

Department of Agriculture (USDA)

Mississippi Department of Finance and
Administration (DFA)

Department of Commerce (DOC)

Mississippi Department of Human Services
(MDHS)

Department of Defense (DOD)

Mississippi Military Department
(MMD)/Mississippi National Guard
(MSNG)

Department of Energy (DOE)

Mississippi Department of Public Safety
(MDPS)/Mississippi Highway Safety
Patrol (MHSP)/Commercial
Transportation Enforcement Division
(CTED)

Department of Homeland Security (DHS)

Department of the Interior (DOI)

Mississippi Department of Rehabilitation
Services (MDRS)

Department of Justice (DOJ)

Department of State (DOS)

General Service Administration (GSA)

United States Postal Service (USPS)

Federal Aviation Administration (FAA)

United States Coast Guard (USCG)

United States Army Corps of Engineers
(USACE)

US Air Force Auxiliary, Civil Air Patrol
(CAP)

1. INTRODUCTION. Emergency Support Function (ESF) #1 Transportation supports local, state, and tribal entities, voluntary organizations, nongovernmental organizations, and the private sector in managing transportation systems and infrastructure during domestic threats or in response to actual or potential incidents.

a. Purpose. The purpose of this ESF Annex is to provide and maintain a transportation infrastructure for the support of response and recovery missions following an emergency or a major disaster.

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

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

b. Scope. This section of the plan is used as a guide to respond to incidents where a threatened or actual incident exceeds local response capabilities. It is also to be used when Mississippi’s capabilities are exceeded and federal government response is requested. The core functions of ESF #1 include, but are not limited to:

(1) Monitor and report the status of and damage to the transportation system and infrastructure resulting from the incident.

(2) Identify temporary alternative transportation solutions implemented when systems or infrastructure are damaged, unavailable, or overwhelmed.

(3) Coordinating and supporting prevention, preparedness, response, recovery, and mitigation activities among transportation stakeholders within the authorities and resource limitations of ESF #1 agencies.

If local government transportation capabilities or resources become overwhelmed and unable to meet emergency or major disaster needs, ESF #1 will be activated to support those affected. This support will be provided in accordance with the Mississippi Emergency Management Agency (MEMA) Response Framework, State Comprehensive Emergency Management Plan (CEMP), State Comprehensive Emergency Transportation Response Plan (CETRP), and the National Response Framework (NRF).

If federal ESF #1 is activated to assist local, state, or tribal governments, the primary agency for overall coordination of federal resources is the Federal Emergency Management Agency (FEMA) in cooperation with the Department of Transportation (DOT).

2. RELATIONSHIP TO THE WHOLE COMMUNITY. This section describes how ESF #1 relates to other elements of the whole community.

a. Local, State, and Tribal Governments. Primary responsibility for managing incidents involving transportation usually rests with local, state, and tribal authorities and the private sector, which own and operate most transportation resources. As such, a federal response must acknowledge local, state, tribal transportation policies, authorities, and plans that manage transportation systems and prioritize the movement of relief personnel and supplies during emergencies.

b. Private Sector/Nongovernmental Organizations. The private sector owns or operates a large proportion of transportation resources and is a partner or lead for rapidly restoring transportation-related services. Private-sector mutual aid and assistance networks facilitate the sharing of resources to support response.

3. CORE CAPABILITIES AND ACTIONS. This section outlines the ESF roles aligned to core capabilities. The following table lists the Response core capability that ESF #1 most directly supports, along with the related ESF #1 action. Though not listed in the table, all ESFs, including ESF #1, support the Core Capabilities of Planning, Operational Coordination, and Public Information and Warning:

Core Capability	ESF #1 – Transportation
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. • Coordinate regulatory waivers and exemptions. • Provide longer-term coordination of the restoration and recovery. • Partner with ESF #14 (Cross-Sector Business and Infrastructure) to support engagement efforts with transportation sector businesses and infrastructure owners and operators. • Coordinates with ESF #14, the Transportation Sector SSAs, and owner-operators to determine FEMA eligible requests for assistance and ensure that the needs of first responders and the critical lifeline sectors are considered when developing emergency or alternative transportation routes.

4. POLICIES.

a. Through the State Emergency Operations Center (SEOC), MEMA will maintain overall direction, control, and coordination of the response and recovery efforts through coordination with all participating agencies to include federal agencies tasked by the Federal Emergency Management Agency (FEMA).

b. The Mississippi Department of Transportation (MDOT) will maintain overall direction, control, and coordination of the response and recovery efforts for ESF #1. MDOT will appoint an Emergency Coordinating Officer (ECO) to work with MEMA, the SEOC, and other state and federal agencies in an emergency transportation capacity.

c. ESF #3 Coordinator will coordinate with all appropriate agencies/departments and organizations to ensure operational readiness in time of emergency.

d. All available local, private, semi-private, state, and tribal resources will be deployed through the Statewide Emergency Assistance Compact (SMAC) to the maximum extent possible before requesting Emergency Management Assistance Compact (EMAC) or federal assets.

e. If state emergency transportation resources either have been exhausted or are expected to be exhausted before meeting the demand, the ECO for ESF #1 will recommend that assistance be requested from other states through EMAC or from FEMA.

f. The MDOT ECO will coordinate from the SEOC or virtually, incident-dependent. However, a catastrophic event may require establishing an additional forward coordination element, either at one of the six (6) MDOT District Offices or another facility near the impacted area.

g. State transportation planning considers county and municipal transportation policies and plans used to control the movement of relief personnel, equipment, and supplies, as well as locally established priorities for determining precedence of movement.

h. MDOT Headquarters facilitates coordination between MDOT Districts in the event of ESF #1 operations.

i. Movements of state personnel, equipment, and supplies are managed through prioritizing shipments. Each ESF is responsible for compiling, submitting, and updating information for inclusion in the ESF #1 prioritized shipments.

j. To ensure the orderly flow of resources, state agencies should coordinate all transportation movements with ESF #1.

k. Military transportation will be coordinated in accordance with active Memorandums of Understanding (MOU) between MDOT and the Mississippi Military Department (MMD).

5. CONCEPT OF OPERATIONS.

a. Assumptions.

(1) Existing state telecommunications infrastructure will provide the primary means for state government communications.

(2) Primary agencies (including MEMA) and support agencies will perform tasks under their authority, as applicable, in addition to missions received under the authority of MEMA.

(3) Roads, bridges, railways, waterways, aviation facilities, or pipelines immediately surrounding the affected area may be damaged or heavily congested, impairing emergency transportation to, from, and within the area. Transportation networks may have to be inspected, either cleared for use, reinforced, quarantined, or demolished to ensure safety.

(4) Access to the disaster areas will be dependent upon the reestablishment of ground and water routes. Debris clearance and emergency road repairs will be given top priority in many locations to support immediate life-saving emergency response activities.

(5) Vital public works and engineering trucks and equipment in the immediate disaster area may be damaged or temporarily inaccessible for response and recovery applications.

(6) State or federal assistance may be required to identify and deploy resources from outside the affected area to ensure a timely, efficient, and effective response and recovery.

(7) The inspection, repair, or demolition of buildings and local maintained infrastructure damaged by a disaster is the responsibility of local officials, as is the enforcement of local building, zoning, and subdivision regulations. ESF #1's function is resource assistance. ESF #1 may task inspectors to jurisdictions through Mutual Aid resources for assessments; the local jurisdiction will make final determinations and take appropriate action.

(8) Early damage assessments will be general, incomplete, and may be inaccurate. Rapid assessments of the disaster area are required to determine critical response times and potential workloads.

(9) Methodology for prioritizing tasks will generally be ranked by public health/safety and population affected.

(10) Emergency environmental waivers and legal clearances may be needed to minimize threats to public health to dispose of emergency debris and materials from demolition activities. Local authorities are responsible for obtaining required waivers and clearances.

(11) Significant numbers of personnel having engineering and construction skills and construction equipment and materials may be required from outside the disaster area.

(12) Signs, signals, and other types of markers, which facilitate traffic movement and control, may be damaged or destroyed.

(13) Communications for transport facilities and services may be disrupted.

(14) Regional and national resource networks may fail to operate.

(15) Shortfalls can be expected in both the infrastructure and the logistical areas of transportation in terms of support personnel, equipment, materials, and supplies.

(16) Most vehicles would be driven on major highways or alternate roadways during disaster situations. Therefore, restoration of rail, air, waterway, and ground transportation would not be as high a priority as these main traffic routes.

(17) Upon request or order of the Governor, agencies in charge of public transportation resources may comply with ESF #1's emergency acquisition of vehicles for evacuation purposes and the emergency movement of resources. Strike teams for EMAC may be employed in the event of a multi-state disaster.

b. General.

(1) MEMA will keep all responsible agencies informed of impending conditions (transportation developments, weather, hazardous materials, or other events) that would cause them to assume a readiness posture for activating the SEOC for possible deployment to a forward area of operation or other activity.

(2) When ESF #1 is activated, ESF #5 and other appropriate support ESFs will be activated to support the event. ESF #1 will continually assess and develop action plans for ESF #5 (Emergency Management) to ensure all supporting agencies function appropriately and in a coordinated manner.

(3) MDOT will maintain liaison and coordinate/manage reporting of local, state, tribal, and federal stakeholders related to air, maritime, surface, rail, and pipeline transportation.

(4) Through their county Emergency Operations Centers (EOCs), local officials should be encouraged to be self-sufficient during the first 2–3 days of a disaster.

(5) Local officials and managers should channel their requests for assistance where possible through county EOCs.

(6) MDOT will manage and maintain designated state and federal highway systems. This includes determining and designating available and prohibitive traffic routes based on current conditions.

(7) MDOT will coordinate with adjacent states and federal entities to facilitate interstate movements over air, maritime, surface, rail, and pipeline transportation networks.

(8) Local officials must conduct an initial damage assessment to determine the severity and magnitude of property damage in quantity, community impact, and dollar amount. These results will be reported to the SEOC, where appropriate response actions will be initiated. Where possible, such communication should be routed through the jurisdiction’s county EOC.

(9) MEMA will provide public information to evacuees through the SEOC ESF #15 (External Affairs), Joint Information Center (JIC), Mississippi Public Broadcasting (MPB), and commercial broadcast media.

(10) Working in coordination with the SEOC and SWP, the JIC will release special weather statements and warnings provided by the National Weather Service (NWS) to emergency workers and the general population. These releases will be made through the normal ESF #15 release networks, SWP AtHoc mass notifications, and additionally provided to emergency work sites, staging areas, and other incident support sites as needed.

(11) Mississippi Department of Public Safety (MDPS) units, the Mississippi Highway Safety Patrol (MHSP), and the Commercial Transportation Enforcement Division (CTED) will assist MDOT in managing any evacuation. MHSP and CTED will patrol all regulated routes and supervise the removal of disabled vehicles and the evacuation of stranded motorists. Additional law enforcement personnel from other state agencies may be required to enforce travel restrictions and man Traffic Control Points (TCPs).

(12) If a joint Preliminary Damage Assessment (PDA) is needed to verify the extent of the transportation network damage, MEMA representatives will join with state and local

representatives to conduct these surveys to provide data required by the Governor to request a Presidential Disaster Declaration.

6. ORGANIZATION.

a. State Emergency Operations Center. In an incident or a major declared state emergency, the MDOT ECO or the MDOT Emergency Coordination staff will support the SEOC virtually or take up positions at the SEOC, situationally dependent. A current list of agency emergency notifications is maintained at this facility. ESF #1 is part of the SEOC Operations Section, Infrastructure Branch.

b. SEOC Emergency Point of Contact. The MEMA State Warning Point (SWP) within the SEOC operates 24/7/365. The SWP is manned by Emergency Telecommunicators and an Operations Section Watch Officer. Emergency contact info is as follows:

(1) SWP Emergency Telecommunicator(s):

(a) Phone: (601) 933-6876, 6877, 6878 or (800) 222-6362

(b) E-mail: commo1@mema.ms.gov, commo2@mema.ms.gov, or commo3@mema.ms.gov

(2) Operations Section Watch Officer:

(a) Phone: (601) 933-6671 or (800) 222-6362

(b) E-mail: watchdesk@mema.ms.gov

c. SEOC Sections. The SEOC maintains the standard four ICS sections:

(1) Operations Section. The Operations Section establishes strategy (approach methodology, etc.) and specific tactics/actions to accomplish the goals and objectives set by Command. Operations coordinates and executes strategy and tactics to achieve response objectives.

(2) Planning Section. The Planning Section coordinates support activities for incident planning and contingency, long-range, and demobilization planning. Planning supports Command and Operations in processing incident information and coordinates information activities across the response system.

(3) Logistics Section. The Logistics Section supports Command and Operations in their use of personnel, supplies, and equipment. Performs technical activities required to maintain the function of operational facilities and processes.

(4) Finance and Administration Section. The Finance and Administration Section supports Command and Operations with administrative issues and tracks and processes incident expenses. This includes such issues as licensure requirements, regulatory compliance, and financial accounting.

See the SEOC Operations Section Chief (OSC), Watch Officer, or a SEOC Branch Director for a roster of incident-assigned Section Chiefs.

d. SEOC Infrastructure Branch. The SEOC maintains three branches within the Operations Section, Infrastructure, Emergency Services, and Human Services, each led by a Branch Director. The Infrastructure Branch Director position is a full-time MEMA Emergency Management Specialist. The Branch Director coordinates the activities of ESF #1, ESF #2 (Communications), ESF #3 (Public Works & Engineering), and ESF #12 (Energy) and is the first line of support for assigned ECOs. The Infrastructure Branch Director monitors and oversees branch administrative and incident activities, WebEOC actions, SITRoom updates, branch adherence to timelines and requirements, supports ECOs with incident coordinations, and conducts SEOC staff briefings, as needed.

Infrastructure Branch Director desk contact information: Phone (601) 933-6737, e-mail: infrastructure@mema.ms.gov.

e. SEOC Situation Rooms. MEMA developed the Homeland Security Information Network (HSIN) Situation Rooms (SITRooms) to provide stakeholders with a virtual EOC platform to utilize during normal operations or an incident. The SITRooms provide excellent situational awareness for both SEOC and non-SEOC participants. The SITRooms have individual pods with attendee lists, chat capability, current incident priorities and objectives, current operational schedule and meeting times (battle rhythm), downloadable documents and maps, useful links, and video capability.

The event SITRooms utilized by the SEOC for a given event will use one of the following URLs:

<https://share.dhs.gov/msema> (Daily SITRoom: Level IV Normal Operations)

<https://share.dhs.gov/mema-incident> (General Incident SITRoom)

<https://share.dhs.gov/mema-incident1> (Severe Weather/Flooding SITRoom)

<https://share.dhs.gov/mema-incident2> (Hurricane/Tropical Storm SITRoom)

<https://share.dhs.gov/mema-incident3> (Other Emergency/Earthquake SITRoom)

<https://share.dhs.gov/mema-uas> (Unmanned Aerial Systems (UAS) SITRoom)

<https://share.dhs.gov/mrp> (Radiological SITRoom)

<https://share.dhs.gov/jicroom> (JIC SITRoom)

<https://share.dhs.gov/ms-emas> (EMAC SITRoom)

<https://share.dhs.gov/msbeoc/> (MSBEOC SITRoom)

Many of the above-listed SITRoom may not be active during “blue-sky” or non-event periods. The active SITRooms will be published via mass notification before or during an event/incident.

f. Administrative and Logistical Support. All participating ESF #1 agencies are expected to:

- (1) Coordinate their support with the ESF #1 coordinator.
- (2) Locate, identify, and set up their operational work areas and maintain logistical support for them.
- (3) Maintain active accounts and have a working knowledge of WebEOC, SEOC HSIN SITRooms, and Crisis Track.
- (4) Attend and support briefings and other coordination meetings, whether at the SEOC, via telecommunications (HSIN SIT Room, ZOOM, or Microsoft Teams), or elsewhere.
- (5) Maintain operational logs, messages, requests, and other appropriate documentation for future reference.
- (6) Maintain maps, displays, status reports, and other information not included in the ESF #5 operations.
- (7) Update the SEOC Infrastructure Branch Director on changes to the ESF #1 ECO Roster.

7. RESPONSIBILITIES AND ACTIONS.

a. Coordinating Agency. As the Coordinating Agency for ESF #1, MDOT is responsible for, but not limited to, the following:

(1) Preparedness.

(a) Provide a list of MDOT Emergency Coordination staff that will carry out the CEMP and CETRP virtually or at the SEOC.

(b) In conjunction with MEMA and other support agencies, develop and maintain a Standard Operating Procedure (SOP) for ESF #1.

(c) MEMA will assist in the development and maintenance of the ESF #1 SOP.

(d) Maintain access to all SEOC personnel, systems, and documentation, including but not limited to the Infrastructure Branch Director, WebEOC, HSIN SITRooms, CEMP and associated Annexes and Appendices, the MEMA Response Framework, and all SEOC policies and procedures.

(e) Ensure all agencies with ESF #1 responsibility will have Standard Operating Procedures (SOPs) in place to enable them to perform appropriate levels of mitigation, preparedness, response, and recovery related to the event. Agencies will have completed mitigation and preparedness activities before the initiating event.

(f) Coordinate resources and prioritize needs of engineering and transportation support agencies regarding the provision of manpower and equipment for debris removal, damage assessment, and clearing roadways for accessibility during emergency or disaster situations.

(g) Train and exercise ESF #1 personnel.

(h) Designate an ECO, alternate ECO, PIO, and an ESF #1 liaison to report to the SEOC or support virtually, as required.

(2) Pre-Incident.

(a) MDOT will develop and maintain alert and notification procedures for key transportation officials supporting ESF #1. MEMA will assist MDOT in maintaining the alert and notification list for other agencies supporting ESF #1.

(b) Provide an ECO (and alternate if 24-hour coverage is necessary) and ESF #1 liaison to the SEOC, as required.

(c) Notify support agency and partners on activation as needed and minimal staffing requirements.

(d) Conduct preliminary staff meeting with complete ESF #1 team assigned to establish strategies for approaching incident(s). Immediately upon notification of a threat or an imminent or actual incident, MDOT Headquarters will consider:

- Notifying the MDOT Traffic Management Center.
- Implementing plans internal to MDOT to ensure adequate staff/administrative support.

(3) Incident.

(a) Upon activation of ESF #1, ECO will communicate pertinent information to all ESF #1 members. Such information will be a complete orientation of the ESF #1 mission, purpose, and scope of work.

(b) Provide liaison, operational coordination, and reporting on the air, maritime, surface, rail, and pipeline transportation networks.

(c) Obtain an initial situation and damage assessment through established intelligence and operational reporting procedures.

(d) Provide information to the SEOC for dissemination to the public and private agencies as needed.

(e) Operate the MDOT Traffic Management Center and, when activated, affected MDOT District Emergency Operations Center(s).

(f) Operate and maintain the designated State Highway System.

(g) Provide necessary detours around contaminated or damaged areas and establish, maintain, or support, on a 24-hour basis, all necessary TCPs.

(h) Provide damage assessment for highways, roads, and bridges on state-maintained routes.

(i) Assist in rescue and emergency health operations relating to decontamination, mass burial, and other circumstances requiring heavy equipment.

(j) Coordinate the distribution of assets as needed.

(k) Provide for debris clearance and removal from highways, roads, and bridges on state-maintained routes.

(l) Determine and designate available and prohibitive traffic routes.

(m) Coordinate with adjacent states to facilitate interstate movements over highways when such movements are to use regulated routes.

(n) Support MDPS/MHSP/CTED in highway roadblocks and TCPs as required.

(o) Provide permits and routing for the movement of oversize and overweight emergency response vehicles, mobile homes, etc.

(p) MDOT, in coordination with MEMA, will provide, erect, move, and maintain evacuation road signs or temporary TCPs on designated routes, as required.

(q) Ensure adequate communications are established and maintained.

(r) Maintain a complete log of actions taken, resource orders, records, and reports.

(s) Provide Situation Report (SITREP) and Incident Action Plan (IAP) input, via WebEOC and appropriate ICS Forms, according to the established operational timeline, event-specific.

(t) Coordinate the efforts through a liaison to ESF #5.

(u) Assist in gathering and providing information to ESF #5 for establishing priorities and objectives.

(v) Assist in compiling and providing information to ESF #15/JIC for press releases.

(w) ESF #1 may be asked by MEMA to provide personnel to the Joint Field Office (JFO) to work closely with their federal counterparts at the established JFO(s) and in the field.

(4) Recovery.

(a) MDOT will inspect and classify for use appropriate transportation routes to be used for recovery and re-entry.

(b) MDOT will recommend the best routes for re-entry based on an analysis of existing road networks. All survey information should be forwarded to the affected MDOT District Emergency Operations Center to lead this process.

(c) MHSP, CTED, and MMD will be prepared to operate TCPs for re-entry.

(d) Mississippi Public Service Commission (MPSC), Department of Wildlife, Fisheries, and Parks (MDWF&P), and other support agencies will assist re-entry control points as needed.

(e) MDOT will assist MEMA in providing recovery and re-entry information to evacuees through the commercial broadcast media and other appropriate sources as needed.

(5) Post-Incident.

(a) Prepare an After-Action Report/Improvement Plan (AAR/IP). The AAR/IP identifies key problems, indicates how they will be/were solved, and makes recommendations for improving ESF response operations;

(b) All ESF #1 organizations assist in the preparation of the AAR/IP.

(c) Submit AAR/IP to infrastructure@mema.ms.gov and planning@mema.ms.gov.

(d) Review and recommend revision to plans and procedures as determined necessary.

(e) Copy, catalog, and properly file all records and documents on the incident.

(f) Compare ESF #1 staff records with MEMA network tasking and tracking system to assure accuracy.

b. Supporting Agencies. All ESF #1 Supporting agencies are expected to:

(1) Coordinate their support with ESF #1.

(2) Maintain access to all SEOC personnel, systems, and documentation, including but not limited to the Infrastructure Branch Director, WebEOC, HSIN SITRooms, Crisis Track, CEMP

and associated Annexes and Appendices, the MEMA Response Framework, and all SEOC policies and procedures.

(3) Locate, identify, and set up their operational work areas and maintain logistical support for them.

(4) Participate in training and exercises when scheduled.

(5) Ensure administrative, supervisory, and technical personnel remain aware of the agency's role with MEMA and ESF #1.

(6) Support development and maintenance of SOPs to enable them to perform appropriate levels of mitigation, preparedness, response, and recovery related to public works and engineering.

(7) Attend and support briefings and other coordination meetings, whether virtually, at the SEOC, or elsewhere.

(8) Maintain operational logs, messages, requests, and other appropriate documentation for future reference.

(9) Maintain their maps, displays, status reports, and other information not included in the ESF #5 operations.

(10) Provide SITREP and IAP input, via WebEOC and appropriate ICS Forms, according to the established operational timeline, event-specific.

(11) All ESF #1 support organizations assist in the preparation of the AAR/IP.

(12) Submit AAR/IP to infrastructure@mema.ms.gov and planning@mema.ms.gov.

The chart on the following pages shows the responsibilities of the individual ESF #1 support agencies. The list contains, but is not limited to, the core functions required:

Agency	Functions
Mississippi Emergency Management Agency (MEMA)	<ul style="list-style-type: none"> • Provide overall coordination and support to all participating agencies. • Establish and provide a Branch Director for the SEOC Infrastructure Branch. • Ensure effective operation of ESF #5, ESF #7 (Logistics), ESF #14, and ESF #15. • Issue radiological waste transportation permits and coordinate other special permits with MDOT and other states as needed. • Assist in the acquisition of the appropriate transportation assets.
Mississippi Department of Corrections (MDOC)	<ul style="list-style-type: none"> • Support critical evacuations with equipment and personnel. • Provide offender labor to assist in clearing and removing debris from transportation routes. • Provide resource support such as equipment, fuel, materials, and supplies.
Mississippi Development Authority (MDA)	<ul style="list-style-type: none"> • Assist in identifying transportation needs and fuel resources. • Assist in the acquisition of transportation assets.
Mississippi Department of Education (MDE)	<ul style="list-style-type: none"> • Inventory and identify school buses that can be used for the emergency. • Acquire and allocate other school vehicles to support other emergency transportation efforts, such as evacuating people with access and functional needs. • Provide route schedule and news release information to the public through ESF #15.
Mississippi Department of Environmental Quality (MDEQ)	<ul style="list-style-type: none"> • Ensure that air, water, and solid waste standards are met in managing debris and waste materials collection and disposal. • Ensure that transportation activities meet air emission, stormwater, wastewater, and other environmental standards.
Mississippi Department of Finance and Administration (DFA)	<ul style="list-style-type: none"> • Provide monetary resources for carrying out emergency transportation operations. • Work in conjunction with MEMA and MDOT to develop creative ways of financing transportation development projects for reconstruction and improvement.

Agency	Functions
Mississippi State Department of Health (MSDH)	<ul style="list-style-type: none"> • Coordinate the assignment, reallocation, and use of public and private emergency medical vehicles.
Mississippi Department of Human Services (MDHS)	<ul style="list-style-type: none"> • Assist the American Red Cross in coordinating emergency transportation for persons with access and functional needs, such as those in wheelchairs. As available, chair lifts and other assisted devices should be coordinated through area agencies on aging, home healthcare, etc. • In collaboration with MDOT and MEMA, support a transportation-specific SOP that includes transportation of people with disabilities and access and functional needs; • Assist in the acquisition of the appropriate transportation assets.
Mississippi Military Department (MMD)/Mississippi National Guard (MSNG)	<ul style="list-style-type: none"> • Provide personnel and equipment to remove debris from roads and be prepared to operate TCPs as required. • Provide aviation support as requested/required. • Assist in supplying and moving vehicles, heavy equipment, and other transportation support resources.
Mississippi Department of Public Safety (MDPS)/ Mississippi Highway Safety Patrol (MHSP)	<ul style="list-style-type: none"> • Support emergency evacuation of the population in the affected area(s). • Support local law enforcement in traffic management. • Assume responsibility for detouring traffic from sites that have experienced severe infrastructure damage (traffic regulation and control).
Mississippi Department of Public Safety (MDPS)/ Commercial Transportation Enforcement Division (CTED)	<ul style="list-style-type: none"> • Support emergency evacuation of the population in the affected area(s). • Support local law enforcement in traffic management. • Assist MHSP in detouring traffic from sites that have experienced severe infrastructure damage (traffic regulation and control).

Agency	Functions
Mississippi Public Service Commission (MPSC)	<ul style="list-style-type: none"> • Support MDOT to evaluate and prioritize requests from local governments or state agencies through the SEOC for emergency transportation of supplies, materials, equipment, or personnel. • The MPSC Transportation Manager will allocate emergency use of vehicles, equipment, and operators. • Support re-entry control points. • Establish controls on road use and distribute permit policies.
Mississippi Department of Rehabilitation Services (MDRS)	<ul style="list-style-type: none"> • Provide transportation for people with disabilities in vehicles designed and equipped for such purposes. • In coordination with MDOT and MEMA, support the development of a transportation-specific SOP that includes access and functional needs. • Assist in the acquisition of the appropriate transportation assets.
Mississippi Wing, Civil Air Patrol (CAP)	<ul style="list-style-type: none"> • Provide limited transportation missions for search, rescue, and tactical support. • Assist in aerial damage assessment as needed.

8. AUTHORITIES and REFERENCES. The procedures in this ESF #1 Transportation Annex are built on the core coordinating structures of the CEMP and references listed below. The specific responsibilities of each department and agency are described in the respective ESF, Support, and Incident Annexes, internal agency plans, policies, and procedures. See the CEMP Base Plan, SEOC Infrastructure Branch, or ESF # 1 for a comprehensive list of Authorities and References.

- a. Robert T. Stafford Disaster Relief and Emergency Assistance Act; amended the Disaster Relief Act of 1974, PL 93-288.
https://www.fema.gov/sites/default/files/2020-03/stafford-act_2019.pdf

- b. Public Law 98-473, Emergency Federal Law Enforcement Assistance Act, October 1984
<https://uscode.house.gov/view.xhtml?path=/prelim@title34/subtitle5/chapter501&edition=prelim>

- c. Public Law 104-321, October 1996 (EMAC)
[Public Law 104-321, October 1996](#)

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- d. MS Code, Ann. Â§ 33-15(1972): Mississippi Emergency Management Act of 1995, Title 33-15, et al. [Successor to Mississippi Emergency Management Law of 1980]
[MS Code 33-15](#)
- e. MS Code, Title 45, Chapter 18 Emergency Management Assistance Compact (EMAC)
[Mississippi Code of 2018, Title 45, Chapter 18](#)
- f. National Incident Management System, Third Edition, October 2017
<https://www.fema.gov/media-library/assets/documents/148019>
- g. National Response Framework, Fourth Edition, October 2019
https://www.fema.gov/sites/default/files/2020-04/NRF_FINALApproved_2011028.pdf
- h. FEMA National Incident Support Manual, Change 1, January 2013
https://www.fema.gov/sites/default/files/2020-04/FEMA_National_Incident_Support_Manual-change1.pdf
- i. FEMA Incident Action Planning Guide, July 2015
https://www.fema.gov/sites/default/files/2020-07/Incident_Action_Planning_Guide_Revision1_august2015.pdf
- j. FEMA Developing and Maintaining Emergency Operations Plan, Comprehensive Preparedness Guide (CPG) 101, Version 3.0, September 2021
https://www.fema.gov/sites/default/files/documents/fema_cpg-101-v3-developing-maintaining-eops.pdf
- k. State of Mississippi Comprehensive Emergency Management Plan, January 2022
[MEMA Downloads/CEMP](#)
- l. State of Mississippi Comprehensive Emergency Transportation Response Plan
[MEMA Downloads/State Plans](#)
- m. State of Mississippi New Madrid Seismic Zone OPLAN, January 2018
[MEMA Downloads/State Plans](#)
- n. State of Mississippi Radiological Emergency Preparedness Plan (MREPP), October 2020
[MEMA Downloads/State Plans](#)
- o. State of Mississippi Hurricane Plan, January 2022
[MEMA Downloads/State Plans](#)

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- p. State of Mississippi Evacuation Plan, January 2022
[MEMA Downloads/State Plans](#)
- q. MEMA Response Framework, March 2021
[MEMA Downloads/MEMA Publications](#)

The MEMA reference repository, containing the CEMP base plan, associated annexes, appendices, and other supporting documents, can be found at [MEMA Downloads](#).

Most Mississippi emergency management stakeholders have access to the MEMA Downloads site. However, non-registered stakeholders may gain access to the repository by submitting an e-mail request to preparedness@mema.ms.gov.

9. REVIEW AND MAINTENANCE. At a minimum, the ESF #1 Transportation Annex Coordinating Agencies will conduct an annual review of this annex with all support agencies. Additional assessments may be performed if the experience with an incident or regulatory changes indicates a need. Recommended changes will be submitted to MEMA for approval and distribution. Submit recommendations via e-mail to preparedness@mema.ms.gov.