

# Transportation Annex (S)

State of Texas Emergency Management Plan

March 2016

This document is intended to provide guidance and is not prescriptive or comprehensive. Use judgment and discretion to determine the most appropriate actions at the time of an incident. These guidelines do not override local or regional plans, but are designed to complement those planning activities. This document does not prohibit any jurisdiction from implementing additional requirements or operating procedures within that jurisdiction.

This document complies with Homeland Security Presidential Directive 5 (HSPD-5) Management of Domestic Incidents and Presidential Policy Directive 8 (PPD-8) National Preparedness and takes into account the needs of the whole of community. The state and organizations involved operate within the principles of the National Incident Management System (NIMS) in support of the National Response Framework (NRF).

Section V.B and VI of the **State of Texas Emergency Management Plan**, in accordance with NIMS and relevant NRF guidelines, are the foundation for emergency response and recovery operations in Texas.

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## Using This Document

**This document is part of the State of Texas Emergency Management Plan. This section explains how this annex integrates with the plan and how and where to find additional supporting information.**

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This document is not designed to be read from cover to cover. Use this page to quickly find the information you need.

Review the concept of operations.	8
Find information about how key partners coordinate.	9
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When you see a reference arrow (↗), look at the bottom of the page for a hyperlink to additional information from the State of Texas.

For an explanation of the acronyms and terms in this document please refer to the **State of Texas Acronyms and Terms (STAT) Book**.

This annex outlines transportation operations, which fall under the emergency support function for transportation and the core capability for infrastructure systems.

This document is an annex to the State of Texas Emergency Management Plan, which is composed of a basic plan, functional annexes, hazard annexes and support annexes that are designed to integrate vertically with local, regional, tribal and federal plans.

All sections of the plan contain links to related information. Each section should be considered as part of one comprehensive document available online at <http://www.txdps.state.tx.us/dem>.

## Overview and Purpose

**This section defines the scope of this planning document including its goal, objectives, planning assumptions and intended audience.**

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### Goal

Outline state-level emergency operations support for transportation systems and infrastructure in Texas.

### Objectives

- Describe the methods to coordinate highway, railroad, aviation, maritime and pipeline incident management measures.
- Provide information about the processes for monitoring and reporting transportation system disruptions.
- Describe alternative measures that are implemented when transportation systems or infrastructure are damaged, unavailable or overwhelmed.
- Outline methods for coordinating the restoration and recovery of transportation systems and infrastructure.
- Describe roles, responsibilities and actions that maximize the availability of transportation infrastructure during incident response operations.
- Outline preparedness activities related to the transportation system and the infrastructure that supports it.
- Provide links to relevant functional strategies within the State Emergency Management Plan.

### Audience

- State Operations Center (SOC) personnel
- State Emergency Management Council representatives
- Disaster District Committee (DDC) representatives
- Emergency management field personnel
- Emergency Operations Center (EOC) staff
- Texas Department of Transportation (TxDOT) personnel
- Railroad Commission of Texas (RRC) personnel
- Texas General Land Office (GLO) personnel
- Texas Commission on Environmental Quality (TCEQ) personnel
- Texas Parks and Wildlife (TPWD) personnel

### Planning Assumptions

- Transportation infrastructure includes highway, railroad, aviation, maritime and pipeline systems.
- Transportation systems in the state of Texas vary widely in scale and complexity.
- The state's transportation systems are susceptible to damage by natural, technological, adversarial or human caused hazards.
- Incidents are typically managed at the lowest jurisdictional level possible.
- Local jurisdictions work to restore damaged transportation infrastructure.
- Local jurisdictions implement measures to detect, prevent, interdict or confine hazardous conditions and restore transit services.

- Jurisdictions develop, maintain and implement comprehensive all-hazards emergency management plans pursuant to National Incident Management System (NIMS) guidelines.
- Local jurisdictions coordinate with whole community partners to initiate and sustain transportation system restoration activities and minimize service disruptions.
- Local jurisdictions exhaust local resources before requesting additional assistance from Disaster District Committees (DDC).
- When state resources are depleted, assistance may be sought from other states and the federal government.
- Major incidents and National Special Security Events (NSSEs) may be directed or coordinated at the federal level.
- The state agencies identified in this annex are prepared to mobilize a sufficient number of properly trained, equipped and cleared personnel for transportation incident response and recovery.
- United States Department of Transportation (DOT) liaisons receive and report information regarding transportation infrastructure status, corrective actions and damage assessments in coordination with Joint Field Offices (JFOs), Regional Response Coordination Centers (RRCCs), and the Federal Emergency Management Agency's (FEMA) National Response Coordination Center (NRCC).
- The National Transportation Safety Board (NTSB) is charged with investigating civil aviation accidents and significant railroad, highway, marine and pipeline incidents.
- Transportation systems are considered Lifeline critical infrastructure meaning that all other 16 critical infrastructure sectors have a dependency on the transportation sector for continued operations.
- Transportation Security Administration (TSA) is responsible for the safety and security for airports and railroads.
- Military government entities are responsible for accidents or incidents associated with their aircrafts.
- Texas Joint Crime Information Center (JCIC) and State Operations Center (SOC) can monitor in real-time the Burlington Northern Santa Fe (BNSF) Railroad portal for train traffic information of hazardous materials information in the event of an emergency.

# Concept of Operations

**This section outlines state strategies to conduct emergency operations related to transportation infrastructure.**

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Transportation infrastructure plays a crucial role in emergency operations and involves multiple organizations across all levels of government and the private sector. Rapid restoration of disrupted essential functions is a key component of effective incident response.

**The Texas Department of Transportation (TxDOT) is the lead entity for planning and coordinating transportation response in the state.** Along with partner agencies and organizations, TxDOT may take actions deemed necessary for the restoration and recovery of the transportation infrastructure. TxDOT, the Railroad Commission of Texas (RRC), the Texas Division of Emergency Management (TDEM) and other emergency management council entities work together closely to respond to disasters involving transportation systems.

## Operational Strategies

This section lists state operational strategies that may be used to support transportation activities.

- *Operational Strategy 1: Coordinate State Transportation Infrastructure Support*
- *Operational Strategy 2: Support Highway Emergency Operations*
- *Operational Strategy 3: Support Railway Emergency Operations*
- *Operational Strategy 4: Support Emergency Operations for Aviation*
- *Operational Strategy 5: Support Maritime Emergency Operations*
- *Operational Strategy 6: Support Pipeline Emergency Operations*
- *Operational Strategy 7: Provide Response Resources*

Each strategy describes a component of state-level transportation activities in Texas. Other sections of the annex provide information about roles and responsibilities and background information on state transportation systems.

# Operational Strategy 1: Coordinate State Transportation Infrastructure Support

This section outlines coordination mechanisms used to support emergency infrastructure operations.

Transportation incident response usually originates at the local level and can expand all the way to the federal government. Government and private sector entities coordinate operations to monitor transportation systems and restore capabilities following disasters.

## Emergency Management Coordination

The chart below shows coordination between local, regional, state, tribal and federal partners to incidents affecting transportation systems.

### Local Authority

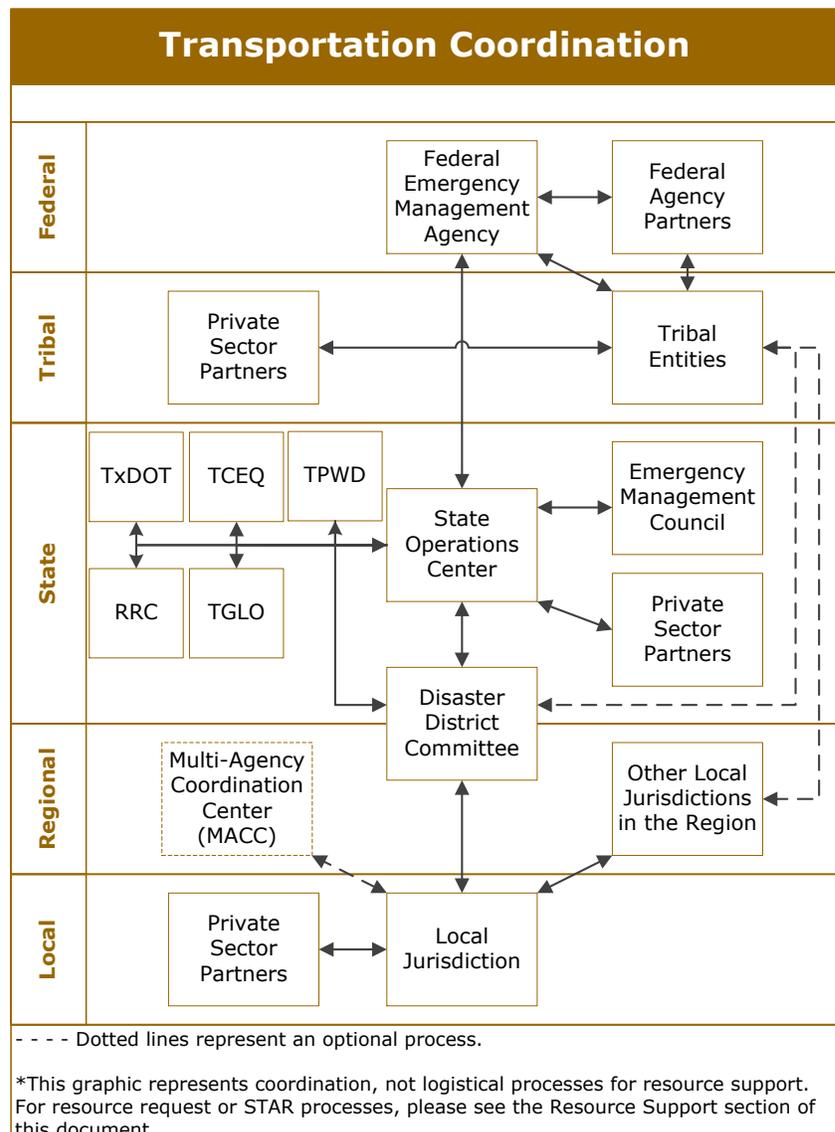
When transportation systems are disrupted, local jurisdiction and private sector entities respond using available resources and capabilities. When systems or infrastructure are seriously damaged or resources are overwhelmed, local authorities may seek outside assistance.

Mutual aid agreements with neighboring jurisdictions may assist local jurisdictions in managing transportation incidents without state assistance.

### State Support

State entities coordinate with the private sector and partner organizations at all levels of government to maintain the state's transportation infrastructure.

The Texas Department of Transportation (TxDOT), the Railroad Commission of



Texas (RRC), Texas Commission on Environmental Quality (TCEQ), Texas General Land Office (TGLO), Texas Parks and Wildlife (TPWD) and supporting entities may directly assist local jurisdictions by responding to incidents within their areas of responsibility.

### Disaster District Committees (DDC)

State entities coordinate activities at the disaster district level through Disaster District Committees (DDC). Each DDC is chaired by a Texas Department of Public Safety (DPS) Highway Patrol (THP) captain or command lieutenant who serves as the THP commander for the district and directs DDC operations. State entities responding to transportation incidents request outside state resources as needed through the DDC. DDC Chairs coordinate resource support within the disaster district and request additional assistance as needed from the State Operations Center (SOC).

### State Operations Center

The Texas Division of Emergency Management (TDEM), a division of DPS, operates the SOC year-round, 24 hours a day, communicating critical information via multiple systems to partner organizations at all levels of government. State Emergency Management Council entities coordinate operations and state resource support at the SOC.

### Mutual Aid and Federal Assistance

If the SOC is not able to fill unmet needs, TDEM may submit mutual aid requests to other states or request federal assistance from the Federal Emergency Management Agency (FEMA), which coordinates federal resources during disasters.

### State Coordination Tools

The state uses a number of tools to provide a common operating picture, allowing responders at all levels to make effective, consistent and timely decisions. These coordination tools are outlined in the following table.

#### Transportation Infrastructure Coordination Tools

Tool	Description
<b>Situation Report (SITREP)<sup>1</sup></b>	<p>The SOC publishes a daily situation report (SITREP) to summarize key actions taken in response to identified potential threats. The SITREP:</p> <ul style="list-style-type: none"> <li>▪ Explains the nature of the current threat(s).</li> <li>▪ Specifies actions taken since the last report.</li> <li>▪ Identifies committed or staged resources.</li> <li>▪ Establishes mission priorities for the next operational period.</li> </ul>
<b>WebEOC<sup>2</sup></b>	<p>An internet-based critical information system that:</p> <ul style="list-style-type: none"> <li>▪ Captures State of Texas Assistance Requests (STAR).</li> <li>▪ Provides a standard reporting platform and common operating picture.</li> <li>▪ Is available to partner organizations.</li> </ul>

<sup>1</sup> For more information, refer to [TDEM Situation Reports](#).

<sup>2</sup> To login or request an account, go to [WebEOC](#).

Tool	Description
	<ul style="list-style-type: none"> <li>▪ Captures information posted by local and regional jurisdictions.</li> <li>▪ Displays deployed response assets.</li> </ul>
<b>Conference Calls</b>	For more information on conference call coordination please see the conference call table below.
<b>Infrastructure Protection (IP-Gateway)</b>	This controlled access portal contains information about critical infrastructure assets and systems in Texas. The portal includes infrastructure assessment reports and the special event and domestic incident tracker tool for monitoring the status of critical infrastructure systems.

The state may conduct conference calls to facilitate coordination among responding entities. The various types of conference calls are described in the table below.

### Conference Calls

Call Name	Facilitator	Participants*	Purpose**
<b>District Call</b>	TDEM District Coordinator (DC)	Jurisdictions and agencies within a Disaster District	Provides DDC chairs an assessment of the situation and allows local jurisdictions to share information as needed.
<b>Regional Call</b>	TDEM State Coordinator(SC)	DCs in specific region, regional and state agency representatives if required	Shares information gathered by DCs during district calls to identify trends and coordinate the message.
<b>Transportation and Critical Infrastructure Call</b>	TxDOT personnel	Local, state and federal transportation and infrastructure partners.	Provides an overview of the current situation through reports from affected districts.
<b>Statewide Call</b>	State Operations Center (SOC)	Impacted and potentially impacted jurisdictions and agencies statewide	Disseminate gathered information to state and local partners.

\*Any parties not listed here should forward all questions to their respective office of emergency management.

\*\*The purpose of each call varies based on the situation.

## Infrastructure Protection and Homeland Security

Field personnel and the public are encouraged to report suspicious activity to law enforcement authorities. The Texas Joint Crime and Information Center (JCIC) monitors and receives reports of threats to transportation infrastructure, including adversarial hazards, such as acts of terrorism.

The information collected is used for rapid impact assessment and to support emergency operations. Threat and impact information is reported to agency representatives in the affected disaster district and the SOC.<sup>3</sup>

The Texas JCIC also houses the Texas Critical Infrastructure Protection (CIP) program. Personnel assigned to the CIP program maintain information about all 16 critical infrastructure sectors to include critical infrastructure assets and systems, assessments, and dependencies and interdependencies.

If suspicious activity related to homeland security or terrorism is observed, individuals can notify the Texas Department of Public Safety (DPS) using the [iwatchtx.org](http://iwatchtx.org) website or the telephone number below.<sup>4</sup> ↗

### Texas Department of Public Safety (DPS) - Texas Joint Crime and Information Center (JCIC)

Entity	Emergency Contact Number
Texas Joint Crime and Information Center (JCIC)	1-866-786-5972 <a href="http://www.iwatchtx.org">www.iwatchtx.org</a>

<sup>3</sup> For more information, see the TxDOT Maintenance Operational Manual - Emergency Operations Section 6: [Homeland Security](#).

<sup>4</sup> For more information, see the [Texas Joint Crime and Information Center \(JCIC\) website](#).

↗ For more information on terrorism, refer to the **Terrorism Annex (U)**.

# Operational Strategy 2: Support Highway Emergency Operations

This section describes how responding organizations monitor, report and respond to highway incidents.

Requests for roadway infrastructure support are expected to routinely occur during emergency operations. The Texas Department of Transportation (TxDOT) works closely with federal, state, tribal, and local jurisdictions to restore and recover transportation infrastructure when incidents occur.

## Highway Monitoring and Reporting

TxDOT is organized by administration, districts, divisions and offices. TxDOT collects roadway incident information from its operational areas, transportation associations, private sector providers, first responders and the public.

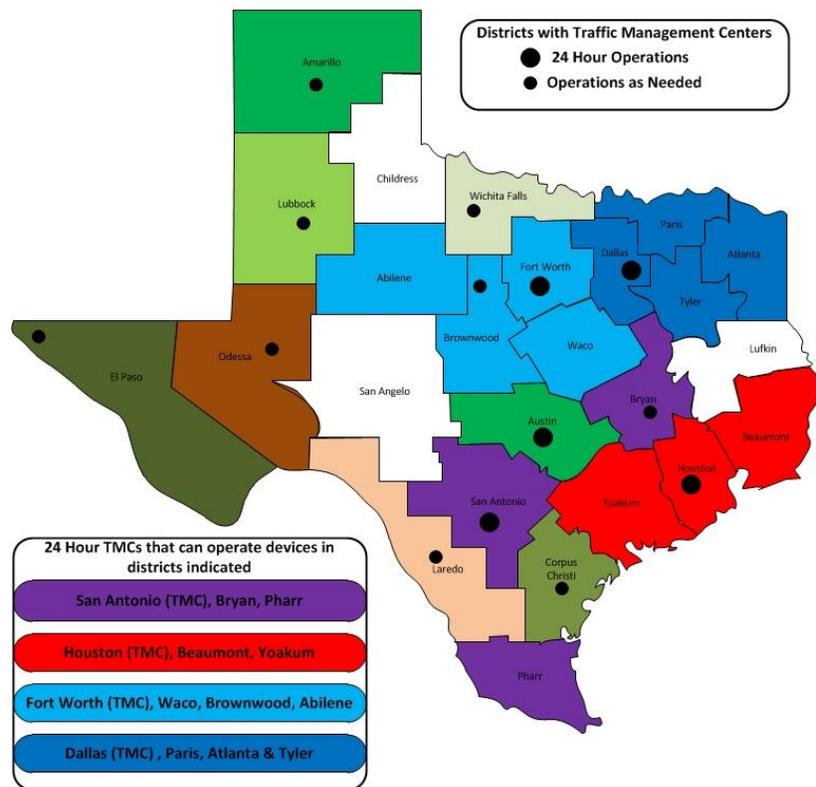
### Traffic Management Centers

TxDOT traffic management centers (TMC) provide operational and project delivery support for the agency's geographical districts. TMCs monitor traffic and transportation systems using real-time video displays.

Local and regional TMCs report issues to the TxDOT District in which the incident occurred or to the TxDOT Maintenance Division, which responds to repair highway infrastructure.

During emergencies TMCs provide situation reports and can act as communications centers to assist in coordinating the flow of information.

### TxDOT Traffic Management Centers



### Law Enforcement Monitoring and Reporting

Texas Department of Public Safety (DPS) Highway Patrol (THP) law enforcement personnel conduct routine patrols to monitor and respond to highway incidents. THP

personnel report incidents and receive reports through DPS and local jurisdiction law enforcement communications centers.↗

### **Hazardous Materials**

TxDOT district maintenance engineers and hazardous materials coordinators work with other government entities such as TCEQ, DPS and local fire departments to ensure all appropriate entities are notified when hazardous materials incidents impact highways.↗

TCEQ is the state environmental agency and the lead state agency for hazardous material spill response. TCEQ works in conjunction with other state agencies to manage spill response efforts and provides appropriate resources when spills affect highways. TCEQ maintains 16 regional offices and three special project offices throughout the state and can coordinate with local contractors to conduct clean-up operations.

### **State Operations Center (SOC) Coordination**

The SOC coordinates with TxDOT and receives situation reports through the TxDOT Emergency Management Coordinator (EMC). TxDOT liaisons at other sites may assist in acquiring and sharing information to provide a common operating picture. If roadway disruptions are significant or complex, law enforcement communications centers or Texas Division of Emergency Management (TDEM) District Coordinators (DC) may relay information to the SOC for distribution to partner organizations.

### **Highway Safety Operations Center (HSOC)**

The Highway Safety Operations Center (HSOC) provides a central and formal location for all highway safety elements in an operational support for a multi-agency structure under statewide Texas Department of Public Safety (TxDPS)-Highway Patrol (THP) leadership. The HSOC has the following capabilities:

- Statistical trend analysis of criminal, crash, and traffic enforcement and incidents on major corridors and other highways on a 24/7 basis to enhance public safety.
- Provide data-driven trend analysis through reports and geospatial mapping (TXMAP) on a 24/7 basis to stakeholders such as, but not limited to: Troopers, Agents, Field Supervisors, Regional Commanders, Texas Highway Patrol Division (THP), Headquarters, Criminal Investigations Division (CID), Texas Ranger Division, Intelligence and Counterterrorism Division (ICT), Border Security Operations Center (BSOC) as well as partner agencies, to facilitate analytical led law enforcement on major corridors and other highways to enhance patrol operations and public safety.
- Utilize existing DPS resources by working in close collaboration with ICT, leveraging the partnership of the Watch Center, Post Seizure Analysis Team (PSAT), and Communications personnel to further the mission of the HSOC.

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↗ For more information, refer to the **Law Enforcement Annex (G)**.

↗ For more information, refer to the **Hazardous Materials and Oil Spill Response Annex (Q)**.

- Integration of applicable ICT and HSOC analyst functions, and federal, state, and local assets when their duties logically intersect.

### **Public Information**

TxDOT maintains dynamic message signs which may be used to provide information for motorists during prolonged incidents. Current highway conditions are provided on the TxDOT Drive Texas website<sup>5</sup>.

### **Alternative Highway Measures**

When incidents overwhelm or destroy highway infrastructure, state entities may implement alternative measures to assist in restoring transit capabilities.

### **Detours and Temporary Roadways**

Detours may include rerouting traffic to existing parallel routes, constructing temporary paved routes, or a combination of both. TxDOT district offices, with the assistance of DPS THP and local partners coordinate to reroute traffic and establish temporary roadways as needed to maintain traffic operations at acceptable levels of service. TxDOT maintains dynamic message signs which may be used to provide information for motorists during prolonged incidents.

Alternative parallel routes and their capacity to handle additional traffic depend on the size and complexity of the incident. TxDOT Traffic Management Centers can assist in providing information for emergency operations. In addition, TxDOT provides maintenance for detour routes, such as pavement overlays, bridge widening, bridge replacements, signal timing adjustments or intersection improvements.

### **Law Enforcement Coordination**

TxDOT coordinates with DPS THP and local law enforcement and fire personnel to respond to highway incidents, clear roadways and conduct appropriate repairs. Law enforcement personnel play a critical role in conducting traffic control while accident investigations and roadway clearance are underway. Law enforcement personnel and TxDOT coordinate closely to implement road closures when necessary to respond to immediate life safety threats. THP can request additional state law enforcement support for evacuation, traffic control, security and access control during large-scale incidents.<sup>7</sup>

### **Waivers and Movement Permits**

The Governor's Office may issue transport waivers when oversized or overweight equipment or disaster response supplies must be transported across the state. Requests for these waivers are normally initiated by the SOC. A Governor's State of Emergency or Disaster Declaration is generally required in order to request these waivers.

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<sup>5</sup> For more information, see Texas Department of Transportation [Drive Texas website](#).

<sup>7</sup> For more information refer to the **Law Enforcement Annex (G)**.

## Highway Restoration and Recovery

The Texas Department of Transportation (TxDOT) is responsible for the design, construction, and maintenance of the state highway system, and is the lead agency for emergency repair and restoration of state highway, bridges and facilities.

TxDOT coordinates with the Texas Department of Public Safety–Highway Patrol and local jurisdictions to restore and recover in response to unique catastrophic infrastructure failure that may pose as a hazard to the public.

Repairs are normally performed using a combination of state resources and private vendor construction contracts. If resources are not available locally or through mutual aid agreements, the State Operations Center (SOC) may assist in coordinating resources upon receipt of a State of Texas Assistance Request (STAR). Requests for TxDOT resources to participate in emergency operations are routed to the TxDOT district maintenance engineer through the appropriate Disaster District Committee (DDC).

## Vehicle Accidents and Incidents

The Texas Department of Public Safety (DPS) Highway Patrol (THP) and local law enforcement personnel investigate vehicle accidents and incidents. TxDOT and local entities can assist DPS THP as needed to clear traffic accidents, and respond to vehicle breakdowns and spilled cargo in a safe and timely manner.

Depending upon the size and complexity of an accident or incident, law enforcement, fire-rescue personnel, local public works departments, the Texas Commission on Environmental Quality (TCEQ), Department of State Health Services (DSHS) or other entities may also respond.<sup>6</sup>

## Winter Weather

Snow and ice removal and related measures are classified as emergency operations for the TxDOT. Resources are available for plowing, sanding and applying chemical treatments as soon as possible to stabilize roadway conditions.<sup>7</sup>

## Wildfire Response

Fire response personnel are responsible for firefighting operations. Requests for TxDOT to participate in wildfire response are routed to the district maintenance engineer through the appropriate disaster district, as with any other disaster.

TxDOT contributions are limited to activities such as traffic control and detours used to keep traffic moving and to clear the roadway as appropriate. Changeable message boards provide information to motorists about prolonged incidents and fire danger threats. TxDOT can provide water and fuel trucks and blading for fire

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<sup>6</sup> For more information, see the TxDOT Maintenance Operational Manual - Emergency Operations Section 5: [Accidents and Incidents](#).

<sup>7</sup> For more information, see the TXDOT Maintenance Operational Manual - Emergency Operations Section 2: [Snow and Ice Operations](#).

breaks. TxDOT can also assist with mop-up to push smoldering fuels away from the fire perimeter when there are no active flames.<sup>7</sup><sup>8</sup>

### **Roadway Spill Response**

TCEQ works in conjunction with other state agencies to manage spill response and provides appropriate resources when spills affect transportation systems. TCEQ can coordinate with local contractors to expedite clean-up operations as needed. DPS THP coordinates with TxDOT to restrict public access and provide traffic control at hazardous materials spill sites.<sup>7</sup><sup>9</sup>

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<sup>7</sup> For more information, refer to the **Wildland Fire Annex**.

<sup>8</sup> For more information, see the TxDOT Maintenance Operational Manual - Emergency Operations Section 4: [Response to Wildfires](#).

<sup>7</sup> For more information, refer to the **Hazardous Materials and Oil Spill Response Annex (Q)**.

<sup>9</sup> For more information, see the TxDOT Maintenance Operational Manual - Emergency Operations Section 3: [Emergency Spill Response](#).

## Operational Strategy 3: Support Railway Emergency Operations

**This section describes how responding organizations monitor, report and respond to rail transit incidents.**

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The Texas Department of Transportation (TxDOT) Rail Division oversees rail planning, inspection and rail public transit safety. TxDOT works with government and private sector representatives to conduct railway emergency operations.

### Railroad Monitoring and Reporting

Railroad companies and rail transit agencies (RTA) self-monitor and report incidents to TxDOT, the National Transportation Safety Board (NTSB) and affected local jurisdictions. When train accidents result in serious injuries or fatalities, railroad companies and RTAs are required to call in reports by phone to the TxDOT Traffic Operations Division-Rail Safety Section, the State Operations Center and to the NTSB National Response Center. TxDOT investigators may be assigned to collect and verify evidence. Reports are sent to the appropriate entities responsible for oversight and regulatory actions.

Texas Department of Public Safety-Texas Critical Infrastructure Protection (CIP) have real time monitoring capabilities for some railroad companies that are transporting hazardous materials within the state.

### Public Reporting

Each highway-rail or pathway grade crossing has a sign that displays a toll-free telephone number to the Emergency Notification System (ENS) and the crossing's United States Department of Transportation (USDOT) National Crossing Inventory number. If vehicles becomes disabled or stuck on a railroad crossing, individuals can call the telephone number and provide the National Crossing Inventory number to ENS live telephone operators. Reports can also be received by the railroad company or rail transit agencies at the emergency numbers listed below. Local police departments or 911 may also be contacted for assistance.

### Railroad Emergency Telephone Numbers

Rail Entity	Emergency Contact Number
Amtrak	1-800-331-0008
BNSF Railway	1-800-832-5452
CSX	1-800-232-0144
Canadian National	1-800-465-9239
Canadian Pacific	1-800-716-9132

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<b>Kansas City Southern</b>	1-800-892-6295
<b>Norfolk Southern</b>	1-800-453-2530
<b>Union Pacific</b>	1-888-877-7267

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## **Alternative Railroad Measures**

Railroad companies use their own resources to respond to railway incidents involving their trains. When a rail incident occurs, each railroad company is responsible for rerouting its trains until the incident is cleared and railways are safe to reopen. The railroad company involved in the incident develops a corrective action plan and implementation schedule to minimize, control, correct or eliminate conditions that caused the accident or incident.

If needed the Texas Department of Transportation (TxDOT) Railroad Division has federally certified investigators who can facilitate federal assistance if a catastrophic railroad accident occurs. In addition, TxDOT may confirm that corrective action plans have been implemented as described, or that proposed alternate actions have been implemented by the railroad companies.

The Texas Department of Public Safety (DPS)-Highway Patrol (THP) personnel can be dispatched by DPS Communications Centers or local dispatch centers to investigate vehicle collisions with trains.

## **Railroad Restoration and Recovery**

The Texas Department of Transportation (TxDOT) - Rail Division oversees rail planning and inspection, public transit rail safety and manages the South Orient Railroad. The division has the authority to implement rail improvements by entering into public-private partnership agreements.

The TxDOT-Traffic Operations Division oversees highway-rail crossings and commutator, passenger and freight railroad inspections. Railroad Companies coordinate with federal, state, local and private sector stakeholders for response and recovery operations following railroad accidents involving passenger railroads, freight railroads, commuter rail transit systems and other transportation systems operating on a fixed guideway.

The railroad company or railroad transit agency (RTA) involved in an incident implements corrective actions and provides resources to restore infrastructure. Railroad companies and RTA resources must be exhausted before requesting additional resources to recover from large accidents or incidents. Requests for additional state assistance are submitted to the State Operation Center (SOC) as needed by impacted DDCs.

State rail safety inspectors coordinate with Federal Railroad Administration authorities on signals, equipment, track structures, operating practices and hazardous materials investigations.<sup>10 11</sup>

### **Hazardous Materials**

TxDOT receives information from railroad companies regarding the type and quantity of hazardous materials being transported on rail lines in order to be more efficient in allocating hazardous materials inspection resources.

When hazardous materials spills occur during railroad incidents, TCEQ and the affected Disaster District Committee (DDC) activate resources to assist in coordinating clean-up operations as needed in order to reopen railways.↗

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<sup>10</sup> For more information, refer to the [Texas Department of Transportation \(TxDOT\)-Rail Division Website](#)

<sup>11</sup> For more information, refer to the [Texas Department of Transportation \(TxDOT\) State Railroad Map](#)

↗ For more information, refer to the **Hazardous Materials and Oil Spill Response Annex (Q)**.

## **Operational Strategy 4: Support Emergency Operations for Aviation**

**This section describes how responding organizations monitor, report and respond to incidents affecting aviation infrastructure.**

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State entities coordinate with all levels of government and the private sector to conduct emergency operations for aviation incidents.

The TxDOT Aviation Division helps cities and counties obtain and disburse federal and state funds for reliever and general aviation airports. The division also implements a federal improvement program for general aviation airports.

### **Aviation System Monitoring and Reporting**

The Federal Aviation Administration (FAA) and municipal airport authorities have primary responsibility for monitoring and reporting the status of aviation transportation systems. All aircraft accidents are reported to the FAA and National Transportation Safety Board (NTSB). The NTSB can also receive incident or accident reports via the NTSB Response Operation Center.

Commercial airlines and other aviation operators regularly provide updates on disruptions to flight operations leading to delays and cancellations. Aviation system disruptions are reported by the FAA and airport authorities through Notices-to-Airmen (NOTAM) and other steady-state mechanisms.

During disasters, FAA and United States Department of Transportation (USDOT) Emergency Support Function (ESF)-1 liaisons may be assigned to the Texas Air Operations Center (AOC-TX) and State Operations Center (SOC). These liaisons can gather information and provide detailed, broad-scoped updates on the status of the aviation system through its specialized response mechanisms.

### **Aerial Reconnaissance**

The Texas Department of Public Safety (DPS) and other state agencies may use aircraft to conduct aerial reconnaissance. These resources can provide information to assist in assessing the status of transportation infrastructure following a disaster.

Texas Military Forces (TXMF) can augment aerial reconnaissance with live air to ground image capabilities that are monitored at the Texas Air Operations Center (AOC-TX). Texas Parks & Wildlife Department (TPWD) maintains a wide variety of aircraft that can assist the Texas Department of Transportation (TxDOT) and law enforcement resources in assessing impacted areas.

The Civil Air Patrol (CAP) maintains a wide variety of fixed-wing aircraft that can provide aviation support for aerial reconnaissance. The CAP may also respond directly to agencies, organizations or local governments in accordance with joint Memorandums of Understanding (MOU).

Incident Commanders responding to disasters can submit a State of Texas Assistance Request (STAR) for aerial reconnaissance through the Disaster District

Chair (DDC). Aerial reconnaissance support requests should only be submitted when local resources have been exhausted or the unique capability is not available.

## **Alternative Aviation Measures**

Significant incidents and accidents can disrupt the ability of airports and air navigation services to support flights and air response missions in affected airspace.

The Federal Aviation Administration (FAA) can assist municipal airports, aviation operators and other partners to implement contingency measures, such as the use of contingency routes, traffic flow management programs, and temporary flight restrictions. These measures expedite resumption of air traffic, mitigate safety and efficiency issues, and support state and federal response efforts.

The FAA can deploy portable air navigation services assets, such as mobile air traffic control towers, that can assist with air navigation services until the permanent infrastructure is restored.

## **Texas Air Operations Center (AOC-TX)**

The Texas Air Operations Center (AOC-TX) is a multi-agency coordination center hosted and managed by Texas Military Forces (TXMF). If requested by the State Operations Center (SOC), the AOC-TX can develop an operational air support strategy, provide a common air operational picture, and coordinate the total air effort of a response. The AOC-TX is scalable based on the magnitude of the response.

During disasters the FAA may coordinate response measures with state authorities through liaisons at the AOC-TX and SOC. Onsite representatives work in concert with United States Department of Transportation (USDOT) Emergency Support Function One (ESF-1) liaisons, and can report directly to the Federal Aviation Administration (FAA) for federal aviation assistance.

## **Aviation System Restoration and Recovery**

Primary responsibility for the restoration and recovery of the aviation system following a disaster belongs to the United States Department of Transportation (USDOT), and the Federal Aviation Administration (FAA), along with other federal agencies, and state, local and private sector aviation stakeholders.

The FAA uses a number of tools to collaborate with airport authorities and airline operators to rapidly resume normal air traffic activity following an incident that disrupts the aviation system. The FAA is capable of recovering from damage to its communications resources, navigational aids, radars and other air navigation services infrastructure.

## **Airport Mutual Aid**

Following a disaster, airports can coordinate assistance across jurisdictional boundaries with airport to airport mutual aid agreements. These agreements provide process, protocols and mechanisms for emergency or disaster assistance between two airports. Agreements for items other than airplane disasters can be arranged by the airports involved.

The Southeast Airports Disaster Operations Group (SEADOG) can assist in aviation recovery operations by identifying personnel and equipment needs at an airport impacted by a disaster. Assistance from SEADOG can be requested directly by the affected airport.

### **Funding**

Aviation system assets that are not owned and operated by the Federal Aviation Administration (FAA), such as airports, airfields and buildings may require recovery efforts, including specialized funding by other federal agencies and state, local, and private sector aviation stakeholders. United States Department of Transportation (USDOT) and the FAA do not maintain a standing disaster recovery fund. Disaster recovery funding for airports and other aspects of the aviation system is appropriated on a case-by-case basis by the United States Congress.

### **Law Enforcement Support for Aircraft Accidents**

Law enforcement personnel play a critical role in aviation accidents by securing aircraft accident sites until federal agencies arrive to investigate the scene. Law enforcement personnel coordinate with Texas Department of Transportation (TxDOT) to close down roads when necessary to respond to immediate life safety threats. Texas Department of Public Safety (DPS)–Highway Patrol (THP) can request additional state law enforcement support for evacuation, traffic control, security and access control during large-scale incidents.↗

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↗ For more information refer to the **Law Enforcement Annex (G)**.

## **Operational Strategy 5: Support Maritime Emergency Operations**

**This section describes how responding organizations monitor, report and respond to maritime incidents.**

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Texas Parks and Wildlife Department (TPWD) Law Enforcement has primary responsibility for water safety enforcement in all state public waters. State entities work with the US Coast Guard (USCG) and responsible parties to direct resources to stop, contain and clean up maritime spills.

### **Maritime Monitoring and Reporting**

TPWD, USCG and local port authorities are responsible for monitoring port security, vessel traffic control and port closings related to pollution, terrorism and maritime accidents. Criminal and civil violations are investigated and reported by TPWD and USCG.

### **Maritime Spill Reporting**

Primary responsibility for reporting the status of maritime hazardous materials spills falls on the responsible party shipping the hazardous material. Incidents affecting or threatening to impact state maritime infrastructure are reported to the Texas General Land Office (TGLO) by the responsible party within one hour, as required by law. Reportable incidents include, but are not limited to disablings, collisions, groundings, explosions, rammings, allisions, vessels in distress and other incidents involving facilities, pipelines, platforms and rolling stock when oil pollution or the substantial threat of oil pollution are imminent or in progress.

TGLO maintains and operates small boats that assist with monitoring and reporting oil spills that affect Texas ports and the maritime infrastructure. TGLO can provide spill response investigators and conduct compliance inspections on coastal vessels. If TGLO learns of an incident before the USCG, TGLOs emergency notification system reports the incident to the appropriate USCG Captain of the Port.

TGLO uses National Incident Management System (NIMS) guidance and Incident Command System (ICS) structures to establish lines of communication, share information and coordinate maritime spill response operations. This system ensures that notification procedures are established and that designated state agencies are informed when an actual or threatened spill may impact state waters.

### **Maritime Administration (MARAD) Support**

The United States Department of Transportation (USDOT) Maritime Administration (MARAD) Office of Security provides maritime security data support and reports maritime warnings and advisories for U.S.-flag vessels using various information technology resources.

The Office of Security assists in providing maritime security expertise in interagency working groups, develops best practices to improve security, conducts demonstration projects, and contributes to maritime security training. MARAD's

Office of Safety also coordinates agency matters related to maritime industry safety and maritime safety compliance.

## **Alternative Maritime Measures**

Texas Parks and Wildlife Department (TPWD) Law Enforcement, United States Coast Guard (USCG) and local port authorities are responsible for port security, vessel traffic control and port closings related to pollution, terrorism and maritime accidents. Criminal and civil violations are investigated and reported by TPWD and USCG. The TPWD Kills and Spills Team coordinates with the Texas General Land Office (TGLO) and USCG on pollution spills and clean up.

## **Maritime Spill Response**

The Texas General Land Office (TGLO) communicates and works closely with the United States Coast Guard (USCG) and the Texas Commission on Environmental Quality (TCEQ) on pollution to investigate and assist in monitoring of private entities during the cleanup of oil spills. Pollution reports may be sent to the State Operations Center (SOC) during significant spill incidents.

## **Maritime Administration (MARAD) Support**

United States Department of Transportation's (USDOT) Maritime Administration (MARAD) has several large vessels which can be activated to assist the state through Joint Logistics-Over-the-Shore (JLOTS) offshore loading and unloading operations.

MARAD can assist with port infrastructure operations that include but are not limited to:

- Serving as a fueling station for vessels
- Providing firefighting capabilities
- Providing emergency power
- Providing potable water to vessels responding to incidents
- Providing berthing, meals and laundry services for emergency personnel
- Providing potable water to wash down equipment for agricultural inspections
- Providing crane services to lighter barges and other vessels
- Providing a command and control platform
- Providing protection and storage of equipment, vehicles and supplies
- Conducting vessel traffic service (VTS) operations for a port from a ship's navigational bridge

## **Maritime Restoration and Recovery**

Texas Parks and Wildlife Department (TPWD) law enforcement has primary responsibility for water safety enforcement in all state public waters. TPWD has over 600 vessels in its maritime fleet available to respond to pollution spills and other maritime incidents. TPWD, United States Coast Guard (USCG) and local port authorities are responsible for port security, vessel traffic control and port closings related to pollution, terrorism and maritime accidents. Criminal and civil violations are investigated and reported by TPWD and USCG.

## Coastal Spills

The Disaster District Committee (DDC) and local and county partners coordinate with the Texas General Land Office (TGLO) in accordance with the National Contingency Plan and the appropriate Area Contingency Plans for oil spill incidents along the Texas coast.<sup>7</sup>

TGLO and responding jurisdictions coordinate to establish command posts in the affected area.<sup>12</sup> TGLO, the responsible party and the Federal on Scene Coordinator (FOSC), manage decision making related to spill response operations. These operations include, but are not limited to salvage, firefighting, lightering, decanting, safe haven, and other matters affecting the discharge of spilled oil and its containment, cleanup or disposal.

Depending on the size and complexity of the incident, TGLO can request restoration and recovery assistance from local and county jurisdictions, the Disaster District Committee (DDC) and other state and local agencies. TGLO and responding jurisdictions coordinate activities to use available resources as efficiently as possible.

## Vessel Removal

Texas General Land Office (TGLO) has the authority to remove wrecked, derelict or substantially dismantled vessels or structures in Texas coastal waters. The Commissioner can have such vessels removed and may recover the costs of removal, storage and disposal from the owner or operator of the vessel or structure.

## Maritime Administration (MARAD) Support

The Maritime Administration (MARAD) can coordinate with the State and Federal ESF-1 representatives, commercial United States (US)-flag vessels and MARADs Ready Reserve Force (RRF) ships to meet the response, recovery and resiliency challenges resulting from domestic and international disasters.

MARAD can assist in determining what resources are needed to support critical emergency operations. This can assist with rapid recovery efforts to reopen the maritime transportation system for commercial services, transport options or commodities and passengers vessel service to support emergency and commercial freight movement.

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<sup>7</sup> For more information, refer to the **Hazardous Materials and Oil Spill Response Annex (Q)**.

<sup>12</sup> For more information, refer to the [TGLO-USCG Pollution Prevention and Response Memorandum of Agreement](#).

## Operational Strategy 6: Support Pipeline Emergency Operations

**This section describes how responding organizations monitor, report and respond to pipeline incidents.**

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The Railroad Commission of Texas (RRC) is the state agency with primary regulatory and enforcement jurisdiction over pipeline transporters and the hazardous liquid pipeline industry. RRC works with other government entities and private sector providers to conduct pipeline emergency operations.

### Pipeline Monitoring and Reporting

Primary responsibility for reporting the status of pipelines lies with RRC. Pipeline operators are required to follow the Railroad Commission's safety regulations that govern intrastate gas, hazardous liquid and carbon dioxide pipelines.

Pipeline operators report incidents and accidents on jurisdictional pipelines to the RRC Pipeline Safety Department by telephone at the earliest practical moment, but no later than two hours following discovery.

Excavation damage to underground pipelines is reported within ten days unless the damage meets the criteria of a reportable incident or accident.

The RRC Pipeline Safety Department completes incident reports, conducts and documents on-site inspections of incidents and accidents, and receives operator 30-day and final reports. The department receives, reviews and determines the appropriate operator-proposed corrective actions to bring the pipeline and pipeline facility into compliance and functional operation.<sup>13</sup>

The RRC Oil and Gas Division identifies, monitors and inspects infrastructure of private industry parties that are responsible for remediation of spills relating to exploration and production of oil and gas. The division has jurisdiction over spill response and remediation of release from pipelines, transporting crude oil, natural gas, and condensate originating from an exploration and production facility to a refinery gate. The RRC also has jurisdiction over waste generated by construction and the operation of pipelines transporting carbon dioxide.

The Texas Commission on Environmental Quality (TCEQ) has jurisdiction over waste from transportation of refined products by pipeline and over waste associated with transportation of crude oil and natural gas liquids by railcar, tank, truck, barge or tanker.

### Alternative Pipeline Measures

Pipeline operators are responsible for making alternative arrangements when pipelines are shut down for any reason. Existing curtailment priorities specify service priority on transmission and distribution pipelines.

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<sup>13</sup> For more information, refer to the [RRC Accident and Incident Reporting Website](#).

The Texas Energy Reliability Council (TERC) is comprised of executive level members from the public and private sectors. TERC members include natural gas producers, natural gas intrastate transmission pipeline operators, gas distributors, electric utilities, the Electric Reliability Council of Texas (ERCOT), the Texas Oil and Gas Association (TXOGA), Public Utility Commission (PUC), the Railroad Commission of Texas (RRC) and the Texas General Land Office (TGLO).

TERC members work together on a voluntary basis to avoid interruption of high priority gas deliveries to end users and electric generating units. TERC members have ability to control valves remotely and shut down or redirect pipelines. In the event of natural gas shortages in areas of Texas, the RRC coordinates with TERC to alleviate shortages and satisfy demand in the affected areas by redirecting and reallocating pipeline gas.↗

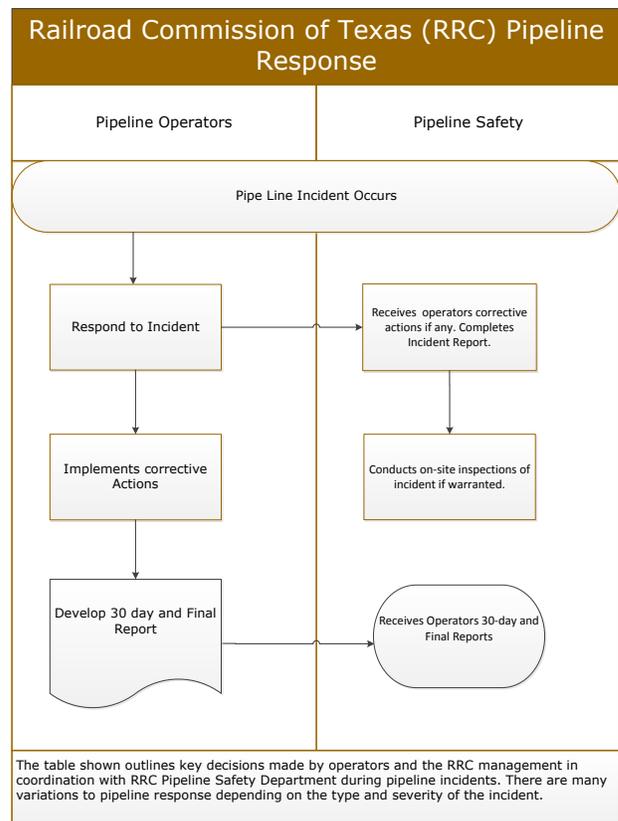
Depending on the size and complexity of the pipeline incident, the RRC can request restoration and recovery assistance from local and county jurisdictions, the Disaster District Committee (DDC) and other state and local agencies.

## Pipeline Restoration and Recovery

Pipeline operators, under the jurisdiction of the Railroad Commission of Texas (RRC) own, operate and conduct response and recovery of their respective pipelines and facilities. Pipeline operators are responsible for remediating failed pipeline segments by repair or replacement. These activities may also include pressure testing, in-line inspections or other assessment methodologies for ensuring that the pipeline is capable for return to service. Pipeline operators are responsible to their customers for making arrangements for continuity of service during pipeline outages.

RRC Pipeline Safety Department completes incident reports, conducts and documents on-site inspections of incidents, receives operators' 30-day and final reports for reportable criteria incidents, and receives, reviews, and determines the adequacy of operators proposed corrective actions to bring the pipeline or pipeline related facility into safety compliance and normal operation.

The chart to the right outlines key decisions made by operators and RRC management in coordination with the RRC Pipeline Safety Department during pipeline incidents.



↗ For more information, refer to the **Energy Annex (L)**.

# Operational Strategy 7: Provide Response Resources

**This section describes state capabilities for highway, railroad, aviation, maritime and pipeline support for a disaster or incident.**

Based on needs and operational capabilities, state assistance may consist of technical guidance, on-scene needs assessment, administrative support, and deployment of personnel and equipment engaged in transportation operations. The following table shows some of the resources the state may use.

State agencies initial expenditure of money in response to an emergency, imminent disaster, or recovery from a catastrophic incident should come from funds regularly appropriated by the legislature. If a state agency requires additional assistance they may contact TDEM to pursue other available options.

## Response Resources

The table below provides an overview of response resources which may be used to assist with responding and recovery of the transportation system and infrastructure in the state of Texas.

Entity	Resource	Use
<b>Disaster District Committee (DDC)</b>	DDC Chair may dispatch any state resources in his/her district	Support local jurisdictions with an all hazard response after local mutual aid has been exhausted.
<b>Texas Department of Public Safety (DPS)-Highway Patrol (THP)</b>	Highway Safety Operations Center (HSOC).	Serves to centralize and formalize all highway safety elements in an operational support, data-driven, multi-agency structure.
	Texas Highway Patrol (THP) personnel and equipment.	Assist traffic control operations when the transportation system is damaged, unavailable or overwhelmed.
<b>Texas Department of Public Safety DPS-ICT</b>	Joint Crime and Information Center (JCIC)	Assist local, State, Tribal jurisdictions report suspicious activities, terrorism or other criminal acts.
	Critical Infrastructure Protection Program	Provide detailed information about critical infrastructure assets and systems from all 16 critical infrastructure sectors. Contact and

Entity	Resource	Use
		<p>coordination with private sector infrastructure owners/operators.            Coordination with DHS Protective Security Advisors.</p>
<b>Texas Department of Transportation (TxDOT)</b>	Mobile messaging road signs	Inform public of dangerous or potentially dangerous conditions.
	Traffic control apparatus	Support local jurisdictions with traffic control operations.
	Mobile fueling trucks	Provide onsite fueling capabilities to response equipment.
	Railroad Investigators	Provide railroad investigations and compliance inspections.
	Fixed wing aircraft with aerial photo capability	Take aerial photos to assist in visualizing the incident.
	Maps	Provide statewide highway system maps for alternative solutions.
	Heavy equipment	Provide proper heavy equipment for disaster area.
	Engineering personnel	Provide expert recommendations to repair damaged transportation systems and infrastructure.
<b>Texas General Land Office</b>	Small Boats	Provide presence for coastal oil spill prevention and response.
	Investigators	Provide spill response investigations and compliance inspections.
	US Coast Guard Liaison	Provide constant communication links between state and federal agencies.
	Pollution Reports	Provide SOC with updates of major incidents that occurs along the Texas coast.
<b>Texas Military</b>	Utility Helicopters	Provide support to civilian aviation capabilities in support

Entity	Resource	Use
<b>Forces</b>		of natural or manmade disaster response.
	Cargo Helicopters	Provide support to civilian authorities for transportation of personnel, equipment, and supplies in support of civil support operations.
	Military Vehicles	Provide personnel, equipment, and commodities movement capabilities to internally support a TXMF response and/or externally support civil authorities.
	Ferry Bridge	Assist civilian authorities to open Main Supply Routes (MSRs) allowing first responders to access areas in the impact zone.
	Rafts	Assist civilian authorities with swift water rescue mission in impacted areas.
	Aircraft	Assist local, state and federal authorities in the evacuation or transport of military/civilian personnel and/or equipment.
	Air Terminal Operations Center	Provide local authorities with an Air Terminal Operations Center for airlift capabilities.
	Airfield Recovery Team	Assist civil authorities with recovery of airfield, utility systems and related infrastructure. Also assists in expedient opening of adjacent civil roads.
	Airfield Operations	Provides civil airfields typical Air Base Operations and command/control of Air Mobility Command aircraft to coordinate the loading, unloading and maintenance of military fixed wing aircraft.

Entity	Resource	Use
	TACP/TRE	Assist local, state and federal authorities in the coordination of military aviation operating within the incident airspace, and provide C2 link between military and civilian resources.
	Ground Wildfire Suppression Package	Assist in wildfire suppression.
	Emergency Management Response Team	Provide civil authorities and/or military forces emergency management augmentation, assistance and advising for man-made or natural hazards during emergency operations.
	Expedient Response	Facilitate support of civilian and military personnel, equipment and supplies and provide a rapidly deployable, multi-purpose team to support Defense Security Cooperation Agency operations.
	Horizontal Engineer Unit	Assist with damaged roadways after a disaster.
	Sling Load Operations	Assist with supply and debris removal.
<b>Railroad Commission of Texas</b>	Oil and Gas Division Field Inspectors	Prevent waste of the state's natural resources, protect the correlative rights of different interest owners, prevent pollution, and provide safety.
	Oil and Gas Division Cleanup Coordinators and Technical Staff	Assist with coordination of spill recovery operations.
	Technical Support	Issues and administers permits for pipelines and other production and exploration projects.
	Oil and Gas Division Site Remediation Group	Assist with large spills and waste management that will require longer periods for recovery.

Entity	Resource	Use
<b>Texas Parks &amp; Wildlife Department</b>	Aircraft	Provide assistance with surveying an incident area.
	Marine Response	Provide Law Enforcement and SAR vessels for security patrols, population containment and emergency response in support of TGLO and USCG.
	Pollution Response	Kills and Spills Team to support TGLO and USCG in pollution response.
<b>Southeast Airport Disaster Operations Group (SEADOG)</b>	Voluntary Airport-to-Airport Mutual Aid Coalition	Help identify specific personnel and/or equipment needs at an airport impacted by a disaster and provide the necessary assistance.

# Summary of Responsibilities

**This section specifies stakeholder responsibilities during infrastructure preparedness, response and recovery operations.**

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All state Emergency Management Council (EMC) agencies and organizations that support the monitoring, reporting, response and recovery of transportation systems and infrastructure are responsible for the tasks listed below.

## Agency Checklist

Use the following table to ensure all Emergency Management Council responsibilities are addressed.

Phase	Task
<b>Preparedness</b>	<ul style="list-style-type: none"><li>▪ Determine staff requirements.</li><li>▪ Identify specific personnel who can fill extended emergency duty positions in the State Operations Center (SOC), agency emergency operation centers (EOCs), state medical operations center (SMOC), Disaster District emergency operations center, multi-agency coordination centers (MACCs), the Joint Field Office (JFO), field command posts, traffic control and/or reentry points. Ensure that the number of personnel identified is adequate.</li><li>▪ Train representatives in accordance with National Incident Management System (NIMS) requirements and ensure that these representatives are made aware of the capabilities of their parent organization to provide assistance and support and be prepared to provide recommendations.</li><li>▪ Ensure appropriate action guides and standard operating guides are developed and maintained.</li><li>▪ Develop and maintain contact lists and notification procedures.</li><li>▪ Develop lists of agency resources and update these lists at least quarterly, when these resources are paid for with federal funds, enter them into the Texas Regional Response Network (TRRN).</li><li>▪ Develop and maintain procedures for identifying, locating, committing, deploying and accounting for agency emergency support resources.</li></ul>
<b>Response</b>	<ul style="list-style-type: none"><li>▪ Assist with fulfilling intrastate and interstate mutual aid when possible.</li><li>▪ Provide situational and operational status reports in accordance with existing procedures and/or as requested by the primary agency.</li><li>▪ Support and coordinate accessibility and functional needs support services.</li><li>▪ Capture costs associated with losses from drought.</li></ul>

## Agency/Organization Responsibilities

Some stakeholders provide personnel and/or equipment, while others offer knowledge and expertise in working with response agencies, the vendor community, commercial organizations or associations that supply or restore services.

The following tables show stakeholder responsibilities organized by phase of emergency management. Stakeholders are listed in alphabetical order, with the lead agency listed first.

### Lead Entity: Texas Department of Transportation (TxDOT)

Phase	TxDOT Responsibilities
<b>Mitigation</b>	<ul style="list-style-type: none"> <li>▪ Provide 24/7 on-demand flight operations to support state official business</li> <li>▪ Prioritize infrastructure projects that address obstructions on evacuation routes.</li> <li>▪ Conduct highway development planning to implement short- and long-term solutions to reduce congestion on evacuation highway routes.</li> </ul>
<b>Preparedness</b>	<ul style="list-style-type: none"> <li>▪ Conduct flight operations when other civilian entities are restricted from flight</li> <li>▪ Respond to all natural or national disasters as directed</li> <li>▪ Pre and post hurricane damage assessments as well as contraflow traffic operations are conducted as weather conditions permit.</li> <li>▪ Coordinate with THP to develop and maintain contraflow plans for major evacuation routes as identified by the Task Force on Evacuation, Transportation and Logistics.</li> <li>▪ Conduct traffic analysis and/or other studies to identify the most appropriate highways that meet evacuation requirements.</li> <li>▪ Assist TDEM in establishing emergency fuel distribution priorities.</li> <li>▪ Maintain an Emergency Process for railroad incidents involving infrastructure, equipment, operations, and facilities that defines the chain of command and emergency procedures, and includes interaction with rail owners and operators as well as TxDOT District Offices throughout the state.</li> <li>▪ Maintain geospatial maps with operator, facility and location information on rail lines and facilities.</li> <li>▪ Provide training and problem solving exercises to SOC Team members.</li> <li>▪ Maintain updated emergency notification list. (ie. DPS, local law enforcement, fire department, district hazardous material</li> </ul>

Phase	TxDOT Responsibilities
	coordinator, TCEQ.) <ul style="list-style-type: none"> <li>▪ Give safety briefing of accident areas with known or suspected toxic or hazardous materials.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>▪ Support the fuel operations function in the SOC as it coordinates the distribution of fuel prior to and during evacuation operations.</li> <li>▪ Partner with the Fuel Coordination Team (TXOGA) and other fuel industry representatives) to release public service announcements that encourage the filling of fuel tanks and promote fuel availability.</li> <li>▪ Perform emergency highway repairs to allow evacuation routes to remain open as long as weather conditions permit.</li> <li>▪ Assign locations for comfort stations along major evacuation routes and assist in their setup and operation.</li> <li>▪ Keep evacuation routes open for as long as prudent to ensure evacuees can exit the evacuation zones safely.</li> <li>▪ Communicate with the private rail industry, public rail passenger service operators, state agencies, and TxDOT Districts regarding rail infrastructure, equipment, operations, and facilities incidents and problems..</li> <li>▪ Keep TxDOT Executive Staff informed of developments with respect to damaged infrastructure</li> <li>▪ Provide information on the availability of highways for evacuation operations.</li> <li>▪ Monitor traffic conditions via detectors, cameras and personnel observations.</li> <li>▪ Install temporary barricades, traffic cones and other traffic control devices to assist law enforcement in effective evacuation traffic management on state highway routes.</li> <li>▪ Respond to and resolve immediate traffic road-hazard problems along evacuation routes.</li> </ul>

### Health and Human Services Commission (HHSC) 2-1-1

Phase	HHSC 2-1-1 Responsibilities
<b>Preparedness</b>	Register callers in the State of Texas Emergency Assistance Registry (STEAR).
<b>Response</b>	Use 2-1-1 statewide disaster application to store comprehensive information, to provide disaster-related referrals and for reporting throughout the incident. <ul style="list-style-type: none"> <li>▪ Provide disaster-related information and referral to the public during all phases of the incident.</li> <li>▪ Assist in locating additional information and referral</li> </ul>

Phase	HHSC 2-1-1 Responsibilities
	<p>resources to support caller needs.</p> <ul style="list-style-type: none"> <li>▪ Provide a representative at the SOC to monitor STEAR activity and provide reports as scheduled or requested.</li> <li>▪ Research event-related resources and enter into 2-1-1 statewide disaster applications</li> <li>▪ Provide reassurance to frightened callers.</li> <li>▪ Receive and document escalations regarding shelter needs, medical concerns, transportation issues, lack of fuel, lack of essential items, the presence or lack of shelter space, spontaneous shelters and other pertinent concerns from 2-1-1 Area Information Centers and report to the SOC.</li> <li>▪ Receive escalations from 2-1-1 Area Information Centers regarding stranded individuals in need of rescue or emergency evacuation assistance if / when 911 services are not available.</li> <li>▪ Document and forward escalations to the local EOC/DDC or to Search and Rescue, as appropriate.</li> </ul>
<b>Recovery</b>	<ul style="list-style-type: none"> <li>▪ Provide recovery-related information and referral.</li> <li>▪ Provide information to the SOC and SMOC regarding availability of resources or needs.</li> <li>▪ Receive escalations from 2-1-1 Area Information Centers regarding medical welfare checks, document and forward to local EOC/DDC personnel.</li> </ul>

### Public Utility Commission (PUC)

Phase	PUC Responsibilities
<b>Preparedness</b>	<p>Ensure utility companies regulated by the PUC include all hazard preparedness and evacuation related public awareness information in monthly billing statements.</p>
<b>Response</b>	<ul style="list-style-type: none"> <li>▪ Alert all major telecommunications and electric utilities to initiate a review of emergency plans, inventories and preparations for incidents that damage or overwhelm critical infrastructures.</li> <li>▪ Provide accurate utility outage information and restoration dates to the SOC.</li> <li>▪ Contact impacted utilities, request presence at the SOC and work with them to minimize outages during and after an event.</li> <li>▪ Work with SOC staff and impacted utilities to establish restoration priorities.</li> </ul>

## Railroad Commission of Texas (RRC)

Phase	RRC Responsibilities
<b>Preparedness</b>	<ul style="list-style-type: none"> <li>Serves as the lead agency for spills or discharges from all activities associated with the exploration, development, or production, including storage or pipeline transportation (excluding highway transport and refined product spills), of oil, gas, and geothermal resources.</li> <li>Maintain an Emergency Process for the Oil and Gas Division, Pipeline Safety Department, Gas Services Department and Alternative Fuels Safety (e.g., liquefied petroleum gas) Department, that defines the chain of command and emergency procedures, and includes interaction with district and regional offices throughout the state.</li> <li>Maintain phone lists.</li> <li>Maintain geospatial maps with operator, facility and location information on oil and gas wells, pipelines, gas processing plants, LPG facilities, above and underground storage, refineries and electric power generators.</li> <li>Provide training and problem solving exercises to SOC Team members.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>Communicate with the Texas Energy Reliability Council, private industry, state agencies, RRC Divisions, RRC Districts and RRC Regional offices regarding natural gas and petroleum supply disruption, reallocation and augmentation of production.</li> <li>Keep TDEM and RRC Executive Staff informed of supply disruption developments with respect to damaged infrastructure</li> </ul>

## Texas Department of Public Safety (DPS) – Texas Highway Patrol

Phase	DPS – THP Responsibilities
<b>Preparedness</b>	<ul style="list-style-type: none"> <li>DDC Chairs maintain awareness regarding the availability of supplies, materials and capabilities that could be used in a disaster situation.</li> <li>Develop and maintain comprehensive statewide traffic-management plans to support large-scale inter-jurisdictional evacuations.</li> <li>Assist in planning to accommodate increased volume at border checkpoints during evacuations.</li> <li>Develop, maintain and distribute appropriate evacuation guidance and SOGs.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>Secure transportation related, spill incident sites.</li> <li>Communicate site-specific information to responders and</li> </ul>

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involved agencies.

- Coordinate with local jurisdictions to ensure proper state incident notification.
  - Assist in the dissemination of information on actions to be taken for the protection of public health and property.
  - Provide uniformed law enforcement personnel and equipment.
  - Provide communications resources and support.
  - Assume responsibility for command, control and communications, as well as other operational tasks during evacuations, and other disaster response operations.
  - Provide a representative to local MACCs or multi-jurisdictional EOCs.
  - Collect information from support agencies and provide SITREPs.
  - Identify and coordinate resources to fill evacuation staffing requirements.
  - Provide for the safe and expeditious flow of traffic out of threatened areas and through adjacent jurisdictions.
  - Assume traffic-management authority over designated evacuation routes during multi-jurisdictional evacuations.
  - Monitor the status of all evacuations and report the status of movements and problems affecting expedited traffic flow.
  - Take immediate actions as needed to ensure continued, expeditious traffic movements out of areas of risk, to include emergency rerouting of evacuating vehicles.
  - Provide operational status reports on the evacuation traffic flow to the SOC.
  - Work with DHS and US Border Patrol to coordinate the flow of traffic through checkpoints on major evacuation routes.
  - DDC Chairs work with jurisdictions in the disaster district to ensure all evacuation, transport and sheltering operations are being carried out efficiently and effectively.
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## Texas Commission on Environmental Quality (TCEQ)

Phase	TCEQ Responsibilities
<b>Preparedness</b>	<ul style="list-style-type: none"><li>▪ Contact refineries in incident areas to make inquiries regarding facilities.</li><li>▪ Coordinate with NDOW partners. Initiate incident in Response Manager data management system.</li><li>▪ Disaster incident management planning.</li><li>▪ Fuel waiver coordination.</li></ul>
<b>Response</b>	<ul style="list-style-type: none"><li>▪ Process fuel waivers.</li><li>▪ Conduct rapid needs assessments in conjunction with Natural Disaster Operational Workgroup (NDOW) partners (TGLO,</li></ul>

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Phase	TCEQ Responsibilities
	<p>TPWD, USCG and the U.S. EPA).</p> <ul style="list-style-type: none"> <li>▪ Coordinate and process fuel waiver requests (Environmental Protection Agency (EPA), Department of Energy (DOE) and Fuel Coordination Team).</li> <li>▪ Assess and provide technical infrastructure assistance to public water supply systems and wastewater systems.</li> <li>▪ Assess dams.</li> <li>▪ Authorize temporary debris management sites.</li> <li>▪ Support interoperable communications.</li> <li>▪ Provide a mobile command post to support ESF 1, ESF 3 and ESF 10 operations.</li> <li>▪ Coordinate HAZMAT and oil spill recovery operations.</li> </ul>

### Texas General Land Office (TGLO)

Phase	TGLO Responsibilities
<b>Preparedness</b>	<ul style="list-style-type: none"> <li>▪ Serve as the lead agency for responding to crude oil spills that enter, or threaten to enter, coastal waters.</li> <li>▪ Establish protocols, to assess prioritize and respond to coastal oil spills and hazardous material releases during a state or federally declared coastal natural disaster.</li> <li>▪ Train response officers and support staff in accordance with NIMS/Hazwoper and train on the standard operating guidelines during for this type of disaster.</li> <li>▪ Maintain procedures for staffing and equipment deployment.</li> <li>▪ Maintain emergency contact list with notification procedures to support mission.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>▪ Activate trained response personnel and response equipment as appropriate to an incident or hazard.</li> <li>▪ Coordinate immediate response to provide oil and hazardous material spills response.</li> <li>▪ Coordinate marine-related transportation support issues, to include closure of harbors and waterways in response to a major emergency of disaster.</li> <li>▪ Deploy major equipment to prepositioned locations outside the targeted areas.</li> <li>▪ Provide boats to transport responders and/or provide spill response assistance.</li> <li>▪ Provide GIS Analysts to support digital mapping requests in support of mission assignments.</li> <li>▪ Deploy trained staff and resources as needed to support the SOC.</li> <li>▪ Conduct rapid needs assessment in conjunction with NDOW</li> </ul>

Phase	TGLO Responsibilities
	<p>partners (TCEQ, TPWD, USCG &amp; EPA) utilizing RESPONSE MANAGER data management system.</p> <ul style="list-style-type: none"> <li>▪ Assess, prioritize and respond to coastal oil spills and hazardous material releases during a state or federally declared coastal natural disaster.</li> <li>▪ Coordinate response efforts with USCG to begin oil and hazmat assessment and cleanup of coastal spills.</li> <li>▪ Establish communication with the CCG for communication support in the field.</li> </ul>

### Texas Military Forces (TXMF)

Phase	TXMF Responsibilities
<b>Preparedness</b>	<ul style="list-style-type: none"> <li>▪ Develop/maintain plan to meet response phase requirements, update and submit to TDEM.</li> <li>▪ Conduct necessary training and/or exercises to successfully execute response phase requirements.</li> <li>▪ Coordinate with relevant inter-agency partners to successfully execute response phase requirements.</li> <li>▪ Provide military support as requested by the SOC.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>▪ Support SOC operations with multi-function administrative personnel.</li> <li>▪ Support incident command with aerial situational awareness assets.</li> <li>▪ Support law enforcement static checkpoints with soldier and/or airmen teams.</li> <li>▪ Support law enforcement security operations during civil disturbance situations with escorts for first responder crews into and out of the incident area.</li> <li>▪ Support law enforcement security operations during civil disturbance situations with escorts for critical infrastructure teams into and out of the incident area.</li> <li>▪ Support Texas Task Force 1 (TX-TF1) search and rescue operations with ground SAR team(s).</li> <li>▪ Support TX-TF1 search and rescue operations with aerial (rotary and fixed wing) SAR capabilities.↗</li> </ul>

↗ For more information on SAR capabilities, refer to the **States Search & Rescue Annex (R)**.

## Texas Parks and Wildlife (TPWD)

Phase	TPWD Responsibilities
<b>Preparedness</b>	<ul style="list-style-type: none"><li>▪ Maintain plan to meet response phase requirements.</li><li>▪ Conduct necessary training and/or exercises to successfully execute response phase requirements.</li><li>▪ Coordinate with inter-agency partners to successfully execute response phase requirements.</li><li>▪ Plan to provide Law Enforcement support and SAR response as requested by the SOC.</li></ul>
<b>Response</b>	<ul style="list-style-type: none"><li>▪ Support TGLO and USCG with Maritime security zone vessel patrols and containment.</li><li>▪ Support incident command with aerial situational awareness assets (TPWD Aircraft)</li><li>▪ Support law enforcement security operations and THP during civil disturbance situations.</li><li>▪ Support Texas Task Force 1 (TX-TF1) search and rescue operations with ground SAR team(s).</li><li>▪ Support TX-TF1 search and rescue operations with aerial (rotary and fixed wing) SAR capabilities. ↗</li><li>▪ Support TX-TF 1 search and rescue operations with boat SAR and swift water rescue teams.</li><li>▪ Support TGLO and USCG with TPWD Kills and Spills team for pollution monitoring, control and reporting.</li></ul>

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↗ For more information on SAR capabilities, refer to the **States Search & Rescue Annex (R)**.

## Reference Information

This section contains information that describes transportation subsectors.

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### Transportation Subsectors

The transportation systems in Texas consist of several key subsectors or modes that transport people, food, water, medicines, fuel, and other commodities vital to public health, safety, security, and the economic well-being of the State.

Transportation Subsector	Description
<b>Highway</b>	80,000 miles of roadway and 50,000 bridges used by automobiles, motorcycles, motor coaches, school buses and trucks carrying passengers, hazardous materials and commercial freight.
<b>Rail</b>	Texas leads all states with 10,384 total rail route miles. The state has 9,784 public highway and rail crossings.
<b>Aviation</b>	Includes aircraft, air traffic control systems, and approximately 292 airports, including heliports, landing strips, 27 commercial airports, civil and joint use military airports, short takeoff and landing ports, and seaplane bases. <sup>14</sup>
<b>Maritime</b>	Texas has 26 ports, handling roughly 550 million tons of cargo per year. Texas ports generate \$270 billion in economic activity and \$6 billion in state and local taxes per year <sup>15</sup> Seven Texas ports rank in the top 50 of all U.S. ports in terms of annual tonnage, including Houston (second), Beaumont (sixth), Corpus Christi (seventh) and Texas City (eleventh). The Port of Galveston ranked as the fourth-largest U.S. cruise market based on embarkation, with more than 863,000 passengers and crew in 2012.
<b>Pipelines</b>	Texas has the largest pipeline infrastructure in the nation, with more than 425,939 miles of pipeline, representing about one sixth of the total pipeline mileage of the entire United States. Texas' pipelines are divided into the categories of natural gas and LP-gas distribution lines (more than 146,966 miles), hazardous liquid and natural gas transmission lines (more than 69,169 miles), intrastate production and gathering lines leaving a lease (more than 163,543 miles), and interstate lines (46,097 miles). <sup>16</sup>

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<sup>14</sup> For more information, refer to the [Texas Airport System Plan](#) by the Texas Department of Transportation

<sup>15</sup> For more information on [Gulf Intracoastal Waterway](#), by the Texas Department of Transportation

<sup>16</sup> For more information, refer to [Pipeline Safety](#) by the Railroad Commission of Texas

# Authority

**Strategic planning guidance and authorities governing the enactment and implementation of this annex are summarized below.**

The following table presents specific sources, their relevance to this document, and hyperlinks to their online location.

Source	Relevance	Link
<b>Texas Health &amp; Safety Code Chapter 778</b>	Describes the State of Texas becoming a member state of the EMAC and lays the ground work on implementation of the system within Texas.	<a href="http://www.statutes.legis.state.tx.us/Docs/HS/htm/HS.778.htm">http://www.statutes.legis.state.tx.us/Docs/HS/htm/HS.778.htm</a>
<b>Texas Government Code Chapter 418</b>	Provides authority and mechanisms to clarify and strengthen key roles, as well as authorize and provide for cooperation and coordination of an emergency management system embodying all aspects of pre-disaster preparedness and post-disaster response.	<a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm</a>
<b>Texas Government Code Section 418.050</b>	Provides guidelines for reentry of areas previously evacuated because of a disaster or threat of disaster.	<a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.050">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.050</a>
<b>Texas Government Code Section 418.11</b>	Describes the Texas Statewide Mutual Aid System.	<a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.018">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.018</a>
<b>Texas Government Code Section 418.042</b>	Allows for the creation and maintenance of the State Emergency Management Plan.	<a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.042">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.042</a>
<b>Texas Government Code Section 418.047</b>	This section states that the Texas Department of Transportation establishes additional methods for disseminating emergency public service messages to motorists about, (1) severe weather advisories, (2) AMBER alerts under Subchapter L, Chapter 411, (3) silver alerts under Subchapter M, Chapter 411.	<a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.047">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.047</a>

<p><b>Texas Government Code Section 418.051</b></p>	<p>This section identifies the communications coordination group who can facilitate interagency coordination and collaboration to provide efficient and effective planning and execution of communications support to joint, interagency, and intergovernmental task forces during an emergency.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.051">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.051</a></p>
<p><b>Texas Government Code Section 418.109</b></p>	<p>Authorizes a local government entity or organized volunteer group to provide mutual aid assistance upon the request from another local government entity or organized volunteer group.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.109">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.109</a></p>
<p><b>Texas Government Code Section 418</b></p>	<p>It is the intent of the legislature that in responding to an emergency or disaster, the first recourse of state and local agencies should be to the funds regularly appropriated to those agencies.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.83">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.83</a></p>
<p><b>Texas Government Code Section 418.117</b></p>	<p>If the assistance of a person who holds a license, certificate, permit, or other document qualification in a professional, mechanical, or other skill is requested by a state agency or local government entity under the system, the person is considered licensed, certified, permitted, or otherwise documented in the political subdivision in which the service is provided as long as the service is required.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.117">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.117</a></p>
<p><b>Texas Government Code Chapter 418 Section 111-118</b></p>	<p>This subchapter outlines the specific requirements, procedures and policies for the Texas Statewide Mutual Aid System.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.111">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.111</a></p>
<p><b>Texas Government Code Chapter 418 Section 190</b></p>	<p>This section identifies and directs TAHC to provide information on recovery, relief, and assistance requirements following all types of disasters and to prepare information relevant to an all-hazards approach to agricultural disaster management.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.190">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.190</a></p>

<p><b>Texas Government Code Section 418.106</b></p>	<p>This section stipulates that each local and inter-jurisdictional agency shall prepare and keep current an emergency management plan for its area providing for disaster mitigation, preparedness, response, and recovery.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.106">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.106</a></p>
<p><b>Texas Government Code Section 418.126</b></p>	<p>The General Land Office shall solicit proposals for and enter into one or more pre-event contracts that may be activated by the office in the event of a weather-related disaster declaration to obtain services for debris removal from beaches as needed following the disaster.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.126">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.418.htm#418.126</a></p>
<p><b>Texas Government Code Section 421</b></p>	<p>This section requires the governor to direct homeland security in this state and shall develop a statewide homeland security strategy.</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.421.htm">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.421.htm</a></p>
<p><b>Texas Administrative Code Part 1, Chapter 1-8</b></p>	<p>The Texas Administrative Code (TAC) is a compilation of all state agency rules in Texas. The rules provide a system of procedures for practice before all divisions of the Railroad Commission of Texas that can enable the just disposition of proceedings and public participation in the decision-making process.</p>	<p><a href="http://info.sos.state.tx.us/pls/pub/readtac\$ext.ViewTAC?tac_view=3&amp;ti=16&amp;pt=1">http://info.sos.state.tx.us/pls/pub/readtac\$ext.ViewTAC?tac_view=3&amp;ti=16&amp;pt=1</a></p>
<p><b>Texas Administrative Code, Part 1, Chapter 7, section 7.33</b></p>	<p>This Texas Administrative Code (TAC) identifies procedures to report accidents, incidents or events concerning railroad entities.</p>	<p><a href="http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=43&amp;pt=1&amp;ch=7&amp;rl=33">http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=43&amp;pt=1&amp;ch=7&amp;rl=33</a></p>
<p><b>Texas Water Code Section 26.261</b></p>	<p>Authorizes the state to prevent the spill or discharge of hazardous substances into the waters in the state and to cause the removal of such spills and discharges without undue delay.</p>	<p><a href="http://www.weblaws.org/texas/laws/tex_water_code_section_26.262_policy_and_construction">http://www.weblaws.org/texas/laws/tex_water_code_section_26.262_policy_and_construction</a></p>
<p><b>Texas Health and Safety Code Section 382.001</b></p>	<p>Authorizes the state to enforce violations of air pollution by controlling or abating air pollution and emissions of air contaminants, consistent with the protection of</p>	<p><a href="http://www.statutes.legis.state.tx.us/Docs/HS/htm/HS.382.htm">http://www.statutes.legis.state.tx.us/Docs/HS/htm/HS.382.htm</a></p>

	public health, general welfare, and physical property, including the esthetic enjoyment of air resources by the public and the maintenance of adequate visibility.	
<b>Texas Natural Resources Code Section 40.001</b>	Authorizes the state to protect its coastal waters and adjacent shorelines and prevent spills and discharges of oil by requiring and monitoring preventive measures and response planning.	<a href="http://www.statutes.legis.state.tx.us/Docs/NR/htm/NR.40.htm">http://www.statutes.legis.state.tx.us/Docs/NR/htm/NR.40.htm</a>
<b>Texas Natural Resource Code Section 85.042</b>	Authorizes the RRC to promulgate and enforce rules and orders necessary to carry into effect the provisions of Section 85.041 of this code and to prevent that sections violation.	<a href="http://www.statutes.legis.state.tx.us/Docs/NR/pdf/NR.85.pdf">http://www.statutes.legis.state.tx.us/Docs/NR/pdf/NR.85.pdf</a>
<b>Texas Natural Resources Code Section 91.101</b>	Authorizes RRC to prevent pollution of surface water or subsurface water in the state, the commission shall adopt and enforce rules and orders and may issue permits.	<a href="http://www.statutes.legis.state.tx.us/Docs/NR/pdf/NR.91.pdf">http://www.statutes.legis.state.tx.us/Docs/NR/pdf/NR.91.pdf</a>
<b>Texas Government Code Section 418.11</b>	Describes the Texas Statewide Mutual Aid System.	<a href="http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.421.htm">http://www.statutes.legis.state.tx.us/Docs/GV/htm/GV.421.htm</a>
<b>Public Law 104-321 Emergency Management Assistance Compact</b>	Describes the establishment of EMACs by the U.S. Congress in 1996. Lays the groundwork for all states to adopt agreements to provide and receive mutual aid assistance during disasters.	<a href="http://www.gpo.gov/fdsys/pkg/PLAW-104publ321/pdf/PLAW-104publ321.pdf">http://www.gpo.gov/fdsys/pkg/PLAW-104publ321/pdf/PLAW-104publ321.pdf</a>
<b>Texas Administrative Code Rule 3.20</b>	Describes operators, of oil wells, gas wells, geothermal well, pipelines tanks, responsibility to give immediate notice of a fire, leak, spill, or break to the appropriate commission district office.	<a href="http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=3&amp;rl=20">http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=3&amp;rl=20</a>
<b>Texas Administrative Code Rule 14.2049</b>	Describes reporting of liquefied natural gas incidents/accident procedures.	<a href="http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=14&amp;rl=2049">http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=14&amp;rl=2049</a>
<b>Texas</b>	Memorandum of Understanding	<a href="http://texreg.sos.state.tx.us/">http://texreg.sos.state.tx.us/</a>

<b>Administrative Code Rule 3.30</b>	between the Railroad Commission of Texas (RRC) and the Texas Commission on Environmental Quality (TCEQ)	<a href="http://public.readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=3&amp;rl=30">public/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=3&amp;rl=30</a>
<b>Texas Administrative Code 43, Part 1, Chapter 7</b>	Describes guidance to states regarding railroad safety and grade crossings.	<a href="http://texreg.sos.state.tx.us/public/readtac\$ext.ViewTAC?tac_view=4&amp;ti=43&amp;pt=1&amp;ch=7">http://texreg.sos.state.tx.us/public/readtac\$ext.ViewTAC?tac_view=4&amp;ti=43&amp;pt=1&amp;ch=7</a>
<b>Texas Administrative Code Rule 3.30</b>	Describes reporting of liquefied natural gas incidents/accident procedures.	<a href="http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=14&amp;rl=2049">http://info.sos.state.tx.us/pls/pub/readtac\$ext.TacPage?sl=R&amp;app=9&amp;p_dir=&amp;p_rloc=&amp;p_tloc=&amp;p_ploc=&amp;pg=1&amp;p_tac=&amp;ti=16&amp;pt=1&amp;ch=14&amp;rl=2049</a>
<b>49 Code of Federal Regulations 100-199</b>	Describes the Federal regulations for Railroad companies transporting Hazardous materials.	<a href="http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfrv2_02.tpl">http://www.ecfr.gov/cgi-bin/text-idx?tpl=/ecfrbrowse/Title49/49cfrv2_02.tpl</a>
<b>49 Code of Federal Regulations 200-299</b>	Describes the Federal regulations for Railroad companies and passenger train agencies. Part 171-173 assists Railroad investigators in enforcing the safe and secure transportation of hazardous materials in commerce.	<a href="http://www.ecfr.gov/cgi-bin/text-idx?SID=db569b74c1afc7fc6437a45f4f96ac89&amp;tpl=/ecfrbrowse/Title49/49tab_02.tpl">http://www.ecfr.gov/cgi-bin/text-idx?SID=db569b74c1afc7fc6437a45f4f96ac89&amp;tpl=/ecfrbrowse/Title49/49tab_02.tpl</a>
<b>49 Code of Federal Regulations 212</b>	This part establishes standards and procedures for State participation in investigative and surveillance activities under the Federal railroad safety laws and regulations.	<a href="http://www.ecfr.gov/cgi-bin/text-idx?SID=db569b74c1afc7fc6437a45f4f96ac89&amp;tpl=/ecfrbrowse/Title49/49tab_02.tpl">http://www.ecfr.gov/cgi-bin/text-idx?SID=db569b74c1afc7fc6437a45f4f96ac89&amp;tpl=/ecfrbrowse/Title49/49tab_02.tpl</a>

## **Maintenance and Change**

**This section describes the process by which this document is maintained and updated.**

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### **Development**

Section 418 of the Texas Government Code defines TDEM as the responsible agent for emergency planning and coordination in the state of Texas. As such TDEM is responsible for ensuring the appropriate development and distribution of this document and any changes thereafter. In addition each Emergency Management Council agency is responsible for the development and maintenance of appropriate planning documents to address responsibilities assigned in this plan including standard operating guidelines.

### **Maintenance**

TDEM authorizes and issues changes to this document until such time as it is superseded. This document and all attachments are living documents. Council member representatives are responsible for participating in plan reviews and are required to provide information concerning capability changes that impact their emergency management responsibilities.

TDEM coordinates the plan updating process and maintains the plan after receiving feedback and updates from partner agencies. According to Texas Government Code section 418.188 *Post Disaster Evaluation* state agencies, political subdivisions and inter-jurisdictional agencies are required to conduct an evaluation of their response to a disaster, identify areas of improvement, and issue a report of the evaluation to TDEM no later than 90 days after TDEM makes the request. That report may be translated into plan updates.

### **Training, Exercise and After Action Reports**

The State of Texas Emergency Management Plan is exercised annually to provide practical, controlled and operational experience to those who have responsibilities. This requirement is applicable to the State Operations Center and each disaster district emergency operations center. Following the conclusion of any significant emergency, incident or exercise, lead agency representatives can conduct an after action report (AAR) of the group's activities during that emergency, incident or exercise. Support agencies provide written or oral input and the lead agency representative can consolidate all inputs into a final written AAR.

### **Record Keeping**

Lead and support agencies must ensure all records necessary for emergency management operations are obtainable, and that duplicate records are held at alternate locations.



## Contributors

This section provides a list of organizations and individuals who contributed to the development of this document.

This annex could not have been developed without the participation and collaboration of representatives from multiple organizations.

Organization	Last Name	First Name
<b>Civil Air Patrol (CAP)</b>	Jackson	Jack
<b>Division of Motor Vehicles (DMV)</b>	Murdock	Dwayne
<b>Federal Emergency Management Agency (FEMA)</b>	Sheehan	Terry
	Ireland	Wes
<b>Public Utility Commission of Texas (PUC)</b>	Harris	Therese
	Reed	Larry
	Erales	Regina
<b>Railroad Commission of Texas (RRC)</b>	Randle	David
<b>Texas Commission of Environmental Quality (TCEQ)</b>	Bachtel	Karen
	Davis	David
<b>Texas Department of Criminal Justice (TDCJ)</b>	Moss	Kirk
<b>Texas Department of Family and Protective Services (DFPS)</b>	Templeton	Randy
<b>Texas Department of State Health Services (DSHS)</b>	McElwain	Michael
	Lindell	Clifford
<b>Texas Department of Transportation (TxDOT)</b>	Ross	Eric
	Chisenhall	Luke
	Caldwell	Randy
	Jordan	Gilbert
	Joseph	Jay
	Wilson	Gil
	Burns	Stacy
	VanWinkle	Michael
	Lambert	Jason
	Leos	Rudy
	Medders	Jason

Organization	Last Name	First Name
	Traylor	Royce
	Hensley	Stanley
	Farmer	Cole
	Lihrell	Tracy
<b>Texas Department of Public Safety (DPS) Division of Emergency Management (TDEM)</b>	Alvarado	Daniel
	Aniola	Adam
	Bodisch	Ken
	Borgeson	Dan
	Corwin	Esther
	Dhanji	Kiran
	Haak	Sarah
	Huckabee	Michelle
	Kelley	James
	Kriesner	Sarah
	Lopez	Christa
	Lawson	Rhonda
	Miller	Mike
	Moore	Chris
	Smith	Tim
	Ogle	Rex
	Parks	Wade
	Patton	Will
	Pegram	Steve
	Penny	Marty
	Phinney	Chuck
	Alejandro	Jose
	Polonis	Tom
	Price	Daniel
	Ryan-Bunger	Gisela
	Shine	Larry
	Shuey	Eric
	Wahlgren	Bill
	Walker	Dan

<b>Organization</b>	<b>Last Name</b>	<b>First Name</b>
<b>Texas Department of Public Safety (DPS) Highway Patrol (THP)</b>	Bailey	Robert
	Diggs	William
<b>Texas Department of Public Safety (DPS) Highway Patrol (THP)- Highway Safety Operations Center (HSOC)</b>	Jackson	David
	Musick	Kenneth
<b>Texas Education Agency (TEA)</b>	Beisert-Smith	Julie
<b>Texas General Land Office (TGLO)</b>	Carbajal-Saenz	Debbi
	Fisher	Brian
<b>Texas Health &amp; Human Services Commission (HHSC)</b>	Muniz	Gina
	Smith	Debi Leigh
<b>Texas Military Forces (TMF)</b>	Alonzo	Ruben
	Hanrahan	Tim
<b>Texas Parks and Wildlife Department (TPWD)</b>	Gerth	Keith
<b>Texas Task Force 1 (TX-TF1)</b>	Bjune	Stephen
<b>United States Department of Transportation (USDOT)</b>	Barber	Gary
	Sheehan	Terrence

## References

This section provides a full list of the sources and references used in creating this document.

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