

## SECURITY

### **Introduction**

The Safe, Accountable, Flexible, Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) was passed into law in August of 2005 and established new requirements for Metropolitan Planning Organizations (MPOs) to follow when developing their Regional Transportation Plans (RTP). In 1991, the Inter-modal Surface Transportation Efficiency Act (ISTEA) stated safety and security should be addressed as appropriate by MPOs. The Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) developed seven planning factors to be considered in the transportation planning process. One of these seven factors was to “increase the safety and security of the transportation system for motorized and non-motorized users”. Traditionally, the emphasis has been placed on safety with security given little attention. SAFETEA-LU now requires that MPOs address security as a stand alone planning factor.

Transportation security has become a major issue being discussed by policy makers and in the ongoing work activities of some MPOs. In the wake of the events of September 11, 2001, the security requirements took on a new emphasis. Federal and state agencies have been created to assess the vulnerability of infrastructure systems and support security strategies and measures. These agencies include the Office for Domestic Preparedness (ODP) and the Department of Homeland Security (DHS), which includes the Transportation Security Administration (TSA), and the Federal Emergency Management Agency (FEMA), among others. In addition, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued draft guidance, which states that this new requirement must be in place prior to MPO and state adoption/approval of transportation plans addressing SAFETEALU provisions.

### **What Does Security Need to Address?**

When analyzing safety and security from a transportation planning perspective, planners will address safety issues on the roadway network primarily by analyzing local crash data and linking it to locations or behaviors which then can be addressed through engineering, education or enforcement efforts. Security planning, on the other hand, involves both the monitoring of the system to ensure that no infrastructure failures are in place as well as the preparedness for dealing with situations where the roadway network fails or where the roadway network could fail due to overcapacity usage. In this case, planning includes having a communication and cooperation strategy in place that contains the number and type of resources available in the region and the offices that are equipped to dispatch those resources to the locations and residents in need. A strategy plan should, therefore, include elements such as routing, sheltering, or public education.

### **How is Critical Infrastructure Defined?**

Critical infrastructure can be defined as systems and resources (whether physical or virtual) so vital that the incapacity or destruction of such systems and resources would

have a debilitating impact on security, national economic security, national public health or safety, or any combination of those matters. Planning for transportation security in a metropolitan area must include the identification of the critical infrastructure and ways to protect it.

For the Capital District, a critical transportation infrastructure plan should include the following:

- Albany International Airport and other community airports; The interstate highway system, particularly at key nodes, such as the I87/ I90 merge
- Key bridges or overpasses, both in the interstate highway system and local road network;
- Capital District Transportation Authority (CDTA) bus transit transfer areas and Amtrak Stations
- Critical freight and inter-modal areas, such as Selkirk Rail Yard, The Port of Albany, and the Port of Rensselaer
- National Highway System (NHS) Inter-modal Connectors, as identified by the FHWA.

### **CDTC's Role in Transportation Security Planning**

#### Following New York State and CDTA's Lead

CDTC will follow and support the strategies developed by the New York State Department of Transportation in *Strategies for a New Age: New York State's Transportation Master Plan for 2030*. CDTC will work collaboratively to address the issues outlined and work towards balancing security with system reliability and protect facilities while advancing other transportation goals.

New York State Executive Law, Article 2-B created the Disaster Preparedness Commission. Several agencies and non-profits are represented on the Commission including the New York State Emergency Management Office. The Commission is responsible for developing a State Disaster Preparedness Plan with purpose of minimizing the effects of disasters by: (i) identifying appropriate measures to prevent disasters, (ii) developing mechanisms to coordinate the use of resources and manpower for service during and after disaster emergencies and the delivery of services to aid citizens and reduce human suffering resulting from a disaster, and (iii) provide for recovery and redevelopment after disaster emergencies.

The Commission will also assist each county in preparing local preparedness plans. In preparing such plans, cooperation, advice and assistance shall be sought from local government officials, **regional and local planning agencies**, police agencies, fire departments and fire companies, local civil defense agencies, commercial and volunteer ambulance services, health and social services officials, community action agencies, the chief administrator of the courts, organizations for the elderly and the handicapped, other

interested groups and the general public. CDTC will collaborate with state and local agencies to develop these plans and assist to the extent possible in their implementation.

#### Interagency Cooperation & Communication

The role of coordinator, convener or disseminator of information is very important when talking about security. The review of key issues and national practice has demonstrated the critical need for coordination of activities not only across transportation agencies but also across law enforcement, emergency response and local government agencies as well.

No single agency is responsible for the transportation planning process, and, more specifically, for transportation security. Stakeholders are involved at every level in the development of the transportation planning documents and the implementation of goals set forth in the documents. Transportation officials and emergency services providers believe that improvements are needed and that coordination between emergency services and transportation agencies is necessary to achieve those improvements.

A significant challenge for each regional transportation network is to improve coordination among the agencies that play key roles in transportation management. FHWA, in particular, has targeted the need for enhanced operational integration between state and local transportation agencies, state and local public safety agencies (including law enforcement and emergency medical services (EMS), state and local EMAs, and other agencies, such as public health. While not directly involved in security operations, CDTC has direct communication and interaction with key security agencies incorporating them into the regional planning process which includes having the Port of Albany and the Albany International Airport as permanent voting members of both the Planning Committee and Policy Board.

CDTC, with NYSDOT Region 1, has established a Regional Operations Committee that focuses on coordination between transportation agencies, public safety, and emergency response teams. Security issues and incident response mechanisms and plans will be integrated into operational plans for the region. The Regional Operations Committee may decide to revisit the constrained truck routings (height, width, lack of available detours) that was detailed in the 1995 document titled *Goods Movement In The Capital District: A Performance Report*, the regional goods movement plan developed as part of *New Visions*.

The Capital District Transportation Authority has made great progress with safety and security issues. CDTA's *System Safety Program Plan* contains detailed goals and objectives that provide for safe and secure transit operation. These include provisions for passenger security, protection of the fleet and facilities, and providing state of the art training and equipment for hazard and incident investigation.

With CDTC acting as a forum for cooperative decision making, the following action items seem appropriate:

- Providing a forum for discussions on coordinating incident/emergency response
- Providing a forum for emergency agencies to coordinate surveillance and prevention strategies
- Coordinating public information dissemination strategies

### Funding

One of the MPO's responsibilities is to provide funding strategies and projects that will improve the performance of the transportation systems. CDTC has a substantial history of providing funding the operations of the regional Transportation Management Center (TMC) and the Highway Emergency Local Patrol (H.E.L.P) as well as cooperatively funding key initiatives at rail, port, air, and inter-modal facilities. To further assist with funding security related strategies and projects, CDTC could take action in the following:

- Funding new strategies / technologies / projects that can help prevent events
- Funding regional transportation surveillance systems that can identify potential danger prior to its occurring
- Funding communication systems and other technology to speed response to an incident
- Funding recovery strategies

In addition, the federal government encourages regional coordination through its grant programs, such as State Homeland Security Grants and the Urban Area Security Initiative (UASI) Grant. Regional organization structures, flexibility to account for local conditions, and strategic planning are key characteristics of regional coordination.

### Modeling

Planning for security can benefit from transportation modeling to determine appropriate evacuation routes and to evaluate the adequacy of these routes to carry the necessary amount of traffic in the event of an incident or emergency. The modeling for transportation security planning is likely to rely most heavily on a model system that covers the entire region and can be used to generate trip patterns for different hours of the day. This modeling function may need to be a coordinated activity of the many agencies that are involved in transportation security planning for the region. CDTC's regional model may be able to be used to assist in these efforts, while maintaining an open and collaborative process.

### Conclusion

Security has become an important factor in transportation planning. CDTC will continue to follow the lead of NYSDOT and CDTA with security related issues and continue to provide a forum for operational discussion related the transportation system in the Capital District. If needed, CDTC will assist a security coordinating agency to the extent possible.

Twenty five specific, adopted planning and investment principles have guided decision-making at CDTC since 1997. The New Visions principles grew from CDTC's Congestion Management Principles and were developed in conjunction with extensive public review and comment. They are organized under four broad themes:

1. Preserve and Manage.
2. Develop the Region's Potential.
3. Link Transportation and Land Use.
4. Plan and Build for All Modes.

With the growing importance of security in the transportation planning process, CDTC will adopt an additional guiding principle that will strengthen CDTC's commitment to a collaborative approach when considering security related issues. The new principle will read:

“Transportation planning and implementation in the Capital District includes examination of security issues and incorporation of security actions that: protect lives and coordinate the use of resources and manpower through established plans and protocols; provide services during and after disaster emergencies to aid citizens and reduce human suffering resulting from a disaster; and provide for recovery and redevelopment after disaster emergencies.”