

Security Planning

Examination of security issues and incorporation of security actions using computer modeling and scenario planning will be considered in transportation planning and investment decisions.

The current federal transportation legislation – Moving Ahead for Progress in the 21st Century Act (MAP-21) – continued the metropolitan planning requirements on security planning that were specified in the 2005 legislation, The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

SAFETEA-LU requires that the statewide metropolitan planning process and the metropolitan planning process for a metropolitan planning area shall provide for consideration of projects and strategies that will increase the security of the transportation system for motorized and nonmotorized users [49 USC 5303(h)(1)(C) and 23 USC 134(h)(1)(C)].

Though security was mentioned along with safety in the legislation in the past, the emphasis of plans and programs had been placed on safety with security given little attention. This requirement, along with guidance from Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must be met prior to MPO and state adoption/approval of transportation plans.

Security planning involves planning and preparing for impacts on transportation system due to natural disasters (e.g. flooding, hurricanes, blizzards), planned events (e.g. July 4th celebration, parade), terrorist attacks, shooting or hostage situations, accidents or technical failures, and cyber threats.

The Role of MPOs

Although the immediate organizational response to security incidents and disasters will be the responsibility of security/public safety agencies, there is an important role that MPOs can play in promoting coordinated planning in anticipation of natural disasters or criminal/terrorism events. This involves regional coordination, data depository, technical support, and funding.

The level of MPO involvement in security planning varies across the country. At one extreme, there are MPOs that minimally incorporates security aspects into their long range plans. They rely on the transit agencies, DOT and other local and state entities for the operations. They include security in their long range plans and may organize committees that focus on Intelligent Transportation Systems. On the other extreme, there are MPOs who are responsible for not only preparing regional security plans but also operate the plans including the 911 system.

Table 10: Levels of MPO Involvement

Level	Role	MPOs
Traditional	The MPO <u>incorporates system management and operations (M&O) role in its ongoing transportation planning activities</u> . The focus would be on specific M&O projects that arise as part of the transportation planning process; but the primary responsibility for operations-type projects would rest elsewhere, most likely with the region’s operations agencies.	New York City, Boston
Convener	The MPO would <u>act as a forum</u> where operations plans could be discussed and coordinated with other plans in the region. Regular meetings on operations issues would be held, but the MPO would still not be responsible for developing a regional operations plan.	Atlanta, Philadelphia
Champion	The MPO <u>works aggressively to develop a regional consensus on operations planning</u> . MPO planners work with operating agencies to create programs and projects that improve system performance. The MPO takes the <u>lead in developing regional agreements</u> on coordinated operations.	Los Angeles
Developer	The MPO would <u>develop regional operations plans</u> in addition to incorporating operations strategies into the transportation plan. System-oriented performance measures would be used to identify strategic operations gaps in the transportation system.	Houston
Operator	The MPO would be responsible for <u>implementing operations strategies</u> that were developed as part of the MPO-led planning process.	Kansas City, San Francisco

Source: US Department of Transportation

CDTC’s Approach

Transportation security planning focuses on protecting critical infrastructure by preventing, preparing against, expediting responses to, and aiding in recovery from major natural and man-made events. For the Capital District, any transportation security plan should include the following:

- The interstate highway system, particularly at key nodes, such as the I87/ I90 merge;
- Key roadways (key links, evacuation routes, etc.), bridges, and overpasses, both in the interstate highway system and local road network;
- Albany International Airport and other community airports;
- Capital District Transportation Authority (CDTA) bus transit stations/transfer areas, intercity terminals, and Amtrak stations;
- Critical freight and inter-modal areas, such as major railway lines, Selkirk Rail Yard, The Port of Albany, and the Port of Rensselaer;
- National Highway System (NHS) Inter-modal Connectors, as identified by the FHWA;
- Traffic Management Center (TMC) and its data collection/dissemination assets.

CDTC recognizes that the primary responsibility for transportation security lies elsewhere. NYSDOT, other transportation service providers, state/county/local governments, and emergency responders are tackling security planning from various perspectives. However, there are areas related to security where CDTC is already involved. This includes long and short term planning activities and project funding. Current role of CDTC is somewhere between “traditional” and “convener.” CDTC intends to continue in that role but get more active on various aspects of technical and non-technical services CDTC can provide to the municipalities as well as the larger security community in the region. The current involvement is briefly described below.

Regional Operations & Safety Advisory Committee- CDTC has established a Regional Operations & Safety Advisory Committee intended to create a platform for operations/ planning people from federal and state transportation agencies, transit agencies, various local municipalities, and law enforcement agencies to coordinate and integrate various traffic and transportation operations activities in the capital region. In addition to operations, the committee is charged with looking into various aspects of transportation safety and security.

The Capital Region Transportation Management Center (TMC)- Established in 1998, TMC monitors and provides responses to incidents and is operated jointly by the New York State Department of Transportation and the New York State Police. The TMC is a focal point for regional traffic incident management, utilizing traffic cameras and road sensors, and it is the originator of NYSDOT regional 511 video and message feeds. The TMC enables State Troopers, DOT HELP Trucks, and other emergency personnel to respond swiftly to crash scenes and other highway problems. CDTC has provided strong support for the TMC and its mission through the Transportation Improvement Program (TIP) finds. The 2013-18 CDTC TIP provides \$2.8 million per year for the TMC.

Intelligent Transportation System (ITS)- ITS is an umbrella term for various technologies and support systems for traffic management. It includes traffic signals, detectors, video surveillance, NY511 system, information and communication technologies, etc. ITS can play important role in security planning by providing detection and management of traffic anomalies. CDTC has developed an ITS priority network that identifies critical locations where ITS technologies are in place or are a priority to be developed. CDTC provides extra credit for projects that addresses ITS components in the network during TIP funding.

CDTC Bridge Working Group- In November of 2013, CDTC formed a Bridge Working Group to address questions and concerns raised by the Planning Committee in response to the NYSDOT and Federal-level paradigm shift from routine replacement to an emphasis on preservation. Since bridges are an important part of ‘critical infrastructure,’ their preservation is of utmost importance to the security of the transportation infrastructure system. The Bridge Working Group, comprised of members representing four counties, local cities, NYSDOT, and CDTC, developed a mechanism to assist with identification of longer-term bridge replacement and preservation needs, including technically solid scoping and cost information for locally owned bridges. The work group is expected to device mechanisms that will allocate limited resources in stabilization of bridge assets within a comprehensive and objective bridge management approach. As a first step, the Working Group has contracted out a study entitled “Identification of Bridge Preservation Candidates, Treatments, and Costs for Locally-owned Capital District Bridges” to the consultants. The consultants is tasked with review of existing structural conditions, structural evaluation and treatment recommendation, identification of risk of failure for individual bridge elements, and documentation of bridge management recommendations,

including data and process. The study outputs are intended to help guide municipalities and CDTC in understanding conditions, risks, and repair strategies in order to facilitate prioritization and rational programming of bridge stabilization and repair work.

Regional Studies and Plans- CDTC conducts or partner with other agencies in conducting various studies and prepare plans that address traffic operations. Recent studies include the I-87/US 9 Integrated Corridor Management Plan (ICM). ICM enables agencies to optimize use of available transportation infrastructure by managing demand on a particular facility or directing travelers to underutilized facilities in a corridor. Strategies could include motorists shifting their trip departure times, routes, or modes, and/or NYSDOT dynamically adjusting capacity on I-87 by or adjusting traffic signal timings to accommodate demand fluctuations.

Participation in Local Emergency Planning Committees (LEPC)- LEPCs are the primary security/hazards coordination forum at the county level. CDTC regularly participates in the LEPC meetings in the region. CDTC has made the committee members aware of its role and service capabilities. These meetings allow CDTC to be aware of hazard planning and operations activities in the region and provide inputs in terms of potential traffic impacts and/or influence on/by other transportation projects/activities in the region.

Evacuation Scenarios- CDTC has collaborated with enforcement officials in the region to develop potential security incident scenarios. These scenarios were then fed into the regional traffic model to analyze the traffic impacts and identify evacuation routes, access routes for emergency vehicles, and overall evacuation plan. These plans recognize the importance of transit, para transit, and pedestrian environment during a catastrophic event.