

APPENDIX A

Plan Requirements

Federal Rules for Metropolitan Transportation Plan (implementing the requirements of SAFETEA-LU)

Excerpts from:

UNITED STATES
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
23 CFR PARTS 450 AND 500

FEDERAL TRANSIT ADMINISTRATION
49 CFR PART 613

Statewide Transportation Planning and
Metropolitan Transportation Planning

FINAL RULE
As published in the *Federal Register*
Volume 72, Number 30
Pages 7223-7286
February 14, 2007 — Effective March 16, 2007

Sec. **450.306** Scope of the metropolitan transportation planning process.

(a) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.

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Sec. **450.322** Development and content of the metropolitan transportation plan.

(a) The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In nonattainment and maintenance areas, the effective date of the transportation plan shall be

the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

(b) The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

(c) The MPO shall review and update the transportation plan at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The transportation plan (and any revisions) shall be approved by the MPO and submitted for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

(d) In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

(e) The MPO, the State(s), and the public transportation operator(s) shall validate data utilized in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

(f) The metropolitan transportation plan shall, at a minimum, include:

(1) The projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

(2) Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. In addition, the locally preferred alternative selected from an Alternatives Analysis under the FTA's Capital Investment Grant program (49 U.S.C. 5309 and 49 **CFR** part 611) needs to be adopted as part of the metropolitan transportation plan as a condition for funding under 49 U.S.C. 5309;

(3) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;

(4) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide;

(5) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation

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infrastructure and provide for multimodal capacity increases based on regional priorities and needs. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system;

(6) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity rule (40 **CFR** part 93). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

(7) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

(8) Pedestrian walkway and bicycle transportation facilities in accordance with **23 U.S.C.** 217(g);

(9) Transportation and transit enhancement activities, as appropriate; and

(10) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by **23 U.S.C.** 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

(ii) For the purpose of developing the metropolitan transportation plan, the MPO, public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under Sec. **450.314(a)**. All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title **23 U.S.C.**, title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Starting December 11, 2007, revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

(v) For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

(vii) For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(g) The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate:

(1) Comparison of transportation plans with State conservation plans or maps, if available; or

(2) Comparison of transportation plans to inventories of natural or historic resources, if available.

(h) The metropolitan transportation plan should include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects for the MPA contained in the Strategic Highway Safety Plan required under **23 U.S.C. 148**, as well as (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security (as appropriate) and safeguard the personal security of all motorized and non-motorized users.

(i) The MPO shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under Sec. **450.316(a)**.

(j) The metropolitan transportation plan shall be published or otherwise made readily available by the MPO for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

(k) A State or MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(10) of this section.

(l) In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 **CFR** part 93). During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 **CFR** part 93. An interim metropolitan transportation

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plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

Security Planning in the TMACOG Region

Agency Responsible	Plan	Purpose	Relationship to Transportation	Opportunities for Coordination with Transportation Planning and Other Security Planning
Amtrak	Security Threat Level Response Plan and related activities (see Security Planning – Additional Information section 1. below)	Security of national passenger rail system	Toledo is the busiest passenger station in Ohio with 4 intercity trains/day east-west and bus link to Detroit.	Do 2 training exercises per year with local responders on train emergencies. Opportunity for coordination between station manager and local Emergency Management Agency.
Lucas County Emergency Management Agency (EMA)	Emergency Operations Plan (EOP)	Preparedness for all disasters: natural, intentional, accidental. Provides structure for planning and operations; addresses mitigation, response and recovery.	Transportation is essential to response and evacuation; rely on state/local public sector to maintain systems.	EMA sees need for risk assessment of rail and highways and completion of outerbelt to route trucks around city. ITS warning system needed for I-280 Skyway. (See section 2. below)
	Emergency Evacuation Plan (EOP Annex I)	Guidance on methods of conducting evacuations of homes, businesses, communities or the metropolitan region. Establishes primary and inter-city evacuation routes	Street evacuation routes must take into account capacity and avoid choke points like bridges and construction areas. Plan includes use of mass transit.	Coordination with EMA in developing ITS freeway management system and traffic signal coordination. Road construction information sharing.
	Radiological Emergency Plan (EOP component)	Response to emergency at Davis Besse Nuclear Power Plant	Evacuation of population in eastern Lucas County	Coordination on road improvements and information.
Lucas County Emergency Planning Committee	Lucas County Hazardous Materials (HAZMAT) Plan (EOP Annex)	Reduce impacts of hazardous chemical releases by establishing roles and procedures for response. Includes assignment of responsibilities, emergency communications, public notification, and location of medical facilities.	Covers response to fixed site and mobile (transportation) spills. For fixed sites (where materials are made, stored or used), potential evacuation routes from the site are listed.	Development of hazardous freight flow data. Identification of road deficiencies and traffic management strategies for evacuation of major manufacturing plants. Use of ITS capabilities in response to evacuation and highway spills.
Toledo Area Regional Transit Authority (TARTA)	Various improvements (no formal plan) – see section 3. below	To improve security and safety in building (facilities), on vehicles, and for staff and passengers	Public transportation for general population and disabled citizens (paratransit)	Use of buses for evacuation. Use of GPS-generated data for planning purposes.

Agency Responsible	Plan	Purpose	Relationship to Transportation	Opportunities for Coordination with Transportation Planning and Other Security Planning
Toledo Express Airport	Airport Security Program	To protect the airport facility, planes and passengers against security threats. Includes HAZMAT and hijack/bomb threat response, and disaster planning (aircraft crash, explosion, airport incidents).	The airport serves passenger transport and is a major air freight hub. Evacuation plans use area roads.	Inclusion of improved surface transportation serving airport in the regional plan. Continue airport's existing coordination with state, county and local emergency response agencies (meet monthly).
U.S. Coast Guard and port operators	Seaport security planning	To protect the Maumee Bay and River harbor and Lake Erie from external (homeland security) and other threats. Port operators develop security plans under auspices of Coast Guard. (See section 4. below.)	The seaport is an international and national freight shipping hub. Personal transportation (boating) and proposed passenger ferry service are also served.	Inclusion of transportation infrastructure (to improve road and rail access to port) in regional transportation plan. Coordination with Emergency Management Agency and railroads serving port.
Wood County Emergency Management Agency	All Hazards Emergency Operations Plan	Preparedness for all disasters. Includes annexes for specific emergencies, e.g. evacuation, air transportation disasters, weapons of mass destruction terrorist incidents, flooding, etc.	Use of highways for evacuation; monitoring of road conditions in severe weather emergencies; restoring flood-damaged roads; short and long-term road detours; response to HAZMAT incidents on highways (most frequently ruptured fuel tanks) and for rail cars carrying radioactive materials and other substances.	ITS monitoring of road conditions. Evaluating capacity of roadways for evacuations and detours. Developing freight flow data that includes HAZMAT transportation information. Coordination between emergency and highway personnel.

Security Planning—Additional Information

1. Amtrak Passenger Rail: excerpt from testimony

10/20/05 - Testimony of William Crosbie before the Senate Committee on Commerce, Science and Transportation

October 20, 2005

Mr. Chairman and Members of the Senate Commerce, Science and Transportation Committee, I would like to thank this Committee for the opportunity to testify on passenger rail security and the steps Amtrak has taken to enhance security and safety for our passengers, Today, let me briefly outline for you what we have learned from previous terrorist events both here and abroad, the steps we have taken to address the knowledge learned from these events, and what we have planned to do in the near future.

Amtrak Reactions to Events at Home and Abroad

After the terrorist attacks of September 11, 2001, followed by the Moscow, Madrid, and London tragedies, the landscape of Amtrak's law enforcement responsibilities and duties changed markedly. **Amtrak Police** now have to ensure that thorough terrorism-based vulnerability and threat assessments are conducted, that emergency response and evacuation plans have been formulated, implemented and tested, and that Amtrak develops security measures that address not only vandalism and other forms of street crime, but the potential for Madrid and London type attacks on our passengers and on our property.

Since September 11, the Amtrak Police and Security Department has established and reinforced the following **security improvements**:

- Instituted Passenger ID procedure for purchase of most tickets.

- Improved baggage weight restriction policies for carry-on and checked baggage.

- Created a baggage tagging requirement.

- Developed and instituted a Security Threat Level Response Plan that is tied to the Homeland Security Advisory System and requires a series of security measures be undertaken at each alert level.

- Added 12 explosive detection canine teams.

- Created a Security Information Center in which bulletins, updates and security messages are disseminated to employees.

- Purchased and deployed radiological gamma/neutron pagers at Amtrak's major stations to address radiological threats and coordinated alerts with local police agencies.

- Coordinated security counter-measure issues with transit and freight railroad counterparts.

- Commissioned blast vulnerability studies of the New York tunnels and major stations.

- Revised the five-year Capital Plan to include numerous security upgrades, including high security fencing, yard security improvements, and access control upgrades.

After the Madrid bombings, Amtrak again **increased uniform patrols** at stations and on platforms and checked baggage rooms in greater frequency as well as critical infrastructure. It also:

Issued Security Handbooks to all employees.

Made technological improvements to the Railphone system on trains so that 911 could be dialed and individuals directly connected to a 911 Operator.

Created security focus groups made up of employees and passengers to ascertain if security measures and objectives were being properly performed.

Obtained assistance from freight law enforcement agencies who patrolled some Amtrak stations.

Held system-wide security conference calls for managers and directed them to engage employees on their role in security matters.

As Amtrak continued to review its security needs and vulnerabilities, it recognized the need to create a security consciousness for all employees at all levels and to have a clear chain of command. Last year the corporation **created an executive-level position, the Vice President of Security**. Alfred J. Broadbent, a former Metropolitan Police Department Assistant Chief, was appointed to this position on August 2, 2004. All police and security functions now report to Mr. Broadbent, who reports to me. An Executive Security Committee was also established and meets weekly with him to discuss security policy, procedures, operational and capital security planning as well as terrorist threat and intelligence information.

One of the first efforts undertaken by the Vice President of Security was the re-engineering of Amtrak's primary terrorist security plan, the **Security Threat Level Response Plan**. This plan now contains more meaningful and measurable countermeasures and it is closely coordinated with recently created Security Coordinating Committees that consist of management level officials across Amtrak's operating departments. Each Amtrak operating division has a **Security Coordinating Committee** that meets regularly with Police and Security Managers to ensure that basic security practices and steps are undertaken and completed.

The countermeasures contained in the Threat Level Response Plan provide a coordination of efforts directed to specific threats and attempt to create some basis for a layered security system that would improve deterrence capabilities. Some of the countermeasures that would be drilled down and enforced by Amtrak Police personnel and the Security Coordinating Committees would be assurance that only necessary access points are kept open, that gates, doors and other barriers are locked and secured, and that rolling stock and locomotives are locked and secured while this equipment is in a yard and/or standing at a station. Since August of 2004, the Amtrak Police and Security Department has also developed and implemented the following programs:

Tactical Intensive Patrols (TIPS) - Sworn Amtrak personnel patrol specific station areas and conduct checks of baggage with passengers, provide security tip information and establish uniform presence.

Train Riding Patrols - Sworn Amtrak personnel have been riding trains in a greater degree of frequency, mostly on the busy NEC.

Counter-terrorism training conducted by the Federal Law Enforcement Training Center (FLETC) has been scheduled for all sworn personnel and was completed in FY05.

Amtrak Management, DHS and National Transit Institute developed a Security Awareness Training Program for all employees. This training is underway and is scheduled for completion in December 2005.

Amtrak Police and Security coordinate its security concerns and initiatives with its federal partners: DHS, TSA, DOT, and FRA.

Access to Resources

For Amtrak, one of the more significant recent occurrences has been our ability to receive federal funding for rail security improvements through the FY05 DHS Appropriations bill under the Intercity Passenger Rail Security Grant Program. Prior to FY05, the Corporation did not qualify for such grant programs because it did not meet the eligibility requirements of being a state or local transit agency. In addition to having a Risk Assessment of Amtrak's NEC and Chicago hub area performed by a DHS contracted corporation, Amtrak will use \$6.3 million in funds to increase security at Amtrak by:

- Adding explosive detection canine teams.
- Purchasing new explosive resistant trash cans.
- Deploying PROTECT (chemical detection equipment) systems at major stations.
- Conducting Pilot Program with Transportation Security Working Group and DHS on next generation CCTV systems.
- Adding radiological detection and verification pagers and portals.
- Increasing tunnel protection.
- Implementing new passenger awareness program.
- Conducting a major exercise in Washington, DC.

We have also been involved in numerous initiatives with the agencies that are geared toward improving security within the rail industry. Highlighted below are some of these interactions:

- Improved intelligence gathering capabilities by working closely with federal and state agencies and industry partners. Agencies include: DHS, TSA (Transportation Security Operations Center-TSOC), DOT (Office of Intelligence and Security-OIS), FRA (Surface Transportation-Information Sharing and Analysis Center- ST/ISAC), and the industry AAR (Railway Alert Network-RAN).
- Continued assignment of an Amtrak investigator to work with the FBI in the New York Joint Terrorism Task Force. Other investigators will be assigned to the National Capital Region, Chicago, and Long Beach, CA JTTFs in the near future.
- DHS/TSA sponsored two emergency response drills in which multiple federal state and local agencies participated. Drills were based on terrorist act scenarios.
- DHS/TSA has worked with Amtrak as a venue location for the Transportation Workers Identification Card (TWIC) program.
- DHS/TSA and ICE has worked with Amtrak and upgraded the delivery of international traveler information for border inspection travel improvements and counter-terrorism purposes.
- FRA/TSA has partnered with Amtrak and used "airport type" screening at Amtrak stations during National Security Sensitive Events (RNC and Inaugural Event).
- TSA is also doing clearances and working closely with Amtrak in improving passenger manifest information and in coordinating Amtrak's industrial security clearance program.

In addition to Amtrak's security programs with the above agencies, Amtrak has also received the expertise and help of the State of New York's National Guard. It has provided additional resources in the form of National Guard personnel to support uniform forces at Penn Station, New York.

Next Steps

Today, Amtrak Police and Security continue its efforts to improve the safety and security of Amtrak passengers, employees and patrons. In February of this year, it participated in a

special meeting and debriefing with leaders of Spain's law enforcement and military agencies and Renfe, the Spanish Commuter line involved in the Madrid bombings. Police and Security managers attended a special briefing last week in relation to the London bombings and plan to have a meeting with British Transport Police later this year to receive a similar briefing and "lessons learned" update on these terrorist tragedies. The Department is also in the midst of a reorganization that will channel and deploy resources in a more effective manner to address the security realities of today's rail systems. From a planning perspective, Amtrak has recently modified its Security Investment Plan and has identified \$156 million in critical funding needs.

Dispatch and Control Centers - Amtrak maintains several control centers that need to have redundancy and to have a secure location for these vital communication and control operations. This project would consolidate Amtrak's CETC (Centralized Electrified Traffic Control Center), CNOC (Consolidated National Operations Center) and the NCC (Police Department Radio Center) into one building. This location would be constructed so that access is restricted and basic CPTED (Crime Prevention Through Environmental Design) concepts employed. I cannot emphasize enough how crucial this element of our plan is to the entire package of security proposals.

Securing Amtrak's Largest Stations - Amtrak needs to upgrade security at the largest stations which typically handle hundreds of thousands of people per day. In addition to CCTV and physical security improvements, explosive detection devices and additional radiological devices/pagers would be disseminated to sworn personnel for use in major stations and other strategic stations along the NEC.

Amtrak Train Tracking, Communications and Critical Incident Response - Amtrak effectively tracks train movement over the tracks that the Corporation owns, mainly over the electrified NEC. Throughout the rest of the country, however, the chief means of communications with trains is through radio and cell phone telecommunication systems. Such systems do not adequately address reliable train tracking, emergency response efforts and have failed during critical incidents. For example, Amtrak's radio system cannot be used where it does not own track and, therefore, Amtrak radio train communications is dependent upon the host railroad network. Cell phone technology can be limiting and is often dependent upon the footprint of the cell phone provider. Amtrak has also identified the need to significantly upgrade its existing, antiquated GPS system (over 8 years old). The GPS system needs to be integrated with Amtrak's central computer system and CNOC to provide the exact location for each train on a minute-by-minute basis. Thus, additional funding in this area is critical and badly needed. Such upgrades and the introduction of satellite telephone communication systems would provide uninterrupted communications.

Fire/Life Safety

Lastly, with regard to our ongoing fire/life safety program, there are numerous infrastructure projects funded by the existing \$100 million tunnel life safety grant provided in the FY02 Department of Defense and Emergency Supplemental Appropriations for Recovery and Response to terrorists attacks on the United States (P.L.107-117) of which \$71 million has been expended. This work is ongoing and significant progress has been made.

Funding is being used to improve radio coverage, wayside communication and tunnel portal security. Other components of this element are to secure all tunnel access points and improve security for trains traveling through this area of the NEC. The nature of improvements consists of physical and technology based security improvements, such as CCTV, event activated alarm systems, high security fencing and lighting, and the strategic placement of vehicle barriers. In addition, this tunnel security portion of the plan would

also include similar upgrades at the Washington, DC First Street Tunnel and the Baltimore tunnels. Fencing improvements in the area of the Baltimore tunnels have already begun through the capital plan and fencing improvements are scheduled throughout Amtrak's five-year capital plan.

I hope that this overview has provided you with a better understanding of what Amtrak has done, and continues to do, to enhance safety for our employees and passengers. I will gladly respond to any follow up questions that you may have on rail security.

Source: Amtrak website (Press and Media / Voices)

http://www.amtrak.com/servlet/ContentServer?pagename=Amtrak/am2Copy/Simple_Copy_Page&c=am2Copy&cid=1093554024258&ssid=172

2. Lucas County Emergency Planning (Notes from meeting with EMA staff)

- Emergency Operations Plan provides a structure for all elements of emergency response to be able to integrate planning and operations. It addresses mitigation, preparedness, response and recovery. Types of disasters are manmade (purposeful), technological (accidental) and natural (weather, geological).
- In the National Response Plan (NRP), transportation is listed as the number one support function. It is essential to resource support, urban search and rescue, firefighting and other functions. An on-line course on NRP is available through the Federal Emergency Management Agency (FEMA). Lucas County EMA staff recommend that TMACOG staff take this course. (There is also a course on the National Infrastructure Protection Plan.)
- Evacuation: local and state government are largely responsible for maintaining the transportation network needed for evacuation. School and transit buses are to be used as needed; the Lucas County Plan includes an inventory of the number of buses and drivers likely to be available from TARTA and school districts, and the resulting capacity to transport citizens. Other public sector and private sector vehicles will be used as needed in addition. For example, if a bridge were lost, the EMA could call on private watercraft. A worst-case evacuation is expected to be around 100,000 people based on an air release of a toxic substance from one of several companies in the urban area (for example, North Toledo).

Opportunities for future cooperation in the region between EMA's, TMACOG and governments include:

- Hazardous materials planning. Hazardous chemicals enter the region via rail and highway, with no restrictions placed on travel through the most densely populated areas. Columbus restricts HAZMAT trucks to the outer freeway loop. For our area to do that we need to complete the loop with a new highway connector from I-280 to I-75. Also needed is a risk assessment of rail infrastructure—structural integrity of rails and rail bed, speed issues, the automated system for train control—and the materials the railroads transport (recognizing, of course, that rail is a relatively safe mode of travel) to insure the quality of the system. EMA staff perceive difficulties in communications with the railroads. They also perceive the need for more communication between emergency planners and transportation planners at the local level. A formal risk assessment is needed for

highways as well, with goals and objectives then set for improvement. (This is an opportunity for the Lucas County EMA to participate in TMACOG safety planning.)

- Lucas County's plan notes that this region is a transportation hub, with potential risks to transportation infrastructure that include floods and tornadoes and a minor risk (every 100-200 years) from earthquakes. Bridges, foot bridges across highways, and roads could be at risk if earth tremors did occur; EMA staff perceives our region does not construct to the same standards as quake-prone areas.
- A recent emergency training exercise raised the issue of the need for an ITS system to warn drivers of potentially dangerous conditions on the new I-280 bridge and other major bridges (heavy fog, ice, traffic backups). As a result, ODOT will place temporary changeable message signs at approaches to the Skyway, and EMA staff encourage similar measures for other bridges allowing adequate opportunity for driver diversion.
- Another ITS-related opportunity is to place signals or automated ramp gates at freeway entrance ramps to be activated when drivers should not enter. This would not only prevent additional traffic from adding to highway incident-related congestion; it would also allow use of the freeways for counterflow of traffic during evacuation (using all lanes for one-way travel). Counterflow would be impractical if all entrance ramps had to be manned or required placement of physical barricades. Note that ramp gates are a component proposed for the area in the TMACOG ITS plan.

3. Public Transit Security Measures (TARTA)

- a. Facility
 - Installed pass card readers on exterior doors which require an employee ID for entry
 - Installed vehicle transponders to automatically open and close overhead garage doors
 - Increased number of security cameras in the interior and exterior of the facility
- b. Vehicles
 - Installed GPS units to track movement of vehicles
 - Increased number of security cameras per vehicle, and number of vehicles with security cameras
- c. Training
 - Provided mandatory training to all employees to heighten security awareness and how to respond to different situations
- d. Other
 - Increased subcontracting to Toledo Police for patrolling downtown transit stations

4. Seaport Security

- The Toledo-Lucas County Port Authority is a landlord port, not an operating port. All Port Authority terminals are leased to private operators.
- Each terminal operator has implemented a terminal security plan specific to their facility and its operation.
- Each plan was prepared according to the dictates of the Coast Guard and was reviewed and approved by the Coast Guard.
- The U.S. Coast Guard has a program for the review and updating of terminal security plans and tests the security of the terminals to ensure the plans are being consistently and fully implemented.

- Seaport security is built upon the layering of security plans and activities—another layer of security is provided by local, regional and state law enforcement agencies, a number of which conduct marine patrols (Toledo Police, Ohio Department of Natural Resources).
- The Coast Guard has overall and principal responsibility for seaport security—in Toledo Harbor, the Coast Guard maintains an active marine station and its vessels patrol the harbor, western Lake Erie and significant waters running into Lake Erie.
- The local Coast Guard is supported by Coast Guard-Detroit.
- The Coast Guard is actively supplemented by its fellow Homeland Security agencies including the FBI, Border Protection and Customs.
- Another security measure of importance is the requirement for all ships carrying cargos from overseas to have given notice of all cargos being carried—no ship may enter U.S. waters without having been previously cleared.
- The St. Lawrence Seaway systems also present significant opportunities for inspections of cargos and the checking of ships crews—a unique security advantage that is not available to coastal ports.
- The Port Authority has erected up-to-date security fencing and gates at both the Shipyard and the General Cargo Facility and is currently installing an advanced security camera system. All the Port’s terminals have also installed security fencing and gates, and the key terminals employ gate guards at least during operating hours.
- There are currently two advisory systems respecting terrorism alerts—one is a generalized system that elevates the level of alertness required nationally and the other is a more specific system called MARSEC that is administered by the Coast Guard. It elevates the level of alertness more locally based upon the situation locally. The various terminal security plans are responsive to the MARSEC levels as they are defined by the Coast Guard from time to time.

