

# Transit Security Planning Project

as presented by  
the National Association of Regional Councils and  
the Federal Transit Administration

December 2008

## Issue:

Security is an integral component in transit and the regional transportation planning process. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which passed in August 2005 and funding and programs, identifies factor, signaling increased importance state departments of transportation, metropolitan planning organizations (MPOs) are required to consider security of its system and users when planning for transit through the metropolitan and state-wide transportation planning process.

***SAFETEA-LU identifies security as a stand alone planning factor, signaling increased importance on the issue.***

Act: A Legacy for Users (SAFETEA-governs federal surface transportation security as a stand alone planning on the issue. According to the law, councils of government (COGs) and

## Needs Assessment:

Some regions have successfully incorporated security into their transportation planning process, while many others have not. Most small and mid-sized COGs and MPOs lack clarity about how best to integrate security into their current transportation planning targeted education and communications and the public planning. Specifically, education needed to build a greater of security among COGs and prepared three cases studies and held a webinar to better inform COGs, MPOs and local governments.

***While many larger MPOs have demonstrated their successes, less is known about small and mid-sized MPOs and their success and challenges in transit security planning.***

processes. NARC believes outreach will unite transit security with regional transportation and outreach measures are understanding of the importance MPOs. As such, NARC has

## Case Studies:

While many larger area MPOs have demonstrated success in integrating the new security factor into their transportation plans, less is known about small and mid-sized MPOs and their success and challenges. In response, NARC has worked with Federal Transit Administration (FTA) to develop these case studies focusing on small and mid-sized MPOs and their work in transit security planning.

The **KYOVA Interstate Planning Commission** (KYOVA) is a non-profit association of local governments in southwestern West Virginia and southeastern Ohio whose goal is to promote cooperation among its member organizations and to maximize their ability to solve problems that cannot be solved by any jurisdiction individually. KYOVA serves a population of slightly over 200,000, and under federal law, KYOVA is the MPO responsible for ensuring the coordinated use of federal transportation funds for the bi-state region, which benefits from a multimodal transportation system linking the two states.



The **St. Joseph Area Transportation Study Organization** (SJATSO) is the MPO in the St. Joseph, Missouri urbanized area with the mission of developing a transportation system that minimizes fuel consumption and pollution across their region. SJATSO develops transportation plans and programs in conjunction with the states of Missouri and Kansas, across three counties and five cities. This mainly rural, agricultural region has a population of approximately 108,000, is within close proximity to several military installations and has become known for its high-tech animal health industry.

The **Yuma Metropolitan Planning Organization** (YMPO) represents the Yuma, Arizona, region and includes the cities of Yuma, San Luis and Somerton, the town of Wellton, Yuma County and the Cocopah Indian tribe. The mainly rural region has a population of 203,779, shares an international border with Mexico and is home to Marine Corps Air Station Yuma, which provides air combat training to both U.S. and NATO forces. As YMPO's boundaries extend into California, it is considered a bi-state MPO within the Arizona Department of Transportation Yuma District.

These regions have been selected to inform and educate the transportation and security planning community on the progress smaller MPOs have made, as well as the outstanding needs they have in transportation security planning.

### **Transit Security Webinar:**

A webinar was held on December 18, 2008 that provided an overview of the three case studies noted and was moderated by Erika Young, Transportation Director of NARC, with an introduction by Kimberly Goins of the FTA. Presentations by representatives from KYOVA, SJATSO and YMPO were also made.

### **Background Information:**

All MPOs are responsible for administering federal transportation funds; some also perform duties mandated by state law and other tasks as directed by the MPO board. The basis of all activities is the region's Long-Range Transportation Plan, which visualizes the MPO's region 20 years into the future. From this 20-year plan, a shorter term priority list of projects is maintained in the Transportation Improvement Program (TIP) plan. TIPs identify projects that are of greatest importance for construction, upgrade or maintenance. Each TIP is incorporated into the State Transportation Improvement Plan. MPOs are also required to perform duties relating to highway safety for inclusion in state safety plans. In some regions, MPOs may prepare plans for non-motorized transportation, public transit or air quality.

The 2005 passage of SAFETEA-LU increased the number of federally required planning factors which MPOs must include in their TIPs. Where MPOs previously had to account for a "safety and security" planning factor, SAFETEA-LU broke apart this singular factor into two separate factors, both "safety" and "security."

The separation of security into a distinct factor was an attempt to address criticism related to the preparedness and response of localities to the attacks of September 11, 2001. One lesson learned from September 11th is that effective coordination and communication among the many operating agencies within a region and across the nation is paramount. Such coordination is needed to allow enforcement, security and safety responses to occur in an expeditious manner, while still permitting the transportation system to handle the possibly overwhelming public response to an incident.

### **Resources:**

Federal Transit Administration: [www.fta.gov](http://www.fta.gov)

KYOVA Interstate Planning Commission: [www.wvs.state.us/kyova](http://www.wvs.state.us/kyova)

National Association of Regional Councils: <http://NARC.org/events/workshops.html>

St. Joseph Area Transportation Study Organization:

[www.ci.st-joseph.mo.us/publicworks/mpo.cfm](http://www.ci.st-joseph.mo.us/publicworks/mpo.cfm)

Yuma Metropolitan Planning Organization: [www.ympo.org](http://www.ympo.org)

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