

REGIONAL TRANSPORTATION PLAN: SECURITY ELEMENT

The purpose of this document is to provide an overview of transportation security, and to consider security-related issues and efforts that are ongoing to protect transportation networks and facilities at the Federal, State, and regional levels. This document will describe the transportation security efforts underway at various levels of government, focusing on the primary governmental efforts that directly assess, implement, or impact measures to protect transportation facilities, systems, and networks in the Southeastern Wisconsin Region.

TRANSPORTATION SECURITY CONCEPTS

Immediately following the September 11, 2001, terrorist attacks on the United States, many agencies began to develop and implement policies and programs to provide for the safety and security of the nation's transportation networks. Also, recent attacks on foreign public transit systems have heightened the need for increased transit security efforts in American cities. Although programs for transportation safety have been around for many years, the concept of planning for transportation security and implementing security procedures on different modes of transportation is relatively new. In some cases, the phrases "safety" and "security" are used simultaneously or interchangeably by many agencies. However, the words "safety" and "security" are different. By definition, safety can be described as the "freedom from danger," whereas security is the "freedom from *intentional* danger." While implementing safety programs for transportation is intended to protect the motoring and nonmotoring public by reducing fatalities, injuries, and crashes, the implementation of security measures and security programs are developed to identify and prevent attacks that are intended to harm people, facilities, modes of travel, and important transportation infrastructure.

Transportation security efforts encompass programs, measures, or initiatives that address the overall transportation system, that is, not only personal or passenger travel, but also freight travel. Transportation security must be concerned with maintaining the American economy and allowing for the free flow of goods. Protecting free trade and allowing for the safe movement of imports and exports is vital to the economy of the United States, and involves providing a high level of security for the nation's overall freight system. Therefore, when considering transportation mobility and the movement of goods, the implementation, or planning for transportation security measures or policies is crucial to protecting important transportation infrastructure. Important infrastructure includes a variety of elements such as

freeways; local and regional road networks; bridges; tunnels; emergency access roads; connector roads; railroads; ports; intermodal passenger facilities; intermodal cargo facilities; freight corridors; pedestrian and bicycling networks; airports; pipelines; public transit systems; and evacuation corridors. Another aspect of providing for secure transportation has to do with the subject of “emergency planning.” While transportation security is directly related to preventing attacks that are intended to harm people and damage facilities, harm modes of travel, and harm important transportation infrastructure, emergency planning is intended to respond to unforeseen natural events and disasters. A security incident is one that directly pertains to acts of terror resulting in regional, local, or specific location attacks on people, sites, facilities, or transportation infrastructure; whereas emergency response planning efforts address preparedness and response and recovery to natural disasters such as earthquakes, floods, hurricanes, violent weather, fires, and similar incidents. There are several agencies that coordinate on security and safety matters for the purpose of homeland security. The term “homeland security” refers to domestic governmental actions designed to prevent, detect, respond to, and recover from acts of terrorism, and also respond to natural disasters. Homeland security represents a concerted, national effort to protect the homeland by all levels of government at the Federal, State, and local levels, for the sole purpose of protecting the United States from internal and external hazards.

The following sections will address a variety of transportation security efforts underway at various levels of government, and identify the Southeastern Wisconsin Regional Planning Commission’s role in regional transportation security efforts. The information located within Table 1 identifies a list of Federal, State, and regional and local efforts within the Southeastern Wisconsin Region that address transportation security concerns. Table 1 displays each agency responsible for addressing the primary transportation “sectors of concern” relating to roads, public transit, air transportation facilities, cargo facilities and commodity movements, and transportation security planning. While these efforts may range from the active implementation of programs and measures, to lesser actions of simply coordinating activities with other agencies, the role of each agency enhances the security of the southeastern Wisconsin regional transportation network. The agencies identified in Table 1 collectively represent a multifaceted and layered approach to protecting and maintaining security, and responding to potential incidents throughout the Region.

Table 1

**AGENCIES AND TRANSPORTATION SECURITY EFFORTS
 BY SECTOR OF CONCERN**

AGENCY	SECTOR OF CONCERN				
	Roads	Transit	Air Transportation Facilities	Cargo Facilities and Commodity Movements	Transportation Security Planning
U.S. DEPARTMENT OF TRANSPORTATION	•	•	•	•	•
• Federal Highway Administration	•				•
• Federal Transit Administration		•			•
• Federal Railroad Administration		•			•
• Federal Aviation Administration			•	•	•
U.S. DEPARTMENT OF HOMELAND SECURITY	•	•	•	•	•
• Transportation Security Administration			•	•	•
• U.S. Customs and Borders Protection			•	•	•
• Federal Emergency Management Agency	•				
TRANSPORTATION RESEARCH BOARD					•
STATE OF WISCONSIN					
• Wisconsin Homeland Security Council	•	•	•	•	•
• Office of Wisconsin Emergency Management	•				•
• Wisconsin Department of Transportation	•	•	•	•	•
REGIONAL EFFORTS					
• Southeastern Wisconsin Regional Planning Commission	•	•	•	•	•
• Milwaukee County Transit System		•			
• Other Transit Agencies in Southeastern Wisconsin		•			
• Southeast Wisconsin Emergency Management Region					•

U.S. DEPARTMENT OF TRANSPORTATION PROGRAMS

The U.S. Department of Transportation (USDOT) is responsible for ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets national interests and enhances the quality of life for the nation's citizens. The USDOT consists of 11 administrations, which are collectively responsible for establishing national transportation policies pertaining to highway planning, development, and construction; mass transit; aviation; railroads; ports, waterways, and pipelines; and transportation safety and security issues. Individual administrations coordinate with officials at the State, regional, and local levels on fiscal, regulatory, administrative, and policy-related matters. Although each administration within the U.S. Department of Transportation is involved with different aspects of transportation security, the following information will provide a brief overview of agencies that are directly involved in various aspects of southeastern Wisconsin's regional transportation system. These agencies include the Federal Highway Administration, the Federal Transit Administration, the Federal Railroad Administration, and the Federal Aviation Administration.

Federal Highway Administration

The Federal Highway Administration (FHWA) is responsible for ensuring that the nation's roads and highways are safe and efficient, and have access to the most current forms of technology that promote a high-level of system performance. Through a variety of programs, the FHWA provides technical and financial support to State and local governments in an effort to allow for the construction, improvement, and preservation of the National Highway System. Assistance is also provided for roads on Federal lands, such as national parks and forests.

In time of national disasters or external security threats, the National Highway System serves as an essential component of the nation's defense mobility. The FHWA often conducts emergency preparedness meetings with State officials and members of the U.S. Military to specifically address a variety of issues pertaining to military deployment coordination during times of natural disasters and national security emergencies. The FHWA has worked with the U.S. Department of Defense, and is committed to strengthening deployment coordination and military mobilization during security emergencies by enhancing the conditions of the Strategic Highway Network (STRAHNET) and its connectors.

Shortly after September 11, 2001, the FHWA established a National Infrastructure Security Committee at the U.S. Department of Transportation, to address intermodal security issues across the United States.

Since then, FHWA has worked with States and a variety of local transportation agencies to increase the awareness and understanding of emergency planning and security operations. During September of 2003, the FHWA provided recommendations for maintaining national bridge and tunnel security. This was primarily done to develop strategies and practices for deterring and mitigating potential terrorist attacks. The FHWA has also worked with a number of States to identify vulnerable transportation facilities, and has conducted regional emergency management workshops. The FHWA has also supported communication links between public safety departments and the agencies responsible for providing operations; addressed the deployment of Intelligent Transportation System (ITS) projects; prepared a number of case studies addressing transportation security responses; and continues to meet with a variety of officials to discuss security issues as part of their ongoing coordination efforts.

Federal Transit Administration

The Federal Transit Administration (FTA) provides financial assistance to develop new transit systems throughout the country, and to improve and maintain existing transit systems. The FTA is responsible for distributing grant funds to State and local transit providers, who in turn are responsible for operating their own systems and programs in accordance with Federal guidelines. The FTA also oversees many initiatives and programs that are directly related to transit, including livable communities, project financing, database maintenance, human services coordination, and Intelligent Transportation Systems (ITS).

A primary focus of FTA has been to integrate security throughout individual transit-provider programs, operations, and transit infrastructure. In an effort to protect the general public from threats and terrorist attacks, the FTA has implemented provisions for direct funding and providing initiatives and assistance to local transit agencies throughout the country. In response to the September 11, 2001, terrorist attacks on the United States, the FTA announced a Five Point Initiative. FTA has begun the implementation of this initiative by assisting transit agencies in completing vulnerability assessments of their respective systems; by deploying technical assistance teams to a number of transit providers; by awarding grant funds to conduct emergency drills; by accelerating technology and research projects and initiatives by providing facilitated training; and by working to form regional collaborations and networks for the purpose of responding to security and emergency situations.

In another effort to assist transit corporations and agencies throughout the country, FTA has developed a comprehensive, 20-point list entitled *Security Program Action Items*. This checklist was specifically developed for transit agencies to incorporate the most important security elements pertaining to transit

into their System Security Program Plans (SSPP). The items on the checklist are based on a compilation of best security practices that were identified through FTA's technical assistance and outreach efforts to develop security assessments for transit agencies and corporations. FTA also assesses a number of transit operation elements, and recommends the concept of integrating layered security systems into transit operations. The FTA also coordinates activities with the Transportation Security Administration (TSA), the intelligence community, and transit agencies and corporations throughout the country, in an effort to continually enhance its transit security strategies.

Federal Railroad Administration

The Federal Railroad Administration (FRA) is primarily responsible for enforcing rail safety; providing a number of assistance programs related to rail; addressing issues related to intermodal transportation; and conducting research for rail transportation policy and safety. The FRA is also responsible for addressing security-related issues. Through joint efforts with the U.S. Department of Homeland Security, the Transportation Security Administration (TSA), and the Federal Transit Administration (FTA), the FRA is working toward establishing initiatives that are intended to enhance security efforts. The FRA's efforts have been directed at addressing both passenger rail and freight rail security issues.

Shortly after the terrorist attacks on September 11, 2001, the FRA worked closely with the U. S. Department of Homeland Security to conduct comprehensive vulnerability assessments on passenger rail networks that operate in highly dense urban settings. The FRA is responsible for administering Federal grants to the Amtrak rail system throughout the United States, and has been working toward the assessment of Amtrak's nationwide passenger rail system in an effort to ascertain passenger rail's level of preparedness toward external security threats and acts of terrorism. When assessing the movement of freight over rail corridors, the FRA also works with the U.S. Department of Homeland Security on issues related to implementing security action items on the movement of hazardous materials.

The FRA also works with the Association of American Railroads, which is a consortium of the nation's major freight railroads. Shortly after September 11, 2001, the Association of American Railroads assessed the nation's 142,000-mile rail system, and focused on areas pertaining to the identification and protection of critical assets; the movement and transportation of hazardous materials; freight operations; and the intensification of inspections. As a result of this assessment, they created a full-time operations center referred to as the Railway Alert Network (RAN), which is certified by the U.S. Department of Defense. This center works to monitor various levels of intelligence on potential threats to the national rail network. As part of this process, the Association of American Railroads also created the Surface

Transportation Information Sharing and Analysis Center, which collects and analyzes physical and cyber threats to national rail freight security.

Federal Aviation Administration

The Federal Aviation Administration (FAA) is primarily responsible for regulating civil aviation to promote safety and to develop civil aeronautics, new aviation technologies, and to oversee a system of air traffic control and navigation for civil and military aircraft throughout the country. The FAA also works to control aircraft noise, regulates commercial air transportation, and researches and develops the National Airspace System. In addition, the FAA maintains an Internal Security Function that specifically works to reduce and eliminate risks associated with terrorism, sabotage, espionage, theft, vandalism, and a variety of other criminal acts. Although the FAA has an Internal Security Function, it also maintains an active and open working partnership with the Transportation Security Administration (TSA). The TSA is responsible for screening airline passengers in an effort to minimize security threats. The TSA is also responsible for screening all air cargo materials and onboard airline baggage, and ensures that all commercial air activity is free from potential security risks.

U.S. DEPARTMENT OF HOMELAND SECURITY PROGRAMS

The U.S. Department of Homeland Security (DHS) was established during the aftermath of the September 11, 2001, attacks on the nation. The agency is responsible for protecting the security of the United States from external threats and terrorist attacks, and for responding to natural disasters and domestic emergencies. The DHS was created from 22 existing Federal agencies, and today consists of a number of directorates and eight other departments. As part of the agency's mission, the DHS leverages resources at the Federal, State, and local levels, and thereby coordinates the transition of multiple agencies and layers of government into a single, integrated agency that is focused on protecting the overall security of the American people. As reported by the DHS, there are currently more than 87,000 different governmental jurisdictions at the Federal, State, and local levels that are charged with employing homeland security responsibilities. This is a strategy of maintaining a complementary system that connects all levels of government without duplicating efforts, resulting in a "national mission" of security.

The DHS is primarily concerned with items such as border security, critical infrastructure protection, emergency preparedness and response, domestic intelligence activities, biodefense, researching and implementing security technologies, the detection of nuclear and radiological materials, and the provision of transportation security. Although the DHS consists of many agencies that are responsible for national

security issues, the agencies listed below have a direct responsibility for overseeing cargo movements and aviation activities within the southeastern Wisconsin Region.

U.S. Customs and Borders Protection

The U.S. Customs and Border Protection (CBP) agency is responsible for the overall protection of the country's borders, and for facilitating the flow of legal trade and travel. The CBP prevents terrorists and dangerous weapons from entering into the country, and enforces hundreds of U.S. trade and immigration laws. The agency processes incoming and outgoing passengers, pedestrians, cargo, vehicles and ships, and protects the nation's borders with Canada and Mexico. The CBP is also responsible for protecting the nation's shorelines. Aside from border patrol enforcement, the CBP is also responsible for processing all incoming trade via truck, rail, ship, and sea containers, and for managing the nation's 317 ports of entry at terminals, ports and airports. After September 11, 2001, the CBP established the Container Security Initiative (CSI), which identifies high-risk containers; uses technology to screen high-risk containers at a faster pace; uses smarter and more secure, tamper proof containers; and prescreens containers before they are shipped. This level of scrutiny is extremely vital to national security, because once received, the majority of these imported containers are shipped from American ports of entry to all destinations throughout the country, including Wisconsin.

The CBP is also responsible for maintaining security for incoming trade to Wisconsin's Foreign-Trade Zones. Foreign-Trade Zones are defined by the CBP as secure areas under customs supervision that are generally considered outside the customs area, upon activation of the zone. Merchandise located in the zone can be shipped in "duty-free" for the purposes of storing, packing, repackaging, assembling, or manufacturing. In southeastern Wisconsin, there is currently a Foreign-Trade Zone located at Northwestern Industrial Park in Milwaukee. To ensure security, the CBP maintains verification and inspection of incoming shipments at this facility, and offers a full-range of cargo processing functions.

Transportation Security Administration

The Transportation Security Administration (TSA) was created on November 19, 2001, as part of the Aviation and Transportation Security Act. The agency was created to fill three separate mandates, which included the creation of a new Federal agency with the responsibility for providing security on all modes of transportation; to recruit and train security officers for commercial airports at 450 locations; and to take on the responsibility of screening all commercial luggage and packages for explosives and other threats. The TSA maintains the mission of protecting air passengers, and has deployed Federal air marshals aboard commercial air flights. The Federal air marshals serve as the primary law enforcement entity

within TSA, and also work closely with a variety of other law enforcement agencies in order to provide security for airline passengers. The TSA also maintains programs that place an emphasis on law enforcement training teams, canine detection teams, deploying Federal flight deck officers, hazardous materials training, crew member self defense, a registered traveler program, and the implementation of transit and rail inspection pilot programs. The TSA has also created an Air Cargo Program, which has recommended enhancements to the current security requirements for various types of cargo carried on commercial aircraft.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) is responsible for preparing the nation for potential hazards, and effectively coordinating and managing a national response to an array of disasters such as earthquakes, hurricanes, tornadoes, fires, floods, hazardous material spills, and terrorist threats. FEMA works in coordination with other organizations and agencies that are part of the nation's emergency management system. Some of FEMA's primary goals are focused on reducing the loss of life and property; minimizing the level of disruption and suffering affiliated with the consequences of a national disaster; serving as the nation's portal for emergency management information and services; and preparing the nation to address issues and consequences associated with terrorist activities. FEMA functions as the independent Federal agency responsible for leading the nation's efforts to prepare for, prevent, respond to, and recover from disasters.

Under the U.S. Department of Homeland Security, FEMA has formed the internal Office of National Preparedness. This FEMA office serves to implement terrorism incident management programs, and is responsible for coordinating efforts with State and local governments to prepare functions that are necessary to manage natural disaster and terrorist related emergencies. FEMA works in coordination with other agencies, and also works to address issues pertaining to transportation mobility and security at different levels of government during times of natural disasters and terrorist attacks.

U.S. Coast Guard

The U.S. Coast Guard is responsible for the security of shipping in the nation's maritime regions, such as the Great Lakes, including along Lake Michigan in southeastern Wisconsin. The Coast Guard is one of the nation's five armed forces, and its core roles are to protect the public, the environment, and U.S. economic and security interests in any maritime region in which those interests may be at risk, including international waters and America's coasts, ports, and inland waterways. The Coast Guard's five

fundamental roles in serving the public include maritime safety, maritime security, maritime mobility, national defense, and the protection of natural resources.

Federal Motor Carrier Safety Administration

The Federal Motor Carrier Safety Administration (FMCSA) is responsible for the security of the nation's commercial motor vehicles, and strives to reduce crashes, injuries, and fatalities involving large trucks and buses. FMCSA has initiated programs to enhance commercial vehicle security by protecting the transportation of hazardous materials, as well as to protect the public from terrorists using commercial motor vehicles as weapons or targets.

TRANSPORTATION RESEARCH BOARD

The Transportation Research Board (TRB) is a division of the National Research Council, and functions within an advisory role to the Federal government and other entities on subject matters of national importance. The primary purpose of the TRB is to promote innovation and progress through transportation research. The TRB has been very active in the process of providing research on the subject of transportation system security, and has collaborated with all levels of Federal government and the private sector. The TRB conducts special studies on a number of transportation policy issues and research items at the request of the United States Congress, and at the request of government agencies.

STATE OF WISCONSIN PROGRAMS

Wisconsin Homeland Security Council

The Wisconsin Homeland Security Council was created in March, 2003, in an effort to coordinate activities of the U.S. Department of Homeland Security at all levels of government within the State of Wisconsin. As defined, the mission of the Wisconsin Homeland Security Council is to "advise the Governor and coordinate the efforts of state and local officials with regard to prevention of, and response to, potential threats to the homeland security of Wisconsin." The Council works with Federal, State, tribal, and local agencies, nonprofit organizations, and private industry to improve citizen and community preparedness. In 2009, the Council created the 2009-2011 Wisconsin Homeland Security Strategy which is a collaborative inter-agency effort that outlines Wisconsin's readiness, response, and recovery objectives for the next two years.

Office of Wisconsin Emergency Management

The Office of Wisconsin Emergency Management (WEM) is a division of the Department of Military Affairs, and is responsible for coordinating all security matters in Wisconsin. WEM specializes in hazard mitigation, warning and communications, emergency police and fire services, disaster response and recovery, hazardous materials and the Emergency Planning and Community Right-to-Know Act, radiological emergency preparedness, and emergency management exercise and training programs for the State of Wisconsin. WEM also operates a State Emergency Operations Center which utilizes some of Wisconsin Department of Transportation's (WisDOT) systems, such as traffic cameras, to support security efforts.

Wisconsin Department of Transportation

The Wisconsin Department of Transportation (WisDOT) coordinates activities with the U.S. Department of Transportation on a variety of modes for the purpose of providing transportation security, and also works with State and local agencies on issues pertaining to transportation security. In 2009, WisDOT completed a long-range transportation plan entitled *Connections 2030*, which includes documentation of WisDOT's transportation security efforts. The primary WisDOT policies for promoting transportation security are to enhance the security of the transportation system by reducing vulnerability and to improve emergency response to make the transportation system more resilient. WisDOT has adapted almost all of its activities to incorporate security awareness and strategic security planning as part of a proactive and comprehensive process, known as the "All Hazards Approach," for addressing all types and scales of incidents, whether natural or human-induced.

Ongoing security efforts and policies by WisDOT include the following:

- Internal Programs:
 - Traffic Incident Management Enhancement (TIME)
 - Vulnerability Assessment of Highway/Interstate Structures
 - Employee Awareness and Training of Emergency Preparedness
 - Homeland Security Threat Level Advisory Checklist
 - Business Continuity/Disaster Recovery Planning
 - Emergency Operations Planning

- Continued Support and Distribution of Public Information via 511 and www.511wi.gov

- State Emergency Operations Center in Milwaukee
- Support of State, Regional, and National Programs:
 - National Incident Management System (NIMS) Compliance
 - Wisconsin Emergency Response Plan (WERP)
 - Participation in Local, Regional, and Statewide Exercises for Emergency Preparedness
 - Participation in Urban Area Security Infrastructure (UASI) Efforts and Exercises

SOUTHEASTERN WISCONSIN PROGRAMS

Southeastern Wisconsin Regional Planning Commission

The Southeastern Wisconsin Regional Planning Commission, the official areawide planning agency for the southeastern region of the State, serves the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. The Commission conducts multimodal transportation planning, working cooperatively with U.S. DOT, WisDOT, transit operators, and county and local units of government in the Region. In addition, the Commission provides assistance to counties and local governments in the preparation and updating of hazard mitigation plans. These plans fulfill requirements set forth by the Wisconsin Division of Emergency Management (WEM), and the Federal Emergency Management Agency (FEMA). The plans use an “All Hazards Approach” recommended by WEM and FEMA, giving appropriate consideration to such hazards as flooding; lakeshore bluff and dam failure episodes; severe weather conditions, including wind storms, tornadoes, periods of extreme heat or cold, and winter storms; terrorism; civil disorder; urban fire or mass casualty; and hazardous material situations. At the request of Kenosha County, Racine County, and the City of Milwaukee, the Commission has prepared, and periodically updates, their respective hazard mitigation plans.

The Commission recognizes WisDOT security related transportation policies and planning efforts in southeastern Wisconsin, including the *Emergency Transportation Operations Plan*, downtown Milwaukee evacuation routes, and emergency alternate routes to I-94 in Waukesha County. The Commission will work with WisDOT to ensure that these policies are adhered to and continually updated to achieve proper implementation in the Region. The Commission will also monitor and assist WisDOT in implementing the security recommendations in its long-range transportation plan entitled *Connections 2030*. The action items in that plan which involve Commission efforts include coordinating border county evacuation plans with Illinois, supporting the development of the transportation element of the National Response Framework, coordinating evacuation plans for Wisconsin’s 12 largest communities, studying

the needs of essential freight movement, developing the Wisconsin Airport Security Plan, offering security planning assistance to local transit agencies, and developing local plans that can be integrated into statewide emergency relief and disaster preparedness plans, strategies, and policies.

Milwaukee County Transit System

The Milwaukee County Transit System (MCTS) provides public bus and paratransit services within Milwaukee County and portions of adjacent counties. The Southeastern Wisconsin Regional Planning Commission periodically prepares a short-range transit system development plan for MCTS. The Director of Operations for MCTS is responsible for coordinating the system's safety and security functions, with these activities undertaken by the Transportation and Maintenance Departments. MCTS expends at least one percent of its annual allocation of Federal Transit Administration (FTA) Section 5307/5340 funds for transit security projects, per Federal regulations.

The FTA has been very active through their attempts to work with transit providers across the country to develop security measures, which are intended to protect members of the transit public, and to also protect vital components of transit system infrastructure. With regard to transit security, MCTS currently coordinates a number of activities with the FTA. In an effort to assess and respond to security issues, MCTS completed a Transit Threat and Vulnerability Analysis of its services and facilities, and prepared a *Safety and Security Program Plan* in 2002, updated and reissued in February 2007 as a *System Security and Emergency Preparedness Plan*, enabling MCTS to become one of two transit systems in the State of Wisconsin to be eligible for Federal and State grants through the U. S. Department of Homeland Security and the Wisconsin Office of Justice Assistance. In addition to these plans, MCTS has undertaken the following initiatives to improve the system's security:

- Hired a transit security planning coordinator in 2008 to oversee safety and security training programs and emergency preparedness exercises;
- Participated in the FTA Transit Watch Program, developing a local program aimed at increasing security awareness and education of the system's passengers and employees;
- Worked with the Milwaukee Urban Area Security Initiative (UASI) toward implementation of the National Incident Management System (NIMS) and to address other regional security concerns;
- Created a Regional Transit Security Working Group, comprised of representatives from Federal and State security agencies, local law enforcement agencies, the UASI group, and other transit operators serving the Milwaukee area;

- Cooperated in periodic Transportation Security Administration (TSA) inspections under the Baseline Assessment and Security Enhancement (BASE) program to assess potential security vulnerabilities of the system;
- Provided training to all operators to handle emergency and security situations, including procedures for contacting the system's dispatcher via a systemwide two-way radio; and
- Worked with the City of Milwaukee to place security cameras at key transit transfer locations.

Other Transit Agencies in Southeastern Wisconsin

Each of the transit agencies in the Cities of Kenosha, Racine, and Waukesha, and the Counties Ozaukee, Washington, and Waukesha generally conducts similar, although less extensive, security activities compared to those conducted by MCTS. These six agencies each receive FTA Section 5307/5340 funds and must expend at least one percent of its annual allocation of these funds for transit security projects, with the exception of Ozaukee and Washington Counties, which have demonstrated to the FTA that such expenditures are unnecessary. In addition, Kenosha Area Transit, the Racine Belle Urban System, Waukesha Metro Transit, and the Waukesha County Transit System each have a safety and security plan, or a safety plan with a security element, that has been accepted by the FTA. Security cameras are also installed on all transit vehicles and at most facilities of the three municipal bus systems, and on most vehicles and at most facilities of the Waukesha County Transit System. Security exercises have also been undertaken by each of these four systems and are included in the training for bus operators and other staff.

In Ozaukee and Washington Counties, security activities are primarily undertaken by contract transit service providers. MCTS and Riteway Bus Service are responsible for the security of the bus services provided in Ozaukee and Washington Counties, respectively, while Specialized Transport Services, Inc. is responsible for the security of the taxi services in both Counties. Ozaukee County staff has also participated in the Regional Transit Security Working Group created in Milwaukee County.

Southeast Wisconsin Emergency Management Region

Each of the seven counties served by the Commission, along with Jefferson County, is part of the Southeast Wisconsin Emergency Management Region. Each county has signed a Southeast Wisconsin Mutual Aid Compact for County Emergency Management Assistance, and each county has a department which is responsible for emergency management, including providing a comprehensive emergency management program for their respective counties. The directors of each county's emergency management department meet on a regular basis to coordinate and develop plans for mass evacuation. These plans are being drafted in each county in an effort to address mass evacuation during times of

potential security threats, emergencies, and disasters, with WisDOT providing assistance, including providing much of the mapping of evacuation routes by WisDOT's State Emergency Operations Center in downtown Milwaukee.

The emergency management departments are responsible for coordinating response and recovery activities through the implementation of emergency response plans during and after emergencies. This includes assistance from local cities and towns, volunteer agencies, and other agencies and county departments. Some of the departmental functions include assisting with, and developing strategies for emergency operations planning; homeland security preparedness; maintaining and monitoring a warning and communications system; providing disaster assistance training to hospitals and nursing homes; assisting schools with emergency planning; the provision of disaster assistance; maintaining public awareness; and coordinating the activities of committees for the purposes of implementing emergency management services.

FUTURE SECURITY PROGRAM EFFORTS

This document provides an overview of agencies at the Federal, State, and regional levels, which collectively address various aspects of transportation security throughout the Southeastern Wisconsin Region. Since the September 11, 2001, terrorist attacks on the United States, the Federal government and the State of Wisconsin have taken considerable steps to protect the nation's transportation networks, which include roads, rail networks, passenger and freight terminals, port facilities, intermodal facilities, transit systems and other transportation infrastructure. Many Federal and State agencies have taken leading roles to ensure the implementation of security procedures within the State, which also includes the implementation of necessary security measures within the Southeastern Wisconsin Region.

Federal and State agencies will continue to refine transportation security measures over the upcoming years, and work toward closer cooperation, coordination, and integration of tasks at all levels of government in an effort to provide secure transportation networks and facilities throughout the United States. Although the Southeastern Wisconsin Regional Planning Commission does not currently have a direct role in Federal and State Transportation Security policy decisions and implementation, in the future, the Commission will continue to maintain a supportive regional role for transportation security planning. As the regional Metropolitan Planning Organization, the Commission will work to coordinate activities with local, State, and Federal agencies and officials in order to provide a regional forum on security issues, and will continue to provide a high level of support for existing and ongoing

transportation security measures. To this end, the following transportation planning objective, principle, and standards have been developed to guide regional transportation planning and plan implementation:

Objective: Enhance the security of the Region's transportation system.

Principle: Threats to the security of the Region's transportation system include terrorist attacks and natural disasters, which can result in fatalities, injuries, and physical damages to the transportation system. Reducing the transportation system's vulnerability to these threats, and considering and improving the emergency response to possible incidents will enhance the security of the Region's transportation system.

Standards

1. Actions taken to preserve, improve, and expand the transportation system should incorporate the measures necessary to ensure transportation system security.

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