



## 5. TRANSPORTATION SAFETY AND SECURITY

### A. Safety

Reducing the number and severity of crashes on the transportation facilities of the North Front Range is a major goal for the region. Safety is one of the main factors in prioritizing and selecting projects. The process involves looking at projects and evaluating how well a project will enhance safety by addressing any existing hazardous or potentially unsafe situations. This ensures that projects will address all the goals and strategies of this plan. In the NFRMPO's "Call for Projects," safety and crash reduction is used as a criterion for ranking applications for certain kinds of federal funding against one another.

Many factors fall within the realm of safety. The NFRMPO looks at many different safety aspects in its transportation and air quality planning, some of which comes from coordination with CDOT. Through the years, CDOT has tracked crash data. The NFRMPO utilizes this data and incorporates it into the planning process. The NFRMPO will continue to coordinate with CDOT in the data collection process.

Aside from crash data, the NFRMPO relies on other CDOT compiled information. The state coordinates with local emergency responders to provide public safety education. At this time the NFRMPO does not handle any educational activities itself. Transportation safety is most effectively coordinated at the state level.

In addition to roadway safety, this plan covers other relevant factors for planning a safer transportation network. The existing conditions chapter of this plan discusses the region's rail system. Rail crossings are identified with the attendant crashes involving trains and automobiles. Bridges are another safety feature identified in the existing conditions chapter of this plan. Bridges that are structurally deficient or functionally obsolete have been identified, and the locations are mapped. The Congestion Management Process is an additional portion of this plan that identifies safety as a factor that affects non-recurring congestion. Bike/pedestrian routes are shown in Chapter 2 and the Regionally Significant Corridors section of this plan. Pedestrian facilities are required to follow Americans with Disabilities Act (ADA) regulations.

Different types of safety funding pools are awarded directly to applicants through CDOT on a competitive basis. The NFRMPO is not a part of the safety funding allocation process.

The NFRMPO fully stands behind CDOT and its goals, objectives, and strategies in keeping safety a major priority for our transportation network. For more information on safety, the *Colorado Integrated Safety Plan* developed by CDOT is available on the CDOT website at [www.dot.state.co.us](http://www.dot.state.co.us).

## B. Security

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) calls for the security of the transportation system to be one of eight stand-alone planning factors. "...Increase the security of the transportation system for motorized and non-motorized users." This signals an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor. SAFETEA-LU encourages the transportation planning process to be consistent with applicable security plans, programs, and projects. This new requirement must be in place before NFRMPO and State adoption or approval of transportation plans addressing SAFETEA-LU provisions.

Security as a stand-alone transportation planning factor is linked to the US Department of Homeland Security and the 2006 implementation of the National Incident Management System (NIMS). In 2004, the NIMS was issued to provide a comprehensive and consistent national approach to all-hazard incident management, at all jurisdictional levels, and across functional disciplines. Full compliance with the NIMS certification process was required by September 2006. Beginning in 2007, NIMS compliance became a condition for jurisdictions to receive federal preparedness funding assistance.

"The most important of the 2006 requirements is that states and territories must establish a planning process that incorporates the appropriate procedures to ensure the effective communication and implementation across the state, including tribes and local governments. This planning process must include a means for measuring progress and facilitate the reporting of NIMS implementation among jurisdictions" (Michael Chertoff, Secretary U.S. Department of Homeland Security).

In response to the SAFETEA-LU requirement, the NFRMPO has inventoried the region's security plans and protocols. This chapter simply references the security plans which are in place, both as a direct result of the NIMS requirement, and others which have been standing protocol within local agencies. This chapter is not designed to replace or modify any security protocol or plan. The appropriate agency should be contacted directly with security concerns.

### Transit Security

#### CDOT



#### Transit Safety and Security Prototype Report

In 2002, the CDOT Transit Unit contracted with RAE Consultants, Inc. to develop a model transit safety and security program for small urban and rural transit providers in the state. The purpose of the technical assistance framework was to assist small transit agencies with improving their capacity to respond to emergency situations, while working within the framework of the agency's existing safety training efforts. This prototype has been used by several of the NFRMPO member transit agencies as a model for their own emergency management plans.

#### BATS



#### Mode: On-call transportation

In 2003, Berthoud Area Transportation Service (BATS) adopted the Transit Safety and Security Plan. The BATS agency provides seniors with regularly scheduled transportation to shopping, and on-call



transportation around Berthoud and Loveland. The service takes passengers to Loveland and Longmont everyday with links to FLEX and RTD.

The core elements of the BATS Transit Safety and Security Plan are: Driver Selection, Driver Training, Vehicle Maintenance, Drug and Alcohol Programs, Safety Data, and System Safety and Emergency Preparedness Plan (SSEPP). The SSEPP includes a training policy, security and emergency protocol, contacts, and other preparedness guidelines. It is modeled after the CDOT prototype.

Contact: Eric Boyd, Director of BATS, Phone: (970) 532-5199

**Transfort/Dial-A-Ride**



**Mode: Fixed-route bus, paratransit, and on-call transportation**

In 2006, Fort Collins adopted the Transfort/Dial-A Ride Snow and Severe Weather Emergency Operations Plan. The objectives of this plan are to:

- (1) Provide the best possible level of service in a winter storm that is safe, effective, and efficient;
- (2) Ensure that staff respond to the emergency according to plan;
- (3) Provide mutual support to other departments and a promise of best possible effort during the emergency; and
- (4) Provide public information that imparts the reality of operations in winter conditions.

In addition, the City of Fort Collins adopted the Safe Operator Plan in 2009.

Contact: Marlys Sittner, Transfort, Phone: (970) 416-2113  
City of Fort Collins Emergency Operations Center (24 hours), Phone: (970) 416-2861

**FLEX**

**Mode: Fixed-route bus**

The City of Fort Collins operates FLEX as part of a regional partnership with Loveland, Berthoud, and Longmont. The same plans and operations in effect for Transfort apply to FLEX.

Contact: Marlys Sittner, Transfort, Phone: (970) 416-2113

**VanGo**



**Mode: Vanpool**

The NFRMPO has developed the VanGo Vanpool Services System Security and Emergency Preparedness Plan (SSEPP), which is modeled after the CDOT prototype. Goals of the VanGo SSEPP are to:

- (1) Ensure that security and emergency preparedness are addressed during all phases of system operation, including the hiring and training of agency personnel; the procurement and maintenance of agency equipment; the development of agency policies, rules, and procedures; and coordination with local public safety and community emergency planning agencies.

- (2) Promote analysis tools and methodologies to encourage safe system operations through the identification, evaluation and resolution of threats and vulnerabilities, and the ongoing assessment of agency capabilities and readiness.
- (3) Create a culture that supports employee safety and security and safe system operations (during normal and emergency conditions) through motivated rules and procedures and the appropriate use and operation of equipment.

Contact: Anne Blair, VanGo Vanpool Manager, Phone: (970) 221-6859 / (800) 332-0950

## **COLT**



### **Mode: Fixed-route bus, paratransit**

The City of Loveland Transit (COLT) prepared an emergency operations and security plan in 2007. COLT worked with the Loveland Office of Emergency Management to implement a safety and security protocol for the COLT system.

Contact: Marcy Abreo, Transit Services Manager, Phone: (970) 962-2700

## **Greeley Bus**



### **Mode: Fixed-route bus, paratransit**

The Greeley Bus prepared a System Safety and Security Plan in 2007. The Transit Services Division in Greeley has an Emergency Operations Plan in place. The plan outlines emergency procedures for city transit services, criteria for activating and deactivating the plan, and roles, responsibility, and authority of staff for implementing the plan.

Contact: Brad Patterson, Transit Services Manager, Phone: (970) 350-9751

## **Railway Transportation Security**

To identify incident locations on the railway system, the following information is needed when contacting the appropriate railroad:

- ▶ Street/highway name
- ▶ Nearest city/town
- ▶ Railroad mile post
- ▶ Railroad subdivision
- ▶ DOT Number (if available)

Note: The DOT number is a six digit number with an alpha character at the end (e.g., 427 774K) and is found on the sign mounted on the crossing post for a passive warning. It may be found on either the signal mast and/or signal cabin for an active warning device (i.e., a sign with flashing lights or a gate).



## Burlington Northern Santa Fe Railway (BNSF)



The BNSF Resource Protection Solutions Team responds to all railroad related emergencies, trespassers, and crimes. Contact the BNSF Resource Protection hotline at **1-800-832-5452** to report a railroad emergency or a railroad related crime, or to report all suspicious activities, individuals, and trespassers.

"Security has become everyone's business. Because of heightened security status, Americans are being asked to be the 'eyes and ears' for law enforcement," says John Clark, assistant vice president, Resource Protection Solutions Team.

ON GUARD is a BNSF employee program which encourages employees to report suspicious activities, trespassers, or individuals to BNSF's Resource Operations Call Center (ROCC). Since its inception in 2003, more than 200 employees have reported suspicious activities. Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railway properties.

The Citizens United for Rail Security (CRS) program encourages interested citizens and railway fans to participate in BNSF security training. Participants receive official identification cards. Citizens and CRS members are encouraged to report all suspicious activity along railroad property to the BNSF Resource Protection hotline, Phone: 1-800-832-5452.

## Union Pacific Railroad (UPRR)



**Reporting Emergencies:** Contact UP Police by calling 1-888-877-7267

### Reporting Unusual or Suspicious Occurrences and Environmental Hazards

Call **1-888-UPRR COP (877-7267)** to report hazardous materials releases, personal injuries, criminal activities, illegal dumping, or other environmental incidents.

### Reporting Rough or Damaged Grade Crossings

To report emergency grade crossing blockages or damage, call **1-800-848-8715**.

## Great Western Railway of Colorado (GWR)



GWR operates a total of 80 miles of track in the NFR region and it interchanges with BNSF Railway and Union Pacific Railroad. It is owned by OmniTRAX. Report all emergencies to GWR at (970) 667-6883, and the local police departments.

## Airport Transportation Security

### Greeley-Weld County Airport

In 2009, the Greeley-Weld County Airport Authority updated its Airport Security Plan (ASP) with the assistance of an Airport Security Advisory Committee (ASAC). The ASAC is formed with the assistance of the Greeley-Weld County Airport Tenants & Users Association. The ASAC periodically reviews the current plan and works with airport staff to implement updates. Questions about the ASAC can be directed to Linda Belleau at (970) 336-3020, or the Airport Authority administrative offices during normal business hours at (970) 336-3000.

### Fort Collins-Loveland Airport

Security operations at the Fort Collins-Loveland Airport are conducted by the Transportation Security Administration. The same level of security inspections, regulations, and restrictions used at major airports are in place at the Fort Collins-Loveland Airport, as Allegiant Air provides service to and from Las Vegas four times a week with a 150-seat jetliner and to and from Phoenix-Mesa Gateway Airport twice weekly.

The terminal facilities have been expanded to accommodate a larger number of passengers and expanded security requirements. Questions about airport security can be directed to (970) 962-2852.

## Transportation Security – Local Agency Plans

### Emergency Management Plan

The purpose of an Emergency Management Plan is to minimize the loss of life and property during and while recovering from an emergency or disaster by defining assignments and responsibilities for effective management of an emergency disaster affecting the local agency. Most of the local agencies within the NFRMPO have Emergency Management Plans in place. Generally speaking, they are published under the authority of the county, city, or town, and they support the Emergency Operations Plan of Colorado and the National Response Plan (NRP). Contacts for information about these plans are listed below, although contact information changes from time-to-time.

<b>Jurisdiction</b>	<b>Contact</b>	<b>Phone Number</b>
City of Evans	Warren Jones	(970) 475-1117
City of Fort Collins	Mike Gavin	(970) 416-2878
	24 Hr Contact	(970) 221-6545
City of Greeley	Steve Blois	(970) 350-9502
City of Loveland	Merlin Green	(970) 962-2519
Town of Berthoud	Chief Stephen Charles	(970) 532-2264
Town of Eaton	Don Cadwallader	(970) 454-3338
Town of Johnstown	Brian Phillips	(970) 587- 5555
Town of LaSalle	Carl Harvey	(970) 284-5541
own of Milliken	Jim Burack	(970) 660-5011
Town of Severance	John Holdren	(970) 686-1218
Town of Timnath	Sherri Wagner	(970) 224-3211
Town of Windsor	Terry Walker	(970) 686-9596 ext. 310
Larimer County	Erik Nilsson	(970) 498-5310
Weld County	Roy Rudisill	(970) 304-6540 or (970) 436-9276 x 3990

### Vulnerability Assessment

A vulnerability assessment is a confidential security plan that private businesses and government entities develop. The assessment helps local planning organizations define locally vulnerable land uses which threaten their jurisdictions, and the extent to which communities are vulnerable to breaching events at those sites. This type of information can enable local governments to better develop security and response programs. Examples of entities that have these plans are Kodak, Center for Disease Control, and Hewlett Packard.