Surface Transportation Security: FHWA Perspective and Activities

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Agenda

- Observations
- Priorities
- Activity
Observations

- The surface transportation system is vital to our economy, defense, and quality of life, and it is extremely vulnerable to attack due to its enormity and accessibility.
- Unless we actively manage the transportation system, it will not be prepared for, or able to effectively respond to or recover from a disaster.
- The roles of transportation – target and solution
Observations

FHWA’s role in surface transportation security
- Facilitating
- Best practices
- Education, awareness, and training
- Research and Development
- Coordination with other federal agencies
- Information on threats
- Supporting military deployments
- Advocacy
What Are The Top Priorities?

- Funding
- Regional planning
  - State and regional emergency management plans
  - Transportation agency emergency operations plans
- Coordination
  - Getting Transportation to the Table
- Incident Command/Unified Command
What Are The Top Priorities?

- Sharing intelligence
- Communications Interoperability
- Contracted services
- Applying tools and technology
What Are The Top Priorities?

- Training and exercises
- Sharing lessons learned and successful practices
- Communication with the public
- Mutual aid
What Will Success Look Like?

Before an incident: Transportation and other responders interact regularly in planning for emergencies and practice those plans in joint exercises. Transportation is prepared for its role and to deliver its capabilities, which are well understood by all.

During and following an emergency: Transportation is there at the incident scene, in the TMC, and at the EOC. They are prepared – trained and equipped, and able to communicate. They are participating as a partner with other responders.
AASHTO Task Force on Transportation Security

- Emergency response guide
- Vulnerability assessment guide
- Bridge vulnerability assessment workshops
- Statewide emergency response workshops
- “Cost of security” report
- Secure communications demonstration
- Maintenance worker training and manual
- National research priorities workshop
- Methods for Determining Transportation and Economic Consequences of Terrorist Attacks (‘03)
- TxDOT-led Pooled-Fund Security Projects
  - Design of Bridges for Security
  - Rapid Bridge Replacement Techniques


**FHWA Activity**

- FHWA sponsored Regional Emergency Management Workshops
- Cargo security and efficiency freight operational tests
- Telecommunications vulnerability reduction
- Model Deployment Initiative-iFlorida
- Emergency management case studies
- Blue Ribbon Panel on Bridge Security
FHWA Activity

- Bridge Surveillance Analysis
- Military deployment table top exercises
- International border crossing security
- White paper on roles for regional councils and MPOs in security
- Alternate route development methodologies
- Updated information security booklet
FHWA Activity

- Homeland Security Advisory System
  - Compilation/Best Practices/Template
- Identifying Suspicious Driving Behavior
- National demonstrations of voice/data/video integration
- Integration of security into the national ITS architecture
- TMC Vulnerability Reduction
- Communication Alternatives Analysis (Jointly with AASHTO)
**FHWA Activity**

- Emergency Management Data Needs
- Traffic/Emergency Management Integration
- Highways Information Sharing and Analysis Center (with AASHTO)
- Planning/Emergency Management Lessons Learned/Case Studies
- PTI Local Transportation Security Guidebook
- FHWA Security Conference
- Outreach
Workshop Locations

2002
- Baltimore, MD
- Kansas City, MO
- Spokane, WA
- Raleigh, NC
- Dover, DE
- Milwaukee, WI
- Omaha, NE
- Honolulu, HI
- Salem, VA
- Cincinnati, OH

2003
- Oakland, CA
- Portland, OR
- Nashville, TN
- Chicago, IL
- St. Louis, MO
- Minneapolis, MN
- Seattle, WA
- Pittsburgh, PA
- Philadelphia, PA
- Houston, TX
- I-95 CC
What We Need to Achieve

- General level of current **awareness** of security by agency leaders and responsible personnel.
- Necessary level of **technical expertise** in agency personnel.
- Transportation appropriately incorporated into regional emergency plans, and transportation agencies have in place effective Emergency Operations Plans. Agencies exercise their own plans and are involved in exercises of regional plans.
- Necessary inter-agency **relationships** initiated and in use on an ongoing basis; know who to call for what, and interact regularly.
- Have created effective **operational processes** using modern tools, and reflecting successful practices and lessons learned from others’ experiences.
The End

Thank You.

With questions or for further information, please feel free to contact:
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Check out our new website at
http://www.ops.fhwa.dot.gov/opssecurity