

# 11 Security Element

## 11.1 Introduction

### 11.1.1 Purpose of Chapter

This chapter provides the security element of the RFATS 2035 Long Range Transportation Plan (LRTP). It describes the relationship between the RFATS LRTP and the York County Emergency Management Plans. SAFETEA-LU calls for the security of the transportation system to be a stand-alone planning factor, signaling an increase in importance from prior legislation, in which security was coupled with safety in the same planning factor.

### 11.1.2 Relevance to the Transportation System and the Plan

Federal law requires security to be part of the RFATS transportation planning process. Awareness of both man-made and natural disaster security concerns have increased in recent years due to events like September 11, 2001 and Hurricane Rita and Katrina. This element of the plan is intended to provide a new focus for the RFATS MPO region on interrelated security and transportation issues.

## 11.2 Existing Conditions and Trends

### 11.2.1 National Conditions and Trends

Metropolitan Planning Organizations across the country are implementing security planning into their planning processes. Below are examples of how other MPOs are addressing security in transportation:

- Houston-Galveston Area Council
  - Hazard Mitigation Plan
  - Disaster mitigation planning workshops, risk and capability assessment
  - Coordination with Metro in support Regional Transit Security Guide
- Hampton Roads Planning District Commission
  - Regional Emergency Management Technical Advisory Committee
- San Diego Association of Governments
  - Transit Emergency Planning Manual
  - Emergency Transportation Operations Preparedness/Response Workshop
- Ohio-Kentucky Indiana Regional Council of Governments
  - Regional Emergency Response Plan

### 11.2.2 Statewide Conditions and Trends

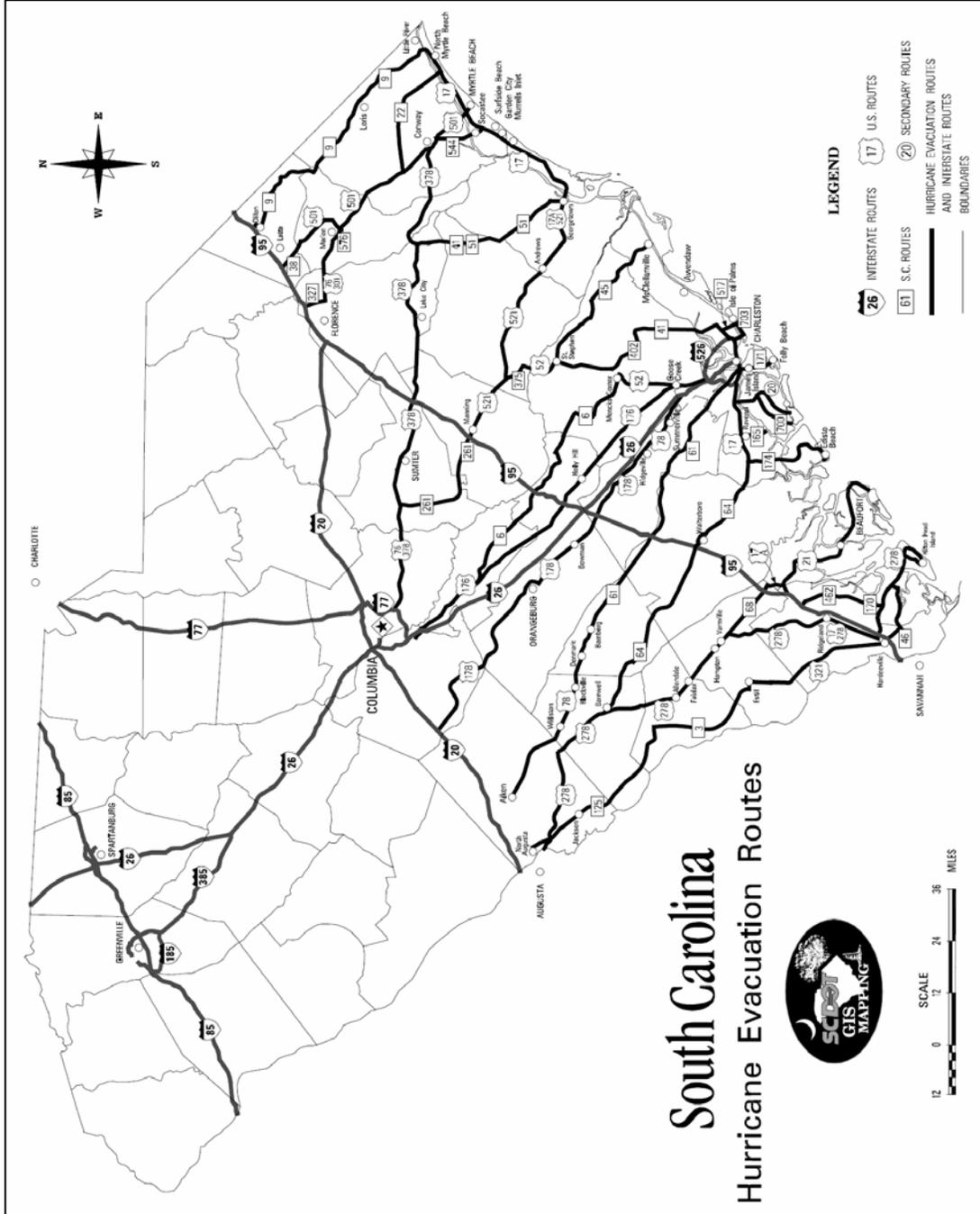
The State Emergency Operations Plan is administered by the South Carolina Emergency Management Division, Office of the Adjutant General. Under the plan, the South Carolina Department of Transportation (SCDOT) is responsible for the aggressive management of transportation assets and the transportation infrastructure during a threat of, or immediately following, an emergency or disaster incident which is critical to the safety of all state residents and transients. This function includes providing for coordinated plans, policies, and actions of state and local governments to ensure the access and safety of the public traveling on the transportation system during all hazards. Once the threat or hazard no longer exists, SCDOT is also responsible for prompt inspections of the transportation infrastructure to facilitate orderly re-entry into the area after an evacuation. Other missions may not involve evacuations, but are equally important. These may include responding to weather conditions, or re-routing traffic to protect travelers from hazardous material.

Hazards requiring action by SCDOT, and the areas involved, include:

- Hurricanes (in coastal areas, including high population tourist areas),
- Nuclear Power Plants (10 and 50 mile Emergency Planning Zones from nuclear power plants),
- Hazardous Materials (in densely populated areas, Incidents statewide),
- Flooding (areas vulnerable to inundation from tidal, river, and storm induced flash flooding),
- Dam Failure (areas downstream from high-hazard dams),
- Earthquakes (densely populated areas statewide),
- Weapons of Mass Destruction (densely populated areas, incidents statewide),
- National Security Emergencies (densely populated areas statewide),
- Tornados (statewide),
- Winter Storms (statewide), and
- Wildfires (statewide).

Figure 11.1 shows the statewide hurricane evacuation routes.

Figure 11.1 Statewide Hurricane Evacuation Routes



### 11.2.3 Conditions and Trends Within the RFATS Study Area

Natural disaster operations planning and response within the RFATS Study Area are the responsibility of the York County Emergency Management Office. This Office is a function of County Government, with responsibilities to all government entities in the county. Its mission is to provide the residents of York County with a comprehensive, integrated and coordinated public safety program. The mission is accomplished through the following:

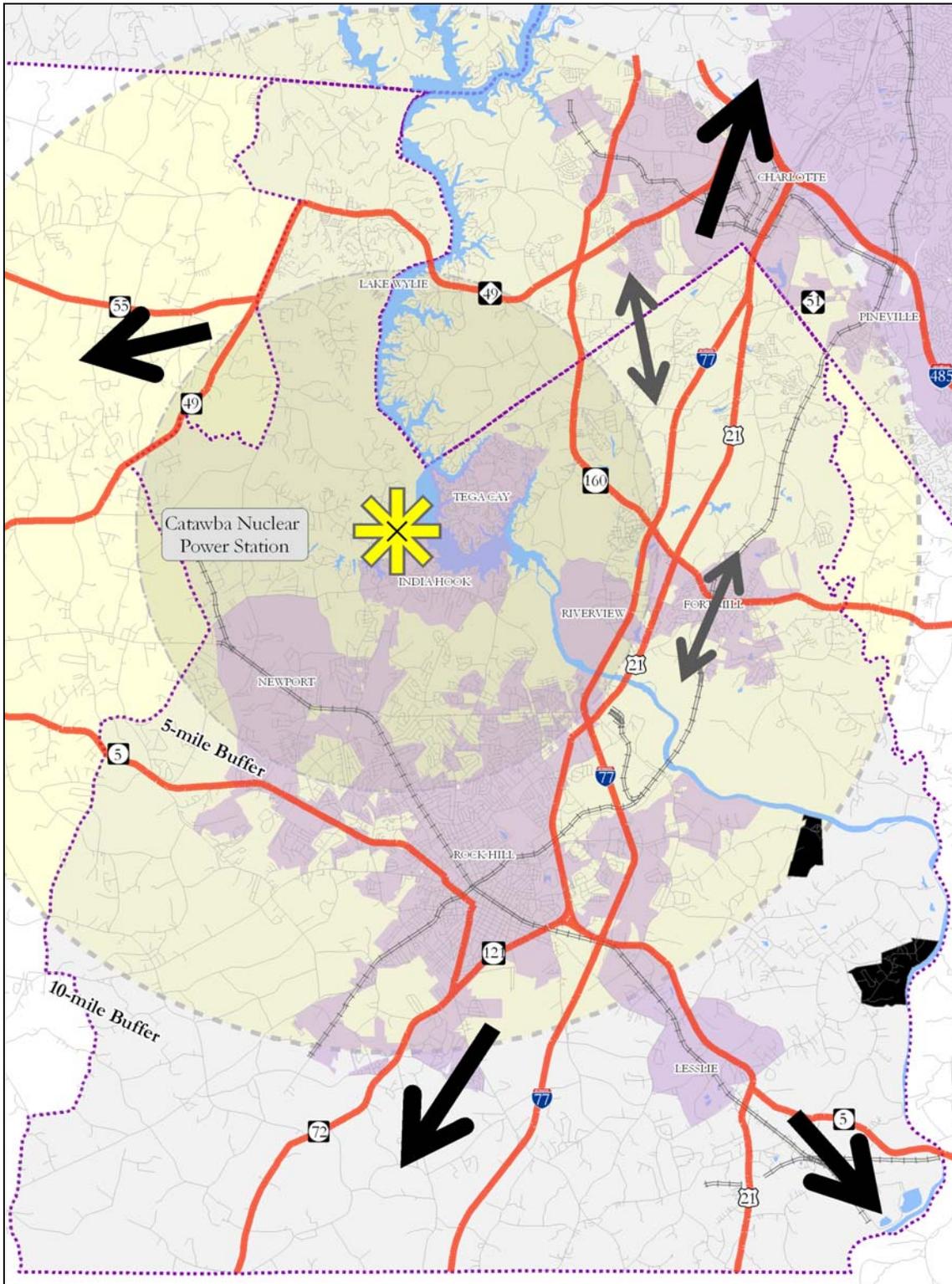
- **Mitigation** programs or accident/injury prevention programs designed to reduce the consequences of emergencies.
- **Planning** for emergency/disaster situations, including the development of emergency plans and procedures, drills and exercises to evaluate response capabilities.
- **Response** to emergencies/disasters to coordinate the most effective use of manpower and resources in the saving of lives and the reduction of property losses.
- **Recovery** from emergencies/disasters to return the community to its pre-disaster condition including administration of assistance programs.

The nexus between RFATS and the York County Office of Emergency Management is the roadway network. Figure 11.2 shows the major evacuation routes, as supplied by the Office of Emergency Management. These routes should be given additional security emphasis during the programming of the Transportation Improvement Program, to insure they are adequate for emergency usage.

The major man-made security planning concern in the RFATS Study Area is the Catawba Nuclear Power Station. This is the largest in the state, and is located on a peninsula reaching into Lake Wylie. It creates issues relating to evacuation routes (as described above) and transportation of hazardous materials.

Day-to-day security planning within the transit system is dealt with by the operators (CATS and York County Council on Aging). Rock Hill/ York County Airport (Bryant Field) has its own emergency plan. Recently-introduced Federal regulations require railroads to perform comprehensive safety and security risk analyses to determine the safest routes for moving hazardous goods. Railroads must select the route with the fewest overall safety and security risks.

**Figure 11.2 Major Evacuation Routes from Catawba Nuclear Power Station**



Source: York County Office of Emergency Management

### **11.3 Stakeholder Input**

Security did not generate a significant number of comments during the public participation process.

### **11.4 Summary and Recommendations**

#### **11.4.1 Summary of Key Points**

- Security plans and strategies (including, as appropriate, disaster preparedness, homeland security and personal security) are now a required part of the LRTP.
- RFATS does not have primary responsibility for any security issues, although some security issues may have an impact on transportation programs at the regional level.
- RFATS continues to work with local stakeholders including emergency planning staff.

#### **11.4.2 Recommendations**

- RFATS should conduct a high-level review of potential security needs that are not addressed by current plans and processes, and consider whether any of these require action at the RFATS level.
- RFATS should hold quarterly or semi-annual coordination meetings with the York County Local Emergency Planning Committee to ensure that security and transportation are mutually supporting in their planning and operations.
- RFATS should prepare a transportation vulnerability assessment study. The results of the study could be used to prioritize Intelligent Transportation Systems (ITS) improvements to the critical RFATS transportation network. Examples might include strategically located real time traffic cameras and variable message signs.