

# All-Hazards Preparedness for Transit Agencies

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# Overview of All Hazards for Transit

- Definition and scope
- History of “all hazards”
- All-hazards preparedness
- All-hazards prioritization
- Examples
- Benefits



# Definition of All-Hazards for Transit

Integrated planning and capability building for safety, security, and emergency management to optimize and continuously improve the use of resources and the management of risks from hazards, threats, vulnerabilities, and adverse events or incidents.



## Basis for Definition

- *Hazard Analysis Guidance for Transit Projects, FTA, 2000*
- *The Public Transportation System Security and Emergency Preparedness Planning Guide, FTA, 2003*
- *National Incident Management System, DHS, 2008*



# History of “All-Hazards”

- First used by National Weather Service
- Homeland Security Presidential Directive HSPD-8, “National Preparedness” (2003)
- *National Preparedness Guidelines* (2007) and *Target Capabilities List* (2007)
- *National Response Framework* (2008)
- *National Incident Management System* (2008)

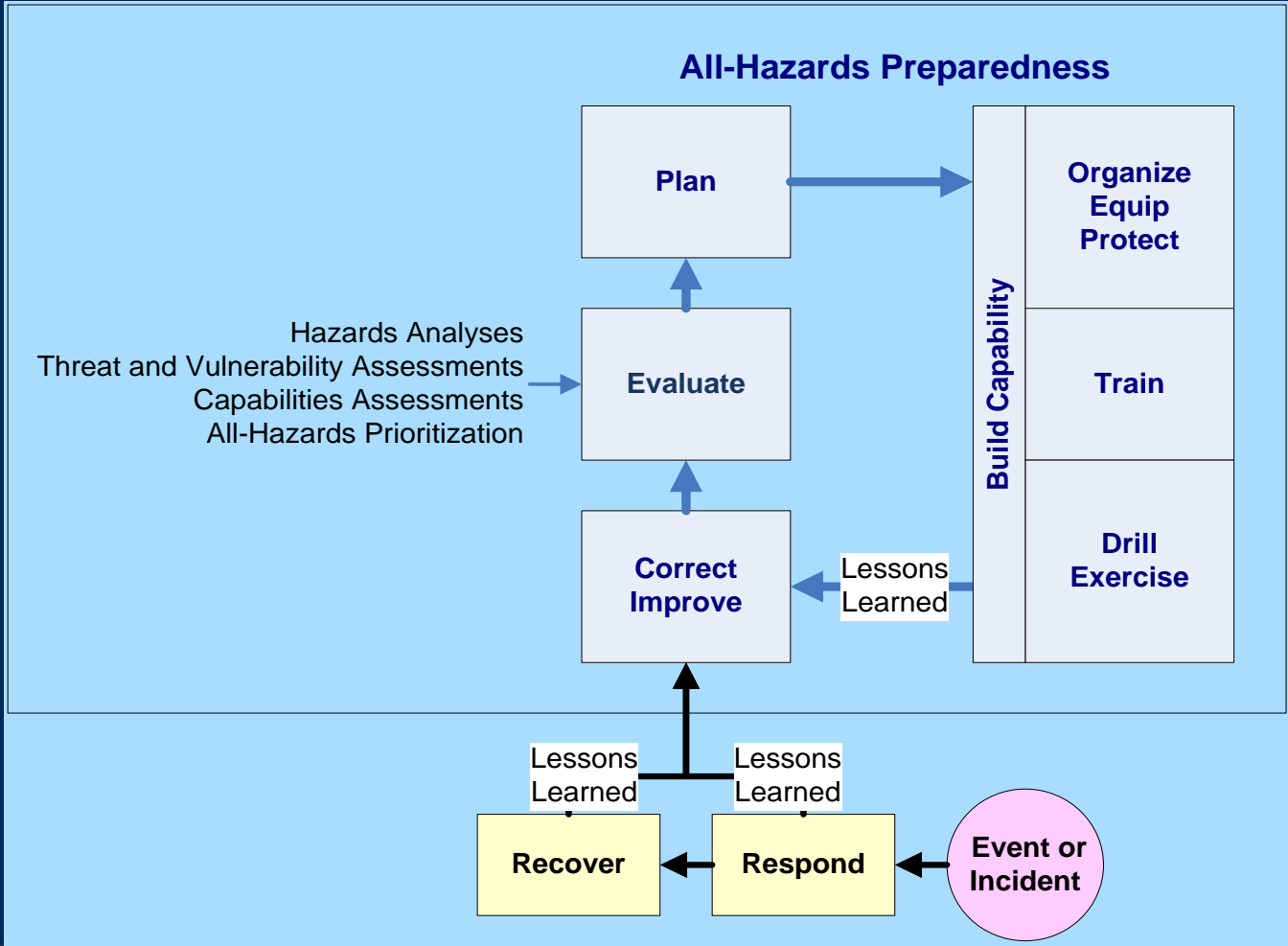


# All-Hazards for Transit Agencies

- Consistent with DHS national response documents
- Adds safety to security and emergency management in all-hazards preparedness
- Uses results from hazards analyses, threat and vulnerability analyses (TVAs), and emergency capability assessments



# All-Hazards Preparedness Process



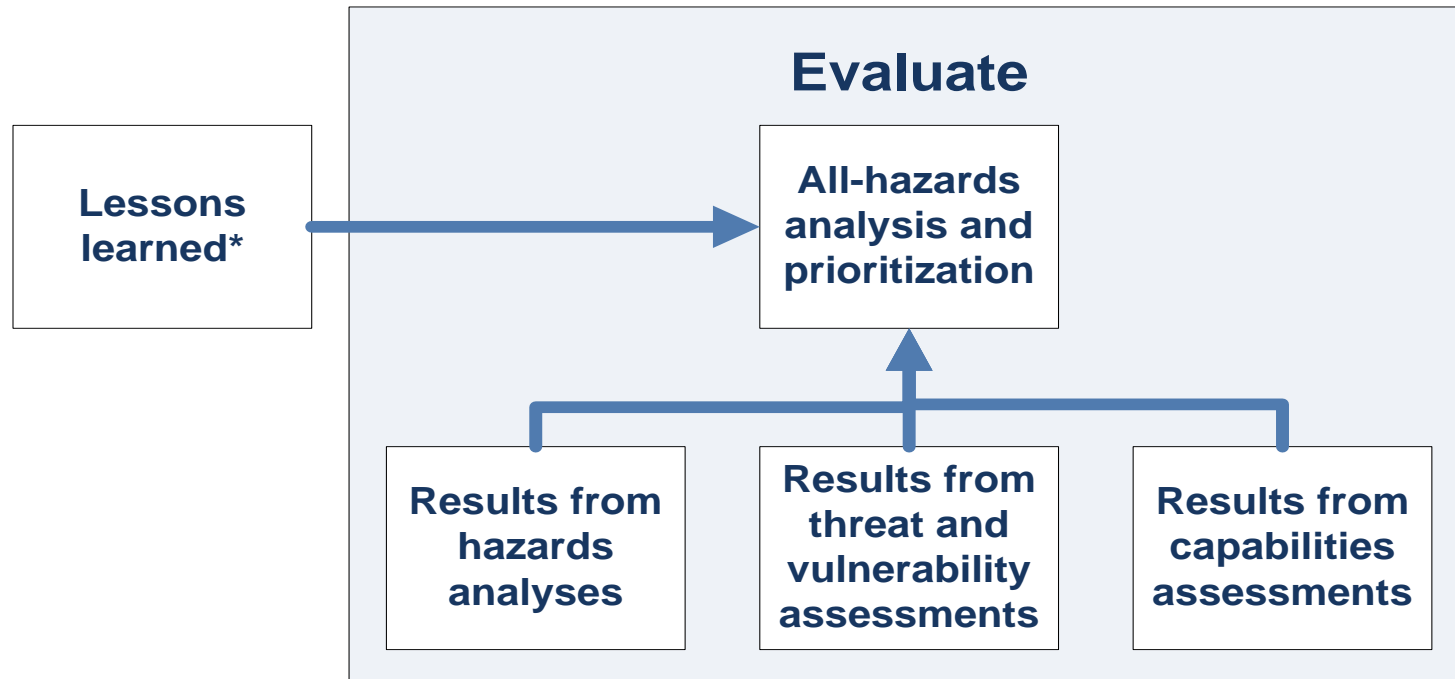


# Integrated Prioritization of Risks

- Combines results and rank orders risks and mitigations identified in hazards analyses, TVAs, and emergency capability assessments
- Accomplishes higher-level analysis of the results of safety, security, and emergency management assessments to prioritize actions for the integrated and comprehensive control of risks



# All-Hazards Prioritization Process



\* Lessons learned from recent accident investigations, drills and exercises, self-assessments, etc.



# Examples

- Synergy – closed-circuit television (CCTV): risk assessments often identify the same isolated locations, e.g., underground rail platforms
- Conflict – emergency exit doors: security concern is access control and safety concern is egress
- Complexity – incident response planning and investigation: lead for incident response and investigation depends on details of incident



# Utility to Transit Agencies

- Provides a method to simultaneously compare and evaluate risks to:
  - Recognize similarities among risks
  - Elevate the priority of multi-dimensional risks and pool resources to reduce them
  - Recognize and reduce conflict in risk management decisions
  - Plan more effectively for emergency response, regardless of cause



# Benefits for Transit Agencies

- Increased efficiency and cost effectiveness
- Increased communication and coordination
- Increased flexibility and resiliency



# Updates to FTA Resource Documents

- Update of Disaster Response and Recovery (September)
- Update of Immediate Actions (June-July)
- Update of Protective Measures (December)
- Update of The Public Transportation System Security and Emergency Preparedness Planning Guide (just starting definition of update)



# Document and Contact Information

Document available at:

[http://transit-safety.fta.dot.gov/Publications/order/single\\_doc.asp?docid=1122](http://transit-safety.fta.dot.gov/Publications/order/single_doc.asp?docid=1122)

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