Regional Transit Security Strategy (RTSS) Template

Each RTSWG is <u>required </u>to develop and update a RTSS at least every three years, which is not required to be submitted as part of the TSGP application. As the owners and operators of infrastructure that is vital to the well-being of the states and urban areas they serve, it is imperative that transit systems be incorporated into regional preparedness planning efforts. A template for developing the RTSS can be found at https://www.fema.gov/pdf/government/grant/2011/fy11_tsgp_rtss.pdf.

The RTSS should serve as the integration point between the individual, risk-based plans and the overall security goals and objectives of the region. Therefore, the RTSS must demonstrate a clear linkage to the applicable state and urban area homeland security strategies developed or currently being developed. It is expected that the security plans and the RTSS will serve as the basis on which funding is allocated to address regional transit security priorities, and the vehicle through which transit agencies may justify and access other funding and resources available on a region-wide basis through the UASI program.

Template for developing the RTSS:

TRANSIT SECURITY GRANT PROGRAM (TSGP)

Regional Transit Security Strategy (RTSS) Requirement

I. Background
    A. Introduction

    Describe the regional transit infrastructure. Include a description of the nature of the operations of each of the individual transit systems that operate in the region (e.g. quasi-government entity, private, for-profit, etc.) to include the governing structure and financing. ***This should also include a description of any interfaces (such as common infrastructure) between systems in the region.***

    B. Vision

    What will success look like? Describe the most desirable state of preparedness for the transit sector in the region.

C. Focus

Succinctly describe how the regional transit sector intends to achieve its vision based on the RTSS.

D. Preparedness Strategy Summary

Describe the regional strategy for the prevention, detection of, response to, and recovery from an IED attack, as well as chemical, biological, radiological and nuclear incidents within the transit sector. Prevention activities may include information fusion capabilities, critical infrastructure hardening and interdiction of potential threat elements. Detection may include canine units, sensors, etc. Response may include a regional response approach and mutual aid agreements. Describe any supporting response agreements, and discuss the region's future plans/initiatives for mutual aid relative to the transit sector. Provide a brief overview of recovery and restoration tasks, such as fatality management, associated with an incident.

E. Coordination
Describe coordination between the required members of the RTSWG for the purposes of completing the RTSS. Also address coordination with any other transit systems in the region, mutual aid partners, other jurisdictions outside the defined urban area(s) and the Metropolitan Planning Organization (MPO)[1]. ***Attention should focus on the regional coordination aspect of the development and implementation on the RTSS. For those systems that share infrastructure, any planning coordination and leveraging of resources for security purposes should also be described.***
What current capabilities and plans do the UASI working group members and the mass transit systems have in the areas of joint operations, communications, training and exercises?

> 1. Describe in detail the current systems (IT and otherwise), used to communicate information among the UASI working group members and the mass transit systems in the region, as well as with the transit systems ridership. ***The RTSS should provide a framework for integrating such communications systems between and among the UASI working group members and the mass transit systems.***

> 2. Describe in detail current joint operations conducted by the UASI working group members and the mass transit systems and how the RTSS will be used to plan for future joint operations among the UASI working group members and the mass transit systems. ***The RTSS should provide a framework for integrating such operations between and among the UASI working group members and the mass transit systems.***

> 3. Describe in detail current joint planning, training and exercise capabilities in the areas of terrorism prevention, detection, response and recovery conducted by the UASI working group members and the mass transit systems. ***The RTSS should provide a framework for integrating such planning, training and exercise between and among the UASI working group members and the mass transit systems.***
> What other sources of funding are being leveraged within the region to

address security priorities? Of the transit systems eligible to receive FY 2011 TSGP funds, identify those that have waived the 1 percent set-aside for security projects associated with conventional Department of Transportation public transit grants and describe the reason the set-aside was waived.

II. Risk Profile

A. Demographics
Describe the demographics of the regional transit sector. At a minimum, this description must include:
     1. Annual ridership (unlinked trips)
     2. Infrastructure, including stations, track miles, etc.
     3. Climate conditions

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[1] Federal highway and transit statutes require, as a condition for spending federal highway or transit funds, the designation of MPOs that have responsibility for planning, programming and coordination of federal highway and transit investments

4. Any other special considerations

B. Threats
Relay results from the transit system risk assessments, including potential threats, history of past acts of terrorism committed within the region, as well as Prioritized Regional Critical Asset List.

III. Capabilities & Needs

A. Plans
Do the participating transit systems have risk-based SEPPs in place? If not, when will these plans be in place? How are these plans being adjusted to address the requirements of HSPD-5 relative to adoption of NIMS and the ICS? How are these plans being adjusted to address the requirements being developed as part of HSPD-8, including the planning framework and target capabilities outlined in the National Preparedness Goal? Do these plans include citizen involvement?

B. Organization/Operational (Opacks)
What types of response teams are available within the region? Is the entire transit infrastructure covered by these response teams? What is the regional transit sector's plan to address areas that lack an adequate response capability and are not covered through memoranda of agreement/mutual aid agreements with law enforcement, fire and other response organizations? What are the capabilities (both transit system- specific and UASI-wide) to collect, analyze, and disseminate intelligence and law enforcement investigative information on potential threats to the mass transit systems in the region? What systems (IT and otherwise), protocols and procedures are used? Describe in detail the level
of integration between all the UASI working groups and the mass transit systems and other law enforcement and first responder agencies in region. What additional capabilities are required?

C. Equipment
What equipment is needed for optimum IED, chemical, biological, radiological and nuclear incident prevention, detection and response within the transit sector? What is the strategy for satisfying equipment requirements and enhancing response efforts? What is being done/ what needs to be done to address communications interoperability?

D. Training
Who needs training? At what level do they require training? What is the plan for sustaining desired competency levels?

E. Exercises

What is the plan for improving response capabilities through exercises? What kind/how many exercises are needed? What agencies would participate?

IV. Goals and Objectives

At least one broad-based goal for each of the following must be identified in the RTSS:

      1. Prevention;
      2. Detection;
      3. Response; and
      4. Recovery.

The goals should be targets that the region wants to achieve regarding improved levels of capability, with special attention paid to the prevention, detection of, response to and recovery from incidents involving IEDs, as well as chemical, biological, radiological and/or nuclear hazards. The goals should identify how the transit sector intends to address the critical issues identified, and should be designed to drive actions.

Each goal's objectives must address the following solution areas:

1.   Planning within the regional transit sector;
      2. Organization (to include intelligence and information sharing) within the regional transit sector;
      3. Equipment within the regional transit sector;
      4. Training within the regional transit sector; and
      5. Exercises within the regional transit sector.

Objectives should be specific statements of desired achievement that support the goal. Each objective should include specific implementation steps.

V. Prioritization of Goals and Objectives

Goals and objectives should be prioritized according to greatest need, as this will assist in making funding allocation decisions. ***Highest priority must be given to IED incident prevention, detection, and response capabilities, followed by chemical, biological, radiological and nuclear incident prevention, detection and response capabilities.***

VI. Evaluation Plan

The RTSS should be considered a living document and should be monitored for progress and updated as appropriate. Therefore, the applicable POC(s) must ensure that a system is in place to monitor progress, compile key management information, track trends, and keep the strategy on track. An evaluation plan that describes the methods the regional transit sector has or will establish to evaluate the impact of the plan on asset protection and response capabilities, as well as a timeframe and process for conducting formal reviews, must also be included.