

13.0 SECURITY

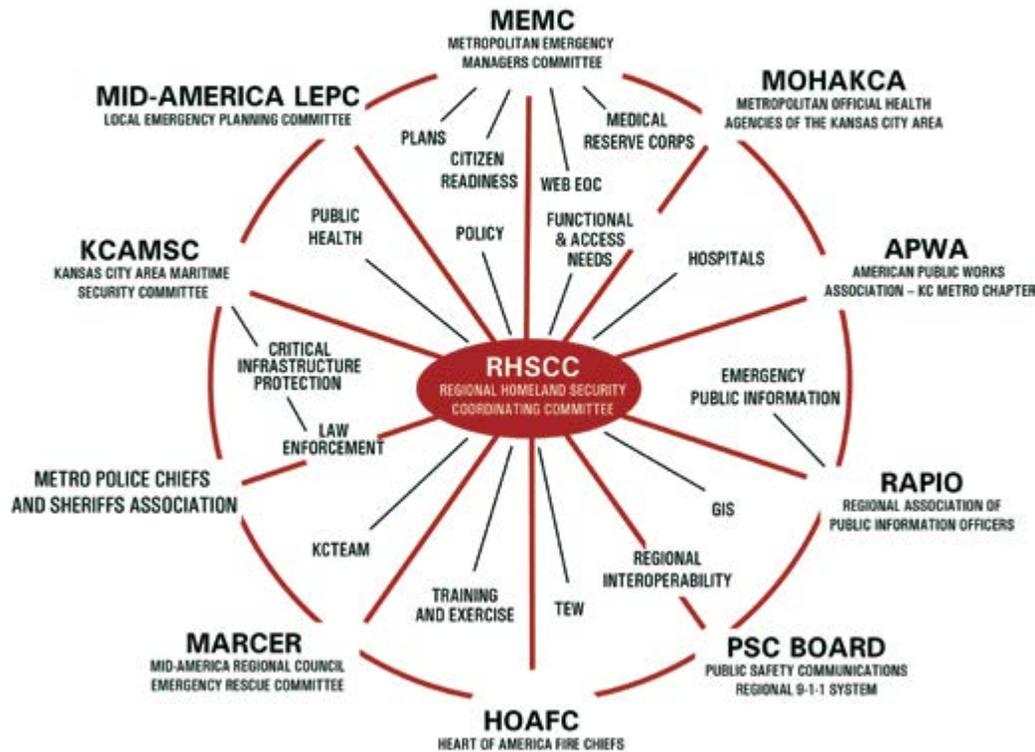
Throughout its history, the Kansas City metropolitan area has experienced the adverse effects of natural disasters. Historical records indicate that natural hazards, particularly floods and tornadoes, have had a profound effect on the region. While there is no way to prevent these types of disasters from occurring, their impact can be mitigated through the development and application of prudent hazard mitigation strategies and actions. Increasing the security of the transportation system for all users is an important function of metropolitan planning organizations.

MARC engages local elected officials, fire services, law enforcement, emergency medical services, public health, emergency managers, public works and public safety communications agencies in preparedness and planning efforts. A number of committees contribute to these efforts under the guidance of and in partnership with the Regional Homeland Security Coordinating Committee (RHSCC). These committees have adopted plans and strategies to evaluate risks, identify mitigation actions and enhance response capabilities.

Preparedness and planning efforts focus on the hazards that are most relevant to the Kansas City metropolitan area. For example, the region is home to a large number of industrial and manufacturing businesses using or producing hazardous materials along with several intermodal facilities that handle freight movement between rail and truck. As the second largest rail hub in the United States, and with the intersection of four major interstate highways, a significant quantity of goods and materials — including hazardous materials — are transported by rail and truck through the Kansas City region. While businesses take great care to safeguard hazardous materials, accidents do occur. The Mid-America Local Emergency Planning Committee (LEPC) was formed in 1987 to bring private industry together with public emergency response agencies in the Kansas City



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region. The LEPC works to reduce the community’s risks from accidents that involve hazardous chemicals through coordinated planning, training, exercises and public education. The LEPC maintains a Regional Hazardous Materials Emergency Preparedness Plan which analyzes the risks of hazardous materials and provides a basis for coordinating responses to incidents involving hazardous materials.

A Threat and Hazard Identification and Risk Assessment (THIRA) and Kansas and Missouri Regional Hazard Mitigation Plans identify threats, hazards and risks to the Kansas City region, and develop mitigation measures to reduce or lessen their impacts. Natural hazards, including severe storms and floods, are among those considered by preparedness planners. Although severe thunderstorms most commonly occur during the spring months, severe weather can occur any time. Local emergency managers work proactively to educate citizens on the importance of weather warnings and appropriate actions to take when a warning is issued. Tornadoes can damage critical transportation infrastructure such as roads and bridges. Floods pose a similar threat, and can impact residents who rely on the transportation system in case of evacuation. Floods may limit the use of key transportation routes. Winter weather, though not as damaging to infrastructure, significantly impacts the operation of the transportation system. Hazardous driving conditions threaten personal safety and impact businesses and people who rely on a dependable transportation system for the delivery of

goods and services. Local emergency services personnel are familiar with addressing these natural hazards, and participate in regional preparedness planning efforts.

All of the risks described can impact critical transportation infrastructure. This infrastructure, if damaged or operating deficiently during a disaster, can hamper efforts to assist people in need. Preparedness planning efforts in the Kansas City metropolitan area anticipate these issues, and planners are working to inventory, protect and maintain the most critical transportation infrastructure.

Security plans developed at the national, state, regional and local level include elements of critical transportation infrastructure. Some of these plans are comprehensive, addressing factors such as public health, housing, functional and access needs populations, communications, and coordination. Other plans may focus on one security component or a specific facility, similar to the I-70 Incident Management Plan. The preparedness plans most important to transportation involve protection of critical transportation infrastructure, identification of emergency routes, transportation people with functional and access needs, and identification and selection of possible evacuation routes.

Products resulting from regional security planning efforts include:

- [Regional Hazardous Materials Emergency Preparedness Plan](#).
- Tactical Interoperability Communications (TIC) Plan.
- Regional Mass Casualty Plan.
- [Community Plan for Ambulance Diversion](#)
- [Regional Coordination Guide Base Plan](#) and 15 Emergency Support Function (ESF) Annexes.
- Local Emergency Operations Plan.
- Threat and Hazard Identification and Risk Assessment (THIRA).
- [Regional Multi-Hazard Mitigation Plan](#) (Cass, Clay, Platte, Jackson and Ray counties in Missouri only).
- Northeast Kansas Regional Mitigation Plan (Johnson, Leavenworth and Wyandotte counties in Kansas).
- Port Risk Management/Mitigation Plan.
- Area Maritime Security Plan.
- Kansas City Regional Mass Evacuation Plan.
- Kansas City Regional Mass Fatality Plan.

Needs assessment

As the name suggests, preparedness plans focus on readiness for emergencies. The findings and recommendations of these plans primarily involve detailed response plans that are specific to various types of hazards and events, and are well understood by the community of emergency managers and responders. However, there is a need to educate transportation and land use agency officials on hazards, risks and responses. A broader awareness of hazard risk mitigation strategies is critical to a coordinated, effective response.

There are opportunities for MARC to incorporate transportation security more directly into the metropolitan planning process, particularly into project selection and prioritization. These processes can be enhanced and informed by involving security stakeholders. During its 2015 update, more jurisdictions are participating in the Regional Hazard Mitigation Plan, which helps the meet a Federal Emergency Management Agency prerequisite for federal disaster relief funding.

Strategies

The following strategies will facilitate the inclusion of transportation security into emergency preparedness plans for the Kansas City region.

- 13.1 — Engage transportation and land use agency officials in the Kansas City region to educate them on the strategies and recommendations of emergency preparedness plans.**
- 13.2 — Maintain and strengthen partnerships among states, regional enforcement entities and other transportation security stakeholders.**

Transportation Outlook 2040		
Policy framework strategies and goals:	13-1: Emergency preparedness	13-2: Partnerships
 Economic vitality	X	X
 Placemaking		
 Equity		
 Transportation choices		X
 Safety and security	X	
 System condition		
 System performance		
 Public health		
 Environment	X	X
 Climate change and energy use		