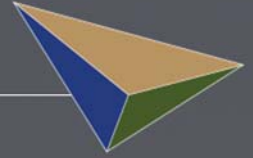


Chapter 6

Transportation Safety and Security



Downtown Johnstown. Image Credit: Town of Johnstown

Chapter 6: Transportation Safety and Security

A. Safety

One of the core goals of the North Front Range Metropolitan Planning Organization (NFRMPO) is to reduce the number and severity of crashes on regional transportation facilities. Specifically, the target is to have no increase in crashes over the next five years. Safety is considered at all levels of the system, including roads, transit, bicycle and pedestrian facilities, and at-grade railroad crossings. The NFRMPO considers the reduction in crash rates, improvement of at-grade crossings, and safer bicycle and pedestrian facilities during the Call for Projects phase of the Transportation Improvement Program (TIP) when selecting projects.

Successive federal transportation spending bills have shifted transportation planning focusing on safety for roads, non-motorized trails, transit, and railroads. Moving Ahead for Progress in the 21st Century (MAP-21), the most recent and current authorization bill continued the shift to additional federal spending for safety projects. The inclusion of additional requirements from the Americans with Disabilities Act (ADA) has also made aspects of the transportation system safer for those with disabilities. Additionally, emergency response organizations are collaborating at the scene of traffic incidents to improve safety and efficiency.

MAP-21 pushed transportation planning to become goal and performance measure oriented. As a result, the NFRMPO defined its *Mobility* goal to include the following performance measures:

- ▶ Reduce facilities with poor surface condition by one percent;
- ▶ Ensure less than five percent of bridges have a sufficiency rating below 50.0; and
- ▶ No increase in crashes on a five year rolling average of injury and fatal crashes

These performance measures will influence projects awarded funding through the NFRMPO's TIP Call for Projects.

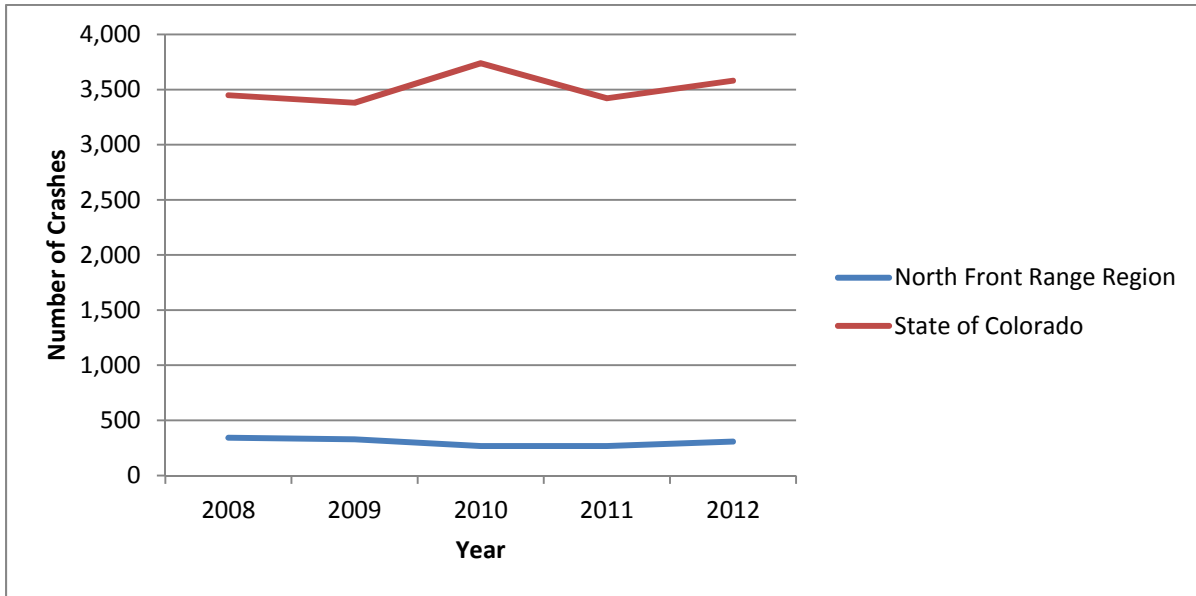
Crash Data

NFRMPO and municipal staff track regional incidents and identify areas where crash data shows a high rate of incidents. Crash rate information is detailed in **Chapter 2**. Since crashes impact the regional transportation system, **Chapter 11** explains the different methods the region employs to manage congestion, what information is provided on transportation system performance, and what strategies can alleviate congestion. Multiple strategies can improve reliability and safety by understanding the underlying congestion causes.

Crash Trends

To show how the number of crashes across the region relates to statewide trends, **Figure 6-1** compares the number of crashes involving injuries and/or fatalities on state highway facilities within the NFRMPO boundary to the total number of crashes in the State of Colorado. The number of severe crashes in the North Front Range region fell between 2008 and 2012; however, there was an increase between 2011 and 2012. During this same five year period, crashes on the entire State Highway system increased. The NFRMPO and local jurisdictions should continue to monitor local and regional crash trends to assess progress for the *Mobility* performance measures.

Figure 6-1: Injurious and Fatal Crashes, 2008-2012



Source: CDOT, Colorado State Patrol. 2015

Statewide Initiatives

The NFRMPO works alongside and follows initiatives undertaken at the state level. A variety of plans have been produced to ensure an open dialogue, a statewide policy, and a coordinated effort to improve safety on Colorado’s transportation system. These plans are available on the Colorado Department of Transportation’s (CDOT) Safety website at www.codot.gov.

In 2006, Colorado published its Strategic Plan for Improving Roadway Safety (SPIRS). For the 2014 update, Colorado produced the State Highway Safety Plan (SHSP) which established the state’s *Towards Zero Deaths (TZD)* initiative. The plan notes in the 10 years between 2002 and 2012, traffic-related fatalities in Colorado dropped 36 percent and serious injuries declined 35 percent.⁵⁰ To continue this decrease, the SHSP brought together a range of stakeholders to achieve TZD in eight emphasis areas: aging road users; bicyclists and pedestrians; impaired driving; infrastructure – rural and urban; motorcyclists; occupant protection; young drivers; and data. The plan also established a Distracted Driving Task Force, to conduct research into the issue of distracted driving.

Every year CDOT publishes the Colorado Integrated Safety Plan (ISP). Produced by CDOT’s Office of Transportation Safety and Traffic and Safety Engineering Branch, the ISP identifies the state’s goals, objectives, and strategies for improving traffic safety. The plan presents different funding sources, the amounts allocated to each CDOT region, and potential projects/project types that could be funded. Every year CDOT studies the crash data, including number and severity, and further refines existing strategies to reduce and mitigate future crashes.

⁵⁰ <https://www.codot.gov/safety/safety-data-sources-information/safety-plans/colorado-strategic-highway-safety-plan>

In 2012, CDOT produced the I-25 Traffic Incident Management Plan (TIMP) for the section from SH 7 to the Wyoming State Line. The plan is the culmination of an effort by nine fire districts, 12 law enforcement agencies, 12 cities and towns, three counties, CDOT, and WYDOT. The main objectives of the TIMP are: responder safety; safe, quick clearance of incidents; and prompt, reliable, inter-operable communications. Underlying this plan is the need to create relationships between agencies and conversations between responders so there is a consistent and coordinated effort at the scene of an incident. In addition to the physical plan, CDOT has created a program for its staff to travel throughout the North I-25 region to different emergency response agencies and train responders about the plan.

In 2009, Coloradans passed the Funding Advancements for Surface Transportation and Economic Recovery (FASTER) Act, ensuring a stable flow of funding to safety, transit, highway, and bridge projects. This source of funding has been used throughout the region to enhance the safety of the regional transportation system. Safety projects include pavement resurfacing and culvert repairs, variable messaging signs, and bicycle-pedestrian facilities. Municipalities within the NFRMPO region have worked diligently to use this funding to improve the safety of the region's transportation system.

Transit Safety

MAP-21 authorized the Federal Transit Administration (FTA) to regulate safety for all modes of public transportation. As a result, Direct Recipients (DR) of \$5307 Urbanized Area Formula Grants Program funds must develop, implement, and certify a Public Transit Agency Safety Plan within one year of FTA's ruling. The Safety Plans are one part of the National Safety Program, which also includes the National Public Transportation Safety Plan, the Public Transportation Safety Certification Training Program, and the State Safety Oversight Program. As of June 2015, there has been no ruling from FTA and no local agencies have created these plans.

Rail safety

As discussed in **Chapter 2**, the region has extensive railroad track mileage running in both the rural and urban areas. There are 118 at-grade crossings in Larimer County and 198 in Weld County. BNSF Railway, Great Western Railway (GWR), and Union Pacific Railroad (UPRR) provide multiple programs to ensure track safety.

American railroads ensure a culture of safety is followed both internally and on the tracks. BNSF Railway and UPRR staff inspect their routes multiple times per week for internal defects, track strength, undue stress on wheels, or preventable equipment failures.

Educating people about safety near railroad tracks is an important undertaking for the railroads. UPRR and BNSF Railway provide safety grants, which can be used by communities to provide education about safety near railroads. Grants can be used for youth education activities, school or community safety days, community safety blitzes, and at-grade crossing educational enforcement activities. In addition to programs for the public, the railroads maintain a firm commitment to safety behind the scenes. The railroads provide safety and technical training for all employees. Employees are trained in the field, on the job, and at centralized training centers.

Operation Lifesaver Inc. (OLI) is a rail safety education program, which was established in 1972. The non-profit organization offers free rail safety education programs using a network of authorized volunteer speakers and trained speakers. OLI focuses on what it calls the three E's: education, enforcement, and engineering. By partnering with federal, state, and local government agencies, highway safety organizations, and the freight

railroads, OLI is able to reach out to a wide population as rail transport increases, becomes more efficient, and uses quieter trains. More information about OLI can be found on their website, www.oli.org.

Some jurisdictions within the region are working to ensure safety while creating Quiet Zones at some crossing in their downtowns. The communities have requested Quiet Zones, but these requests require improvements in the safety features of the at-grade rail crossings. In 2011, Fort Collins began a Quiet Zone Study for the Downtown area in addition to improvements made during construction of the MAX corridor. To follow through with the Quiet Zone Study, Fort Collins and BNSF Railway must continue to work together to improve safety in the corridor through new or expanded gates, supplemental safety measures, and/or closing cross streets. The City of Fort Collins has submitted their waiver to the Federal Railroad Administration (FRA) and is awaiting their response. The City of Windsor received a Transportation Investment Generating Economic Recovery (TIGER) grant in 2014 to install gates to allow them to have Quiet Zones in their downtown.

Moving Forward

Federal transportation planning guidelines promote safer transportation systems for all users. Colorado transportation planning guidelines promote TZD, a program the NFRMPO supports. As the region moves forward, the NFRMPO and local jurisdictions should work together to study safety issues in depth, promote coordination, and provide education opportunities. Specifically, recommendations to improve safety within the region could include:

- Inventory safety procedures in each jurisdiction to understand how a regional safety program could operate. Continue to study and address the safety needs of EJ area segments.
- Study high-risk travel corridors for potential projects to improve safety, such as operational or capacity improvements on I-25.
- Promote coordination between the NFRMPO, jurisdictions, CDOT, Federal Highway Administration (FHWA), FTA, and other agencies to ensure increased safety as a consideration for road, transit, and bicycle and pedestrian transportation projects. Projects chosen should implement the *Goals, Objectives, Performance Measures, and Targets (GOPMT)* mentioned in **Chapter 4**.
- Facilitate coordinated emergency responses through incident management. Education programs like the *I-25 Transportation Incident Management Plan* bring a wide range of organizations together to promote coordination at incident locations, improving safety and operations.
- Create a regional Freight Plan, studying the impacts of truck and rail safety on the region's transportation network. Because rail and truck corridors intersect bicycle and pedestrian, transit, and travel corridors, the region should study safety as an aspect of an overall freight vision.
- Explore educational programs like OLI, Inc. to ensure the public understands how to stay safe near railroad tracks.

B. Security

Transit Security

Transit Security is the freedom from intentional harm and tampering which may affect transit users and operators. Plans to prevent, manage, or respond to threats on the region's transit networks are included in this section.

Berthoud Area Transportation Service (BATS)



Mode: On-call transportation

In 2003, the Berthoud Area Transportation Service (BATS) adopted their Transit Safety and Security Plan. BATS provides seniors with regularly scheduled transportation to shopping and on-call transportation demand response service around Berthoud. The service takes passengers to Loveland and Longmont every day, with links to Fort Collins Loveland Express (FLEX) and the Regional Transportation District (RTD).

The core elements of the BATS Transit Safety and Security Plan are: Driver Selection, Driver Training, Vehicle Maintenance, Drug and Alcohol Education Programs, Safety Data, and a System Safety and Emergency Preparedness Plan (SSEPP). The SSEPP includes a training policy, security and emergency protocol, contacts, and other preparedness guidelines. It is modeled after the CDOT prototype.

Drivers for BATS have a complete background check performed, they must pass a drug and alcohol screening, and if available have the two previous years drug and alcohol records checked. Motor vehicle records are checked. Training on policies and procedures lasts approximately two weeks. Each driver has a cell phone for emergency purposes.

Vehicles used for BATS service have first aid kits and a fire extinguisher. The vehicles do not have cameras installed.

Contact Phone: (970) 532-3049

Website: <http://berthoud.org/Town/bats.php>

Bustang



Mode: Interregional express bus service

Starting on July 13, 2015, Bustang connects commuters to Denver along the I-25 and I-70 corridors. This service was created by CDOT to alleviate congestion along major transportation corridors.

CDOT has contracted with Ace Express Coaches to operate the bus service for all Bustang routes. Driver training involves a multi-week training program that covers the Occupational Safety and Health Administration (OSHA) guidelines; Federal Motor Carrier Safety Administration Regulations (FMCSA); Customer Service; Hours of Service; Drug and Alcohol Screening; Passenger Safety; Vehicle Inspection; Fundamentals of Defensive Driving; and all drivers are required to take annual qualification and recertification tests to maintain driving skills.

Vehicle safety includes required routine maintenance on all 13 buses. Safety inspections are performed whenever a vehicle is being maintained. Drivers inspect vehicles before departing Horizon Coach Line facilities. Each bus has eight onboard cameras that record a week of video and can be monitored in real time using wireless internet (Wi-Fi) access.

Website: <https://www.codot.gov/travel/bustang>

Colorado Department of Transportation (CDOT)



Park-n-Ride Services

CDOT maintained Park-n-Ride (PNR) locations in the NFRMPO region include: Harmony Road PNR, SH 392 PNR, US 34 PNR, SH 402 PNR, SH60 PNR, SH 56 PNR, and Promontory PNR west of Greeley. Each of the CDOT maintained PNR location has surveillance cameras with the exception of the SH56 PNR location. Law enforcement officers regularly drive through the PNR lots.

Currently, there is limited parking in many of the lots along I-25. With the addition of Bustang services at three PNR lots including the South Transit Center, there will be an increased need for more parking spaces and improved facilities.

Website: <https://www.codot.gov/travel/parknride>

City of Loveland Transit (COLT)



Mode: Fixed-route bus, paratransit

In 2007, City of Loveland Transit (COLT) prepared an emergency operations and security plan. COLT worked with the Loveland Office of Emergency Management to implement a safety and security protocol for the COLT system. All COLT fixed-route and paratransit buses have a six camera security system on-board.

All COLT drivers are prescreened before employment to verify they carry a Class B CDL or higher with proper endorsements, pass a background check, pass a pre-employment drug screen, and must have a clean driving record.

During employment, drivers are required to complete a defensive driving course; be certified in both CPR/AED and First Aid; attend all safety-related meetings and trainings required by the City of Loveland; submit to random testing for both drugs and alcohol; and have their driving records monitored.

Contact Phone: (970) 962-2700

Contact Email: COLT@cityofloveland.org

Fort Collins Loveland Express (FLEX)



Mode: Fixed-route bus

The City of Fort Collins operates the Fort Collins Loveland Express (FLEX) as part of a regional partnership with Loveland, Berthoud, and Longmont. The same plans and operations in effect for Transfort apply to FLEX. See the section on Transfort for more information.

Contact Phone: (970) 221-6620

Greeley-Evans Transit (GET)



Mode: Fixed-route bus, paratransit, and call-n-ride

Greeley-Evans Transit (GET) offers fixed-route bus services, paratransit, and call-n-ride services. Currently, GET is working on a Safety and Security Plan in anticipation of new MAP-21 guidance regarding safety and is anticipated to be completed in spring 2015. Additionally, GET is working on a 5 to 10 year strategic transit plan to update their 2006 plan.

All new transit drivers undergo an extensive training process. A six-day classroom and hands-on training experience includes: a full tour of the facilities, explanation of procedures, the various transit shifts, driver cell phones and their use, organizational flow, the pre-post trip log book which is kept for a year, work related timekeeping, dress code, bulletin boards, the transit time book, safety board, a variety of informational training videos, sensitivity training handouts, drug/alcohol training, transit communication codes, and a complete training manual.

In the buses, new drivers will experience a skills course to test driving skills, tablet training using RouteMatch, an onboard global positioning system (GPS), wheelchair securement training, and mechanically-assisted and manual wheelchair lift operation. Before training is complete each driver must drive every route with a driver trainer. In total, complete driver training usually takes six weeks and all drivers must have final supervisor approval before they begin service.

Drivers for GET have background and driving checks performed in the initial hiring process. Drivers must have current, personal automobile insurance in good standing in addition to insurance with GET for the transit vehicles. Each year drivers are required to attend an eight hour class on defensive driving techniques. Drivers have a supervisor ride along at least twice a year. If a driver is involved in an accident, a supervisor will ride along on the next work day of operation.

A new GET transit center will be open in August 2016. The facility will have cameras throughout, double lock doors, and proximity doors for identification cards. The facility will be moving from the downtown library location to 1200 A Street.

All GET buses have cameras on board. There are four to five cameras on each vehicle and the video from each bus is downloaded every night. New fixed route buses will have eight. Supervisors can request time to review more of the video if necessary. GET has an additional plan for fleet maintenance.

Contact Phone: (970) 350-9287

Website: <http://greeleygov.com/services/greeley-evans-transit>

Rural Alternative for Transportation (RAFT)

Mode: On demand volunteer ride service

Rural Alternative for Transportation (RAFT) provides rides for seniors (60+) and adults with disabilities (18+) which prevent them from driving. RAFT users must reside in the Berthoud Fire Protection District (ZIP 80513). Most of the vehicles used in this program are personal automobiles driven by volunteers. The program has one ADA accessible van that was purchased in part using FTA funds. There are no cameras in the volunteer vehicles or in the van.



The service limits of the Berthoud Fire District outside the Town of Berthoud is the SH 60/Larimer County Road 14 to the north; I-25 to the east; Yellowstone Road to the south and Carter Lake/Larimer County Road 31 to the west. A map of these limits can be found in **Chapter 2**.

The volunteer driver requirements for RAFT include: having a current, valid driver's license; a clean, safe and dependable vehicle; compliance with speed limit and traffic laws; authorization to obtain a copy of their driving record; a background check; must be 18 years of age or older, and if requested will submit to a drug test.

Additionally, volunteer drivers must maintain the minimum automobile insurance required by Colorado State Law and proof of insurance must be provided to RAFT. Volunteers are protected by the Volunteer Protection Act of 1997. First Aid classes and defensive driving courses are not required, but recommended, reimbursement is offered to volunteers who complete either training.

As of January 2015, RAFT has been in operation for one year. In the first year of operation, 28 volunteer drivers drove approximately 22,000 miles over 960 trips. There were no accidents in 2014 and there have been no complaints filed to date.

Contact Phone: (970) 532-2730

Website: <http://www.berthoudraft.org/>

Senior Alternatives In Transportation (SAINT)

Mode: Demand response / pre-scheduled volunteer ride service

Senior Alternatives In Transportation (SAINT) provides rides for seniors (60+) and adults with disabilities that prevent them from driving in the Fort Collins and Loveland areas.



The volunteer screening for SAINT includes: a motor vehicle driver background check; a criminal background check; confirmation of their personal automobile insurance; and an interview in the volunteer's home.

All vehicles involved in the SAINT program are owned by the volunteer. There are no cameras or other special equipment in the vehicles. There is no SAINT 'road supervisor,' but clients have been willing to let SAINT staff know how the drivers are performing.

Contact Phone: (970) 223-8604

Website: <http://www.saintvolunteertransportation.org/>

Senior Resource Services

Mode: Demand response / pre-scheduled volunteer ride service

Senior Resource Services provides transportation for Weld County seniors (60+) through volunteers driving their own automobiles. Background and driving record checks are performed on all volunteers.



The group has one minivan with five hired drivers that provide transportation for seniors requesting non-medical trips. Service is expected to expand to the south in the future.

Contact Phone: (970) 352-9348

Website: <http://seniorresourceservices.info/>

Transfort/Dial-A-Ride



Mode: Fixed-route bus, paratransit, and on-call transportation

Transfort is the transit provider for FLEX, MAX, and the general Transfort services. The Transfort System Safety Program Plan (SSMP) was last updated in March 2014. This safety plan outlines: purpose, goals and update procedures; a system and operational description; hazard management; contract management; bus rapid transit guideway access management; accident/incident notification, investigation, and reporting; maintenance audits and inspections; training and certifications; emergency response procedures; employee safety program; procurement; compressed natural gas fuels and safety; security; and an internal safety audit process.

The SSMP appendix contains documents on the safe operator plan, standard operating procedures, fleet maintenance, risk management audit, bus operator training program, emergency procedures, City of Fort Collins personnel policy and procedures, and transit security procedures.

The purpose of the SSMP is to:

- ▶ Establish management strategies to control hazards (safety) and threats and vulnerabilities (security); hazards and threats are identified, their risks assessed, and mitigating actions are developed, tracked, and resolved prior to revenue service; and
- ▶ Provide guidance for verifying that all project equipment, facilities, plans, procedures, and training programs are systematically reviewed for compliance with established system safety and security requirements prior to implementation of revenue service.⁵¹

New driver training consists of six to eight weeks of progressive training. Depending on the area of training various materials, methods, and forms of interaction are employed. Conditions of employment, defensive driving, customer service, emergency and security, and service operating policies are covered. Additionally, continuing education is a focus of the Transfort training programs.

The Conditions of Employment Section lists Equal Employment Opportunity (EEO), Sexual Harassment, and Substance Abuse Rules that must be followed by all employees.

System security measures are in place to safeguard employees, passengers, facilities, and equipment. A Citywide ID program is in place for City employees, non-public facility visitors, and contractors. Transfort specific transit security officers have been commissioned by the Fort Collins Chief of Police.

All Transfort buses, including MAX and FLEX, have cameras on board. All MAX bus stops along Mason Street have security cameras and are well lit. In 2014, Transfort installed two security gates at the dispatch facility.

In 2006, Fort Collins adopted the Transfort/Dial-A Ride Snow and Severe Weather Emergency Operations Plan. The objectives of this plan are to:

1. Provide the best possible level of service in a winter storm that is safe, effective, and efficient;

⁵¹ [Safety and Security Management Plan, R4, 2013, p.2].

2. Ensure that staff respond to the emergency according to plan;
3. Provide mutual support to other departments and a promise of best possible effort during the emergency; and
4. Provide public information that imparts the reality of operations in winter conditions.

In addition, the City of Fort Collins adopted the Safe Operator Plan in 2009.

Contact Email: transfortinfo@fcgov.com

Contact Phone: (970) 221-6620

VanGo™

Mode: Vanpool



The NFRMPO has developed the VanGo™ Vanpool Services System Security and Emergency Preparedness Plan (SSEPP), which is modeled after the CDOT prototype. This plan is updated on an annual basis. Goals of the VanGo™ SSEPP are to:

1. Ensure security and emergency preparedness are addressed during all phases of system operation, including the hiring and training of agency personnel; the procurement and maintenance of agency equipment; the development of agency policies, rules, and procedures; and coordination with local public safety and community emergency planning agencies.
2. Promote analysis tools and methodologies to encourage safe system operations through the identification, evaluation, and resolution of threats and vulnerabilities, and the ongoing assessment of agency capabilities and readiness.
3. Create a culture which supports employee safety and security and safe system operations (during normal and emergency conditions) through motivated rules and procedures and the appropriate use and operation of equipment.

Annually the VanGo™ program creates a mock scenario for drivers and staff to practice their emergency response skills. Previous scenarios have focused on the response to a serious incident involving a VanGo van with passengers. Annual safety meetings are held in the fall in both Fort Collins and Greeley.

VanGo™ drivers and riders each have their own required application before they can begin using the service. Drivers are required to undergo driving record checks and complete an online defensive driving course.

A portion of VanGo™ vehicles are housed in Greeley with the remainder in Fort Collins. Transfort provides all of the emergency equipment for the vans. Items in the vans include a fire extinguisher, emergency blankets, First Aid kit, reflective traffic triangles, and information on accident response. Vehicle service is provided by GET for vans in Greeley and by Transfort for vans in Fort Collins.

VanGo™ operates approximately 74 vans, with 10 additional vans in reserve. There are no security cameras in any of the VanGo™ vans.

Contact Phone: (800) 332-0950

Contact Email: staff@nfrmpo.org

Website: <https://www.smarttrips.org/>

Railway Transportation Security

To identify incident locations on the railway system, the following information is needed when contacting the appropriate railroad:

- ▶ Street/highway name;
- ▶ Nearest city/town;
- ▶ Railroad mile post (MP);
- ▶ Railroad subdivision; and
- ▶ Crossing/DOT Number (if available)



6-1 Crossing Number highlighted

Note: The DOT number is a six digit number with an alpha character at the end (e.g., 244639F) and is found on the sign mounted on the crossing post for a passive warning. It may be found on either the signal mast and/or signal cabin for an active warning device (i.e., a sign with flashing lights or a gate).

BNSF Railway

The BNSF Resource Protection Solutions Team responds to all railroad related emergencies, trespassers, and crimes. To ensure goods and services are protected; BNSF Railway has a Police Team as part of its Resource Protection Team. Additionally, BNSF has a trained K-9 team. The Police Team consists of fully certified state law enforcement officers who patrol to prevent trespassing and cargo theft.

BNSF ensures hazardous materials are carried safely and efficiently. Materials shipped via rail are identified and tracked by BNSF. If an incident occurs while hazardous materials are in transit, the developed BNSF Community Awareness and Emergency Response Code can be implemented. This was developed by BNSF through its work across the country. This was developed by BNSF Railway through its work with multiple local agencies across the country. Additionally, BNSF offers a First Responder Training at their Security and Emergency Response Training Center in Pueblo, Colorado.

ON GUARD is a BNSF employee program which encourages employees to report suspicious activities, individuals, or trespassers to BNSF's Resource Operations Call Center (ROCC). Since its inception in 2003, over 200 employees have reported suspicious activities. Employees have reported theft, vandalism, arson, attempted suicide, and other criminal violations, threats to safety, or unusual events on or near railroad properties.

To ensure members of the community are involved in the security of the rail system, BNSF educates community and legislative groups, police authorities, and schools on rail security. Specifically, the Citizens United for Rail Security (CRS) program encourages interested citizens and railway fans to participate in BNSF security training. Across the country, over 9,600 citizens and 777 partner law enforcement agencies currently participate in the program. Citizens and CRS members are encouraged to report any and all suspicious activity along railroad property to the BNSF Resource Protection hotline. Those interested in learning more can visit www.citizensforrailsecurity.com.

For more information about the security of the BNSF Railway system, visit www.bnsf.com.

Union Pacific Railroad (UPRR)

The Union Pacific Railroad (UPRR) has a police department with more than 220 Special Agents across their system. Similar to BNSF, Special Agents are certified state law enforcement officers who can arrest both on and off railroad property. Special Agents investigate trespassing, theft, threats of terrorism, and derailments. These officers have access to surveillance technology and investigative techniques in addition to relationships with local, state, and federal law enforcement agencies.

UPRR operates a varied security system throughout its network. In addition to the Special Agents, UPRR provides a surveillance network which can report the location and movement of hazardous cargo within seconds. In partnership with constant track checks, UPRR can pinpoint and manage the locations of the trains to ensure products are being shipped safely and efficiently.

For more information about the security of UPRR, visit www.up.com.

Great Western Railway of Colorado (GWR)

The Great Western Railway (GWR) is a short-line railroad operated by OmniTRAX. OmniTRAX produces a Customer Safety Handbook, most recently updated in 2014, which explains the company's policies on safety and security. The handbook provides recommendations, contact information, and explanations of what to do in emergencies. The handbook can be accessed at www.omnitrax.com.

Airport Transportation Security

Greeley-Weld County Airport

In 2009, the Greeley-Weld County Airport Authority updated its Airport Security Plan (ASP) with the assistance of an Airport Security Advisory Committee (ASAC). The ASAC is formed with the assistance of the Greeley-Weld County Airport Tenants & Users Association. The ASAC periodically reviews the current plan and works with airport staff to implement updates.

Contact Phone: (970) 336-3000

Website: <http://www.gxy.net/>

Fort Collins-Loveland Airport

Security operations at the Fort Collins-Loveland Airport are conducted by the Transportation Security Administration (TSA). The same level of security inspections, regulations, and restrictions used at major airports are in place at the Fort Collins-Loveland Airport.

The terminal facilities have been expanded to accommodate a larger number of passengers and expanded security requirements.

Contact Phone: (970) 962-2850

Website: <http://www.fortloveair.com/>

Emergency Management

Emergency management can be divided into four phases: prevention/mitigation, preparedness, response, and recovery.⁵² These four phases correspond to efforts made across the region. When a disaster or emergency occurs, local governments have plans in place for how to prepare and inform residents, respond to disasters as they happen, and recover. As more data and knowledge about disasters is collected, local governments can work to mitigate future events and prevent further damage.

One of the ways local governments can prepare residents is to create a localized plan. Local municipalities and agencies in the region have worked together to create a range of Emergency Management Plans which establish protocols for handling and recovering from a variety of emergencies or disasters.

Two additional plans help the region with emergency preparedness actions. The Northern Colorado Regional Hazard Mitigation Plan is a joint effort between Larimer County; the cities of Fort Collins and Loveland; the towns of Berthoud, Estes Park, and Wellington; the Federal Emergency Management Agency (FEMA); the National Transportation Safety Board (NTSB); CDOT; National Weather Service; and CSU. The plan prepares residents for natural, man-made, and hazardous materials disasters or incidents by providing resources, information, and potential actions that should be undertaken in an emergency. Each community prepares an annual report concerning necessary updates and future actions. In recent years, the annual reports have analyzed the clean-up and mitigation efforts since the major flooding in September 2013.

The State of Colorado created READYColorado, a homeland security and all-hazards preparedness campaign. Teaming with a variety of public and private partners, READYColorado used a grant from the Department of Homeland Security (DHS) to enhance preparedness and response capabilities. The website provides assistance in making a personal plan, a one-stop shop for local emergencies, and a list of tools residents can use to prepare for and mitigate the risks from natural disasters and emergencies. More information about the program can be found at www.readycolorado.com.

Vulnerability Assessment

FEMA defines vulnerability as “any weakness that can be exploited by an aggressor”.⁵³ To identify vulnerabilities, FEMA uses a multidisciplinary team including engineers, architects, security specialists, and subject matter experts. The team reviews and coordinates building plans, utilities, emergency plans, and interview schedules. Using this information, FEMA is able to assess potential damages and impacts on local buildings and transportation networks if an event were to occur. The analysis identifies vulnerabilities in the critical functions and critical infrastructure using a Vulnerability Assessment Checklist that rates them on a scale from “very low” (no weaknesses) to “very high” (extremely susceptible).

⁵² <http://ema.ohio.gov/Documents/COP/The%20Four%20Phases%20of%20Emergency%20Management.pdf>

⁵³ http://www.fema.gov/pdf/plan/prevent/rms/155/e155_unit_iv.pdf