

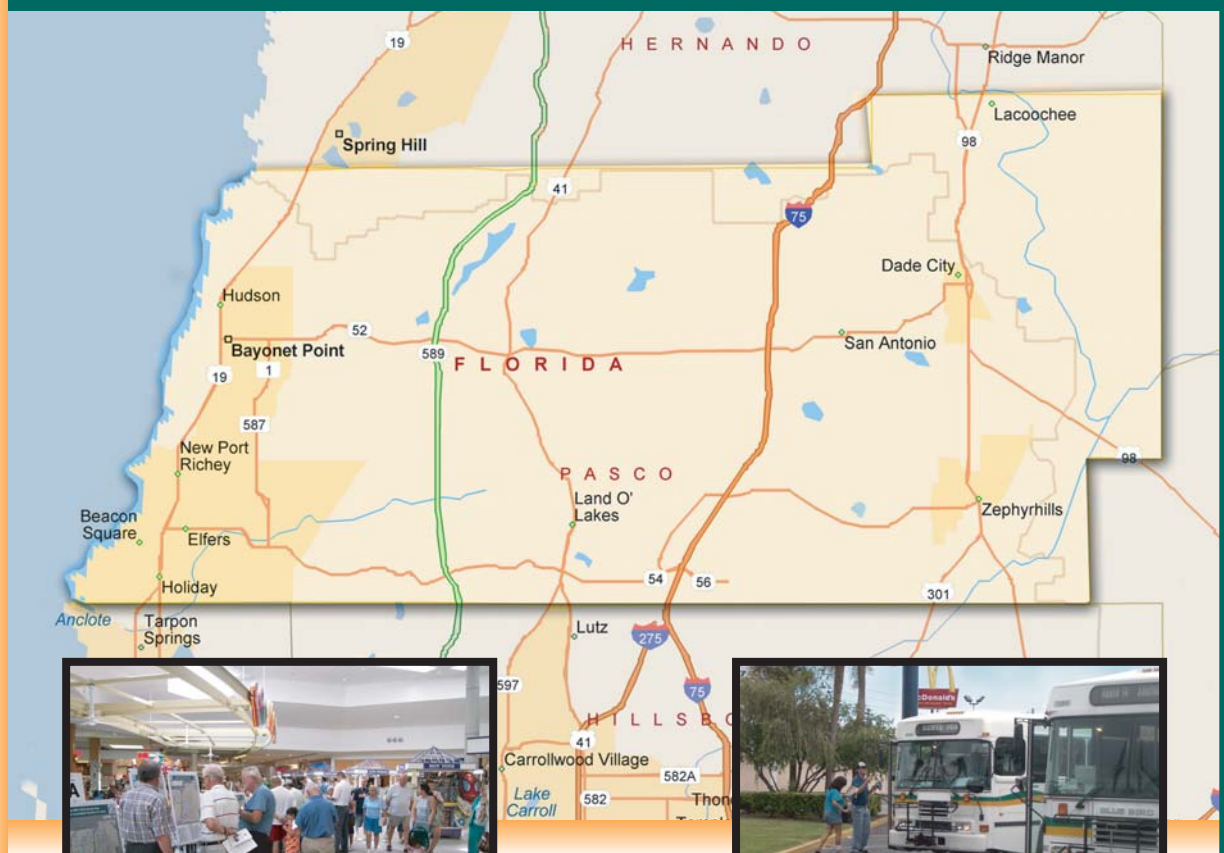


Pasco County MPO

2025 Long Range Transportation Plan Update

Technical Memorandum
Safety Component

Final Report
December 2004



SAFETY COMPONENT
2025 LONG RANGE TRANSPORTATION PLAN UPDATE
PASCO COUNTY MPO

Technical Memorandum

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Section 1

TRAFFIC CRASH DATA ANALYSIS

OVERVIEW

The summarization of traffic accident data is an effective procedure to detect critical accident location areas, identify potential safety related problems, and implement improvement measures. Operating a dynamic and fully efficient traffic accident data management system, through the implementation of Congestion Management System (CMS) and ITS strategies, has been the message from United States Department of Transportation (USDOT) and Federal Highway Administration (FHWA) officials since the early 1990s. Both Pasco County and Florida Department of Transportation (FDOT) maintains crash databases that are regularly used for the development of traffic safety related reports locally and statewide.

Recent crash data related studies and crash data for Pasco County were summarized in this Safety Component which was developed as part of the 2025 LRTP. This effort included summarizing the “2001 High Crash rate Intersection Screening Study”, an in-depth study of the 34 intersections on state roads which FDOT has identified as possible “high-crash or unsafe” intersections. Pasco County initiated a closer examination of those intersections to determine which, if any, should be improved. Upon further analysis, 7 intersections were recommended to FDOT for further evaluation. These intersections include the following:

- US 19 and Alternate US 19
- US 19 and SR 52
- SR 52 and Little Road
- SR 54 and SR 581
- SR 35 and CR 52A
- SR 39 and Daugherty Road
- SR 39 and CR 54/54E

It should be noted that the similar analysis conducted in 2002 has resulted in adding another location, the intersection of SR 54 and Little Road, in to this list of recommended intersections.

In addition, countywide traffic crash data were also analyzed to see the trends in crash rates in the county. This analysis was based on the report, “2003 Traffic Crash Facts”, published by the Traffic Operations Division of the Pasco County Engineering Services Department, which collects, analyzes and publishes traffic crash facts annually. The report provides a quick reference for local and state agencies requiring data on reported crashes, which have occurred in their jurisdictions each calendar year. In addition, data from various other sources, including Florida Department of Highway Safety and Motor Vehicles (DHSMV), were used in the analysis.

2001 HIGH CRASH RATE INTERSECTION SCREENING

Based on the guidance from the Florida Department of Transportation (FDOT), Pasco County initiated an in-depth study of the 34 intersections FDOT identified as possible “high-crash or unsafe” intersections. Pasco County initiated a closer examination of those intersections to determine which, if any, should be improved. Upon further analysis, 7 intersections were recommended to FDOT for further analysis. Those intersections that were determined to be “high-crash” and unsafe are earmarked to receive funding for intersection improvements as part of Mobility 2015.

Methodology

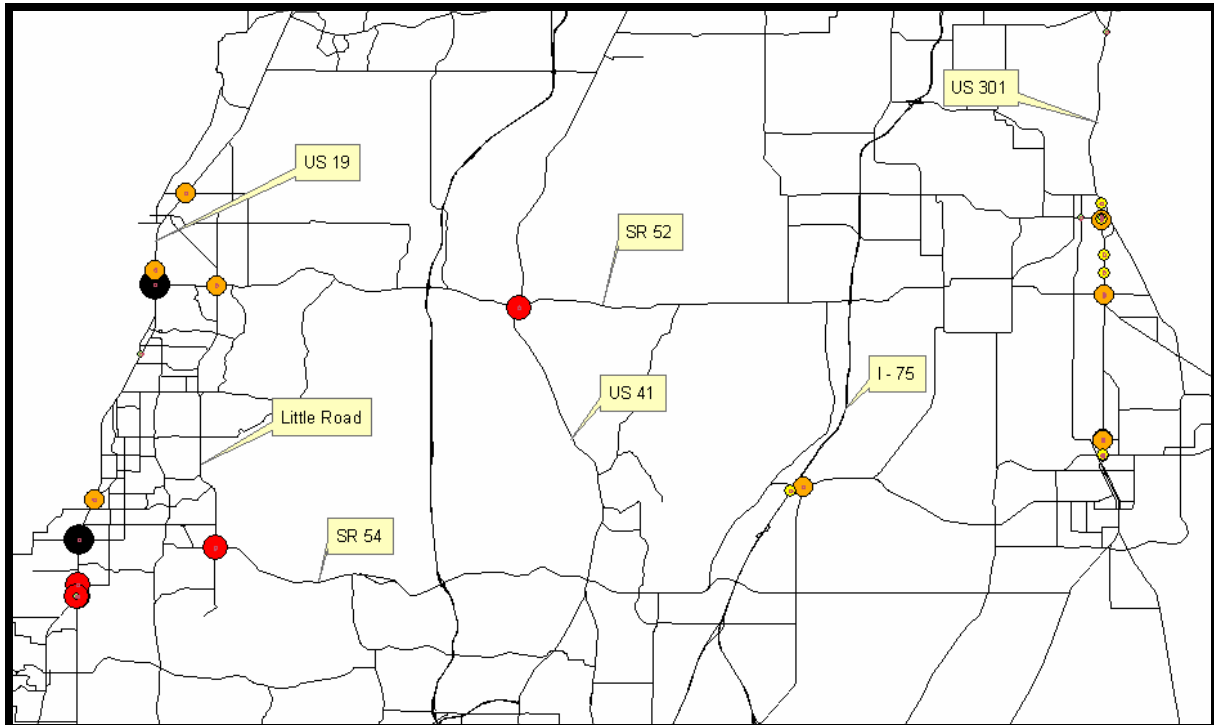
Major steps of the methodology used in this study to identify the high crash intersections are summarized below.

- Summarize Crash Frequencies and Trends
- Review Crash Data Distributions
- Compile and Review Intersection Collision Diagrams
- Review Work Program
- Review Process

High Crash Rate Corridors and Intersections in 2001

Based on Figure 1-1, it was apparent that for the most part, Pasco County’s state road high crash rate intersections are confined to the US 19 and US 301 corridors. It was also apparent that higher volumes along US 19 result in a greater overall crash frequency for high crash rate locations along this roadway.

Figure 1-1
High Crash Rate Corridors and Intersections in 2001



Source: Pasco County 2001 High Crash Rate Intersection Screening Study.

US 19 Corridor

In 2000, US 19 had been the subject of several FDOT studies including two intersection studies, and a corridor safety study. US 19 also was the subject of a multi-jurisdictional safety task force. Further, review of work-program data and the ITS Component of this LRTP Update indicated that most study intersections along US 19 will be subject to ITS implementation in the next five years. Depending on the scope of this ITS program, reduced congestion along the corridor could significantly improve the roadway's crash statistics. While these improvements do not eliminate the need for further review of specific locations along US 19, they should be considered along with additional intersection studies that may be prescribed here.

Four intersections along US 19 were recommended for further study. Three of these (Alt 19 - Rank 608; Continental - Rank 484; and Manton - Rank 35) are functionally one location from a traffic operations perspective. Therefore, it was recommended that these locations be studied simultaneously.

Additionally, the following six US 19 intersections demonstrated high crash and injury frequencies, increasing trends, and fatalities:

- US 19 and Moog Road - Rank 283
- US 19 and State Road 52 - Rank 136
- US 19 and New York Avenue - Rank 439

- US 19 and Beacon Woods - Rank 601
- US 19 and Bonita/Mile Stretch Road - Rank 646
- US 19 and Gulf Harbor - Rank 604

However, the crash pattern at most of these intersections may be improved by recent or planned ITS implementation and street lighting. Intersection of SR 52 and US 19, which had the second highest three-year crash frequency of all Pasco County study locations, was recommended for further study because it did not show an abnormal night-time or rear-end crash pattern and so was less amenable to improvement from lighting and ITS.

Although Moog Road may improve from planned construction, a conflict exists between eastbound and southbound vehicles which may warrant summary investigation. Also, the Wal-Mart driveway shows a dramatic spike in 2001 crash activity and should be reviewed using 2002 data.

Little Road

Little Road is one of the few continuous north-south routes in West Pasco County and has been the subject of reconstruction from 2-lane roadway to a 4-lane divided arterial. High crash rates have been measured at its intersection with SR 52 and SR 54 and both intersections demonstrate increasing crash and injury rates over time. At this time however, the intersection of SR 54 and Little Road is not designated for further study because of imminent additional lane construction immediately north of the intersection, which should alleviate congestion at the intersection.

The intersection of SR 52 and Little Road was recommended for further study due to a large number of angle and left-turn collisions involving westbound vehicles and no recent or planned improvements.

SR 52 and US 41 Intersection

The 'Gowers Corner' intersection of SR 52 and US 41 - Rank 214 was considered geometrically challenging according to the study; however, it will be reconstructed in 2004/05, and therefore, was not recommended for further study.

I-75/Bruce B. Downs Boulevard & SR 54

Both the Northbound I-75 Exit and Southbound Entrance at SR 54 are listed as 2001 high crash rate locations for Pasco County; however, a review of the collision diagram suggests that the majority of crashes are in the northbound direction. Although there was no discernable time of day pattern which would suggest rush-hour congestion/insufficient storage lanes, verification of this assumption was recommended.

Immediately to the east of the interchange, Bruce B. Downs Boulevard forms a slightly oblique “T” intersection with SR 54. This intersection demonstrated a high distribution of westbound left turn collisions and was recommended for further study.

SR 52 and CR 41 Intersection

The intersection of SR 52 and CR 41 west of downtown Dade City is marked as unsignalized in the FDOT GIS. The study recommended that this intersection be reviewed for safety signal warrants as it has a high distribution of angle and left turn collisions. This may be associated with an AM peak volume.

US 301 Corridor

Along with US 19, the US 301 corridor has a large number of high crash rate locations for the 2001 analysis year; however, four of these intersections are minor intersections coinciding with major intersections and may therefore appear to have higher crash rates. These minor intersections are:

- SR 35 & Frontage - Rank 83
- SR 35 & Seventh - Rank 273
- SR 39 & Pasco Medical Center - Rank 144
- SR 39 & CR54/CR54E - Rank 176/505

In the case of CR54/CR54E intersection, the FDOT GIS and Crash Map did not correspond well with the aerial image, so it was difficult to determine which intersection should be regarded as the major intersection and which was merely reflective of coinciding data. As such both were marked for review.

US 301 Intersections designated by the study for further review include:

- SR35 & CR52A - Rank 218: Increasing crash frequency trend with angle and left turn collisions
- SR39 & Daugherty - Rank 269: Unusual north-south interlocking left turn collisions
- SR39 & CR54/54E - Rank 176/505: May need protected left turn phase to reduce southbound left turn collision with northbound through

Additionally, the study recommended several US 301 intersections with less severe crash problems may benefit from cursory review. These include:

- SR 35 & Whitehouse - Rank 274: Review for signal warrant

- SR 35 & Walmart Parking Lot - Rank 559: Unsignalized shopping center access with dominant westbound left collisions with both northbound and southbound through traffic. May be candidate for median closure/channelization
- SR 35 & Countryside - Rank 409: Low frequency and decreasing trend, but demonstrates an unusual sideswipe/improper lane change problem. May warrant field observation.

Finally, study found three intersections in downtown Dade City that seemed to be participating in possible congestion-related rear-end collisions. The intersection of US 301 and SR 52 (Rank 462) along with the intersections of US 301 and Live Oak (Rank 169) and US 301 and Pineapple (Rank 291) to the immediate north were difficult to study from the available data because they had overlapping influence areas. However, the SR 52 intersection showed a dramatic northbound rear-end collision pattern while the other two intersections demonstrate southbound rear-end collisions. Field observations were recommended for the corridor to clarify the circumstances under which these crashes were occurring.

The intersection of US 301 and US 98 was not considered by the study for further review because of its very low crash and injury frequency; however, it was noted that this intersection did demonstrate an increasing trend and should be revisited using 2002 data.

COUNTYWIDE CRASH DATA ANALYSIS

A countywide traffic crash data were analyzed to see the trends in crash rates in the county. This analysis was based on the report, *2003 Traffic Crash Facts*, published by the Traffic Operations Division of the Pasco County Engineering Services Department, which collects, analyzes and publishes traffic crash facts annually. The report provides a quick reference for local and state agencies requiring data on reported crashes, which have occurred in their jurisdictions each calendar year.

Trend in Total Crashes

Table 1-1 presents the trend in total crashes, injuries, and fatalities, compiled based on the data reported annually by Traffic Operations Division for Pasco County. Total number of crashes countywide increased over 20 percent from 2001 to 2003. This trend, however, is not mirrored by the total number of injuries and fatalities occurred for the same time period. The injuries declined by nearly 38 percent, while the fatalities declined by 20 percent.

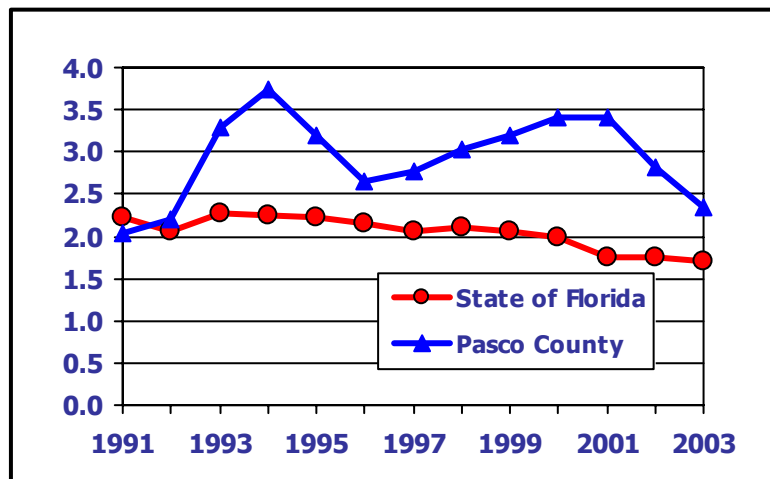
**Table 1-1
Trend in Countywide Traffic Crashes**

Type	2001	2002	2003	Change (2001-03)
Total Crashes	6,491	7,278	7,848	20.9%
Injuries	4,900	4,093	3,059	-37.6%
Fatalities	105	96	84	-20.0%

Source: 2002 and 2003 Crash Facts published by Pasco County Traffic Operations Division

The crash data analysis should take into consideration the growth in total number of vehicles and the miles traveled. As presented in Figure 1-2, an analysis of the total Vehicle Miles Traveled (VMT) in comparison to the total annual fatalities from 1991 to 2003 for both Pasco County and the State of Florida show that the fatalities have increased per 100 million VMT in Pasco County. During this period, VMT has increased by 80 percent, while fatalities increased by 100 percent.

**Figure 1-2
State of Florida vs. Pasco County
Fatality Rates Per 100 Million VMT**



Sources: DHSMV and other sources.

Note: Pasco County 2001 volumes have been adjusted for previous underestimations; however, the fatality rate per VMT remains constant.

Crashes by Month

Countywide crashes by month for 2003 are presented in Table 1-2. Most crashes have occurred in November, which is followed by March and December. The months with most fatal crashes include November, December, January, and May, each with nine crashes.

**Table 1-2
Fatal Traffic Crashes by Month in 2003**

Month	All Crashes	Fatal Crashes
January	562	9
February	638	7
March	707	6
April	648	8
May	621	9
June	628	2
July	599	5
August	678	4
September	643	5
October	695	7
November	723	9
December	706	9

Source: Pasco County Traffic Operations Division

Note: Data provided directly by the Pasco County Traffic Operations Division were used.

This data show 80 fatalities for 2003.

Crashes by Day

Clearly, the trend by day of week for 2003 shows higher total crashes during the week and a lower total over the weekends. This is consistent with the increased traffic volumes during weekdays on roadways within and spanning out of the county. The weekends, however, show a higher rate of fatal crashes. These fatal crashes maybe due, in part, to drivers under the influence of alcohol and/or drugs who leave various weekend activities and higher speeds of travel that are not otherwise possible during the weekdays.

**Table 1-3
Fatal Traffic Crashes by Day in 2003**

Day	All Crashes	Fatal Crashes
Monday	1,190	13
Tuesday	1,165	6
Wednesday	1,215	11
Thursday	1,176	11
Friday	1,321	7
Saturday	992	18
Sunday	789	14

Source: Pasco County Traffic Operations Division

High Crash Intersections

Table 1-4 shows the top 20 high crash intersections in Pasco County in 2003 and their rankings in 2001 and 2002. As expected, I-75 intersections at SR 54 and SR 52 have remained to be the leading location in crash occurrences for all the years analyzed. The listing, in addition to providing some expected outcomes, also identifies intersections like SR 54 and CR 1, or US 41, which experienced an increasing level of crashes between 2001 and 2003. These findings further justify efforts to make intersections safer for vehicle and pedestrian traffic.

Table 1-4
Top 20 High Crashes Intersections (2001-2003)

Rank			Intersection	Total Crashes
2001 Rank	2002 Rank	2003 Rank		
1	1	1	I-75 at SR 54	151
2	2	2	I-75 at SR 52	117
18	15	3	SR 54 at CR 1	99
3	3	4	US 19 at SR 52	94
11	19	5	US 41 at SR 54	87
n/a	7	6	I-75 at SR 56	80
n/a	13	7	SR 54 at CR 581	73
8	6	8	US 19 at Moog Road	72
14	4	9	SR 52 at CR1	64
7	12	10	SR 54 at Collier Parkway	61
n/a	n/a	11	SR 54 at CR 77	61
10	11	12	US 19 at Ridge Road	60
4	8	13	US 19 at Main Sreet	57
5	9	14	CR 1 at Ridge Road	55
n/a	n/a	15	US 19 at Grand Boulevard	51
6	10	16	US 19 at CR 518	49
17	14	17	US 19 at Flora Avenue	49
13	5	18	US 19 at Marine Parkway	49
n/a	n/a	19	US 19 at Sunray Drive	47
n/a	n/a	20	US 19 at Mile Stretch Drive	46

Source: Pasco County Traffic Operations Division

Section 2

MPO EMERGENCY MANAGEMENT PLAN

OVERVIEW

Local and state organizations handle most disasters and emergencies. These include various emergency management agencies, and Offices of Emergency Management (OEMs) in counties. The federal government is called upon to provide supplemental assistance when the damages of a disaster exceed what local and state organizations are able to respond. Depending on the magnitude of the situation, the regional, state or, federal government can mobilize an array of resources to support the local efforts. Various emergency teams, support personnel, specialized equipment, operating facilities, assistance programs, and access to private-sector resources constitute both state and Federal disaster operation systems.

Major federal, state, and local agencies that respond to both natural and man-made disasters and security threats are listed below. A comprehensive lists of all federal, state, regional, and local agencies, both public and private, can be found through numerous publications, internet, or by contacting the respective agency directly.

FEDERAL EMERGENCY MANAGEMENT AGENCY

Federal Emergency Management Agency or FEMA, created under the Stafford Act, serves as the primary coordinating agency for disaster response and recovery activities. To carry out this interagency role, FEMA executes a wide range of administrative, programmatic, and specialized tasks. Initial tasks include notification, activation, mobilization, deployment, staffing, and facility setup. FEMA processes the Governor's request for disaster assistance, coordinates Federal operations under a disaster declaration, and appoints an FCO for each declared State. In continuing operations, FEMA provides support for logistics management; communications and information technology; financial management; community relations, congressional affairs, public information, and other outreach; and information collection, analysis, and dissemination.

FLORIDA DIVISION OF EMERGENCY MANAGEMENT

A division under the Department of Community Affairs, Florida Division of Emergency Management functions as the state agency providing emergency management services through four bureaus as indicated below. The division administers several Federal assistance programs including the Public Assistance and Individual Assistance Programs, the Hazard Mitigation Grant Program, the Flood Mitigation Assistance Program, and the National Flood Insurance Program.

Bureau of Compliance Planning and Support

The Bureau of Compliance Planning and Support reviews site plans to enhance first-response efforts at facilities storing hazardous materials, and assists facilities with reporting requirements and compliance verification. Staff also conduct on-site audits of County Comprehensive Emergency Management Plans and provide technical assistance for plan development. The Bureau also administers the Emergency Management Preparedness and Assistance Trust Fund, county base grants, and incoming federal, state, or private funding through the Finance and Logistics Management Section. This section also works directly with the Bureau of Preparedness and Response to assist with the logistics of disaster response and recovery operations and with all branches of state government to ensure resources are managed efficiently.

Office of Policy and Planning

The Office of Policy and Planning section is primarily responsible for formulating policy for the Division involving all emergency management issues. It is also responsible for developing the Agency Strategic Plan, the Five-Year Strategic Plan, and the State Land Plan areas of the division. This office develops Executive Orders to engage state resources in disasters, prepares Presidential Disaster Declarations or Emergency Requests, Small Business Administration disaster declaration requests, and others. In addition, it coordinates administration of the U.S. Department of Justice's mass immigration plan.

Bureau of Preparedness & Response

The Bureau of Preparedness & Response is responsible for developing and maintaining the State's ability to effectively respond to a wide variety of threats. The Bureau has two Sections: Preparedness and Response, and two independent support units: the Technical Support Unit and the Administrative Support Unit.

Bureau of Recovery and Mitigation

The Bureau of Recovery and Mitigation works to reduce or eliminate long-term risk to human life and property from disasters. Assistance for recovery from disasters is provided through the federal infrastructure assistance, human services assistance, and the Hazard Mitigation Grant Program. These programs help to rebuild communities that have been impacted by a major disaster and to reduce the impact of future disasters through mitigation. The Bureau is an integral part of the Division of Emergency Management. Recovery is the phase which continues until all systems return to normal or as close to normal as possible. Mitigation refers to activity which reduces or eliminates the chance of the occurrence or effects of a disaster.

EMERGENCY MANAGEMENT IN PASCO COUNTY

Pasco County Office of Emergency Management (OEM), coordinates the County's response to unusual emergencies including hurricanes, floods, tornadoes, severe weather, hazardous materials spills, mass casualty incidents, terrorism, and nuclear war. The OEM in Pasco County primarily serves to maximize the County's ability to effectively mitigate, prepare for, respond to, and recover from natural and technological emergencies. The Pasco County Comprehensive Emergency Management Plan (CEMP) works as the emergency management blueprint for the county. The updated CEMP was last adopted by the Board of County Commissioners on August 21, 2001.

The OEM employs seven full time staff members to put forward program activities including but not necessarily limited to:

- developing detailed Standard Operating Procedures or SOPs to implement components of the updated CEMP;
- coordinating the County's response to hazardous material emergencies;
- maintaining the Special Needs Assistance Population Program (SNAPP) registration (with the assistance of a part-time American Association of Retired Persons employee) and providing program development, planning and training to participating agencies;
- re-surveying all hurricane shelters to new American Red Cross and State of Florida hurricane shelter standards. Initiated in 1999, this expanded shelter survey and identification program has continued for three years. The State of Florida is attempting to identify funds for shelter retrofits.
- updating the hazardous materials facility risk analyses annually;
- maintaining a Community Emergency Response Team (CERT) Training Program;
- conducting annual plan reviews of 102 medical facility disaster plans and providing on-site technical assistance, training and exercises;
- conducting public information and education programs including expos, speaking engagements, creation and distribution of written materials, and emergency public information activities;
- updating of the critical facility inventory with detailed surveys for approximately 700 facilities;

- maintaining the Local Mitigation Strategy (LMS), management of hazard mitigation grant applications, and ongoing hazard mitigation programs to include reviewing Master Planned Unit Developments (MPUD) and Development of Regional Impact (DRI) applications;
- providing ongoing maintenance of support systems and the computer network for operation of the Emergency Operations Center;
- coordinating planning activities, and conducting training classes and countywide exercises for all potential disaster situations that may impact Pasco County; and
- continuing to work with other departments to coordinate operations and to deliver Hazardous Material Awareness and Operational training. This training is provided countywide as needed to meet and maintain OSHA and State requirements.

In addition, the OEM activities include managing Public Assistance program for declared disasters, perform regional evacuation planning, participating in the statewide hurricane exercise, and reviewing municipal comprehensive emergency management plans.

The funding for OEM and its activities are provided by various federal, state and local sources. These include:

- County general revenue funds;
- Emergency Management Preparedness and Assistance Trust Fund base grant and competitive grant from the State of Florida;
- State and Local Assistance Grant by the Federal Emergency Management Agency; and
- State of Florida Hazardous Materials Grant.

MPO'S ROLE IN EMERGENCY MANAGEMENT

In most cases when an MPO is responding to a natural or other disaster, it is most likely to focus on some aspect of the transportation system that is part of a larger regional response to disaster or security incidents. Whether it is disaster planning or not, the role of MPOs in regional planning and decision-making may vary from one region to another. In some cases, MPOs have a long history of strongly influencing operations strategies for the regional transportation system. In others, the MPOs have very little authority or responsibility beyond developing the transportation plan and transportation improvement program. A paper titled "*Characterizing Possible MPO Roles in System Operations and Security/Disaster Planning*", published by the USDOT and available online at <http://transit-safety.volpe.dot.gov/Emergency/Preparedness/default.asp> provides institutional strategies for providing metropolitan-level coordination of transportation system operations, in particular, the role of the MPO in such coordination. The roles identified by the USDOT paper that are outlined

below provides a good starting point for the role that the Pasco County MPO could play in emergency/disaster planning and management.

Traditional Role

In this role, the MPO incorporates system management and operations in its ongoing transportation planning activities. The focus would be on specific management and operation projects that arise as part of the transportation planning process; but the primary responsibility for operations-type projects would rest elsewhere, most likely with the region's operations agencies.

Convener

The MPO acts as a forum where operational plans are discussed and coordinated with other plans in the region. Regular meetings on operational issues are conducted, but the MPO is still not responsible for developing a regional operations plan.

Champion

The MPO works aggressively to develop a regional consensus on operations planning. MPO planners work with operating agencies to create programs and projects that improve system performance. The MPO takes the lead in developing regional agreements on coordinated operations.

Developer

The MPO develops regional operations plans in addition to incorporating operations strategies into the transportation plan. System-oriented performance measures are used to identify strategic operations gaps in the transportation system.

Operator

The MPO would be responsible for implementing operations strategies that were developed as part of the MPO-led planning process.

Given the strong influence of emergency management agencies in dealing with security/disaster incidents, it is likely that the most appropriate MPO role will be found in the first two or three categories described above. In particular, the focus has been on funding better communications technologies that can be used for a coordinated response to future incidents. Figure 2-1 presents a concept presented by FDOT regarding potential MPO roles during different phases of a security/disaster incident. As shown, the major role for an MPO would primarily be as a convener and champion for many of the actions that relate to the prevention, response/mitigation, monitoring and recovery phases. In each case, the MPO is most likely

focus on some aspect of the transportation system that is part of the larger regional response to security/disaster incidents.

Figure 2-1

Potential MPO Roles in Security/Disaster Incident Phase

Incident Phase	Possible MPO Role				
	Traditional	Convener	Champion	Developer	Operator
Prevention					
Response & Mitigation					
Monitoring/Information					
Recovery					
Investigation					
Institutional Learning					

Source: USDOT. Online <http://transit-safety.volpe.dot.gov/Emergency/Preparedness/default.asp>. Accessed 4/22/04

Notes:

Terminology as defined by USDOT is presented below

- Lead MPO Role Possible, Especially For Some Components
- Minor MPO Role Possible
- No Likely MPO Role

Prevention - Preventing a potential attacker from carrying out a successful attack.

Mitigation - Reducing the harmful impact of an attack as it occurs and in the immediate aftermath

Monitoring - Recognizing that an attack is underway, characterizing it, and monitoring developments

Recovery - Facilitating rapid reconstruction of services after an attack

Investigation - Determining what happened in an attack, how it happened, and who was responsible

Institutional Learning - Conducting a self assessment of organizational actions before, during and after incident

MPO RESPONSIBILITIES IN EMERGENCY MANAGEMENT

The Federal, State and Local Government responsibilities for hazard mitigation create an interconnected framework for governmental involvement. The Pasco County Mitigation Strategy prepared in 2003 by the Pasco County OEM identifies the responsibilities of various federal, state, and local agencies and their involvement in response, recovery, planning and mitigation efforts at a time of a natural or manmade disaster. This guide also lists the current responsibilities of the MPO. These include:

- complete long-range transportation planning; and
- monitor concurrency with level of service standards for new development and perform bikeway and pedestrian planning.

The USDOT provides a more detailed assessment based on MPO's strengths as a local or regional planning agency. These strengths and corresponding actions the MPO could be responsible are listed below.

MPO Strength: Technical Analysis and Transportation Planning

Actions that seem most appropriate for the MPO in the context of security/disaster planning are:

- conducting vulnerability analyses on regional transportation facilities and services;
- analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), and strategies for dealing with "choke" points such as tollbooths; and
- analyzing transportation network for emergency route planning/strategic gaps in the network.

MPO Strength: Ability to Fund Strategies and Projects

The actions that seem most appropriate for the MPO in the context of security/disaster planning are:

- funding new strategies/technologies/projects that can help prevent events;
- funding and perhaps coordinating a regional transportation surveillance system that can identify potential dangers;
- funding communications systems and other technology to speed response to incident; and
- funding recovery strategies.

MPO Strength: As a Forum for Cooperative Decision-Making

Given the MPO's role as a forum for cooperative decision-making, the actions that seem most appropriate for the MPO in the context of security/disaster planning are:

- providing a forum for security/safety agencies to coordinate surveillance and prevention strategies;
- coordinating drills and exercises among transportation providers to practice emergency plans;

- coordinating with security officials to develop prevention strategies;
- providing forum for discussions on coordinating emergency response;
- coordinating public information dissemination strategies;
- acting as a forum for developing appropriate recovery strategies;
- coordinating the stockpiling of strategic road/bridge components for rapid reconstruction; and
- coordinating changes to multi-agency actions that will improve future responses.

MPO Strength: Institutional Learning

One of the more interesting and perhaps critical roles that the MPO can play is in the institutional learning phase of a security/disaster incident. In this phase, the MPO can collect relevant information on how the region responded to the incident, not only in terms of the official response (e.g. of the movement of emergency and public safety vehicles), but also in terms of public reaction and the strategies adopted by travelers in responding to disruptions. With this data, the MPO and other agencies can analyze the recent incident response in order to develop improved strategies for handling the next incident. The MPO is in a unique position to adopt a lead role in this institutional learning phase of a security/disaster incident.

Table 2-1 provides a summary of MPO actions described in this section. The list in Table 2-1 is not intended to suggest that MPOs should undertake all of the actions shown. Rather, some subset of this list could be adopted by the Pasco MPO in coordination with the County's strategies for dealing with an emergency.

**Table 2-1
MPO Roles and Responsibilities**

Stage of Incident	MPO Roles and Responsibilities
Prevention	<ul style="list-style-type: none"> • Funding new strategies/technologies/projects that can help prevent events • Conducting vulnerability analyses on regional transportation facilities and services • Securing management of data and information on transportation system vulnerabilities • Providing forum for security/safety agencies to coordinate surveillance and prevention strategies • Funding and perhaps coordinating regional transportation surveillance systems that can identify potential danger prior to its occurrence • Coordinating drills and exercises among transportation providers to practice emergency plans • Coordinating with security officials in development of prevention strategies • Hazardous route planning • Disseminating (and possibly coordinating) research on structural integrity in explosion circumstance and standard designs

Table 2-1 (continued)

MPO Roles and Responsibilities

Stage of Incident	MPO Roles and Responsibilities
Mitigation	<ul style="list-style-type: none"> • Analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with “choke” points such as toll booths) • Analyzing transportation network for emergency route planning/strategic gaps in network • Providing forum for discussions on coordinating emergency response • Disseminating best practices in incident-specific engineering design and emergency response to agencies • Disseminating public information on options available for possible response • Funding communications systems and other technology to speed response to incident
Monitoring	<ul style="list-style-type: none"> • Funding surveillance and detection systems • Proposing protocols for non-security/safety agency response (e.g. local governments) • Coordinating public information dissemination strategies • Funding communications systems for emergency response teams and agencies
Recovery	<ul style="list-style-type: none"> • Conducting transportation network analyses to determine most effective recovery investment strategies • Acting as a forum for developing appropriate recovery strategies • Funding recovery strategies • Coordinating stockpiling of strategic road/bridge components for rapid reconstruction
Investigation	<ul style="list-style-type: none"> • Providing any data collected as part of surveillance/monitoring that might be useful for the investigation
Institutional Learning	<ul style="list-style-type: none"> • Acting as forum for regional assessment of organizational and transportation systems response • Conducting targeted studies on identified deficiencies and recommending corrective action • Coordinating changes to multi-agency actions that will improve future responses • Funding new strategies/technologies/projects that will better prepare region for next event

Source: USDOT