

**Testimony before the U.S. House of Representatives
Committee on Homeland Security's
Subcommittee on Emergency Preparedness, Response, and Communications
Metropolitan Transportation Authority Director of Security Raymond Diaz
Tuesday, June 21, 2016, 10 a.m.**

Good morning, Chairman Donovan and Ranking Member Payne, and other members of the subcommittee. Thank you for holding this field hearing today. I want to also thank the entire Committee for its continued support to surface transportation security and the opportunity to discuss security and preparedness at New York's Metropolitan Transportation Authority. Joining me today is Michael Coan, Chief of Department of the MTA Police.

I want to begin today by acknowledging the horrific attack in Orlando about a week ago. Speaking on behalf of the entire MTA, our thoughts and prayers go out to the entire Orlando community and everyone affected by the attacks.

There have been no specific threats to our system related to the attack, but we've nonetheless significantly stepped up our security efforts—increasing patrols and surveillance in order to provide heightened protection across all our agencies. The incident serves as a stark reminder that we must continue to be vigilant ... continue to be alert to the possibility of a terrorist attack on our system. It also reminds us that it's more important than ever for all of us to work together to keep each other safe.

This idea is a central component of our "See Something, Say Something" campaign, which we relaunched this year in February. Our new campaign incorporates real stories from real New Yorkers who have reported suspicious packages or activities, and we've added a tagline—"New Yorkers Keep New Yorkers Safe." That resonates with me, because it's so true—we all have a crucial role to play in keeping New York safe.

I'm here today representing MTA chairman Tom Prendergast, but before I get into some of the topics he suggested I discuss, I want to provide some context, with background information on my job and the MTA's operation.

As the MTA's director of security, I'm responsible for the security of the MTA, including coordinating MTA efforts with the Department of Homeland Security, the FBI, the National Guard, the NYPD, and the New York and Connecticut State Police. I oversee the MTA Police Department, which has jurisdiction in 14 counties in New York and Connecticut, and patrols a 5,000-square mile rail network. I'm responsible for the implementation and execution of a security strategy that offers maximum protection to the public, MTA employees, and MTA property.

It's a big responsibility. Every day, the MTA moves more than 8.7 million people on our subways, buses, and commuter rail lines. We're one of the few transit systems in the world that operates 24 hours a day, seven days a week, 365 days a year. Our seven bridges and two tunnels carry nearly 300 million vehicles a year. And if we were to build our network today—including about 9,000 railcars, 5,000 buses, and millions of other assets—it would cost nearly one trillion dollars.

Protecting millions of people a day and a trillion dollar asset is an enormous task, but I can tell you this: The MTA's top priority is crystal clear—ensuring the safety and security of our customers and employees. To protect our customers and assets, the MTA employs a multi-

layered security strategy. Some strategies, like policing, are highly visible. Others are less visible, like structural hardening, advances in technology, and improved communications.

The hallmark of our policing strategy is collaboration. Let me explain. The NYPD is responsible for patrolling the most heavily-used portion of our network: New York City subways and buses. We work closely with the NYPD to ensure that capital investments are consistent with the latest security and policing strategies.

The MTA PD polices our commuter rail system, including Metro-North Railroad and Long Island Rail Road—the two busiest commuter rail agencies in the country. We're also responsible for policing the Staten Island Railway—in Chairman Donovan's district. Over the past fifteen years, the MTA PD has grown from 494 uniformed officers to 722 today. In addition, the MTA chairman and Board have approved the hiring of 46 new officers for counter terrorism deployment, and 691 Bridge and Tunnel officers patrol our seven bridges and two tunnels.

Fifty explosive detection K-9 teams are now deployed throughout the system, and we've significantly increased our presence on trains and at stations. In support of the K-9 program, the MTA recently opened a state-of-the-art canine training facility. This facility will enhance the K-9 program and allow for training of canines from other law enforcement agencies.

In response to the growing threat of active shooter attacks, every single MTA PD officer receives Transit Security Grant Program-funded Active Shooter Training. Additionally, more than 60 officers have received our ongoing heavy weapons training.

As mentioned previously, we have a robust "See Something, Say Something" campaign, coupled with security awareness training for civilian front-line employees. These initiatives encourage vigilance, and teach people what to do if they see a suspicious package or activity. To date, the MTA has trained more than 35,000 front-line employees. Recent active shooter incidents clearly illustrate the importance of these awareness initiatives and training. TSGP grants also support our "See Something, Say Something" campaign and civilian employee training.

Behind the scenes, one critical layer to our security is the structural and technological hardening of our infrastructure. Since 9/11, the MTA has invested close to \$1.4 billion of local funds toward an aggressive campaign to harden our subway and commuter rail systems, as well as bridges, tunnels, and other infrastructure. Critical stations and vulnerable areas have been secured with electronic security systems consisting of CCTV, intrusion detection, and access control devices. We've also deployed chemical, biological, and radiological detection technology at these locations.

Since 2003, we've benefitted from more than \$470 million from DHS in support of our security program. TSA and FEMA have helped us immeasurably with grant allocations and reallocations. We're grateful for this support, and are pleased that the initial "period of performance" for transit security grants has been extended to 36 months, which affords us the time needed to complete TSGP-funded capital security projects.

Another layer of the MTA's security strategy is communication and intelligence sharing. At the federal level, we have an excellent working relationship with our DHS partners, represented by FEMA and TSA. We attend regular meetings and conference calls, and continually exchange information. When potential threats are identified, they are communicated immediately.

We share intelligence with many law enforcement agencies on a daily basis through our Inter-Agency Counterterrorism Task Force. We also conduct joint patrol initiatives, table top exercises, and drills with other regional transportation agencies including Amtrak, the Port Authority of New York and New Jersey, New Jersey Transit, the New York and Connecticut State Police, the New York State National Guard, and the NYPD.

MTA PD detectives represent the MTA on a number of high-profile anti-crime and anti-terrorism groups, including the FBI's Joint Terrorism Task Force, the FBI Cyber Crimes Unit, the High Intensity Drug Trafficking Area program, and the NYPD Counter Terrorism and Intelligence units. In addition, when activated, the MTA PD is represented at Emergency Operations Centers at the City and State level.

I'm proud to oversee this system and its proactive and accomplished security personnel, and look forward to continuing to work with my colleagues in law enforcement and you in the House to keep our customers safe and our system secure. Once again, thank you for inviting me to testify today. I'm happy to answer any questions you might have.