

**Testimony before the U.S. House of Representatives
Committee on Homeland Security's
Transportation Security and Counterterrorism and Intelligence Subcommittees
Metropolitan Transportation Authority Director of Security Raymond Diaz
Thursday, September 17, 2015, 2 p.m.**

Good afternoon Chairmen Katko and King, and other members of the subcommittees. Thank you for holding this hearing and for inviting me to discuss security at New York's Metropolitan Transportation Authority. Joining me today are Michael Coan, Chief of Department of the MTA Police.

Before joining the MTA in January 2014 as Director of Security, I served as Chief of the New York City Police Department's Transit Bureau, responsible for the safety and security of the MTA New York City Transit system. During my 41-year career with the NYPD, I also served as commanding officer of Patrol Boroughs Manhattan North and South, and the School Safety Division. Before joining the NYPD, I served in Vietnam with the U.S. Marine Corps.

In my present position, 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.

Before I discuss security in more depth, I'd like to set the stage with some basic facts about the MTA. Every day, we move 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. Our network of trains, buses, bridges, and tunnels is a one trillion dollar asset, meaning this: 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. I can tell you that the MTA's top priority is clear: Ensuring the safety and security of our customers and employees. To protect our customers and our 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 policing our 5,000 square-mile territory 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. Metro-North Railroad and Long Island Rail Road are the two busiest commuter rail agencies in the country. Since 9/11, we've concentrated on counter-terrorism strategies. The department has grown from 494 uniformed officers to 722 today. Fifty K9 teams are now deployed throughout the system, and we've significantly increased our presence on trains and at stations. In addition to the MTA PD, 721 Bridge and Tunnel officers patrol our seven bridges and two tunnels.

In response to the growing threat of active shooter attacks, over 95% of our MTA PD officers have received TSGP-funded Active Shooter Training. In addition, over 60 officers have received heavy weapons training.

We have a robust “See Something, Say Something” campaign, coupled with security awareness training for civilian front-line employees. The two serve to encourage vigilance as well as educate individuals as to what appropriate action should be taken when suspicious activity is observed. To date, the MTA has trained in excess of 35,000 front-line employees.

The recent incident of a potential active shooter in France thwarted by vigilant rail passengers clearly illustrates the importance of such awareness initiatives and training. TSGP grant awards have also supported 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 such locations.

We’ve benefitted from over \$400 million dollars in support of our security program from DHS since 2003. TSA and FEMA have helped us immeasurably with grant allocations and reallocations. Unfortunately the trend of a shrinking national program has limited our ability to move forward with our capital security mitigations. For example, in FY2009 the MTA received \$92 million of a \$349 million national program. Six years later, the national appropriation has dropped by 75%, leaving only \$87 million for transit agencies across the country.

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 capital security projects funded through the TSGP.

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 (ICTF). Additionally, we conduct joint patrol initiatives 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 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.

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.