

**Testimony before the U.S. House of Representatives Committee on Homeland Security's
Transportation Security and Counterterrorism and Intelligence Subcommittees**

Pennsylvania Area Transportation Agency (PATCO)

**Director of Homeland Security and Emergency Management, Thursday, November 28, 2017,
10 a.m.**

Good Morning Chairmen Katko and King, Ranking Members Watson Coleman and Rice, and members of the subcommittees. Thank you for inviting me to discuss security at PATCO and the Delaware River Port Authority. Joining me today is William C. Shanahan, Director of Government Relations and Grants Administration at the Delaware River Port Authority, and Chair of the Philadelphia Area Regional Transit Security Working Group (PARTSWG).

Before joining the DRPA/PATCO in August 2017 as the Director of Homeland Security and Emergency Management, I served as the Special Agent in Charge of the Richmond Division of the F.B.I., and was responsible for National Security, Crisis Response and Counterterrorism investigations/threats throughout the State of Virginia. I oversaw and directed the Virginia Joint Terrorism Task Force as well as all Counterintelligence matters. During my 22-year career in the F.B.I., I also served as the Chief of Organized Crime and Chief of Violent Crime for the Bureau. Before joining the F.B.I., I served as a Police Officer in Montgomery County, Pennsylvania, spent 4 ½ years as a Pennsylvania State Trooper and I am proud to have served in the U.S. Air Force.

In my present position, I am responsible for the physical security of the DRPA/PATCO assets. This includes 4 major river crossings (one bridge, the Benjamin Franklin Bridge is designated as a Top Transit Asset), that connect the Philadelphia and South Jersey regions, as well as the PATCO line. PATCO is the only transit rail system that connects New Jersey with downtown Philadelphia. I also coordinate DRPA/PATCO efforts with the Department of Homeland Security (DHS), Transportation Security Administration (TSA), the Federal Bureau of Investigation (FBI), the Pennsylvania and New Jersey National Guard, the New Jersey State Police (NJSP), the Pennsylvania State Police (PSP), the Philadelphia Police Department, and many other local jurisdictions. I oversee the Homeland Security and Emergency Management Department and work closely with the DRPA/PATCO Police Department. The DRPA/PATCO Police Department has jurisdiction in 2 States (New Jersey and Pennsylvania), 13 counties, and 12 municipalities. The 4 bridges and transit rail system covers approximately 100-square miles. I am responsible for the implementation and execution of an overarching security strategy that offers maximum protection to the public, DRPA/PATCO employees, as well as the 4 bridges and the PATCO transit assets.

Before I discuss security in more depth, I would like to set the stage with some basic facts about the DRPA river crossings and the PATCO rail transit line. Every year, we move more than 115 million vehicles and riders on our bridges and rail transit line. We are one of the few transit systems in the United States that operates 24 hours a day, seven days a week, 365 days a year. If just one of our bridges fail, it would have an immediate, massive, and detrimental impact on the regional

transportation infrastructure. In addition, the secondary and tertiary impact on commerce throughout the 6th largest Metropolitan Region in the country would be devastating. Just rebuilding our assets alone would cost billions of dollars.

Protecting hundreds of thousands of people a day and multi-billion dollar assets is a huge task. I can tell you that the DRPA/PATCO priority is clear: Ensuring the safety and security of our customers, assets and employees. . This entails ensuring the regional economic well-being, protecting iconic assets for future generations and ensuring resilience and sustainability for the region. To protect them, the DRPA/PATCO employs a multi-layered security strategy to prevent, detect, deter, and mitigate the ever-evolving threat against the transportation sector. Portions of our strategies involve high visibility methods, like increased uniformed officer and K9 patrols, and Public Security Awareness campaigns. Other methods are less visible, like structural hardening, advances in technology, intelligence analytics, and improved communications.

The hallmark of protecting our 100 square square-mile territory is collaboration. Let me explain. The DRPA/PATCO Police Department is responsible for patrolling the most heavily-used portion of our network, the Benjamin Franklin, Commodore Barry, Walt Whitman and Betsy Ross bridges, as well as, the PATCO rail transit system. We work closely with numerous other Police Departments and municipalities to ensure that capital investments are consistent with current security and homeland security strategies. Our agency has been involved with developing and employing both anti-terrorism and counter terrorism strategies and practices since 2001.

The DRPA and PATCO Police Departments were unified in recent years and both assets are overseen by the Chief of Police. The department has remained consistent over the years at approximately 150 sworn Officers that cover the 4 river crossings and the PATCO rail transit system. We currently have 2 (two) K9 teams that are available for use throughout the rail transit system, and we strategically deploy Officers on trains and at the 14 PATCO stations in New Jersey and Pennsylvania. Previously, when funds were available, we had strategically and successfully deployed VIPR or Visual Intermodal Prevention and Response teams on the PATCO line and stations as well as the high density multi-jurisdictional, multi-modal transit hubs. Currently, we routinely patrol the entire PATCO rail transit system.

Through our regional transit security working group (PARTSWG) we have developed a robust Public Security Awareness Program with our award winning “Look up....Speak up” campaign. This campaign engages the public through targeted advertising on both traditional and social media. Results are captured through scientific polling by Zogby Analytics. The campaign teaches the riding public to observe what doesn’t appear to be routine, *Look Up*, and either text, call, or email information, and *Speak Up*, to trained, transit intelligence professionals for analysis. This is coupled with security awareness training for civilian front-line employees. Since 2008, the Homeland Security and Emergency Management Department has conducted “awareness” training for 100% of new DRPA/PATCO employees. Using the general riding public and our front-line employees further augments our sworn police officers’ efforts by encouraging vigilance, as well as educating individuals to be aware of suspicious activity and to report that behavior.

Behind the scenes, one critical layer to our security is the structural and technological hardening of our infrastructure. Since 9/11, the DRPA/PATCO leadership has created a robust capital program which is dedicated to enhancing our security posture by hardening our subway and Transit rail system,

communications, and our bridges. Critical stations and vulnerable areas have been identified and secured with a digital camera system and access control devices.

Another layer of the PATCO security strategy is communication and intelligence sharing. At the federal level, we have an excellent working relationship with our DHS partners, FEMA and TSA. We attend regular meetings and conference calls, and continually exchange information with Regional Partners. When potential threats are identified, they are communicated immediately. National events are often held within our area of responsibility and this outstanding level of collaboration, allows the DRPA/PATCO, and its regional, state, and federal partners to work in concert to thwart potential attacks.

We share intelligence with many law enforcement agencies on a daily basis, through our PARTSWG group. We were selected to host the recent I-STEP exercise by TSA. DRPA/PATCO coordinates with the FBI's Joint Terrorism Task Force, the FBI Cyber Crimes Unit, the High Intensity Drug Trafficking Area program, and the NJSP Counter Terrorism and Intelligence units, Delaware Valley Intelligence Center (DVIC), New Jersey Real Time.

We've benefitted from over \$60 million dollars in direct and regional support of our security program from the Department of Homeland Security (DHS) since 2005. This funding was essential in creating a true regional effort to detect, deter, protect and mitigate the threat of terrorism against our regional transportation infrastructure. But this effort is far from complete. Physical hardening and regional asset integration must continue. Our systems are large and spread out and each facility must be prioritized and hardened. Operational and sustainability efforts must continue. Investments in cameras, sensors, etc. must be protected by continuing maintenance programs and digital records must be managed and stored. We need to continue reaching out to the public - they are surely the expedient force multiplier we must continue to engage. And last, but not least, specialized intelligence for transit partners is the center of gravity of this effort. Stopping those that would do our riders harm before an incident is the best-case scenario. Unfortunately, the trend of a shrinking national grant program has limited our ability to move forward with our capital security mitigations. Since 2005, the national program is less than half funded. That means that projects that met all the criteria for funding, funded, and executed several years ago, are no longer eligible because the money is no longer there. We need to change this narrative and evaluate security projects based on their merits again, and not solely on whether there is enough funding to move forward.

I am proud to be part of the proactive Homeland Security and Emergency Preparedness DRPA/PATCO team and help to protect the people who travel on our bridges and rail transit system, our employees and region in general. We have dedicated personnel who work extremely hard to ensure the safety of all of our stakeholders and the assets with which we are entrusted. We coordinate with our Law Enforcement colleagues and we look forward to continuing to work with you - our elected representatives 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.