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Testimony for the Homeland Security Emergency Preparedness, Response and Communications Subcommittee, “Securing Our Communities: Federal Support to High-Risk Urban Areas,” April 23, 2018

About the Port Authority

The Port Authority of New York & New Jersey conceives, builds, operates and maintains infrastructure critical to the New York/New Jersey region's transportation and trade network. These facilities include America's busiest airport system, including: John F. Kennedy International, LaGuardia, and Newark Liberty International airports, marine terminals and ports, the PATH rail transit system, six tunnels and bridges between New York and New Jersey, the Port Authority Bus Terminal in Manhattan, and the World Trade Center. For more than ninety years, the Port Authority has worked to improve the quality of life for the more than 18 million people who live and work in New York and New Jersey metropolitan region.

I. Port Authority New York and New Jersey Transportation Assets

The Port Authority builds, operates, and maintains critical transportation and trade assets that fall under our five (5) lines of business:

- Aviation
- Rail
- Tunnels, Bridges and Terminals
- Ports
- Commercial Real Estate

Our aviation assets include five (5) airports: John F. Kennedy International Airport, LaGuardia Airport, Newark Liberty International Airport, Teterboro Airport and Stewart International Airport. The Port Authority airports move an estimated 125 million passengers annually.

Our rail and surface transportation assets include the: Trans-Hudson Rail System (PATH), George Washington Bridge, Bayonne Bridge, Goethals Bridge, Outerbridge Crossing, the Port Authority Bus Terminal, George Washington Bridge Bus Station, Journal Square Transportation Center, Holland Tunnel and Lincoln Tunnel. Over 115 million vehicles travel over PA's bridges and Tunnels annually.

Port Authority also manages ports that transport vital cargo throughout the New York and New Jersey region. The Port of New York and New Jersey is the largest on the east coast and the third largest port in the United States and moves over 3.6 million cargo containers annually.

The Port Authority also owns and manages the 16-acre World Trade Center site, home to the iconic One World Trade Center.

II. Our Multi-Layered Approach to Securing Our Assets and Protecting the Public

To protect the Port Authority's customers, the general public, employees, and critical and iconic infrastructure, the Office of the Chief Security Officer (OCSO) utilizes a robust multi-layered security approach which allows for the development, implementation, and management of

programs that preserve life and property, increase safety and security, and support the Agency's business objectives by strengthening our resilience and continuity of operations. With these measures in place – there is no single point of failure. Our multi-layered approach is explained in detail below.

Intelligence-Led

The Port Authority Police Department (PAPD) implements intelligence-led policing to ensure our resources are effectively deployed to prevent potential threats to our customers, employees, and facilities. The PAPD has presence in 28 Federal, state, and local law enforcement task forces, to include: the Federal Bureau of Investigation Joint Terrorism Task Force (FBI JTTF) in New York and New Jersey which allows for shared intelligence across many agencies; the New York and New Jersey High-Intensity Drug Trafficking Areas (HIDTA) taskforce and the New Jersey State Police Regional Operations Intelligence Center (ROIC) that allows for the immediate exchange of important, timely and actionable intelligence for both sides of the Hudson.

Additionally, we have a dedicated Intelligence Unit that is responsible for preparing and distributing intelligence bulletins related to transportation and security, producing daily reports specific to domestic and global transportation issues, and participating in the New York Police Department's Lower Manhattan Security Initiative, which is a key provider of day-to-day actionable intelligence relative to routine conditions like large events and demonstrations to current and emerging threats.

These combined resources result in the agile, flexible, effective and efficient deployment of security and law enforcement resources that are responsive to current and developing threats and conditions.

Risk Assessments

The protection of critical infrastructure is driven by all-hazards risk assessments which are performed on a regular basis to better understand changes in threats and vulnerabilities related to our facilities. Our periodic multi-hazard assessments look across all Agency assets and prioritize our risk so we can guide our security investments accordingly. This risk-based approach allows for efficient and effective allocation of human assets and financial resources.

Police Interdiction Activities

The PAPD is comprised of over 1900 uniformed police officers operating across thirteen (13) Port Authority facilities. The department also includes a Criminal Investigations Bureau, Special Operations Division, which includes an Emergency Services Unit and a Canine Unit (K-9), and an Aircraft Rescue and Firefighting component at the Port Authority airports.

Through visible uniformed police presence and in partnership with other law enforcement agencies, the PAPD suppresses crime and utilizes counterterrorism measures to thwart potential adversaries seeking to cause harm or disruption by way of an attack. PAPD also deploys high visibility patrols (THREAT Teams) and specialized services to enhance basic patrol functions utilizing intelligence-led policing concepts.

Operational Security Measures and Security Agents

The Port Authority implements civilian security programs to supplement our police department activities and increase the levels of protection at our facilities. These programs safeguard Port Authority facilities from threats to physical infrastructure, unauthorized access to restricted areas, cybersecurity attacks, and breaches of protected security information.

Additionally, the Port Authority employs over 1400 unarmed Uniformed Contract Security Agents to guard our facilities and keep our employees and customers safe.

Technology

A critical element of a robust multi-layered approach is the development and maintenance of advanced technology systems to support both security and resiliency. Significant investments have been made in the areas of Closed Circuit Television (CCTV), access control systems, and our perimeter intrusion detection system (PIDS). We are engaged with several federal agencies to develop and pilot new and emerging technologies that show promise in addressing the security challenges of today.

In addition, we have created a new Cyber Security program to better monitor and respond to suspicious activities occurring on our network, therefore strengthening our capability to protect our critical information and industrial control systems. The Port Authority operates a 24/7 cyber security operations center that can receive and respond to threats to our network and equipment.

Engineered Hardening Solutions

Since September 11, 2001, we have made over one billion dollars in asset hardening investments. Although faced with the challenge of retrofitting security features into existing facilities, we have implemented a multitude of hardening solutions such as bollard placement, fencing installation, tunnel and guard post hardening, floating barriers, facade glazing, flood mitigation systems and no trespassing signage. Prospectively, these protective measures are built into new developments or the renovations of existing assets.

Office of Emergency Management

The Port Authority enhances resiliency, response, and recovery through our Office of Emergency Management (OEM). The OEM champions programs that provide the Port Authority with the resources, support, and capabilities to prepare for, respond to, recover from, and mitigate against all-hazards. The OEM is organized into three core mission areas:

Emergency Management. Supports the Incident Command response structure at Port Authority during events or incidents. Additionally, responsible for all-hazard planning and training for agency personnel and regional partners who will support our response activities to emergencies at our facilities located in New York and New Jersey. Through the use of tabletop and full-scale exercise, over 30,000 Port Authority staff and regional partners have been trained on such topics as Active Shooter response, PATH rail emergencies, terror attacks and other hazards.

Grant Management. Administers and manages all federal and state Homeland Security Grants that allows us to harden our assets, invest in technology, initiate new programs, and provide for enhanced police protective services.

Risk Management and Resiliency. Responsible for coordinating and implementing the agency-wide all-hazard risk assessment and oversees the Port Authority Business Continuity program.

These programs are regularly adapted to meet the needs of the Port Authority with an impact range that stretches from individual employee preparedness to agency-wide, corporate-level resiliency.

III. Terrorism Remains in the Forefront

With battlefield victories abroad, it is easy to think the war on terrorism is over and yet, we are reminded by acts of violence every day in this country and abroad that the fight goes on. In just a 2-month period in late 2017, New York City experienced two (2) terrorist events that are emblematic of the changing nature of the threat - - from large scale, organized attacks to lone wolf, self-initiated ones often using crude and/or hand-made weapons.

On October 31, 2017, a person drove a rented pickup truck into cyclists and runners for almost a mile of the Hudson River Park's bike path in Lower Manhattan, New York City. This vehicle-ramming attack killed eight people and injured eleven others. After crashing the truck into a school bus, the driver exited, apparently wielding two guns (later found to be a paintball gun and a pellet gun). A flag and a document indicating allegiance to the terrorist group Islamic State of Iraq and Syria (ISIS) were found in the truck. The Federal Bureau of Investigation (FBI) charged 29-year-old Sayfullo Saipov, who had immigrated to the United States from Uzbekistan in 2010, with providing material support for a terrorist organization.

Roughly six (6) weeks later, on December 11, 2017, a pipe bomb partially detonated in the subway station adjoining the Port Authority Bus Terminal in Midtown Manhattan, New York City, injuring four people including the suspect. This event occurred in a passageway roughly 100 feet from the Port Authority Bus Terminal, a building through which roughly 250,000 commuters traverse daily. It was the courageous acts of our Port Authority police officers who subdued the suspect, Akayed Ullah, preventing him from causing further harm to our city. We are all extremely proud of their courage and dedication.

These acts are an ever-present reminder that we must always continue to maintain a strong security posture.

IV. The Importance of Federal Grants and Programs

The Port Authority maintains security as a top priority as evidenced by the investments in resources it makes to that purpose. Currently, agency-wide, 24% of personnel and 22% of the operating budget are allocated to security. Additionally, since 2002, more than \$1.4 billion dollars has been spent on capital security projects and another \$700 million in capital security projects have been identified for the coming years.

The Federal grant funding programs are vital to the continuation of our security programs, which can never remain static or, even worse, fall behind against the backdrop of the ever-evolving threat landscape just described.

A critical resource in this fight against those who wish to do us harm is the federal grant program. This funding source is essential to help us in continuing the security mission.

Grant programs including but not limited to the Transit Security Grant Program (TSGP), Urban Area Security Initiative (UASI), and the Port Security Grant Program have long supported Port Authority security initiatives, including:

- Counter Terrorism Initiatives
- Police Training and Equipment
- WTC Transportation Hub Security Initiatives
- Cybersecurity Programs
- Protection of the PATH Under-River Tunnels
- Protection of Columns at the Port Authority Bus Terminal (PABT)
- Bollard Protection Initiatives
- Installations of CCTV and Access Control Systems at PATH, Ports, and the PABT
- Maritime Resilience Planning

Reducing the funding levels for these programs will have a direct and negative impact on the Port Authority's financial ability to maintain security at the necessary levels to meet the threat.

Additionally, an increase in the period of performance for grant awards from three (3) years to five (5) years would allow us to plan larger scale and more effective security projects.

Also, eliminating caps on the number of projects an agency can apply for would be extremely beneficial. Currently, the Port Security Grant Program only allows for applications of three to five projects.

I would also like to highlight the importance of federal funding for canine teams. By screening the traveling public for explosives and explosive residue, canine teams provide a necessary layer of protection and are a critical element to the Port Authority counterterrorism program. As funding for these teams was recently called into question, we ask that the federal government reconsider reducing funding.

V. The Importance of Information Sharing and Collaboration with our Federal Partners

The Port Authority understands the importance of maintaining strong relationships with our federal partners, to include:

- DHS Office of Science and Technology (DHS – S&T)
- DHS Office of Health Affairs (BioWatch Program)
- TSA Office of Requirements, and Capabilities Analysis (TSA-ORCA)
- DOD Defense Advanced Research Projects Agency (DARPA)

These relationships are critical to information-sharing regarding emerging security technologies and have led to the development and pilot of a variety of programs at Port Authority's vast array of multi-modal facilities.

These research arms of the federal government also need adequate funding to support the development and testing of future technologies which aim to increase the efficiency and effectiveness of detection devices, screening devices, police personal safety devices, and so on.

Additionally, the ability for federal entities to provide guidance on product capabilities will greatly aid agency decision-makers in their selection of effective and proven technologies and equipment that would best protect the public and the infrastructure they depend upon.

VI. Closing Remarks

In closing, I would like to thank the members of the Emergency Preparedness, Response and Communications subcommittee for inviting me to testify on behalf of the Port Authority of New York and New Jersey regarding this critical topic of protecting our passengers.

The Port Authority operates the busiest and most important transportation facilities in the region, as such, we take on the tremendous responsibility of maintaining safety and security. The Port Authority will continue to make enhancements to its policing and security programs and systems in an effort to stay current and adapt to the ever-changing threat landscape. I would like to thank our congressional delegation for their continuing support that allows us to better serve our employees and customers and better protect our regional critical transportation infrastructure.