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**Testimony for the Subcommittee on Surface Transportation and Merchant Marine Infrastructure, Safety and Security, “Assessing the Security of Our Critical Surface Transportation Infrastructure,” December 7, 2016**

### **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.

### **The Office of the Chief Security Officer**

Created in 2012, the Office of the Chief Security Officer (OCSO) is a department within the Port Authority and is responsible for providing the highest quality public safety, facility security operations, security program management, emergency management, and airport rescue and firefighting training and services. Together, over 2,000 employees ensure the security and safe movement of the Port Authority's customers, partners, employees, and stakeholders every day.

#### **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 six (6) airports: John F. Kennedy International Airport, LaGuardia Airport, Newark Liberty International Airport, Teterboro Airport and Stewart International Airport. In 2015, Port Authority airports moved an estimated 124 million passengers.

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. In 2015, the PATH system carried over 76.5 million passengers; an average of 265,000 passengers per day. Additionally, 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 in 2015 moved over 3.6 million cargo containers.

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

The transportation sector and critical infrastructure assets remain as the most attractive targets of terrorists' organizations and lone actors; particularly acute are the Port Authority of New York and New Jersey assets, as we operate the nation's largest airport system, the busiest Bus Terminal and most traveled bridge (GWB) in the nation, and the east coast's busiest ports. Outlined below are the tools and strategies we deploy to ensure our assets and the people who rely on them are safe and secure.

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

The tragic events of September 11, 2001, remain the single most important turning point in the role of security within the Port Authority. Since that time, the Port Authority has spent close to \$9.9 billion dollars on operational and capital security measures. These expenditures were guided by a robust risk-based, intelligence-driven, multi-layered security approach to protect the Port Authority's customers, the general public, employees, and critical infrastructure by developing, implementing, and managing 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 stakeholder representative assigned fulltime to the New York Police Department's Lower Manhattan Security Initiative. This unit 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***

As the owner and operator of multi-modal transportation assets, it is critical that the allocation of human and financial resources across our various facilities be determined using a risk-based approach. To that end, all-hazards risk assessments 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 to inform security and resource decisions across all of our transportation assets.

### ***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 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.

Security policies, procedures, and operating protocols are ingrained at each of our facilities. A foundational element of protecting our facilities is granting access to certain secure areas only to authorized persons, after extensive criminal history checks are conducted. At our airports, the federal Secure Identification Display Area (SIDA) program is utilized. For our maritime facilities, the federal TWIC program is in effect and we support efforts to make this program as robust and reliable as possible.

We carry this model beyond where federally regulated to our other surface transportation facilities including tunnels, bridges, terminals, and rail facilities by

requiring all third-party contractors and service vendors to undergo criminal history checks as well.

Additionally, the Port Authority employs over 1000 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 this area.

We employ an agency-wide video surveillance system of more than 6,000 Closed Circuit Television (CCTV) cameras with recording capabilities. Access control systems and alarming is in use at each of our facilities.

Perimeter intrusion detection systems are deployed at our airports and a laser intrusion detection system is in use at PATH to detect intrusions into our under-river tunnels from the track area.

Sensors and detection devices are in place in certain locations to help protect against chemical, biological and radiological threats.

With regard to radio communications, the Port Authority has invested over \$110 million to deploy an agency-wide Police intra-operable 800MHz radio system at all its facilities, enabling PAPD officers responding to an incident from a neighboring command (e.g. Holland Tunnel, Newark Airport, etc.) to talk seamlessly with other PAPD officers assigned to a different command. Further, we have deployed antenna networks carrying National Mutual Aid channels in both the UHF and 800MHz bands (“UTAC and 8TAC”) into the PATH underground to assure radio inter-operability with our mutual aid partners, such as NYPD, FDNY, and the City of Jersey City first responder agencies.

Lastly, 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 alerts from our cyber defense tools and respond to threats to our network and equipment.

### ***Engineered Hardening Solutions***

Since September 11, 2001, the Port Authority has made over \$1.3 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. At our aviation facilities, we have placed bollards at all terminal frontages, enhanced perimeter fencing, strengthened vehicular guard posts, and are protecting terminal glass.

At our bridge facilities, we have protected suspension and main cables, strengthened the supporting towers, and created standoff to the bridge bases and piers from water-borne threats.

At our PATH rail transit facilities, we have installed tunnel hardening and flood mitigation strategies, while also protecting key rail support facilities with bollards, cameras, and access control.

At our maritime facilities, we have installed access control and CCTV systems, systems to allow for Port-wide emergency notifications, and enhancements to aid in evacuation of the Port. We continue to partner with federal agencies in the piloting of state-of-the-art radiation detection technologies.

### ***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 27,000 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.

### ***Federal, State, and Regional Partnerships***

The Port Authority understands the importance of maintaining strong relationships with our federal, state and local partners. These cooperative partnerships are integral to our intelligence, counterterrorism, cyber security, technology, and training efforts. The

support received through these partnerships helps us better secure our assets and the information exchange is mutually beneficial to all partners.

### ***Measuring Effectiveness and Performance Assurance***

In order to maintain a prepared, unified, and accountable security operation, the Port Authority regularly measures, audits and inspects programs and systems. This practice instills a culture of evaluating the effectiveness and integrity of our systems and program performance. The OCSO also maintains its own Quality Assurance Inspections program that evaluates the physical protection strategies employed at the Port Authority. These internal auditing programs allow us to proactively identify and mitigate issues and concerns before our adversaries exploit them.

Furthermore, in an effort to ensure independent third party review of our security programs, the Port Authority actively participates in the U.S. Department of Homeland Security (DHS) Safety Act program. To date, Port Authority received six (6) awards for designation and one (1) for certification at various facilities.

For 2015, TSA has awarded the PATH Security program its Gold Standard for best practices in rail security.

### **III. How the Federal Government Can help?**

#### ***Grant Funding.***

The Port Authority keeps 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 is allocated to security. Since 2002, \$1.3 billion dollars has been spent in capital security projects and another \$900 million in capital security projects have been identified for the coming years.

The Port Authority does not receive any tax dollar support from New York or New Jersey and relies on agency generated revenues to support our operations and capital program. So much of those resources are claimed by maintaining our assets in a state of good repair. Therefore, making federal grant funding programs even more important to our efforts to secure aging critical infrastructure from evolving threats.

A large source of funds for our capital security projects comes from the Transit Security Grant Program (TSGP). In 2016, the maximum amount of federal funding through this program was set at \$87 million nationwide for all transit operators. This amount, when distributed, can only fund smaller capital security projects. An increase in TSGP funding would allow transit operators to pursue larger capital security projects that would better reduce the risk to those who use our facilities.

We are appreciative of the efforts underway to extend grant durations to allow for delivery of complex security enhancements.

#### **IV. Closing Remarks**

In closing, I would like to thank the members of the Surface Transportation and Merchant Marine Infrastructure, Safety and Security subcommittee for inviting me to testify on behalf of the Port Authority of New York and New Jersey.

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.