

**TESTIMONY OF
NEIL TRUGMAN
INTERIM CHIEF OF POLICE
AMTRAK
40 MASSACHUSETTS AVENUE, NE
WASHINGTON, DC 20002**

**BEFORE THE
SUBCOMMITTEE ON SURFACE TRANSPORTATION AND
MERCHANT MARINE INFRASTRUCTURE
HEARING ON
“ASSESSING THE SECURITY OF OUR CRITICAL
TRANSPORTATION INFRASTRUCTURE”**

DECEMBER 7, 2016

2:30 P.M.

253 RUSSELL SENATE OFFICE BUILDING

Good morning Madam Chair, Senator Booker and members of the Committee. Thank you very much for the invitation to speak today. Amtrak takes its responsibility to protect its passengers, employees and patrons seriously, and on behalf of Amtrak's new CEO, Mr. Charles "WICK" Moorman, and the men and women of the Amtrak Police Department (APD), I'm happy to discuss these issues with you.

Amtrak serves more than 500 communities in 46 states, carrying over 31 million travelers last year, a record, and we have carried more than thirty million riders for the last six years. APD was created to protect employees, passengers, stations, rolling stock and critical infrastructure. Uniformed officers are the most visible patrol presence, supported by a Special Operations Division that receives special training in prevention, detection and response tactics. APD was a leader in "vapor wake" K-9 program, which are capable of detecting explosive particles in the air after someone carrying them has passed. APD performs counter-terrorism and counter-surveillance operations, random passenger bag screening, and right-of-way patrols. Our K-9 program of both conventional and vapor wake detection dogs averages 1,000 train rides a month. We coordinate with numerous other local, state, and Federal agencies, and Amtrak officers are assigned to the FBI National Joint Terrorism Task Force at the National Counter-Terrorism Center, as well as Joint Terrorism Task forces, in key field offices across the country.

Passenger rail security differs fundamentally from aviation security. Many railroad stations are a part of the urban fabric of city centers. The largest stations are multi-modal, hosting busses, subways and commuter rail with offices, food courts and retail establishments. New York Penn Station hosts more rail travelers annually than the La Guardia, JFK, and Newark Airports together. Daily commuting cycles require a fundamentally different security solution

than airports, because urban terrain is different, and rail journeys are an organic part of our travelers' daily schedule.

Conversely, small rural stations are frequently unstaffed and provide access and connectivity between the nation's heartland and its cities through an intercity route system. Screening every passenger prior to boarding in the passenger rail environment, as the airports do, is not feasible without resources and technology railroads don't currently possess. We do however, employ a variety of tactics to surveil key infrastructure and stations, while retaining robust capability to surge resources and leverage partnerships in unpredictable ways to complicate the task for an attacker. We coordinate with other law enforcement agencies and the intelligence community to respond to threats and adapt tactics in anticipation of potential new threats. We have also trained Amtrak's employees and passengers to spot and report suspicious behaviors including by phone or text. The ability to leverage our skilled workforce and our passengers contributes significantly to our safety and security.

We have also worked diligently in recent years to install security improvements that align with the Implementing Regulations of the 9/11 Commission Act. Section 1513(b) authorizes Amtrak to allocate its DHS grant funding to 22 permissible counterterrorism purposes, and Amtrak has undertaken numerous initiatives, including adding K-9 teams, conducting DHS-approved (Intermodal Security Training and Exercise Program), ISTEP exercises, improving station security and surveillance and station hardening measures. While some formal regulations are under development, Amtrak has worked to comply with the spirit and affordable security requirements of the Act, including security planning, risk assessments and employee training.

Furthermore, we have received a “Gold” standard ranking from TSA after last year’s Baseline Assessment and Security Evaluation. This is TSA’s highest ranking.

Over the years, Federal investment to implement security improvements aimed at protecting Amtrak passengers, employees, and infrastructure has varied. Amtrak receives Intercity Passenger Rail (IPR) grant funds through annual DHS appropriations for security projects that are linked to transportation security fundamentals as described in grant funding guidance, and are consistent with section 1513 of the 9/11 Act. These areas generally fall into programs associated with security best practices: planning and assessments; infrastructure protection; security awareness, training and exercises; and operational packages and equipment. In 2008 and 2009, Amtrak received over \$25 million from the Intercity Passenger Rail grant program, but since 2012, appropriations have dropped to the \$10 million level.

At this level, the ability of Amtrak to reduce risk and protect passengers is reduced. With sufficient funding, Amtrak could implement a wide range of identified risk management solutions for infrastructure protection, such as expanded video surveillance, next generation access control systems, and more high security fencing. The APD would be able to expand its K9 program, deploy additional security services and increase the number of screening teams nationally. These improvements would greatly benefit the traveling public and ensure the nation’s investment in Amtrak receives the protection it deserves.

I look forward to answering any question you might have about Amtrak’s transportation security program.