

**Remarks of Lewis G. Schiliro  
Director, Interagency Preparedness  
NYS Metropolitan Transportation Authority  
House Homeland Security Committee  
Subcommittee on Transportation Security and Infrastructure Protection  
Washington, DC  
February 13, 2007**

Good afternoon Chairwoman Jackson-Lee, Ranking Member Lungren, Chairman Thompson, Congressman King, members of the Subcommittee. My name is Lewis Schiliro, and I'm the Director of Interagency Preparedness at the NYS State Metropolitan Transportation Authority (MTA.) I joined the MTA in 2005 after having served with the FBI as Assistant Special Agent in Charge of both domestic and international terrorism cases in the FBI's New York office from 1994-1995 and subsequently as director of that office from 1998-2000.

My role at the MTA is to ensure that the actions we are taking in light of 9/11, Madrid, London, Tokyo and Mumbai, to prepare our organization to respond to terrorist and other emergency incidents, are the most efficient and effective in terms of their impact on our mission to provide as secure an environment for our customers as possible. I will talk about that, our relationship with DHS and the federal government, and what our security needs are going forward.

As you may know, the MTA is the largest transit provider in the Western Hemisphere and is comprised of several operating entities:

- MTA New York City Transit (NYCT)
- MTA Long Island Rail Road (LIRR)
- MTA Long Island Bus (LIBus)
- MTA Metro-North Railroad (MNR)
- MTA Bridges and Tunnels (B&T)
- MTA Capital Construction (MTA CC)
- MTA Bus Company (MTABus)

We provide over 8 million subway, rail and bus rides each day in the NY metro area – roughly one third of all transit rides nationally. Approximately 900,000 vehicles cross our 7 bridges and 2 tunnels each day, carrying over 1.4 million passengers.

The Impact of 9/11 on the MTA

Certainly 9/11 was traumatic for the New York metropolitan region and our system. We were front and center at Ground Zero, with 3 subway stations directly serving the Trade Center site and hundreds of express and local buses serving its perimeter. It's likely that more than 80% of the Trade Center's 50,000 workers took one or more MTA services to get to work each day.

As tragic as the day was for New York, there was one positive for the MTA. Despite one completely destroyed station and 4 others that were completely put out of service for as much as a year, not a single MTA customer or employee was killed or seriously injured in or on our system. On 9/11 our subways whisked tens of thousands of riders from the center of the World Trade Center site to safe locations north and south. Our buses and subways evacuated millions more from Manhattan island. Our railroads took shocked commuters safely to their homes and returned with rescue workers who had no other way to get into the City to help.

Since then we have done much work, both internally and with our partners in NY City and NY State, the federal government and the broader transit industry, to assess the risks of future acts of terror on our system and to try to minimize them. We are doing so through a series of capital and operating investments in the system and additional employee training for our 65,000 employees. Let me first talk about the capital and operating investments.

### Capital and Operating Security Investments

In 2002, with the assistance of the Federal Transit Administration, we conducted the first of a number of system-wide risk assessments, identifying between \$2 and \$3 billion in needs. We immediately launched the first Phase of a two-Phase capital investment program to address those needs and harden our system. Phase I, comprised of \$720 million in investments is now nearing completion. While I cannot go into detail in public about many of the projects we have undertaken, one of the most visible initiatives we've undertaken are the over 1,000 surveillance cameras and 3,000 motion sensors we are adding to our subways and commuter rail facilities as part of a \$260 million Integrated Electronic Security System. We have just begun work the \$495 million Phase II, which takes, in turn, the next most critical projects.

Of this more than \$1.2 billion total, the only federal capital assistance we received was in the immediate aftermath of the 9/11 attack itself -- \$143 million from FEMA. That funding was not so much structured to address security risks, but to upgrade infrastructure we were replacing. That has left us with the task of identifying funds for the remainder, and while we have identified local funds for the balance of Phase I, Phase II remains largely unfunded. We need your help with those efforts, since current DHS assistance is simply not structured to help with such large -- but essential -- capital-intensive security investments.

What DHS assistance *has* been helpful with has been what we refer to as "soft-capital," which includes things like emergency equipment, radios and bollards, and "training" where monies are provide to help with emergency preparedness drills. We are very grateful for the \$88 million we've received to date since 2003, but even that represents a small portion of the \$300 million to \$400 million we've spent in local funds in those same areas since 2002.

For example, we've grown our police department by 39% to 755 individuals at an additional cost of more than \$70 million (plus an additional \$37 million in overtime) since 2002 and in the same time period have added 261 bridge and tunnel officers at a cost of \$101 million. The bridge and tunnel officers inspect vehicles entering our bridge and tunnel facilities. We've spent over \$10 million to create and equip a 50 dog bomb-sniffing team and have added two MTA PD emergency service units at an additional \$6 million. Additional equipment, training and communication efforts have also proven to be very costly, but necessary.

## Emergency Drills and Training

We also continue to undertake real-life emergency drills on all parts of the MTA system. Much of the reason for our success in evacuating Manhattan on 9/11 was that our organization is and has been committed to preparing for emergencies. Our agencies have always done more than simply write volumes of emergency and response plans that sit on shelves. We *drill* those plans several times a year.

Some of what we experienced that day had been anticipated in previous emergency drills – though admittedly not on as large or dramatic a scale. Nonetheless, the experience, lessons learned, and perhaps most importantly, the *relationships* forged in those exercises certainly saved lives that day.

Each of our operating agencies prepare for emergencies regularly in terms of both physical drills -- with hundreds of participants -- and table-top drills. NYCT, the largest member of the MTA family, operates 8,000 subway and 46,000 bus trips a day within New York City. Transit conducts four emergency drills annually in conjunction with the MTA PD, the LIRR, LIBus and MNR as well as the NYPD, the FDNY, the Emergency Medical Service (EMS) and the Office of Emergency Management (OEM).

In addition, all key NYCT operating employees are provided ongoing formal “eyes & ears” training; fire protection & evacuation training; and DuPont Safety training. Over 45,000 employees have taken these courses and we about to conduct a top to bottom update and review of those training courses in concert with our represented employees.

While FRA regulations already require one full-scale drill annually, the LIRR conducts a minimum of 4 major full-scale emergency drills annually, including one in NY’s Penn Station, the busiest railroad station in the country. Likewise, MNR conducts a number of drills during the year, including one in Grand Central Terminal. The carefully crafted emergency scenarios require emergency responders to demonstrate skills in communications, fire fighting, rescue, extrication, hazardous material and first aid and include county, village and town Police, Fire and EMS services throughout Nassau and Suffolk Westchester, Orange, Rockland, Dutchess and Putnam counties in NY and Fairfield and New Haven counties in CT.

Railroad emergency preparedness training is conducted at a number of locations, from Penn Station and Grand Central Terminal to major hubs such as Flatbush/Atlantic Ave Terminal, Jamaica Station, Grand Central Terminal, 125th Street, New Haven, as well as shop/yard facilities in New York and Connecticut.

MTA Bridges and Tunnels, which operates 7 bridges and 2 tunnels within NYC, the most notable of which includes the nation’s longest suspension bridge, the Verrazano Bridge, has since conducted over twenty multi-agency (MTA PD, NYPD, FDNY, MTA, OEM) exercises that have tested preparedness; response; inter-agency cooperation; perimeter security; IED mitigation; Hazardous Materials Spills; decontamination, and even power reduction scenarios.

Since 9/11 we've had other real-life opportunities to test what we do on a regional scale. When the electrical grids in the Northeast went out on August 14th, 2003, we – along with our partners in emergency preparedness throughout the region -- were able to safely evacuate of over 400,000 riders from both underground and elevated parts of our system. We're proud that there were no customer or employee injuries in those instances – a truly amazing feat.

### Engaging our Customers in Emergency Preparedness

As you've heard today, we're committed to aggressively training and drilling our employees for potential emergencies. But we've also focused on making sure that our customers are aware of how they should respond in certain situations.

Through the creation of the widely recognized **"If You See Something, Say Something"** customer information campaign, we've informed our customers in print and on radio about being vigilant and in the process have enlisted their help by giving them an outlet to report suspicious activities: 1-888-NYC-SAFE. Public response has been extremely positive and we have shared our materials with dozens of transit systems and municipalities around the country and the globe.

In direct response to the lessons learned from the Madrid bombings -- we both customized our ads to focus on packages left in transit vehicles and we've produced Customer Train Evacuation Brochures and internet-based evacuation videos that show how to properly evacuate subway and commuter railroad cars in an emergency. Printed copies of this information were distributed on our subway and rail cars. We've made both the printed material and videos available on our website, [www.mta.info](http://www.mta.info). In addition, we've made these videos widely available to local police departments, community groups and the public.

We also continue to supplement the more formalized training of our operating personnel with Employee Safety Guides for all our employees that tells them what to look for and how to react in emergencies.

### Federal Funding

While I've touched briefly throughout my remarks on federal funding we've received since 9/11, I'd like to talk about DHS assistance more broadly. I know you have heard the national numbers on the inequities of transit funding on many occasions, but they bear repetition. I will do so today in the context of the number of transit riders who use our system alone. The 8 million daily rides we provide on our system is substantial. However, in comparative terms, in three days we move as many people as Amtrak moves all year and in ten weeks as many as the domestic airline moves all year. And we're but one-third of the daily transit ridership nationally.

Nonetheless, the federal government has spent over \$24 billion on aviation security since 2001, but in the same period has allocated but \$549 million for transit security. We do not deny that aviation security is critical – and we are appreciative of what has been provided to transit -- but we need you to look at this dramatic inequity as you shape a DHS authorization.

We have worked hard with Congress to increase federal transit funding from the \$65 million provided in 2003 and \$50 million in 2004 to the \$175 million provided in 2006 for transit, passenger and freight rail security, but those amounts, taken together, barely make a dent in addressing the \$6 billion in needs identified nationally for transit systems alone.

We look forward to your efforts to help us address the global transit need through an authorization bill and we applaud past efforts to try and do so. For example, the Senate in 2004 and 2006 passed legislation that would provide \$3.5 billion over 3 years for transit security. Late last week Senate Banking once again advanced similar legislation and we anticipate it will move forward through the full body. Similar attempts have been made in the House. We hope those efforts will serve as the basis for a formal authorization.

As far as the structure of such an authorization effort is concerned, we have worked closely with our colleagues in our national trade association, the American Public Transportation Association (APTA), to set forth a set of principles that we believe would guide a successful effort. Funding is, of course, fundamental to addressing the security need of transit systems nationwide. Annual transit and rail security funding needs can most likely be addressed over the next ten years through a program that provides a minimum of \$500-\$600 million a year.

In addition, any funding must be structured to provide maximum flexibility for local entities to use them for both hard and soft costs such as the cost of additional transit agency and local law enforcement personnel; funding for over-time costs and extra security personnel during heightened alert levels, and; training for security and other transit personnel.

We also urge Congress to resist requiring local match. While in the MTA's case, we've spent many local dollars, philosophically, the required security investments are fundamentally a federal responsibility and should be based on risk, not on a locality's ability to match.

The federal government could also be most helpful in developing safety and security best practices, guidelines and product standards. At the MTA we are regularly approached by companies who assert that they have the best security products on the market, but we have no independent way of knowing if those claims are true and against which standards they should be judged. We end up being the test bed for some of these products – a costly and time consuming process for individual transit properties.

Madame Chair, in light of the nation's heightened security needs since 9/11, we believe that increased federal investment in public transportation security by Congress and DHS is critical. Terrorist attacks against U.S. citizens are clearly a federal responsibility and the federal government needs to step up to the plate with adequate support for transit security improvements. We at the local level are doing far more than our share in this effort and we need the federal government to be a full partner across the range of transportation modes. We urge Congress to act decisively to create a formal structure for transit, rail and bridge security funding. Thank you and I look forward to any questions you may have.

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