



Transportation
Security
Administration

Surface Transportation Landscape Mass Transit and Passenger Rail

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Surface Transportation Security Overview

- The Transportation Security Administration (TSA) is dedicated to securing the Nation's network of surface transportation systems from terrorist activities and attacks. In collaboration with industry and government stakeholders, the TSA Surface Division is focused on mitigating security challenges faced by open transportation systems.
- Surface transportation systems – freight and passenger railroads, highway and motor carriers, mass transit, pipeline, and maritime – are generally open systems in which very little is known about the travelers who use them or individuals who approach the infrastructure. TSA works to facilitate the adoption of risk-based security practices that are appropriate for the mode of transportation and operating location.
- Surface modes of transportation are not as regulated as the aviation mode; therefore, for surface transportation security, the Federal government serves primarily in a supporting role to state and local authorities and to system owners and operators. In conjunction with Federal, state, local, and private sector partners, TSA enhances surface transportation security through activities in the following areas:
 - (1) Deterrence,
 - (2) Detection, and
 - (3) Resilience.



Key Modal Emphasis



Mass Transit and Passenger Rail

High risk public transit and passenger rail systems, measured by ridership, underground/underwater tunnels, critical infrastructure, and high threat urban areas (HTUAs).



Freight Rail

Transportation of rail security-sensitive materials through densely populated metropolitan areas, and critical infrastructure protection.



Highway and Motor Carrier

Over-the-road buses; significant highway bridges and tunnels in HTUAs; school transportation operations; and trucking companies.



Pipeline

Highest risk natural gas and hazardous liquid pipeline systems, measured by energy throughput and additional consequence information.



Maritime

TSA supports the USCG, as the USCG is the lead federal agency for maritime security. TSA leverages core competencies for passenger screening, explosives detection, credentialing, and multi-modal security to support the USCG in coordinating and conducting interagency security efforts .



- Secure nationally significant transit and rail infrastructure through the implementation of counterterrorism and risk reduction measures;
- Share threat information in a timely, accurate, and actionable manner;
- Improve operator and responder preparedness to prevent, mitigate, and respond to terrorist attacks;
- Promote best practices for security planning, assessments, training, and exercises; and
- Expand participation in the research and development (R&D) process to identify technology solutions for security challenges.



Mass Transit Programs and Activities

- Information and Intelligence Sharing
 - Transit Policing and Security Peer Advisor Group Monthly Conference Calls
 - Event-driven Conference Calls (Belgium; France)
 - Transit Security Roundtable
 - Security Awareness Messages
 - TSA-Sponsored Clearance Program





- Drills and Exercises
 - Intermodal Security Training and Exercise Program (I-STEP)
 - Provides exercise, training, security planning tools, and services to the transportation community
 - Focuses on the security nexus of the intermodal transportation environment
 - Multiple I-STEP exercises conducted:
 - Amtrak – Hudson River Tunnels (May 2017)
 - Chicago Transit Authority (May 2017)
 - Sonoma Marin Area Rail Transit (May 2017)
 - Special Events
 - ✓ Inauguration
 - ✓ Papal Visit
 - ✓ Super Bowl





- Security Assessments: Baseline Assessment for Security Enhancement (BASE) Program
 - TSA's BASE program is designed to establish a security standard for individual system security programs and to track their progress.
 - This **voluntary** comprehensive review of a transit agency's security program focuses on 17 security fundamentals identified by the transit community as essential for a sound transit security program.
 - Gold Standard Award: Achieve a certain score on the assessment and the agency will obtain the Gold Standard Award – plaque and letter from the Administrator



Mass Transit Programs and Activities

- Transit Security Grant Program (TSGP)

- The TSGP provides resources to owners and operators of public transit systems to protect critical surface transportation infrastructure and the traveling public from acts of terrorism.
- Since FY 2006, the TSGP has provided over \$2.1B in security funding

Highlights of funding include:

- \$13.5M for training, including the development of the Transit Tunnel Training Facility
- \$2.3M for K-9 Teams
- \$5.9M for Anti-Terrorism Teams
- \$7.8M for Mobile Screening Teams
- \$4.4M for Directed/Surge Patrols on Overtime
- \$2.6M for Exercises
- \$2.4M for Public Awareness
- \$3M for Security Planning
- \$12.3M for TTAL asset remediation
- \$21.4M for other critical infrastructure protection (e.g., multi-user high-density station protection, tunnel hardening)



Security Training for Surface Transportation Employees Notice of Proposed Rulemaking (NPRM)

- Required by sections 1408, 1517, and 1534 of the *Implementing Recommendations of the 9/11 Act of 2007* (9/11 Act). This NPRM would require owner/operators of higher-risk public transportation agencies, railroads (freight and passenger), and over-the-road bus companies to provide security training to their employees performing “security-sensitive” functions.
- The NPRM published in the *Federal Register* on December 15, 2016. The public comment period closed on March 16, 2017.

Surface Transportation Vulnerability Assessments and Security Plans Advance Notice of Proposed Rulemaking (ANPRM).

- Required by sections 1405, 1512, and 1531 of the 9/11 Act. This ANPRM solicits information on the current baseline of vulnerability assessments, security planning, existing security measures to mitigate vulnerabilities, and possible impact on operations.
- The ANPRM published in the *Federal Register* on December 16, 2016, and the comment period closed on February 14, 2017. TSA reopened the comment period at industry’s request. The new comment period closes on May 15, 2017. Comments will be incorporated into an NPRM, expected to be published in 2018.



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QUESTIONS?