

Richard Daddario
Deputy Commissioner of Counterterrorism
New York City Police Department
Securing our Nation's Mass Transit Systems Against a Terrorist Attack
Wednesday, May 4th, 2011

Good morning Mr. Chairman, Congressman Thompson, and Members of the Committee. Thank you for this opportunity to represent the New York City Police Department at this hearing on the subject of mass transit security.

Each year, more than a billion and a half people use the New York City rail transit system – our subway. It is an old system along and around which the City grew. The life of the City depends on it.

The Metropolitan Transportation Authority takes care of the subway system's nuts and bolts, but the NYPD has the job of keeping the people who ride the trains safe. Terrorism has made that job harder. Under Police Commissioner Raymond Kelly's leadership over the past 10 years, the NYPD has found ways to reduce crime citywide to levels that few believed possible. Last year, no more than 6 felonies were committed daily in a system with 468 stations, several hundred miles of track, and 5 million riders per weekday. But the possibility of a terror attack in the subway has required the NYPD to commit enormous resources to safeguard the public.

More than 2500 police officers are assigned to the Transit Bureau, most of whom have received specialized training to recognize and respond to a terrorist plot. In addition, approximately another 1000 officers are dedicated to the Department's counterterrorism mission. The NYPD has also acquired advanced equipment to detect explosives and radiation sources and has begun connecting cameras in the subway system to the Department's Domain Awareness System, which integrates public- and private- sector security cameras, license plate readers, radiation detectors and other data.

The NYPD also conducts daily, highly-visible counterterrorism deployments in the subway system, including: random bag checks; and Transit Operational Response Canine Heavy Weapons deployments, more simply called TORCH, consisting of Emergency Services Unit officers with heavy weapons and tactical gear, canine officers, and detectives from the NYPD Intelligence Division.

All this is necessary. Post 9/11, hundreds of acts of terrorism have been directed at transit systems around the world, including in London, Moscow, Madrid, and most recently, Minsk. In New York City, plots have been directed at the PATH and subway systems. But the transit

system has been kept safe due to Commissioner Kelly's intelligent and strategic commitment of police resources to its protection.

The NYPD could not have accomplished so much without the support of Congress and the Department of Homeland Security, especially through the Transit Security Grant Program. Transit Security grants have supported the development of the Domain Awareness System, which will be integral to the protection of the transit hub at the new World Trade Center now rapidly taking shape. They have also supported essential training for officers working in the subway system, paid for equipment, and helped cover the cost of their deployment. Transit Security grants express a commitment on the part of the federal government to protect not only the trains and rails, and the stations that rise above them, but also the people who ride those trains.

DHS has always recognized that New York City is at the top of the target list for Al Qaeda and its affiliates, and it has supported the NYPD's strategy that combines technology and operational programs to protect the entire transit system. Funding to support operations makes this strategy possible. However, current legislation points to the Implementing Recommendations of the 9/11 Act, which set a cap on operational funds of 10 percent in 2011. However, I understand that the 9/11 Act contemplated an accompanying increase in funding of more than 70 percent between 2008 and 2011. That increase has not been realized. In fact, authorized funding has decreased by more than 30 percent since 2008.

Accepting the FY2011 appropriation of \$250 million for the TSGP, less than \$25 million would be available nationally this year for vital operational programs like those the NYPD employs if the 10 percent cap was imposed. In contrast, \$51 million was allocated last year to fund operational programs. Clearly, funding for capital improvements to enhance security makes good sense, but the right balance between capital and operations is important.

New York City's subway system is the fifth largest in the world by ridership and the largest in the western hemisphere. The NYPD is responsible for its safety and has worked long and hard to find a strategy that works. That strategy demands the extensive commitment of police officers on the platforms, in the stations and around the station entrances, and that requires sustained operational funding.

Thank you again for inviting me to today's hearing. I will do my best to answer any questions you may have.