

Response to Written Question Submitted by Hon. John Thune to Chief Neil Trugman

*Question.* Chief Trugman, will you discuss the security challenges of the open environments we see in train stations and what TSA is doing to help you ensure the safety of the traveling public?

Answer. Surface transportation as a whole remains an “open” environment because it provides a functional service for millions of rail passengers and mass transit commuters. Because of the volume and daily use of these systems, the maintenance of accessible and efficient surface transportation is an essential requirement for the travel needs of the public for the present and the future. Multi-modal, major Amtrak stations like New York, Washington D. C., Philadelphia and Chicago alone are utilized by hundreds of thousands of passengers, patrons and members of the public each day. Surface transportation and its “open” environment is, therefore, a key part of this nation’s infrastructure.

Protecting Amtrak’s passengers, employees, patrons and infrastructure is challenging. The Amtrak Police Department relies upon a three pronged security philosophy – Prevention, Partnership and Participation. Through these prongs, the Amtrak security platform is established and developed through corporate security plans, Amtrak Police deployments, collaborations with federal, state and local law enforcement stakeholders, training and public outreach programs. The Partnership prong, by necessity, is extremely important to Amtrak because of its federal mandate to operate an intercity rail system that covers 500 communities in 46 states.

With TSA, Amtrak has found one of its most reliable partners to help keep “America’s Railroad” safe. Amtrak continues to consider our relationship with TSA as good and supportive of the security strategy that Amtrak employs. The following are examples of the types of regular and ongoing support that TSA provides to Amtrak:

- Provision of TSA National Screening force personnel on a regular basis to major Amtrak stations to supplement Amtrak’s random and unpredictable baggage screening program
- Use of FAM personnel to support undercover and surge operations
- Seminal Partner in RAILS SAFE program
- APD participates in the TSA Mass Transit Peer Advisory Group (PAG) as part of one of the Sector-Specific Government Coordinating Councils created under the NIPP.
- Daily exchange of intelligence and information sharing with TSA-OI and the APD AIT.
- Identification of potential security risks and improvements through TSA BASE program
- Participation and support of TSA through HSEEP Exercise programs and training
- Strong programmatic relationship for coordination and support of IPR Grant/CA and NECDT programs
- Relationship with TSA as a Mass Transit Test Bed agency
- Cooperative approach on 49 CFR 1580 compliance regulations

Response to Written Questions Submitted by Hon. Deb Fischer to Chief Neil Trugman

*Question 1.* What are your thoughts on the United States Coast Guard's (USCG) August 2016 final rule that will require high-risk category facilities and a vessel to incorporate an electronic TWIC validation process, which includes a biometric check for high-risk category facilities and a vessel, prior to entry into a secured area?

Answer. Amtrak must qualify this response with the fact that it is not typically under USCG regulation and for the most part is not covered by TWIC regulations. As a result, Amtrak's experience is very limited. Since the USCG final rule on mandatory use of electronic TWIC validation process is defined to specific areas – facilities or vessels with certain dangerous cargo (CDC) or with 1,000 or more passengers – it would not seem to apply to Amtrak on most occasions even if such regulations were applicable.

Amtrak would agree generally, however, that use of a biometric check would increase the security levels of a facility or vessel.

*Question 2.* The August 2016 TWIC reader rule also states that, while not required, a maritime operator can utilize electronic TWIC inspection on a voluntary basis if they feel that this provides an additional level of security protection - and many have chosen to incorporate TWIC electronic readers into their USCG facility security plans. Are you seeing the biometric check being utilized beyond the category facilities that will be subject to USCG Final Rule?

Answer. Again, this does not apply to Amtrak at the current time. Amtrak has not had any experiences in this area to share with the Committee.