

How Attention to 'Broken Windows' & 'All Hazards' Sets the Foundation for Rail Security

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AGENDA

- Historical Challenges
- Moving Towards Change
- Transformation
- The question
- Positive Results



Historical Challenges

Reform Era Policing

- Limited vision toward crime fighting
- Response driven
- Lack of accountability
- Absence of understanding for civil rights (1960s)
- Community Adverse
- Societal problems were theirs not ours

Single vs. All Hazard

- 1803 – 1st Disaster legislation
- Standard practice to enact legislation for specific disasters (100 until 1930s)
- Nuclear attack was prevalent during the Cold War (1945-1991)
- A mix of federal EM agencies were created & abolished
- Roots of EM developed from a paramilitary perspective



Moving Towards Change

Transit Policing/Security Era

- 1970: Community Oriented Policing/CPTED
- 1982: **Broken Windows**
- 1984: FTA Transit Security
- 1990: Problem Oriented Policing
- 1996: **Fixing Broken Windows**
- 2001/03: FTA: Connecting Communities & FTA Transit Watch
- 2003: FTA/APTA/TCRP - SEPP
- 2005: Intel Led Policing
- 2007: APTA Security Standards

All Hazards Approach

- 1974: Disaster Relief Act
- 1979: FEMA Established
- 1988: Stafford Relief Act
- 1996: FEMA-**All Hazards** Planning Guide
- 2003: HSPD #5 (NIMS) & HSPD #8 (National Preparedness)
- 2004: National Response Plan
- 2006: FTA Security & Emergency Mgmt. Protective Measures
- 2008 – National Response Framework



Transformation

Security Strategies

- Police, Neighborhood and Community groups formed
- Prevention vs. Reaction
- Restore and Maintain order to QOL Offenses
- Reduce Citizen fear
- Joint problem solving strategies developed
- Response tactics balanced with civil liberties
- Decentralized authority for response flexibility

All Hazards

- Community focused
- Prioritizes local/regional risk
- Created an “integrated” planning strategy
- Takes advantage of common capabilities
- Preparedness driven
- Mitigation becomes the cornerstone of emergency management



With the current focus on terrorism, is transit security a continuum that begins with attention to daily needs? **YES**

- Part 2 transit ROW crimes occur on or near critical infrastructure
- Vandalism, graffiti, trespassing, wire thefts
- Reflects vulnerability as to **access** and “**time on target**”
- Time to observe, monitor, plan, diagram, note take, dry run and test current security protocols or response
- L.E. and agency exchange of information (PAG)
- Employee reporting & customer awareness programs
- Employee training initiatives
- Security standards not “terrorism” Standards
- Enhancing physical security; lighting, signage, fencing, CCTV, communication and electronic security systems



Positive Results

- An **enlightened** and engaged Community
(an educated consumer is our best customer/Sy Sims).
- An **expanded** level of fed/state/local communications
- An **enriched** atmosphere for sharing of information
(Intel, policies, procedures, best practices and lessons learned)
- An **enhanced** preparedness posture with an “all hazards”
approach that provides for an **efficient** use of resources
- An **Improved** response and recovery capability
- A **Better** trained, equipped and informed workforce
- **A safer and more secure transit environment for all**

