



APTA-SS-SRM-RP-005-12, Rev. 1

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APTA Transit Infrastructure Security
Working Group

Security Awareness Training for Transit Employees

Abstract: This recommended practice provides guidelines for security awareness training for all transit employees, including contract employees, to strengthen transit system security.

Keywords: awareness, security, training, transit

Summary: This recommended practice establishes guidelines for security training for transit employees. It is intended to supplement, but not replace, regulatory or national homeland security–related requirements, which include TSA’s Security Training for Surface Transportation Employees Final Rule, published March 23, 2020. This recommended practice offers a set of security awareness training objectives that enable all transit employees to understand their security awareness responsibilities and contribute to improved security within the transit system.

Scope and purpose: This recommended practice addresses baseline training for all sizes and modes of transit agencies, as well as requirements for agencies and personnel covered under the TSA Security Training Rule. IT security is not covered in this document. The purpose of this recommended practice is to improve transit security awareness within all transit systems by establishing baseline security awareness training objectives for all transit employees. Security awareness training should be provided to all transit employees. In addition to baseline training, more specialized training should be provided for specific job categories with additional security responsibilities, such as security coordinators, frontline employees and law enforcement positions.

This document represents a common viewpoint of those parties concerned with its provisions, namely transit operating/planning agencies, manufacturers, consultants, engineers, and general interest groups. The application of any recommended practices or guidelines contained herein is voluntary. APTA standards are mandatory to the extent incorporated by an applicable statute or regulation. In some cases, federal and/or state regulations govern portions of a transit system’s operations. In cases where this is a conflict or contradiction between an applicable law or regulation and this document, consult with a legal advisor to determine which document takes precedence.

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Introduction

This introduction is not part of APTA-SS-SRM-RP-005-12, Rev. 1, “Security Awareness Training for Transit Employees.”

A key objective of any public transportation system is to provide safe, secure and reliable public transportation services. Transit agency personnel, consultants and contractors are expected to implement appropriate security considerations throughout the planning, design, construction, fabrication, installation, testing, preoperational and operational system phases of transit during the life cycle of the system.

This recommended practice is intended to complement other documents or reports that address security for public transportation. It builds on and incorporates information described in the series of the APTA Security Standards Program documents. They should be reviewed and applied where applicable. Find APTA’s Security Standards Program documents at www.apta.com.

Security Awareness Training for Transit Employees

1. Overview

This recommended practice provides the minimum guidelines for security awareness training for all transit employees, including contract employees, to strengthen transit system security. An important aspect of every employee's job is his or her individual responsibility for safety and security. An employee's presence alone can deter unlawful acts and reassure passengers. Because of their varied responsibilities and work locations, transit employees are often the first to notice or learn about suspicious activity or objects and are best positioned to recognize, report and facilitate the response to threats or security concerns.

Comprehensive security requires transit employees to proactively monitor their work environment. All employees should be trained in security awareness, behavioral awareness, surveillance and response procedures. Transit employees should not act as law enforcement personnel, but they can assist law enforcement's response to incidents by providing accurate information. Employees' response to, and reporting of, any incidents or suspicious behavior or activity produces a reliable source of information.

Establishing minimum security awareness training for all employees enables a transit agency to prepare for and respond consistently to security issues. Training only select transit employees in security awareness can result in gaps and vulnerabilities, leaving agencies susceptible to criminal and terrorist activities. Furthermore, higher-risk public transportation agencies (including rail mass transit and bus systems), passenger railroad carriers, over-the-road bus companies, and freight railroad carriers must provide TSA-approved security training to employees who perform security-sensitive functions, as detailed in the Security Training for Surface Transportation Employees Final Rule.

Grant funding may be available to support to security training activities.

2. Training audience

Transit agencies should provide security awareness training to all employees—including most, if not all, contract employees—to strengthen transit system security. Some transit agency roles may require additional or in-depth training on various security-related topics. Additionally, transit agencies covered by the Security Training for Surface Transportation Employees Final Rule should see Section 5 for additional requirements.

3. Learning objectives for transit security awareness training

Transit agencies should consider including the following topics and learning objectives in their security training curriculum for all employees.

3.1 Identification and definitions of security concerns

Learning objectives related to identification and definitions of security concerns may include the following:

- Crimes impacting transit:
 - minor assaults
 - serious/major assaults
 - assaults with conventional weapons
 - trespassing
 - workplace violence
 - theft
 - vandalism
- “Quality of life” issues:
 - smoking on transit
 - loud, raucous, unruly behavior
 - urination/defecation in public
 - alcohol or drug violations
 - throwing objects
 - offensive odors
 - loud music
 - nondestination riders
 - other code of conduct violations
 - fare evasion
- Insider threats:
 - malicious unauthorized disclosure of proprietary/protected critical information
 - intentional bypass/deactivation of security systems or procedures with malice
 - malicious alteration/manipulation of safety-critical systems
- Terrorism and terrorist activity:
 - chemical, biological, radiological and nuclear (CBRN) weapons
 - improvised explosive devices (IEDs)
 - vehicle-borne improvised explosive devices (VBIED)
 - vehicle ramming
 - sabotage and cyber-sabotage
 - hijacking/hostage situations
 - bomb threats
 - active threats/assailants

3.2 Security roles and responsibilities

Learning objectives related to security awareness roles and responsibilities may include the following:

- Explain the need for security awareness for all transit employees and why it is important.
- List the transit priorities that effective security awareness will protect.
- Determine the importance of creating a comprehensive system of security for a transit system.
- Explain the importance of observing, identifying and reporting suspicious people or behavior that may be a precursor to terrorist or criminal activity.
- Recognize the difference between normal, suspicious and dangerous activity.
- Define roles in recognizing and reacting to suspicious activity.

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- Follow agency policies, procedures and security plans (for example, wear and look for proper employee ID and uniforms on people working on or near transit property; protect Sensitive Security Information documents in accordance with agency applicable protocols).
- Examine how a transit employee's presence and security awareness deters criminal and terrorist activities.

3.3 Recognizing, reacting, reporting and responding to transit crime and terrorism activities

Learning objectives related to recognizing, reacting, reporting and responding to criminal and terrorist activities may include the following:

- Recognize indicators of criminal and/or terrorist activity (see APTA's recommended practice "Identifying Suspicious Behavior in Mass Transit").
- Recognize and respond to unusual or unattended objects (e.g., packages, baggage, vehicles). (see APTA's recommended practice "Recognizing and Responding to Suspicious Unattended Packages, Devices and Baggage").
- Report transit crime and terrorism activities in accordance with internal/external reporting procedures.
- Describe immediate actions when confronted with dangerous activities.
- Employ responses to security issues, keeping the transit priorities in mind.
- Learn relevant evacuation procedures for passengers and employees, including individuals with disabilities and the elderly.
- Learn procedures for communicating and interacting with transit co-workers, passengers, and governmental and nongovernmental emergency response providers.

4. Delivering transit security awareness training

When selecting a training delivery method, consideration should be given to cost, the intended audience and the frequency of retraining. Transit agencies may choose to conduct training in house or by contract.

Incorporating agency success stories or other positive examples into security awareness concretely demonstrates the value of the training. It shows employees that their agency's security methods work and that employees' roles as observers and reporters are integral components in maintaining a secure transit system. Likewise, sharing lessons learned helps employees avoid repeated missteps and reinforces the importance of security responsibilities.

4.1 Training methods

A variety of training methods may be used to deliver elements of the security training curriculum.

4.1.1 Classroom instruction

Classroom-style training typically involves a combination of lecture, participant discussion, and facilitation of practical exercises and activities to reinforce concepts and skills. This training medium provides personalized training that can be easily modified to be relevant to different audiences. It affords participants instant feedback to their questions, as well as the opportunity to learn from their peers.

4.1.2 Computer-based training

Computer-based training (CBT) is training that individual employees can complete at their own pace when computer access is available, usually through a learning management system. CBT usually provides activities or integrated learning evaluations that reinforce content.

4.1.3 Online courses

Online courses are similar to computer-based training courses but require internet access. These programs may be easily accessed at any time and location where employees have internet access, even from home.

4.1.4 Workshops

Workshops involve classroom-type training, followed by scenario-based activities or hands-on skill enhancement exercises. Workshops tend to focus on a specific topic and may last from several hours to several days.

4.1.5 Toolbox training

“Toolbox” safety training, also known as “tailgate” safety training, is a system of short, frequent training sessions (e.g., 10- to 15-minute weekly or biweekly sessions). This effective concept is being used across North America in almost all industries. The idea is to highlight safety as an essential part of the workplace routine. This method can also be effective for security awareness training.

4.1.6 Videos

Video is a medium that provides visual and audio learning for participants. Videos are easy to present and are often a captivating training alternative to text-based courses. Videos can be a primary training medium or can be used as a supplement or enhancement to another medium.

4.1.7 Printed reminders/handouts

Printed material (e.g., posters, fliers or newsletters) may serve as primary training materials, or they can be used as supplemental materials in a different format (e.g., classroom instruction, workshops, CBT or online courses). Printed materials are easy to make and distribute to employees, but they must have a clear, well-communicated message.

4.2 Training frequency

It is recommended that all transit employees receive security awareness training upon hire to contribute to a more secure transit system. Further, it is recommended that all transit employees receive security awareness refreshers annually. Refresher training should be updated to reflect changes to criminal and terrorist activities and reinforce employees’ initial security awareness training. The objectives of refresher training should be to reemphasize and review security awareness topics using a variety of training media. Refreshing transit employees in security awareness matters will keep employees confident in their ability to recognize and respond to security issues and emphasize that security awareness is an agency priority.

5. Transit security training topics

Table 1 contains transit security training topics that may be used to help determine which training is necessary for different roles across a transit agency. This table does not include cybersecurity objectives or roles. Agencies may add personnel roles and topics and combine multiple security training topics in a single offering. Agencies are not limited to the topics listed but may tailor, add and/or remove topics according to their needs.

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TABLE 1
Transit Security Training Topics

Security Training Topic	Personnel Role				
	All Employees	Managers	Frontline Employees	Security Coordinator	Other
General security awareness					
Industry threat trends					
Active shooter					
Workplace violence					
IED recognition					
Suspicious package identification					
Mass casualty					
Suspicious activity reporting					
TSA First Observer Plus™					
Insider threat					
Physical security procedures					
Visitor policies					
Reporting/documenting security violations					
First aid					
Human trafficking					
Sensitive Security Information (SSI)					
Other					

Training plans should also clearly articulate the training schedule, training frequency and training records retention policy.

6. Security Training for Surface Transportation Employees Final Rule

On March 23, 2020, TSA published the Security Training for Surface Transportation Employees Final Rule in the Federal Register. The rule requires owners/operators of public transportation agencies (including rail mass transit and bus systems), passenger railroad carriers, over-the-road bus companies and freight railroad carriers to provide TSA-approved security training to employees who perform security-sensitive functions. Each transit agency (i.e., owner/operator) covered by this rule must designate a security coordinator and at least one alternate security coordinator, report significant security concerns to TSA’s Transportation Security Operations Center, develop a comprehensive security training program, and provide security training to employees in security-sensitive positions. The rule’s effective date and regulatory timelines were extended multiple times due to challenges associated with the COVID-19 pandemic.

This rule provides minimum requirements for covered owner/operator’s security training programs. DHS’s Security Awareness Training provides baseline training for operators to use, but covered owner/operators need to provide agency-specific training that complements this baseline training.

6.1 Covered operators

Higher-risk public transit operators, including bus and rail, are covered by this rule, as well as passenger rail operators and owner/operators that serve as a host rail to freight operations. Consult the complete rule for the current list of covered operators and how to notify TSA of the rule's applicability to an operation.

6.2 Covered employees

TSA requires all covered operators' employees in security-sensitive positions to complete security training. This includes employees performing the following functions:

- operating a vehicle
- inspecting and maintaining vehicles
- inspecting or maintaining building or transportation infrastructure
- controlling dispatch or movement of a vehicle
- providing security of equipment and property
- loading or unloading cargo or baggage
- interfacing with the traveling public
- complying with security programs or measures

6.3 Training frequency requirements for covered owners/operators

Covered owners/operators must ensure that employees in security-sensitive positions complete the training program within one year of TSA approval. Employees in security-sensitive positions must receive refresher training at least once every three years.

6.4 Required training program information for covered owners/operators

Training programs submitted to TSA must contain the following administrative information:

- name of owner/operator
- name and contact information of security training program point of contact
- number, by specific job function category, of security-sensitive employees trained or to be trained
- implementation schedule
- location where training program records will be maintained
- curriculum or lesson plan learning objectives and method of delivery
- plan for ensuring supervision of untrained security-sensitive employees
- plan of notifying employees of changes to security measures
- method(s) for evaluating the effectiveness of the security training program

6.5 Required training objectives for covered owners/operators

Owner/operators covered by this rule must develop a comprehensive security training plan. TSA considers a comprehensive plan to cover the following four phases of security response:

- **Prepare:**
 - Define employee- or role-specific security responsibilities.
 - Communicate duties in the security plan as applicable.
- **Observe:**
 - Provide awareness training.
 - Recognize suspicious items, people or situations.
- **Assess:**
 - Determine if and how to respond to potential security situations.

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- **Respond:**
 - Determine how to respond to and report security situations.

Operators may use applicable preexisting training to meet the requirements of the rule. To use preexisting training, the training plan must include an index organized in the same sequence as the rule that clearly shows the alignment of the preexisting training to the elements of the rule. TSA has created and recommends using its “Learning Objectives Checklist” to help covered operators ensure that employer-specific training for security-sensitive employees meets regulatory requirements.

TSA has produced training videos to help operators satisfy the Observe, Assess and Respond elements of the training requirements. These videos may be requested by emailing SecurityTrainingPolicy@tsa.dhs.gov with the subject line “Security Training Videos for [Agency or Company].” Include a mailing address and the desired videos in the body of the email.

6.6 Security coordinator requirements for covered owners/operators

In addition to fulfilling previously mentioned training requirements, covered owner/operators must appoint a security coordinator and at least one alternate security coordinator and provide the individuals’ information to TSA. Regulated parties already covered under 49 CFR §§ 1580.101 and 1580.201 must confirm that their rail security coordinators’ current information has been provided to TSA.

Security coordinator responsibilities include:

- Serve as the primary contact for intelligence information and security-related activities and communications with TSA.
- Remain accessible to TSA on a 24-hours-a-day, seven-days-a-week basis.
- Coordinate security practices and procedures internally and with appropriate law enforcement and emergency response agencies.

Related APTA standards

This list is not exhaustive. Consult the full list of APTA Security and Emergency Management Standards for additional resources, including recommendations for specific security considerations.

APTA SS-SIS-RP-007-10, “Crime Prevention Through Environmental Design (CPTED) for Transit Facilities”

APTA-SS-SRM-RP-001-09, “Development and Implementation of a Security and Emergency Preparedness Plan (SEPP)”

APTA-SS-SRM-RP-009-09, “Identifying Suspicious Behavior in Mass Transit”

APTA-SS-SRM-RP-006-11, “Random Counterterrorism Measures on Transit Systems”

APTA-SS-SRM-RP-007-12, “Recognizing and Responding to Unattended Packages, Objects and Baggage”

APTA-SS-SEM-RP-011-09, “Regional Emergency Planning and Participation in Mutual Aid”

APTA SS-SIS-S-010-13, “Security Considerations for Public Transit”

APTA SS-SIS-RP-11-13, “Security Planning for Public Transit”

APTA SS-SIS-RP-012-13, “Security Operations for Public Transit”

APTA SS-SIS-S-017-21, “Security Risk Assessment Methodology for Public Transit”

APTA-SS-SEM-WP-014-20, “Transit Agency Emergency Management Program”

APTA-SS-SEM-S-004-09, “Transit Incident Drills and Exercises”

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Transit Cooperative Research Program, TCRP Synthesis 27: “Emergency Preparedness for Transit Terrorism,” 1997. <http://onlinepubs.trb.org/onlinepubs/tcrp/tsyn27.pdf>

Transportation Security Administration, “Security Training for Surface Transportation Employees,” Final Rule. <https://www.federalregister.gov/documents/2020/03/23/2020-05126/security-training-for-surface-transportation-employees>

Transportation Security Administration and Federal Transit Administration, “Security and Emergency Management Action Items for Transit Agencies.” <https://www.hsdl.org/?view&did=773635>

Federal Transit Administration, “Transit Agency Security and Emergency Management Protective Measures,” November 2006. <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/ProtectiveMeasures.pdf>

Federal Transit Administration, “Immediate Actions (IAs) for Transit Agencies for Potential and Actual Life- Threatening Incidents,” 2004. <https://www.hsdl.org/?abstract&did=780948>

Federal Emergency Management Agency, National Training and Education Division course catalog (broad range of courses offered through federally sponsored programs and the National Preparedness Consortium with numerous training options to enhance capabilities to prevent and respond to security threats). <https://www.firstrespondertraining.gov/frts/>

National Emergency Response and Rescue Training Center. <https://teex.org/program/nerrtc-online-training/>

Definitions

chemical, biological, radiological and nuclear devices: Devices using chemical, biological, radiological or nuclear materials to inflict mass casualties.

criminal activity: Any activity that violates federal, state or local statutes or ordinances.

improvised explosive device: A bomb constructed and deployed in a way other than conventional military action.

security: Freedom from danger, fear or anxiety resulting from intentional harm.

security awareness: An initiative that sets the stage for training by changing organizational attitudes to realize the importance of security and the adverse consequences of security failure. Further, awareness reminds users of the importance of security awareness and the procedures to be followed.

suspicious behavior: Behavior that raises feelings of wariness or distrust because it is out of the ordinary for the time, place or circumstances.

suspicious package or object: A suspicious package or object can be any size (e.g., envelope, suitcase) but may be large enough to conceal a device capable of injuring people. It can be carried by a person or be unattended.

suspicious vehicle: A vehicle (whether occupied or unoccupied) that is in motion, placed or parked in an area that causes an observer to feel that it does not belong there.

terrorism: The use of violence and threats to intimidate or coerce, especially for political purposes.

workplace violence: Violence that originates from and threatens employees or employers, or bystanders within a workplace.

Abbreviations and acronyms

BASE	Baseline Assessment for Security Enhancement
CBRN	chemical, biological, radiological and nuclear (weapons)
CBT	computer-based training
CDP	Center for Domestic Preparedness or Civil Defense Program
CDSC	Civil Defense Staff College
DHS	Department of Homeland Security
EMI	Emergency Management Institute
EXIS	Exercise Information System
FEMA	Federal Emergency Management Administration
FTA	Federal Transit Administration
I-STEP	Intermodal Security Training and Exercise Program
IED	improvised explosive device
IS	independent study
NATSA	North American Transportation Services Association
NTI	National Transit Institute
RITA	Research and Innovative Technology Administration
RMAST	Risk Mitigation Activities for Surface Transportation
SEPP	Security and Emergency Preparedness Plan
SETA	Security Enhancement Through Assessment

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SSI Sensitive Security Information
TSGP Transit Security Grant Program
TSA Transportation Security Administration
TSI Transportation Safety Institute
VBIED vehicle borne improvised explosive device

Summary of document changes

- Bullet points xx

Document history

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First published	—	—	—	—	March 2012
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Appendix A: Security training resources

Training organizations

There are a number of entities and organizations that supply transit security awareness training covering many of the objectives outlined in this recommended practice. A partial listing of national programs is below. Many regional or state organizations also offer security training resources.

Transportation Security Administration (TSA)

The TSA was established Nov. 19, 2001, as part of the Aviation and Transportation Security Act following the Sept. 11 terrorist attack. In 2003, it became part of the newly created Department of Homeland Security. The agency is charged with protecting the nation's transportation systems to ensure freedom of movement for people and commerce. TSA offers a number of security training resources available to public transit operators.

TSA training resources, some which of include a train-the-trainer option, include:

- **Exercise Information System (EXIS) workshops and tabletop exercises:** EXIS sessions help operators examine the efficacy of their security plans/procedures and provide specific security improvement options.
- **First Observer Plus™:** The First Observer Plus™ program provides transportation professionals with the knowledge needed to recognize suspicious activity possibly related to terrorism, guidance in assessing what they see, and a method for reporting those observations.
- **Intermodal Security Training and Exercise Program (I-STEP):** The I-STEP program provides tailored, facilitated security exercises and trainings including seminars, workshops, tabletops, drills, functional exercises and full-scale exercises.
- **Risk Mitigation Activities for Surface Transportation (RMAST):** The RMAST program offers various intelligence briefs and security trainings that can be customized based on results from Baseline Assessment for Security Enhancement (BASE), EXIS or Security Enhancement Through Assessment (SETA) programs.
- **Observe, Assess, Respond training videos:** Training that helps operators satisfy the Observe, Assess and Respond requirements in the Security Training for Surface Transportation Employees Rule.

TSA offers many publications, guides and recommendations that can be used as part of a training plan. Learn more about TSA's training resources for public transit operators at www.tsa.gov/for-industry or contact the TSA regional office.

Transportation Safety Institute

The Transit Safety and Security Division was established in 1976 in direct support of the FTA's mission to provide economical, timely, state-of-the-art training and educational opportunities to the transit industry. The division, housed within the Research and Innovative Technology Administration's (RITA) Transit Safety Institute (TSI) serves as the primary training unit for FTA's Office of Transit Safety and Security. Its courses equip transit personnel with the skills needed to effectively operate, maintain and manage public transportation systems. Its mission is "to provide the transit industry with timely and professional training to better ensure that employees operate with high standards of safety and security while contributing toward a system of greater mobility for the American public."

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Courses and materials include the following:

- Crime Prevention Through Environmental Design course
- Effectively Managing Transit Emergencies course
- Roadmap to Drafting an Agency Safety Plan for Bus Agencies
- Safety, Security, and Emergency Management Considerations for FTA Capital Projects
- Transit System Safety and Security: Design Review
- Transit System Security
- Transit Rail System Safety
- Transit Bus System Safety
- Instructors Course for Transit Trainers

Learn more about TSI at www.tsi.dot.gov.

National Transit Institute

The National Transit Institute, at Rutgers, The State University of New Jersey, was established under the Intermodal Surface Transportation Efficiency Act of 1991 to develop, promote and deliver training and education programs for the public transit industry. NTI's mission is to provide training, education and clearinghouse services in support of public transportation and quality of life in the United States. It promotes, develops and delivers high-quality programs and materials through cooperative partnerships with industry, governments, institutions and associations. It also serves as a catalyst for enhancing skills and performance in public transportation.

Workplace safety and security awareness courses are designed to address worker safety and health in the transit workplace. Courses are designed for frontline and supervisory personnel.

Courses and materials include the following:

- Emergency Preparedness Guide for Transit Employees: On the Job and At Home resource guide
- Employee Guide to Preventing Workplace Violence resource guide
- Assault Awareness and Prevention for Transit Operators course
- Violence in the Transit Workplace — Prevention, Response, and Recovery course and pocket guide
- Developing a Transit Emergency Management Plan course
- Harassment Prevention for Transit Employees/Supervisors courses
- Crisis Communications for Transit Managers course

Learn more about NTI at <https://www.ntionline.com/>.

Federal Emergency Management Agency (FEMA)

In 1979, President Jimmy Carter formed the Federal Emergency Management Agency by consolidating several government organizations. That same year Congress appropriated funds to transfer the Civil Defense Staff College, United States Fire Administration and National Fire Academy into FEMA. The CDSC was originally established under the Department of Defense's Civil Defense Program to provide a national center to administer the civil defense training program. After its transfer to FEMA, the CDSC was redesignated as the Emergency Management Institute (EMI) to reflect its new and significantly broader mission to train and educate the nation's emergency management community.

FEMA offers the EMI Independent Study (IS) Program, which is an extensive web-based distance learning program open to the public. FEMA also offers online and in-person security training focused on anti-terrorism topics for all levels of employee through the Center for Domestic Preparedness (CDP). CDP training is fully

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funded for state, local, tribal and territorial responders, including travel, lodging and meals. CDP training is also open to federal, private-sector and international emergency response professionals on a fee-for-service basis.

FEMA's course offerings are extensive and include the following:

EMI:

- IS-100.a (ICS 100) Introduction to Incident Command System
- IS-200.a (ICS 200) ICS for Single Resources and Initial Action Incidents
- IS-700.a National Incident Management System, An Introduction
- IS-800.b National Response Framework, An Introduction
- IS-906 Workplace Security Awareness
- IS-907 Active Shooter: What You Can Do
- IS-913.a Critical Infrastructure Security and Resilience: Achieving Results through Partnership and Collaboration
- IS-915 Protecting Critical Infrastructure Against Insider Threats
- IS-916 Critical Infrastructure Security: Theft and Diversion – What You Can Do

CDP:

- AWR-160: Standardized Awareness Training
- MGT-360: Incident Command: Capabilities, Planning, and Response Actions for All Hazards

Learn more about FEMA EMI and CDP at the National Training and Education Division home page: <https://www.firstrespondertraining.gov/firts/>.

Louisiana State University, Stephenson National Center for Security Research and Training

LSU established the Stephenson National Center for Security Research and Training in 2003 to coordinate efforts in security research and training. The university is a leader in providing training on anti-terrorism and counterterrorism techniques and regularly supports projects initiated by state and federal law enforcement agencies. The center's NCBRT/ACE program is a nationally recognized center for emergency preparedness and response and provides training on security preparedness topics, including training for instructors.

Classes include the following:

- Site Protection through Observational Techniques (AWR-219)
- Training Identification Preparedness Planning (MGT-418)
- Instructor Development Workshop (MGT-323)

Learn more about the Stephenson National Center at <https://www.sncsrt.lsu.edu/>.