Security Program Considerations for Public Transit

Abstract: This APTA Standard proposes security program consideration practices for transit passenger facilities to enhance the security of people, operations, assets and infrastructure.

Keywords: assessment, balanced security, blast, clear zone, considerations, design considerations, layers of protection, security program, site survey, standoff distance,

Summary: This APTA Standard provides basic security program considerations strategy background information. It offers an overview and descriptions of the applicability of the four pillars of security. It also includes discussions about: basic security principles, designation of zones, and layers of protection and how they may be integrated with other security standards and best practices used by transit agencies to enhance their security program(s).

Scope and purpose: This APTA Standard is the lead document in a series of infrastructure security Recommended Practices and white paper documents prepared for use by the transit industry. Other infrastructure security specific program topics developed for this series will address components of the four pillars of security—planning, operations, physical security, and equipment and technology—that will also be provided to the transit industry for consideration and use.
Participants
The American Public Transportation Association greatly appreciates the contributions of Bill Pitard, who provided the primary effort in the drafting of this Standard.
At the time this document was completed, the working group included the following members:

Sean Ryan, MNR, Chair
Randy Clarke, MBTA, Vice Chair
Bill Pitard, STV, Inc.
Gabriela Amezcuia, CTA
John Plante, CTA
Brian Taylor, Halifax
Charles Rappleyea, CATS
Rick Gerhart, FTA
Chris McKay, TSA
Jevon D'Souza, TSA
David Hahn, APTA
Allen Smith, SPAWAR
Mark Mahaffey, VTA
Brad Baker, MBTA
Eric Hartman, OCTA
Harry Saporta, TriMet
Melanie Maxwell, Parsons Brinckerhoff
Gardner Tabon, RPTA
Ken Cummins, Sound Transit
Robert Barrow, NYC Transit

Contents
1. Introduction........................................................................................................... 1
2. Security program considerations overview ..................................................... 1
   2.1 Stakeholder considerations ......................................................................... 2
   2.2 Benefits......................................................................................................... 3
3. Security risk assessment .................................................................................... 3
4. Security program considerations ....................................................................... 3
   4.1 Pillars of security ...................................................................................... 3
   4.2 Basic security principles ............................................................................ 4
   4.3 Designation of zones .................................................................................. 5
   4.4 Layers of protection ................................................................................... 6
5. Training considerations....................................................................................... 7
6. Maintenance considerations................................................................................. 7
References ............................................................................................................... 8
Definitions .............................................................................................................. 8
Abbreviations and acronyms.................................................................................. 9

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Security Program Considerations for Public Transit

1. Introduction

Public transit operates in inherently open environments. It provides ease of access and gathers volumes of people in confined spaces to provide passengers with efficient and convenient transportation through regions and their communities. These unique attributes make public transportation vulnerable to adversarial targeting and risks. For these reasons, a sound understanding of security program considerations and implementation of transit domain awareness (TDA) are necessary to assist agencies to implement approaches to effectively manage the risks of their environments.

While transit security programs may be implemented or operated using different types of strategies, measures or solutions, a “Security 101” philosophy of a basic level of appropriate strategies should be understood to reduce risk and enhance the posture of all transit properties.

This Recommended Practice is part of a series of related RP’s. Several Recommended Practice documents were organized into series that link together related security information and topics. In each series of documents, a lead document establishes the general topic for series followed by other related document(s). For example, there are five documents in the RP’s series titled “Security Considerations.” The RP “Security Program Considerations” is the lead document in the series followed by “Security Operations,” “Security Planning,” Physical Security,” and Equipment and Technology” documents.

Additionally, other document series prepared for transit agencies to use within their security program include: four RP’s about fencing and gates and two RP’s concerning “security lighting.” See “References” below for links to APTA Security Standards Document series.

2. Security program considerations overview

This is the lead document that organizes security program consideration derivative topics into four basic security pillars (Figure 1). Each pillar is structured to identify security program considerations and strategies that when used alone or interconnected are crucial to the mitigation of risks to transit assets. The pillars that should be considered are physical security, operations, planning, and equipment and technology, which are described below. To attain a balanced approach to security, no pillar should stand alone. Collectively, they exist by incorporating several components of the four pillars together into a system that provides a uniform approach to application of a security solution. When effectively applied, these components provide an agency with guidance or direction to mitigate risk and operate a balanced and effective security program.
Examples of similarly structured *Recommended Practice* documents that describe a broad scope of infrastructure security and derivative topics are described in Table 1. Other Security Standards Program documents from the Security Risk Management, Emergency Management, Enterprise Cyber Security, and Control and Communications Cyber Security working groups are also listed as resources to aid in the development of a balanced security program. They should be used where applicable by accessing [www.aptastandards.com/Documents/PublishedStandards/Security/tabid/329/language/en-US/Default.aspx](http://www.aptastandards.com/Documents/PublishedStandards/Security/tabid/329/language/en-US/Default.aspx).

**TABLE 1**

<table>
<thead>
<tr>
<th>APTA Number</th>
<th>Document Title</th>
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<tbody>
<tr>
<td>APTA SS-SIS-RP-003-10</td>
<td>“Fencing Systems to Control Access to Transit Facilities”</td>
</tr>
<tr>
<td>APTA SS-SIS-RP-004-10</td>
<td>“Chain Link, Mesh, or Woven Metal Fencing Systems to Control Access to Transit Facilities”</td>
</tr>
<tr>
<td>APTA SS-SIS-RP-005-10</td>
<td>“Gates to Control Access to Transit Facilities”</td>
</tr>
<tr>
<td>APTA SS-SIS-RP-006-10</td>
<td>“Ornamental Fencing Systems to Control Access to Transit Facilities”</td>
</tr>
<tr>
<td>APTA SS-SIS-RP-007-10</td>
<td>“Crime Prevention Through Environmental Design for Transit Facilities”</td>
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<tr>
<td>APTA SS-SIS-RP-008-10</td>
<td>“Bus Stops Design and Placement Security Considerations”</td>
</tr>
<tr>
<td>APTA SS-SIS-RP-009-12</td>
<td>“Anti-Vehicle Barriers for Public Transit”</td>
</tr>
</tbody>
</table>

### 2.1 Stakeholder considerations

Transit agency understanding and buy-in to security program considerations are imperative to their continual evolution within the environments where they must operate. To the extent possible, the application of any or all of the topics of this document will assist agencies to improve their security program requirements and enhance their safe operations.
2.2 Benefits
A security program that includes security program considerations provides an agency’s people, operations, assets and infrastructure the following benefits:

- Fosters a sense of security awareness.
- Creates pride of ownership by transit users and employees.
- Manages area access for authorized users.
- Controls access to non-public areas.

3. Security risk assessment
Transit agencies should complete a systemwide security risk assessment to determine exposure to their systems’ people, assets, operations and infrastructure. A risk-based approach that factors threat, vulnerability and consequence should be used to assess transit systems.


The findings should be used to select security measures that mitigate risk to and enhance the protection of people, assets, operations and infrastructure. For more information regarding various security risk assessment methodologies, see:

- National Infrastructure Protection Plan (Department of Homeland Security [DHS])
- Public Transportation System Security and Emergency Preparedness Planning Guide (Federal Transit Administration [FTA])
- Security Vulnerability Assessment Methodology for Petroleum and Petrochemical Industries, (National Petrochemical & Refiners Association [NPRA])

4. Security program considerations

4.1 Pillars of security
Security is dynamic and complex in the transit environment. Where requirements, standards, policies, practices and other important details may become overwhelming, it may be valuable for transit agencies to periodically relate tasking back to four essential pillars of security—planning, operations, physical security, and equipment and technologies—to maintain a persistent effort and focused approach to their security program. Security pillars could be implemented as standalone elements of a security program or combined with other pillars to provide an integrated and balanced approach to mitigating risk. Possible applications with examples of each security pillar are described below.

4.1.1 Planning
The planning pillar identifies processes for developing proactive and reactive plans to respond to potential events or incidents. Where the findings of a security risk assessment will identify risks and vulnerabilities to a system, they may also guide an agency to develop effective response plans and coordinate activities among
stakeholders and their local, state, tribal and federal partners. These could include emergency plans, continuity of operations plans (COOPs) and Security and Emergency Preparedness Plans (SEPPs).

Also, through the design process, a crime prevention through environmental design (CPTED) survey can identify exposures and potential solutions to improving the operator’s and ridership’s perception of security of the built-environment. Visit APTAStandards.com to access the Recommended Practices and various plans, which include the COOP, SEPP and CPTED.

4.1.2 Operations

The operations pillar may provide signage and wayfinding guidance, as well as providing written guidance to staff and employees that delineates specific security program information and functions. Such guidance may include protocols or policies for agency staff and employees to take during certain events or incidents; staffing requirements, and identification of posts or positions that should be filled; a description of the contents of an agency’s security awareness training program; and guidance for implementing security outreach for operator and ridership transit domain awareness.

4.1.3 Physical security

The elements of the physical security pillar are often a tangle of features. They include fencing and gates, lighting, lock and key control, anti-vehicle barriers, exterior doors, industrial doors, windows, HVAC, mailrooms, utility openings and other culverts, perimeter roads, and other active or passive systems that help to manage entry to an agency’s properties.

4.1.4 Equipment and technology

This pillar involves the basic elements of equipment and technology solutions to reduce risk. For example, hardware (automated gates, electronic security systems [ESS] inclusive of: video surveillance systems (VSS) (formerly known as: closed circuit television systems (CCTV)), access control systems (ACS), intrusion detection system (IDS)), servers, LAN, WAN, etc.) and software applications to manage authorized access to specific areas, while deterring, detecting, delaying, and responding to unauthorized access to an agency’s property. These elements should be coupled with other domain awareness equipment and technology to provide pinpoint or wide area surveillance and to integrate with systems that communicate internally to staff and employees and externally to first responders, operators and the ridership. This pillar also includes features designed to protect these management systems from intrusion, hacking or access denial (cited).

4.2 Basic security principles

Any application of security for transit agencies must include the basic security principles of deter, detect, delay and response to enhance the protection of people, assets, operations and facilities, thereby reducing risk (Figure 2). The development and implementation of these principles lead to layers of protection, coupled with designated zones that provide controls and obstacles that an adversary must overcome to gain access. Thus, the more critical the asset, operation or facility, the more complex and integrated the basic security principles, coupled with layers of protection, must be. The findings of an agency’s security risk assessment will guide the implementation of the basic security principles.
4.3 Designation of zones

The designation of zones encourages openness and unrestricted passage to areas (zones) where the traveling public is authorized, while preventing public access to restricted areas (zones). It is also used to control areas that require layers of protection depending on the nature, sensitivity or importance of the security interest. Beginning with identification of the outermost perimeter area, and then by determining other additional interior areas requiring greater protection, zones are identified, designated and established. There are no limits to the number of zones that may be designated. Multiple zones serve the purpose of deter and delay by discouraging or controlling penetration and slowing the path of travel to a target. The designation of zones also provides response forces time to deploy to the site to investigate and/or interdict.

Each zone should be identified by a separate designator (e.g., Zone A, Zone B, or Zone 1, Zone 2, etc.) and have security measures designed in layers that would deter, detect and/or delay an adversary’s ability to penetrate from one zone into another zone or zones.

Figure 3 illustrates three designated zones of protection. While the shapes are only for illustrative purposes, Zone A shows an outermost (exterior) zone, while Zone B encompasses the middle zone, and Zone C includes the innermost (interior) zone. Under this concept, an adversary would encounter and be required to overcome an increasingly difficult series of security measures and subsystems in order to move from Zone A through Zone B and into Zone C. Table 2 describes examples of people, operations, assets and infrastructure that may be located within the designated zones.

4.3.1 Guidance for designation of areas

Typically, the most critical people, assets, operations and facilities are surrounded by the most layers of protection. As general guidance for maximum effectiveness:

- People, operations, assets and infrastructure within Zone C should be surrounded or buffered by Zone B or Zone A.
- People, operations, assets and infrastructure within Zone B should be surrounded or buffered by Zone A.
- People, operations, assets and infrastructure within Zone A may not require being surrounded or buffered by another zone but should be afforded the protection of the Zone A boundary.
• Refrain from designating and placing Zone A people, operations, assets and infrastructure within Zone B or Zone C.
• Refrain from designating and placing Zone A or Zone B people, operations, assets and infrastructure within Zone C.

### TABLE 2
Examples of Facilities or Assets with Designated Zones

<table>
<thead>
<tr>
<th>Zone A</th>
<th>Zone B</th>
<th>Zone C</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Public access areas</td>
<td>• Fire systems</td>
<td>• Operations center</td>
</tr>
<tr>
<td>• Lobby and retail space</td>
<td>• Electrical vaults</td>
<td>• Control center</td>
</tr>
<tr>
<td>• Parking lots</td>
<td>• Water services</td>
<td>• Emergency power system</td>
</tr>
<tr>
<td>• Restrooms</td>
<td>• Other utility services</td>
<td>• Emergency power fuel</td>
</tr>
<tr>
<td>• Pedestrian concourses</td>
<td>• HVAC systems</td>
<td>• Mail room/center</td>
</tr>
<tr>
<td>• Administrative areas</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### 4.4 Layers of protection
To provide a layered protection approach to people, operations, assets and infrastructure, designated zones, coupled with the basic principles of security, should be established. This means that for authorized users, designate each zone with layers of protection using at least basic security principles to require an individual to overcome every additional challenge until the intended authorized zone (location) is reached. For example, access control badge, doors, alarms, etc. For adversaries, however, each designated zone would be designed with layers of protection, using basic security principles that require additional and more challenging efforts to overcome. When security measures are applied in unison with other measures, the combination of measures offers some increased level of protection for people, operations, assets and infrastructure. Security measures associated with a specific basic security principle or principles are described in **Table 3**.

### TABLE 3
Security Measures Associated with Basic Security Principles

<table>
<thead>
<tr>
<th>Policies and Procedures</th>
<th>Barriers</th>
<th>ID Checks</th>
<th>Standoff Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deter</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Posted signs</td>
<td>Surveillance systems</td>
<td>Inspections/screening</td>
<td>Clear zone</td>
</tr>
<tr>
<td>Fencing</td>
<td>Escorts</td>
<td>Employee awareness</td>
<td>Lighting</td>
</tr>
<tr>
<td>Landscape</td>
<td>Uniformed personnel</td>
<td>Area designation</td>
<td></td>
</tr>
<tr>
<td><strong>Detect</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sensors</td>
<td>Emergency phones</td>
<td>Data collection and intelligence</td>
<td>Lighting</td>
</tr>
<tr>
<td>Monitors and alarms</td>
<td>Explosive detection</td>
<td>Employee awareness</td>
<td>Intrusion detection</td>
</tr>
<tr>
<td>Law enforcement</td>
<td>Area designation</td>
<td>Panic alarms</td>
<td>Contract security</td>
</tr>
<tr>
<td>Clear zone</td>
<td>Surveillance monitoring</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Delay</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bolts, fasteners</td>
<td>Fencing</td>
<td>Public announcement systems</td>
<td>Standoff distance</td>
</tr>
<tr>
<td>Flush surfaces</td>
<td>Barriers</td>
<td>Employee awareness</td>
<td>Access controls</td>
</tr>
<tr>
<td>Alarms</td>
<td>Area designation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
TABLE 3
Security Measures Associated with Basic Security Principles

<table>
<thead>
<tr>
<th>Response</th>
<th>Law enforcement</th>
<th>Contract security</th>
<th>Employee</th>
</tr>
</thead>
</table>

5. Training considerations
There are no specific training elements associated with the information contained in this document. However, the cited references provide information about the elements contained herein. Specific training considerations will be addressed where applicable in derivative series documents.

6. Maintenance considerations
There are no specific maintenance requirements associated with this document. However, where maintenance is applicable to an APTA Standard, Recommended Practice, or other document, it will be addressed in derivative series or other documents.
References

http://highwaytransport.transportation.org/Documents/NCHRP_B.pdf


www.asisonline.org/library/glossary/index.xml


DHS, National Infrastructure Protection Plan. www.dhs.gov/nipp


Definitions

delay: To impede penetration into a protected area.

detect: The act of discovering an attempt (successful or unsuccessful) to breach a secured perimeter (such as scaling a fence, opening a locked window, or entering an area without authorization).

deter: To make a target inaccessible or difficult to defeat through the use of small hand tools (e.g., hammer, drills, electric power tools, etc.) or by using a specific tactic to bypass a security system.

response: Employees, guards or law enforcement representatives who deploy to investigate a detection event or interdict an intruder or trespasser.
**security risk assessment**: A formal, methodical process used to evaluate risk (both terrorism and crime) to a transit system.

**transit domain awareness (TDA)**: The awareness and understanding of activities within or associated with the transit domain that could impact the security, safety, economy or environment of an agency. It is a key component of an active, layer-protected and balanced security program that is supported by other agency plans and activities.

### Abbreviations and acronyms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
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</thead>
<tbody>
<tr>
<td>AASHTO</td>
<td>American Association of State Highway and Transportation Officials</td>
</tr>
<tr>
<td>ACS</td>
<td>access control system</td>
</tr>
<tr>
<td>APTA</td>
<td>American Public Transportation Association</td>
</tr>
<tr>
<td>CCTV</td>
<td>closed-circuit television system</td>
</tr>
<tr>
<td>COOP</td>
<td>continuity of operations</td>
</tr>
<tr>
<td>CPTED</td>
<td>crime prevention through environmental design</td>
</tr>
<tr>
<td>ESS</td>
<td>electronic security systems</td>
</tr>
<tr>
<td>FTA</td>
<td>Federal Transit Administration</td>
</tr>
<tr>
<td>HVAC</td>
<td>heating, ventilation, and air conditioning</td>
</tr>
<tr>
<td>IDS</td>
<td>intrusion detection system</td>
</tr>
<tr>
<td>LAN</td>
<td>local area network</td>
</tr>
<tr>
<td>NPRA</td>
<td>National Petrochemical &amp; Refiners Association</td>
</tr>
<tr>
<td>SEPP</td>
<td>Security and Emergency Preparedness Plan</td>
</tr>
<tr>
<td>TDA</td>
<td>transit domain awareness</td>
</tr>
<tr>
<td>WAN</td>
<td>wide area network</td>
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