County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

Testimony of

Anthony H. Griffin, County Executive, Fairfax County, Virginia

Before the Subcommittee on Health Care, District of Columbia, Census and the National Archives on "WMATA: Is There a Security Gap?"

Trey Gowdy, Chairman

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Room 2247
Rayburn House Office Building
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Good morning Mr. Chairman, Mr. Ranking Member, and Members of the Subcommittee. I am Anthony H. Griffin, County Executive, Fairfax County, Virginia, a position that I have had the privilege of holding since January, 2000.

I appreciate the opportunity to speak to you today on the security challenges facing the Washington Metropolitan Area Transit Authority otherwise referred to as WMATA. My comments are formed from two perspectives. First, as CEO of the largest jurisdiction in the region by population and as Director of Emergency Management as set by the Code of Virginia. Second, as co-chair of the decision making process for the National Capital Region (NCR) since the inception of the Urban Area Security Initiative (UASI) grants until the conclusion of 2010, or seven grant cycles. Additionally, I served as Chair of the Chief Administrative Officers Committee at the Metropolitan Washington Council of Governments, otherwise referred to as COG, for ten years.

Based on my own experience, the five existing rail stations in the County and a shared bus facility, and having consulted with my Police and Fire Chiefs, I can say that the relationship between Fairfax County and WMATA from a public safety perspective is very strong. WMATA is an active participant with the Chiefs' Committee at COG and is present when security issues are discussed on a regional basis. On a police operational level, collaboration and coordination is good whether with a specific district station or with the County's specialty units, such as SWAT, K-9 or EOD units, when there is a need for a station sweep or for high visibility. WMATA regularly communicates fire systems status updates and when there are upgrades to equipment or modifications to stations. Fairfax County has regularly participated in large scale multi-jurisdictional exercises with WMATA with a focus on rail security and safety. In summary, there is a strong professional relationship between WMATA and the County's public safety agencies and I, personally, have worked well with the senior management of WMATA.

As previously noted, WMATA is an active participant when discussing how preparedness in the NCR can be improved and the UASI grant process has been a major facilitator. It has been accepted by the participants that transportation is a key issue when considering threats and mitigation. Rail facilities and stations are recognized as potential targets, and rail is integral to being able to move a significant percentage of the region's population during a time of crisis. WMATA has access to other federal grant programs specifically oriented to transit security and safety, however, the CAOs and the Senior Policy Group (SPG, the governors' representatives), have agreed that WMATA should be a funding recipient because its security requirements exceeded its normal resources. Consequently in addition to NCR localities receiving and managing subgrants, WMATA was allocated funds for specific projects which would enhance its security and its ability to respond to emergencies. I have attached a list of the projects and the amount of money assigned.

Is there a security gap? In my experience with public safety there are never enough resources, whether it is with my own agencies or with WMATA. My job, and our jobs, is to prioritize the risk and manage the resources available to the greatest effect and benefit. In my opinion, based

on my exposure to the subject and WMATA, I believe that WMATA has done a good job with the resources available, but that if there were more resources available it would help narrow the gap. I should note that there will always be a gap, but I believe continued vigilance and effort will tilt the odds in the favor of WMATA and the public safety agencies.

Mr. Chairman, thank you for the privilege to speak. I will be pleased to respond to the committee's questions.

Attachments: List of UASI Grant Funded Projects
Anthony H. Griffin's biographical summary

Grant	ID	Project Title	Award
2005 UASI	4E2UAS5	Washington Metropolitan Area Transit Authority Metrorail Communications Upgrade	3,672,000
	5C10UAS5	Managing Metro Emergencies I	122,180
	5C11UAS5	Managing Metro Emergencies II	124,673
2004 UASI	04.1.10.TR	Training for Managing Emergencies	316,350
	04.1.11.OH	Transit Sub Grant	2,792,738
	04.1.17.8	BASS Training	51,444
2005 TSGP	5TG01	WMATA FY 2005 Transit Security Grant (Rail)	8,500,000
2006 SHSP	6SHSP113-01	Emergency Command Center Equipment and Technology Upgrade	246,533
2006 TSGP	6TG01	Alternate Operations Control Center	7,760,000
	6TG02	Bus Garage Camera Surveillance	484,655
	6TSGP113-03	Install PROTECT System at One Metrorail Station	606,000
2006 UASI	04AUAS6	Regional Public Saftey Communications Upgrade within WMATA Tunnels	3,000,000
	CIPBUAS6	WMATA Alternate Operations Control Center	4,000,000
2007 TSGP	7TSGP113-01	Emergency Training for Front-Line Employees	4,598,098
	7TSGP113-02	Alternate OCC Radio Redundancy	5,900,000
	7TSGP113-03	Bus Garage Security	23,134
2007 TSGP-S	7TSGPS113-01	Intelligence Analyst	300,000
	7TSGPS113-02	Bomb Response Liason Officer	186,653
	7TSGPS113-03	Bus Garage Security	5,836,486
2007 UASI	7UASI113-01	WMATA Tunnel Radio Upgrade	1,888,706
	7UASI113-02	Presidential Inauguration Planning Support	13,780
	7UASI113-03	WMATA H1N1 Flu Pandemic Planning	161,654
2008 TSGP	8TSGP113-01	Closed Circuit Television on Rail Cars	2,000,000
	8TSGP113-02	Shaft/Portal Detection and SONET Ring	11,500,000
	8TSGP113-03	Security Risk Assessment	500,000
	8TSGP113-04	Training	1,620,000
	8TSGP113-05	Cameras on Buses	6,410,000
2008 UASI	8UASI113-01	Tunnel Rescue Cart Storage	175,000
2009 UASI	9UASI113-01	Metro Tunnel Radio Upgrades	500,000
	9UASI113-02	Metro Security Cameras	2,774,000
	9UASI113-03	Metro Station Chemical Detection	1,300,000
2010 UASI	10UASI113-01	Bomb Squad Electronic Counter Measures	351,000

ANTHONY H. GRIFFIN
County Executive, Fairfax County, VA

As County Executive, Tony oversees the operations of all of Fairfax County government.

On November 22, 1999, Tony was appointed County Executive, effective January 15, 2000. He joined the County in 1989 when he was appointed to the position of Deputy County Executive for Planning and Development and oversaw the areas concerning zoning, public works and public safety. From October 1996 to August 1997, he served as Acting County Executive. Before employment by Fairfax County, Tony was City Manager for the City of Falls Church, Deputy County Manager for Arlington County and served as a U.S. Marine Corps Officer in Vietnam.

Tony is a graduate of Hobart College and holds master degrees in Urban Affairs and Urban and Regional Planning from Virginia Tech.

In 2002, Tony represented the county and received on its behalf the results of the Government Performance Project announced by Governing Magazine, which named Fairfax County "one of the best managed jurisdictions in America." The county received an overall grade of A- from Governing Magazine. Fairfax was one of only two jurisdictions to receive the highest grade awarded in the comprehensive study of management practices in 40 counties nationwide.

In February 2003, Tony received the Stone Practitioner Award from the American Society of Public Administration for his commitment to improve intergovernmental cooperation, especially in response to the Sept. 11 terrorist attack on the Pentagon, the anthrax incidents in 2001 and the regional sniper attacks in 2002.

In October 2007, Tony was elected as a fellow of the National Academy of Public Administration (NAPA). He was formally inducted on November 15th during the academy's fall meeting in Washington, D.C. NAPA fellows are elected by their peers and have extensive experience in a variety of issues at the highest levels of public service. The principal criterion for selection as a fellow is a sustained and outstanding contribution to the field of public administration through public service or scholarship. Founded in 1967, NAPA is an independent, nonprofit, nonpartisan corporation chartered by the U.S. Congress.