Congress of the United States Washington, DC 20515

April 4, 2019

The Honorable Lucille Roybal-Allard Chairwoman Subcommittee on Homeland Security Committee on Appropriations B-307 Rayburn House Office Building United States House of Representatives Washington, DC 20515 The Honorable Chuck Fleischmann
Ranking Member
Subcommittee on Homeland Security
Committee on Appropriations
1016 Longworth House Office Building
United States House of Representatives
Washington, DC 20515

Dear Chairwoman Roybal-Allard and Ranking Member Fleischmann:

As you prepare fiscal year (FY) 2020 appropriations legislation for the Department of Homeland Security (DHS), we respectfully request you reject President Trump's proposal to slash funding for the applicable account which provides funding for the Transit Security Grant Program (TSGP) and instead increase it to at least \$105 million as well as reject his suggestion for a 25 percent non-federal cost share requirement.

We understand the Committee is under difficult funding constraints and agree that taxpayer dollars must be spent wisely. However, significant threats to the safety of our homeland remain. Federal funding must be continued at a sufficient amount to ensure security for the American people.

One sector which is heavily utilized and has unique security challenges is mass transit. There were over 10.1 billion passenger trips on mass transit in 2017 in the United States, covering all types of passenger rail and bus systems, according to the American Public Transportation Association. Americans should not fear riding the rails or boarding busses.

An attack on any of these systems could kill thousands, flood rail tunnels and stations, and cripple major metropolitan areas. And, the open and porous nature of mass transit systems makes them especially vulnerable. Terrorists are well aware of these facts and have targeted such entities many times, such as in the high-profile, deadly attacks in Madrid, in 2004, London, in 2005, and Brussels, in 2016.

In June 2009, the General Accountability Office summarized the issues facing mass transit security, writing the following:

According to [the Transportation Security Administration], transit officials, and transit experts, certain characteristics of mass transit systems, such as multiple access points and limited barriers to access, make them inherently vulnerable to terrorist attack and therefore difficult to secure. High ridership, expensive infrastructure, economic

importance, and location in large metropolitan areas or tourist destinations also make them attractive targets for terrorists because of the potential for mass casualties and economic damage.

The special challenges in securing mass transit systems and the potential disaster that could occur from an attack mean we have to be extra cognizant of providing the necessary resources for this transportation sector. One way the federal government addresses this serious security threat is through TSGP.

TSGP is a competitive grant program administrated by the Federal Emergency Management Agency, with funds going to the owners and operators of transit systems. Funding is made available for these entities to secure their infrastructure and otherwise protect against terrorist attacks. Examples of possible uses for TSGP awards include surveillance training, public awareness campaigns, detection equipment, security cameras, and the hardening of infrastructure.

President Trump's FY 2020 budget proposes only \$36.358 million for TSGP. While we recognize that the current budget climate makes funding choices difficult, we urge you to keep in mind the consequences of failing to commit sufficient resources to protect mass transit systems used daily by millions of Americans. The small amount of money spent now could be dwarfed by the savings in lives and damage by preventing a horrific attack. Further, costs have increased while TSGP funding has remained flat; this necessitates an increase for the program.

Additionally, imposing a 25 percent non-federal cost share requirement as proposed by the FY 2020 budget only serves to make it more expensive for agencies to accept these awards. This may make them less inclined to take this needed assistance or have a negative impact on other vital transportation services they provide.

We thus ask that you reject President Trump's request for a drastic reduction in TSGP funding and instead increase it to at least \$105 million in FY 2020, a small increase over what the program has received in recent years, as well as to reject the non-federal cost share proposal. Thank you for your consideration.

Sincerely,

Eric Swalwell

Member of Congres

Jerrold Nadler

Member of Congress

Gerald E. Connolly

Member of Congress

Alcee I Hastings

Member of Congress

Danny K. Davis

Member of Congress

Gwen Moore

Member of Congress

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