

# Surface Transportation Security Advisory Committee (STSAC)



## Meeting Minutes May 9, 2024



### Meeting Summary

The Transportation Security Administration (TSA) hosted the 20th meeting of the Surface Transportation Security Advisory Committee (STSAC) in a hybrid in-person and WebEx video conference format. The meeting was closed to the public. The agenda was provided to participants in advance of the meeting.

The meeting focused on principal issues of concern for the priorities of each of the four subcommittees. The meeting also included updates from the TSA Surface Policy Division and TSA Surface Security Operations.

TSA Deputy Administrator Holly Canevari; Policy, Plans, and Engagement (PPE) Deputy Assistant Administrator and STSAC Co-Executive Sponsor Robert Vente; PPE Surface Policy Division Executive Director (XD) and STSAC Co-Executive Sponsor Scott Gorton; STSAC Chair Thomas Farmer and Vice Chair Polly Hanson; and Security Operations (SO) Surface Operations (SO) Division Director Kevin Gaddis addressed the Committee.

The government and industry co-chairs of the Security Risk and Intelligence Subcommittee; Cybersecurity Information Sharing Subcommittee; Insider Threat Subcommittee; and Emergency Management and Resiliency Subcommittee presented their respective subcommittee accomplishments, identified issues and current challenges, and offered future Committee topics of interest.

### Call to Order

The STSAC Designated Federal Officer (DFO), Gary Click, provided a brief explanation of the teleconference rules of engagement, called the meeting to order at 10:05 a.m. EDT, proceeded with a roll call of the Committee members, and announced a quorum of members present. Additional participants were asked to email their names to [STSAC@tsa.dhs.gov](mailto:STSAC@tsa.dhs.gov) for an accurate record of attendance.

### Opening Remarks

Ms. Holly Canevari provided opening remarks.

#### *Holly Canevari Opening Remarks*

Ms. Canevari thanked the audience for joining and extended greetings from the Administrator, whose attendance at a meeting with the Department of Homeland Security (DHS) Secretary prevented him from speaking. She emphasized that, as transportation security has evolved and increased in complexity, the cooperative effort between industry and government in taking on

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threats has grown even more significant; subsequently, everyone plays even more of an integral collaborative part. She welcomed the two new STSAC members, Christopher Hand of the Brotherhood of Railroad Signalmen and Kaitlyn Holmecki of the American Trucking Association and expressed appreciation for those seven members who were reappointed. She recognized all members of the Committee for their contributions that continue to help secure surface transportation.

The Deputy Administrator highlighted that her duties encompass surface transportation, as she traveled often and met with surface owners and operators. She called attention to the National Security Memorandum (NSM) 22 released on April 30, 2024, which built on important work that the Cybersecurity and Infrastructure Security Agency (CISA) and others had undertaken. NSM-22 replaces Presidential Policy Directive (PPD) 21 issued more than a decade ago to secure critical infrastructure. NSM 22 articulates how the federal government will protect critical infrastructure with milestone accomplishments.

The Fiscal Year 2024 and 2025 budget cycles have proven challenging. The canine reimbursement program ended on May 1, 2024. The agency will continue support by providing the dog and training to meet TSA standards, but reimbursement for operational costs ceased as of that date. Budget cuts also necessitated the elimination of the Visible Intermodal Protection and Response (VIPR) program. Information Sharing and Analysis Centers (ISACs) have funding through the end of the fiscal year.

Ms. Canevari thanked the STSAC again for their partnership and briefings on their important work and looked forward to hearing the subcommittee reports.

### **STSAC Co-Executive Sponsor Introductory Remarks**

STSAC Executive Co-Sponsors Robert Vente and Scott Gorton provided introductory remarks.

#### ***Robert Vente Introductory Remarks***

Mr. Vente added his welcome. He looked forward to hearing about the subcommittees' work and noted the important topics the group would cover in the administrative discussion. He expressed appreciation for everyone's time.

#### ***Scott Gorton Introductory Remarks***

Mr. Gorton welcomed the Committee members, looked forward to hearing about the subcommittees' progress, and acknowledged the dedicated persistence on achieving milestones in their implementation plans. He noted he would further expand on the role and requirements of NSM-22.

### **STSAC Chair and Vice Chair Opening Remarks**

STSAC Chair Farmer and Vice Chair Hanson provided opening remarks that conveyed the following:

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- Expressed appreciation for everyone's time in the midst of ever-demanding schedules.
- Welcomed new STSAC members and acknowledged the value placed on the volunteer commitment extending to the Committee as a whole and enhancing us as a group. Everyone's perspective matters.
- Noted that the focus of today's meeting is to revisit issues that came up as primary discussion points from the February 29, 2024 meeting, and provide further opportunity to address these matters in the hopes of sparking discussion and using time effectively.
- Provided a reminder regarding the request for track-change edits on Key Intelligence Questions (KIQs) that called for a response by May 17, 2024. The Office of the Director of National Intelligence (ODNI) appreciated the contributions the STSAC made last year and incorporated them in the document.

### Security Risk and Intelligence Subcommittee

The Security Risk and Intelligence Subcommittee's Government Co-Chair Ms. Wanda Davis presented the Subcommittee update.

Topics discussed included the following:

- The Subcommittee met on May 6, 2024, to discuss recommendation implementation updates and plans for the way forward.
- Gathering intelligence requirements through KIQs has been ongoing annually since 2022 and is currently underway with a May 17, 2024 due date to the ODNI Western Hemisphere Intelligence Manager. The final version will compliment the KIQ compendium and inform the Intelligence Community's annual production plan. Drafting KIQs helps intelligence analysts understand surface and aviation intelligence requirements and identify needs and gaps when they put together their annual production plans.
- Regarding Recommendation #3, *“Establish effective procedures for broad sharing of cyber threat and security information across surface transportation modes,”*
  - The Subcommittee considered this accomplished by the standing up and successful running of the Surface Information Sharing Cell (SISC).
  - Shareability remains important, with the SISC advocating more products at the unclassified level.
- Regarding Recommendation #4: *“Conduct an annual review to assess the performance and impact of the Surface Information Sharing Cell (SISC),”*
  - The Subcommittee hoped to complete and present the security technology matrix at the next meeting.
  - The group will follow the new recommendation closure process.
- The Subcommittee identified a need to determine demand for remote access to the quarterly TSA Surface Industry Day classified briefings and discussions.
  - Membership has reached more than 430 individuals representing industry and government, exceeding the capacity of available secure facilities to host in person events.
  - TSA is exploring options outside of TSA Headquarters with secure location capabilities. Additional tests of more sites will take place by the August 22, 2024,

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- quarterly meeting. Intelligence and Analysis (I&A) personnel will continue to identify more locations as they work to increase their communications capabilities.
- The next Industry Day will take place on June 20, 2024, and will feature a test of an additional facility in addition to Colorado Springs, which has participated in the last two.
  - An industry stakeholder intelligence-sharing survey will go out by August 2024 to measure the efficiency of SISC and Aviation Domain Intelligence Integration and Analysis Cell (ADIAC) intelligence-sharing efforts and quality as well as determine interest in options for attending classified Industry Days remotely.
  - The Subcommittee identified a need for a stakeholder engagement plan to attend exercises and conferences and brief about the SISC mission to gain interest, targeting the following events:
    - April 25, 2024, Exercise Information System (EXIS) Tabletop Meeting
    - May 17, 2024, All Hazards Consortium Sensitive Information Meeting
    - June 2024, American Public Transportation Association (APTA) Roundtable
  - The Subcommittee identified a need to address the viability of eliminating the SISC Charter requirement of U.S. citizenship for SISC membership to include Canadian partners.
    - The Subcommittee plans to initiate a larger conversation with TSA leadership and the Office of Chief Counsel to explore this topic.
    - The thrice weekly SISC briefs take place at the Unclassified, but Sensitive Security Information (SSI) level, and the SISC publishes products at the SSI and Law Enforcement Sensitive (LES) levels. While sharing SSI with foreign partners requires permission on a case-by-case basis and often occurs with the Five Eyes international partners, which includes Canada, the Subcommittee identified sharing LES information as the bigger challenge.

### **Insider Threat Subcommittee**

The Insider Threat Subcommittee's Industry Co-Chair, Mr. Dan Krantz, presented the Subcommittee update.

Topics discussed included the following:

- A revitalized group has reinvigorated the insider threat topic in response to growing threats.
  - Good participation occurred during the most recent meeting on May 2, 2024, and discussions aligned with the new National Security Memorandum (NSM) on critical infrastructure, as attendees noted that the NSM provided more direction in how government and industry should work together to complete their security missions.
  - The next meeting will feature a DHS Homeland Security Information Network (HSIN) briefing to polish the HSIN Surface Transportation Systems Sector (TSS) Insider Threat (InT) Library portal; work will continue in concert with TSA staff to evolve the best solutions.
    - The Subcommittee reiterated the need to open the InT Library portal to security professionals to access.

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- The platform will support countering insider threat by consolidating a wide range of references to guide development and implementation of insider threat risk mitigation programs.
- Members of the Subcommittee and the STSAC as a whole previously evaluated the STSAC portal and the InT library and their feedback enhanced the quality and user-friendliness of the site.
- The Subcommittee identified a need to develop and publish guidance on effective practices for risk-based security vetting.
  - In deference to the proposed rulemaking regarding security vetting of “certain surface transportation workers,” the Subcommittee had suspended action on its Recommendations 4 and 5, “*Define parameters for assessing the level of potential insider threat risk posed to organizations in the surface transportation modes – high, medium, or low,*” and “*Produce and disseminate recommendations on effective practices for workforce vetting programs for surface transportation organizations.*”
  - At the February 29 meeting, officials with TSA PPE/Surface Policy and Chief Counsel concurred that well-developed guidance on risk-based worker vetting programs would benefit entities across surface modes, as well as TSA in its consideration of proposed rule changes.
  - The Subcommittee will renew work to implement Recommendations 4 and 5 with guidance on risk-based best practices that drive effective and sustainable approaches for worker vetting, including, in particular, options for criminal history and terrorist watch list screening.
- The Subcommittee identified a need to determine effective options to revive TSA’s national tip line for public use in multiple media.
  - TSA has long maintained a telephone number and email address for public reporting of suspicious activity or other indicators or matters of security concern in transportation.
  - The Subcommittee will renew effort on this priority to leverage the existing capability, augment it with additional media channels for reporting, and promote the resulting tip line options in a focused awareness campaign.

### **Emergency Management and Resiliency Subcommittee**

The Emergency Management and Resiliency Subcommittee Government Co-Chair, Mr. Chris McKay, presented the Subcommittee update.

Topics discussed included the following:

- The Subcommittee conducted two recent webinars on the relevant topics of current transitions of surface transportation fleets to electric and clean technology vehicles as well as resulting sharp escalations in demands on the electrical grid.
  - The first, which took place on March 15, 2023, focused on the practical challenges and costs associated with these transitions, some of which are mandated by state or local law and regulation.
  - The second, which took place on September 28, 2023, focused on identifying effective practices for deploying electric buses and charging systems and potential impacts for local and regional evacuation plans.

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- The Subcommittee originally planned to hold a third webinar on the electric grid and clean technology series for awareness of hazards and other safety concerns posed by transitioning fleets; however, when the group met in April 2024 to discuss next steps and the way forward, attendees determined to table this specific initiative and focus on special event planning.
  - While the transition to clean technology remains a vitally important matter, the Subcommittee believed that, in light of the many upcoming special events on the horizon for 2024 and beyond, it would focus their efforts on the latter topic in the short-term.
  - The Subcommittee proposed a June 26, 2024, date at 1:00 p.m. EDT for the first in the new series of webinars.
  - The agenda will provide participants the opportunity to share best practices based on prior experiences and highlight existing resources for planners.
  - Planners have commitment from two panelists to speak and work continued to secure a third.
  - As the Subcommittee has done for their other webinars, they will produce After Action and Quick Look summary reports.

### Cybersecurity Information Sharing Subcommittee

The Cybersecurity Information Sharing Subcommittee's Industry Co-Chair Ms. Norma Krayem presented the Subcommittee update.

Topics discussed included the following:

- The Subcommittee's industry co-chair emphasized the value that could accrue from coordinated effort with the other subcommittees. A meeting for this purpose will take place.
- Dialog further cited the value of coordination and unity of effort with the Aviation Security Advisory Committee (ASAC) on cyber threat intelligence priorities and sharing of actionable information.
- The Subcommittee reiterated a long-standing priority—attaining clarity on how the Cybersecurity Information Sharing Act of 2015 (CISA/2015) protections work with TSA's Security Directives (SDs).
  - During the February 2024 STSAC meeting, Administrator Pekoske committed to achieving this outcome. Executive Director Gorton has as well.
  - The Subcommittee proposed a meeting on this issue with its leadership, the STSAC's Leadership, Surface Policy staff, and representatives from the Office of Chief Counsel (OCC).
- The Subcommittee identified a need to understand TSA's and CISA's information-sharing procedures—on reporting from surface transportation organizations made either voluntarily or pursuant to mandates in the SDs.
  - Questions persist on how the process is working, which agencies receive access to the reports, and how analyses for trends, patterns, or indicators of concern are conducted, including the role played by the Federal Bureau of Investigation (FBI).
  - The STSAC Chairs supported the idea of holding a meeting to hear about the full circle of what happens with submitted information and what comes back to TSA.

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- Discussions highlighted the opportunity to leverage the success of the SISC to work through that forum to advocate for prioritization of cyber-threat intelligence needs in surface transportation.
  - The SISC does excellent work. The profile of surface transportation with the Intelligence Community has elevated as a result—notably, through the liaison with the Western Hemisphere National Intelligence Manager (NIM) at the Office of the Director of National Intelligence (ODNI).
  - Work continues to ensure that information reported on cybersecurity incidents comes back to surface transportation organizations as actionable intelligence to inform effective and sustainable measures to protect networks.
- The Subcommittee identified a need to examine CISA’s Cyber Incident Reporting for Critical Infrastructure Act of 2022 (CIRCA) Notice of Proposed Rulemaking (NPRM) in the context of the current SD requirements mandated by TSA. Clarity is needed on how TSA and CISA are coordinating concerning the respective requirements to avert overlaps, duplications, or contradictions.
  - Conversations about mandatory reporting need to occur in conjunction with this initiative to discuss what protections exist.
  - The CISA/2015 legislation is implicated by this issue—as the level and scope of reporting of significant cybersecurity concerns may be adversely affected by concerns with exposure to potential antitrust or civil liability and public disclosure of reporting under the federal Freedom of Information Act (FOIA) and state open government or “sunshine” laws. .

### Committee Discussion and Q&A

The STSAC Chairs led the Committee Discussion and Question and Answer period.

Topics discussed included the following:

- The biannual review of the charter and bylaws has commenced.
  - Due to the volatility of industry and job changes, some members no longer have the same affiliation as when they joined, yet their interest and expertise has not changed.
  - Chair Farmer advocated revising the language in the charter and bylaws to base appointments on employment as a way of preserving proven expertise, Committee experience, and institutional knowledge.
- On STSAC membership, the next application period will open in June 2024. Current members are certainly encouraged to reapply. Additionally, members are urged to highlight the opportunity to apply through their engagement with stakeholders across surface modes and related communities of interest. or June 2024, as well as current members encouraging their colleagues to apply.
- Changes based on budget availability have impacted key programs for protection of systems.
  - The canine reimbursement program provided a mainstay of daily operations and special events, along with Visible Intermodal Prevention and Response (VIPR) teams supporting a surge capacity. Both served as fundamental approaches in how to accomplish surface transportation security.
  - The mass transit industry has tried to advocate for the canine reimbursement program, as many agencies had received funding and supported not only security in their rail

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- and bus operations but also preparedness for special events in their areas and responses to significant incidents. Now, funding for this program is no longer available. Mass transit operators face a fiscal cliff because of substantial revenue losses caused by fewer people physically going to the workplace since the COVID-19 epidemic. More ridership occurs on weekends and for special events, remaining strong on these days. However, the numbers have stayed down across rail systems.
- Canine teams often deploy to multiple locations and/or transportation venues. Subsequently, discontinuing the program impacts not only various modes, but also potentially whole regions.
  - Once a dog retires, the agency employing the handler likely will not have funding for a replacement.
  - The Administrator previously explained the potential cuts to the VIPR program, but the American Public Transportation Association (APTA) had not heard definitely about withdrawal of the canine program reimbursements. Had they, APTA might have taken the opportunity to have conversations with Congress ahead of this decision.
  - In the current environment, owner/operators face demonstrations that lead to arrest, potential destruction, and violence, making this a bad time to lose both programs.
  - A significant amount of industry concern remains, even if it has grown too late to voice it now, but the STSAC offered to have further discussions about VIPRs because of the strong partnership that existed formerly, upcoming National Special Security Events (NSSEs), and a lack of other resources.
- For consideration, the transportation sector could model the energy industry's strategy of creating playbooks for security resources that factor in what to do with less layers of resources.
    - Projected crowd size and scenarios guided individualized deployment strategies for each special event.
    - The Secret Service took the lead with some NSSEs due to their classification level.
    - When facing a requirement to screen everyone, mass transit systems preferred to use the VIPR program, which they now must offset with additional employees who will need training and extra equipment.
    - Whole communities become less secure when resources evaporate.
    - Multiple STSAC members suggested consideration of the Committee to serve as an advocate in budget debates for what industry faces with vanishing resources by focusing on real world realities impacting workplaces and providing both feedback to TSA and guidance to operators.
  - Moving forward and for the August STSAC meeting, Chair Farmer presented an idea for discussion to hold STSAC voting member only sessions in conjunction with the already planned quarterly meetings, and asked members to check their calendars for the day before as a possible timeframe for scheduling these.

### **Threat Brief**

The analysts presented an overview of Foreign Terrorism, Domestic Violent Extremists, Insider Threat, Unmanned Aircraft Systems, cyber incidents affecting transportation, and passenger rail and pipeline threats and trends.



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## Committee Administration Discussion

### *Committee Vote for February 29 Meeting Minutes*

Chair Farmer led the Committee vote to accept the February 29, 2024, meeting minutes as distributed to members in advance of the meeting. Mr. Farmer requested a motion to accept the minutes as drafted. Mr. Long moved to accept the minutes and the motion was seconded by Mr. Finnegan. The motion carried by voice vote with no objections and the minutes were accepted.

### *Recommendation Closure Flowchart*

Executive Director Gorton briefed the group on the STSAC Recommendation Life Cycle flowchart that includes a standardized TSA Recommendation Closure Process. The flowchart was provided to the members for review and discussion.

- Attendees reviewed each step on the flowchart and provided feedback about who to involve, the types of documentation required, and potential next steps.
- TSA staff plans to develop an additional document in narrative form to support the flowchart, providing additional information and clarity.
- Mr. Gorton urged participants to review the draft flow chart for the recommendation closeout process and provide feedback.
- Members were asked to send any additional feedback to DFO Click at [STSAC@tsa.dhs.gov](mailto:STSAC@tsa.dhs.gov).

### *Security Threat Assessment*

Executive Director Gorton highlighted the following:

- All appointed STSAC members are required to sign a DHS non-disclosure agreement (NDA) for sharing SSI information.
- Some members already hold security clearances, Transportation Worker Identification Credential (TWIC), and/or Hazardous Materials Endorsement (HME) credentials.
- Some members do not have any credentials.
  - Those members without any of these credentials will be required to complete a Level-3 Security Threat Assessment (STA).
  - TSA staff, with assistance from the Enrollment Services and Vetting Programs (ESVP) office, are developing an STA process for both the ASAC and the STSAC.

### *STSAC Membership Campaign Strategy*

Topics discussed included the following:

- A *Federal Register* notice soliciting applications for STSAC membership will be posted by the end of June.
  - For consideration of continued service in the Committee, the 21 members whose terms expire this calendar year will need to reapply by submitting a letter of interest and resume/curriculum vitae; TSA will send out reminders.
  - With respect to the recent slate of candidates, the TSA Administrator reappointed seven members and added two new ones.

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- TSA staff based the current membership schedule timeline on the length of time it took to clear the previous membership slate because of a change in a DHS directive that now mandates all DHS advisory committees must submit a proposed membership slate to the DHS Committee Management Office (CMO) for review prior to appointment to ensure provisions for Federal Advisory Committee Act (FACA) and FACA-exempt committees are met.
  - The DHS CMO directive ensures all DHS advisory committees have a fair and balanced membership to comply with Executive Order 14035, Diversity, Equity, Inclusion, and Accessibility (DEIA) in the Federal Workforce, which applies to all federal advisory committees.
  - The ASAC and STSAC require a level of technical knowledge and professional experience to produce the intended benefits of the collaborative, cross-modal, and joint industry and government work.
  - These criteria will remain in the application review process with technical experience and knowledge in an objective way.
- Each member represents one of the statutorily-mandated groups for membership in the STSAC.
  - TSA is developing a membership campaign plan to ensure the opportunity to serve on the STSAC and call for applications are widely known. The plan will outline additional proactive steps beyond publication of the *Federal Register* notice. TSA has always consistently spread the word through industry organizations and Industry Engagement Managers and will undertake an even more concerted effort with the plan.
  - Organizations and associations that fit the mandate, yet which may have been under-represented, have been identified and will be included in the outreach campaign, giving them a heads-up regarding the *Federal Register* notice and including them in one or more STSAC Membership Information webinars.

### **TSA PPE SO Surface Operations Update**

Security Operations (SO) Surface Operations (SO) Division Director Kevin Gaddis highlighted the following:

- A Cybersecurity Assessment plan event took place on May 8, 2024, in Aurora, CO.
  - The American Gas Association and Interstate and Natural Gas Association of America participated.
  - The agenda featured a threat briefing, review of corrective action processes (CAP), and an introduction to TSA's secure portal, followed by a question/answer session.
  - Follow-up outreach will occur.
- Surface Operations' Compliance and Enforcement Division provided CAP guidance sessions during April and May 2024 to ensure consistent practices across all five TSA surface regions.
- TSA issued Security Directive 1580/82-2022-01B (*Rail Cybersecurity Mitigation Actions and Testing*) on May 2, 2024.
  - Any owner/operator required to use Positive Train Control (PTC) must address its protection as a critical cyber system in the mandated Cybersecurity Implementation Plan.

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- Regulated parties must submit documentation in one of two ways; post it to TSA's secure portal or it leave onsite for inspection.
- Biweekly calls with the rail industry continue.
- Cybersecurity Pocket Guides
  - Staff recently completed another guide in this pocket-guide series for the trucking industry.
  - The Over-the-Road Bus industry pocket guide remains in preliminary draft stages.
- Surface Operations staff will present a cybersecurity update at the American Trucking Association's (ATA) midyear session in May 2024 and will also attend the APTA Security Roundtable in June 2024.

### **TSA PPE Surface Policy Division Update**

Executive Director Gorton highlighted the following:

- Rulemaking and SDs
  - TSA published an NPRM on vetting of certain surface transportation employees in the *Federal Register* during the second quarter of CY 2023. Upon publication in the *Federal Register*, industry and the general public had an opportunity to provide comments. Based on feedback, TSA has considered various options for enrollment. Review of this initiative continues.
  - TSA intended to publish an NPRM on cybersecurity risk management in the second quarter of CY 2024, but the NPRM remained at OMB awaiting pass backs to adjudicate identified matters of interest or concern.
  - SD Pipeline-2021-01C will expire May 29, 2024. TSA plans to reissue this SD series; a revised version is in the final stages of review and will come out before the current SD series expires. No major changes will occur, other than to incorporate the one made in the rail directive with a modification of the definition for "operational disruption."
  - SD Pipeline-2021-02D will expire July 27, 2024, and TSA intends to follow the same plan for reissuance as SD Pipeline-2021-01C above.
- National Security Memorandum 22 (NSM-22)
  - On April 30, 2024, President Biden signed the National Security Memorandum (NSM) 22 to secure and enhance the resilience of U.S. critical infrastructure.
  - A full sector risk assessment of all hazards is required within 180 days.
  - Based on that risk assessment, a sector risk management plan must be drafted within 270 days from April 30, 2024.
  - While the transportation sector has created similar documents in the normal course of business, some additional data gathering specific to individual subsectors will continue.

### **Chair and Vice Chair Closing Remarks**

Chair Farmer and Vice Chair Hanson provided closing remarks.

Closing remarks included the following:

- The planned agenda succeeded in inspiring robust discussion.

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- TSA will continue to take comments on the TSA Recommendation Closeout Process draft flowchart.
- Chair Farmer intends to circulate notes on today's action items before the minutes come out for review.
- The Chairs may consider organizing a separate meeting of STSAC voting members only on August 21, 2024, to precede the quarterly event on August 22.

### **Closing Remarks**

Mr. Scott Gorton provided closing remarks.

#### ***Scott Gorton closing remarks***

Mr. Gorton also appreciated the dialogue that kept everyone thinking and driving to do better. The meetings keep improving with regard to the levels of collaborative exchanges. TSA has received valuable feedback and will comb it for action items.

### **Adjournment**

DFO Click sought a motion to adjourn the meeting. A member motioned to adjourn the meeting. Another member seconded the motion. The motion to adjourn was carried by a voice-vote of the Committee.

The 20th meeting of the STSAC was adjourned at 3:19 p.m. EDT.

### **Certification of STSAC May 9, 2024, Meeting Minutes**

*I hereby certify that this is an accurate record of the activities of the Surface Transportation Security Advisory Committee on May 9, 2024.*



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Thomas L. Farmer  
Surface Transportation Security Advisory Committee Chair