

Surface Transportation Security Advisory Committee (STSAC)



Meeting Minutes August 22, 2024



Meeting Summary

The Transportation Security Administration (TSA) hosted the 21st 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 subcommittee updates on implementation of approved recommendations to the TSA Administrator as well as action on specific long-term priorities raised in prior Committee meetings. Also presented were updates from the agency's Surface Policy Division and Surface Security Operations.

The following addressed the STSAC: TSA Operations Support (OS) Deputy Executive Assistant Administrator (DEAA) Chad Gorman; Policy, Plans, Engagement (PPE) Assistant Administrator Eddie Mayenschein; PPE Surface Policy Division Executive Director (XD) and STSAC Executive Co-Sponsor Scott Gorton; the STSAC Chair Thomas Farmer and Vice Chair Polly Hanson; and Security Operations (SO) Surface Operations (SO) Division Director Kevin Gaddis.

The government and industry co-chairs of the Security Risk and Intelligence Subcommittee, Insider Threat Subcommittee, Emergency Management and Resiliency Subcommittee, and Cybersecurity Information Sharing Subcommittee presented their respective subcommittee reports, covering accomplishments, near and longer-term objectives and projected outcomes, and the foundations for future Committee topics of interest.

Call to Order

Before the formal start of the meeting, STSAC Designated Federal Officer (DFO) Gary Click provided 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 for an accurate record of attendance.

Opening Remarks

Eddie Mayenschein Opening Remarks

Mr. Mayenschein stepped in for STSAC Executive Co-Sponsor Mr. Robert Vente to wish everyone a good morning and pass along his many thanks to the officers of the Committee and respective subcommittees for their valuable leadership. He also welcomed the Aviation Security

Surface Transportation Security Advisory Committee (STSAC)

Advisory Committee (ASAC) Chair and co-Chair to the meeting. He noted that today's proceedings marked the last closed meeting for the year. The work, particularly that done in the subcommittees, has always intrigued Mr. Mayenschein, and he felt thrilled for the TSA Administrator to hear about the STSAC's progress.

Co-Executive Sponsor Opening Remarks

Scott Gorton Opening Remarks

Mr. Gorton added his welcome to the Committee members and Committee and subcommittees' officers. He discussed the impact of the Canadian rail shutdown and a cyberattack on an energy sector supplier. He praised the subcommittees for their work and looked forward to hearing their reports.

Recognition of DHS Secretary's Meritorious Service Silver Medal for the Surface Information Sharing Cell Stand-up Team

Mr. Gorton recognized the Surface Information Sharing Cell (SISC) Stand-up Team that had been selected to receive the Department of Homeland Security's (DHS) Meritorious Service Silver Medal Award, the second-highest award in the agency, for their efforts and collaborative work in information sharing. The SISC now has over 500 members and provides timely intelligence to industry stakeholders. Vice Chair Hanson found this achievement impressive and offered Kristi Yamaguchi's quote, ". . . Focus, discipline, hard work, goal setting and, of course, the thrill of finally achieving your goals . . ." Key contributors were recognized—Mr. David Cooper, Mr. Benjamin Currier, Ms. Wanda Davis, Mr. Kevin Gaddis, Mr. Mark Gerade, Mr. Scott Gorton, Mr. Scotty Hasenecz, Mr. Jeffrey Kroh, Mr. Jonathan Lamb, Mr. Christopher McKay, Mr. John Patch, Mr. Charles Phillips, Mr. John Reedy, and Mr. Darnell Young. Mr. Young was acknowledged for his impressive leadership in the SISC as the driving force behind conception to reaching the group's current status.

STSAC Chair and Vice Chair Opening Remarks

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

- The concept that became the SISC started with an STSAC recommendation. Everyone associated with the STSAC deserves the DHS Secretary's Award because of the collaborative effort that conceived and has grown the SISC.
- The briefing templates that Chair Farmer received in advance of today's meeting highlighted the principal subjects that each subcommittee will address during this session of the STSAC, notably: expanding access to the SISC; incentivizing reporting of cyber-threats for timely analysis; prioritizing insider threat; and planning and preparations for special events and their impacts on surface transportation.
- Focusing on indicators of concern, maintaining informed vigilance, and reacting accordingly remains important in the world's heightened threat environment.

TSA Administrator Remarks

Surface Transportation Security Advisory Committee (STSAC)

Administrator Pekoske acknowledged critical activity occurring in both the surface and aviation realms. His overall concerns revolved around three key vectors—insider threat, cybersecurity, and, most recently, air cargo. While he only had limited time to spend with the STSAC today, the Administrator planned particularly to be present for the subcommittee reports and looked forward to hearing them.

Regarding the STSAC membership solicitation, he recognized those who did not reapply for appointment, expressing appreciation and thanks to Mr. Carl Berkowitz, Mr. Jacob DuBois, Mr. Adam Long, Mr. Alan Smith, and Mr. Vince Verna for their service. The process of determining new members based on the June 2024 solicitation continues, and he expects the announcement of the membership slate by the fall.

He acknowledged Mr. Click stepping into the DFO role for one of only two advisory committees for TSA. He looked forward to one of the subcommittees reporting out on critical information sharing and praised how well the SISC functioned. He found industry perspectives valuable and noted, in particular, collaboration with industry partners in conducting security operations, which remains a key component to collective overall success.

OS DEAA Remarks

Mr. Chad Gorman appreciates hearing from the subcommittees, as their recommendations drive a lot of processes reflected in TSA roadmaps planned out for the next three to five years. Industry collaboration has proven extremely important, given very limited and precious resources, particularly at this time. The STSAC has impacted real change.

He also called attention to the SISC receiving the DHS Meritorious Service Silver Medal Award, as it highlights and prioritizes teamwork and information sharing. The Secretary's Award reflects a job exceptionally well done.

Regarding the STSAC membership solicitation, the TSA Senior Executive Review Panel has reviewed all the applications with thirty-seven people applying for thirty-one vacancies. Sixteen current Committee members sought reappointment, leaving twenty-one hoping to come in as new members. Recommendations are expected to go forward to the Administrator in the near term. Mr. Gorman anticipated making the selection announcement at the November meeting, with a new membership slate to take the STSAC into the next phase in 2025. Those who applied had strong qualifications, demonstrating themselves as hard-hitting experts while at the same time also reflecting the American people. The decision process prioritized diversity, equity, and inclusion.

Security Risk and Intelligence Subcommittee

The Security Risk and Intelligence (SRI) Subcommittee Industry Co-Chair Mr. James Cook and Subcommittee Designated Federal Officer Mr. Darnell Young presented the Subcommittee update.

Topics discussed included the following:

- Current Surface Information Sharing Cell (SISC) Membership and Outreach

Surface Transportation Security Advisory Committee (STSAC)

- Over 500 members across the U.S., representing a wide range of industry, federal, state, and local partners.
- Increased requests from members for broader participation in TSA-hosted classified briefings due to geographic spread and the logistical challenges of travel to central locations.
- Industry members and partners from various regions—e.g., California, Ohio—have expressed interest in remote participation, reflecting the high demand for access to critical intelligence.
- Expanding Remote Access and Participation
 - Remote Access Initiative: The goal is to enhance the participation of intelligence officers and industry partners in classified briefings through secure communication and video conferencing (VTC).
 - Testing with the Department of Homeland Security (DHS) and field locations is underway to identify the technical capabilities needed to support remote participation.
 - Field Location Plans: The SISC is identifying seven potential field locations where remote participation for Classified Industry Days can be hosted with Initial success noted from regions such as Colorado Springs.
- Feedback and Participation Assessment
 - Surveys and feedback mechanisms have been put in place to assess member interest in attending briefings remotely, with reference to these newly identified locations. Responses are being evaluated to prioritize the locations that offer the most impact in terms of level of interest and projected participation on a continuing basis.
- Upcoming Classified Briefings and Industry Days
 - October 17th Event: The next scheduled Classified Industry Day at TSA Headquarters will be the testing ground for expanded field participation with expectations for 6–10 remote attendees at each identified location.
 - Field locations with intelligence officers are key to ensuring participation and supporting stakeholders.
 - Plans to extend the scope of remote access for future events will be based on the success of the October briefing and ongoing technical evaluations.
- Challenges and Coordination Efforts
 - Technical Coordination: Ensuring the secure connectivity of multiple locations and the logistical arrangements to manage the flow of participants in and out of remote sessions will require close collaboration with local intelligence officers and DHS technical experts.
 - Security Clearance Requirements: Managing participation by stakeholders with clearances outside of DHS and TSA is a complex but essential task. Efforts will focus on ensuring that non-TSA participants can access the same intelligence securely, particularly those from other federal government organizations.
- Continuous Feedback and Communication
 - The Subcommittee is actively working to improve coordination through open lines of communication and feedback. Outreach efforts have been ramped up, such as recent ad hoc meetings to assess special events like the Taylor Swift concert in Vienna, Austria, where immediate intelligence sharing was critical.
 - Information Dissemination: A key part of this initiative is maintaining a clear and authoritative line of communication between the subcommittee, TSA, and all other

Surface Transportation Security Advisory Committee (STSAC)

partners. The goal is to share updates with confidence and provide actionable insights for field partners and industry stakeholders.

- Conclusion and Next Steps
 - Continue testing of field locations, finalize participation levels for the October 17th Classified Industry Day, and perform further technical evaluations with DHS and local partners.
 - Emphasize maintaining open communication and incorporating feedback to refine future events, ensuring wide accessibility to classified information.
- Open Discussion
 - Open Lines for Questions: Opening the floor for any questions from both remote and in-person attendees.
 - Acknowledgement of recent collaboration efforts, such as the rapid organization of meetings and calls, including those with the Chicago Transit Authority and other stakeholders.
 - Recognition of the importance of industry engagement, particularly when quick coordination is required.

Insider Threat Subcommittee

The Insider Threat Subcommittee's Industry Co-Chairs, Mr. Dan Krantz and Mr. Thomas Kelly, presented the Subcommittee update.

Topics discussed included the following:

- Transition of Leadership
 - New DFO Co-Chair: Mr. Thomas Kelly was introduced as the new Government Co-Chair, succeeding Mr. Warren Haines. This transition was essential for maintaining continuity and leadership within the Subcommittee. Mr. Kelly's leadership is seen as an opportunity to build on past successes while addressing new challenges.
 - Acknowledgment of Contributions: Mr. Haines' contributions were recognized, emphasizing his impactful role in shaping the Subcommittee's direction.
 - Strategic Shift: With Mr. Kelly at the helm, the Subcommittee is poised to explore innovative methods for threat identification, aiming to leverage insights from industry accepted behavioral analysis to enhance threat detection.
 - Refocusing Committee Objectives:
 - Behavioral Analysis: The discussion highlighted the need to broaden the subcommittee's focus from merely compliance-based metrics—such as screening and training—to understanding and identifying behavioral indicators of insider threats.
- Current Priorities
 - High Priority of Insider Threats: Mr. Kelly emphasized that the risk of a potential insider threat to the Transportation Systems Sector (TSS) remains high and the insider threat mission space continues to become more complex. TSA's Insider Threat Program remains adaptable to the rapidly changing threat and risk landscape to the Transportation Sector and to supporting the continued vital work of the Insider Threat Subcommittee.
 - Recommendation Follow-Up: The Subcommittee is working on formally closing out recommendations approved by the STSAC and accepted by the Administrator,

Surface Transportation Security Advisory Committee (STSAC)

ensuring that progress is fully documented and well communicated to leadership in the agency and to the full Committee.

- Enhancing Reporting Mechanisms
 - The collective goal is to ensure a safer transportation environment by adapting to new challenges and leveraging innovative solutions.

Emergency Management and Resiliency Subcommittee

The Emergency Management and Resiliency Subcommittee Industry Co-Chair Robert Gatchell and Subcommittee DFO Darrin McGreevy presented the Subcommittee update.

The presentation focused on special event planning with an emphasis on emergency transportation, resource coordination, and operational challenges tied to upcoming high-profile events such as the Democratic National Convention (DNC), Super Bowl, Fédération Internationale de Football (FIFA) World Cup 2026, and Presidential inauguration in 2025.

Topics discussed included the following:

- Overview of Special Event Planning and Emergency Transportation
 - Special Event Planning: A top priority due to upcoming large-scale events, including
 - National Special Events—e.g., Presidential Inauguration, Super Bowl, FIFA World Cup 2026.
 - Recently concluded events—e.g., DNC—that required substantial coordination.
 - Resources and Coordination: These special events demand significant resources and cross-functional collaboration across various transportation modes and emergency management sectors.
 - Interagency Cooperation: Coordination involves multiple stakeholders including transportation, public health, and law enforcement.
 - Key Challenges: These events present challenges related to resource allocation, emergency preparedness, and operational disruptions to standard systems and normal operations.
 - Transportation Impact: Future events will affect local transportation infrastructure, necessitating early strategic planning.
 - Information Sharing and Threat Awareness
 - Intelligence Priorities: Given the size and nature of these events, intelligence gathering and information sharing are critical.
 - Emphasis on the identification of threats—e.g., public health, security, hazardous materials.
 - Enhancement of threat awareness and mitigation tactics through webinars and other knowledge-sharing sessions.
 - Incorporating lessons learned from previous major events to refine future approaches.
- Emergency Transportation and Resource Allocation
 - Emergency Transportation Coordination: Upcoming events, particularly those like the FIFA World Cup, will require complex logistical management due to the vast number of teams and fans traveling internationally to different venues in the United States, Canada, and Mexico and expanded usage of surface transportation to attend matches throughout the tournament.

Surface Transportation Security Advisory Committee (STSAC)

- Previous experiences from cities like Miami, with high tourist and fan turnout, will inform transportation strategies.
- Surface Transportation Webinars: A series of webinars targeting surface transportation owners and operators will focus on best practices, hazard mitigation, and tactical planning for dynamic environments
- Webinars Will Highlight
 - Resources and practices that worked well in past events.
 - Event-driven tactics that promote sensible, efficient transportation operations.
 - Integration of emergency planning and operational structures.
 - Key Focus: These webinars will also promote information sharing and best practices across the transportation and emergency management communities.
- Highlighting Prior Events and Lessons Learned
 - Best Practices: Lessons learned from previous special events will be shared with Subcommittee members and stakeholders to inform future planning and execution.
 - Funding Considerations: An evaluation of funding needs for efficient resource utilization focusing on emergency response and transportation management will be undertaken.
- Addressing Emerging Threats
 - Emerging Threats: The expansion of electric vehicle (EV) use poses new risks such as fires and the damage they can cause in transportation systems.
 - A focus on EV-related threats in emergency transportation scenarios will be explored further, potentially influencing future transportation policies.
- Cybersecurity and Event Planning
 - Cybersecurity Concerns: The increasing threat of cyberattacks on transportation systems, particularly during large-scale events, is recognized as a critical area of focus.
 - Discussions with FIFA East Coast Security Director emphasize the need for robust cyber defenses due to the global scale of events like the World Cup.
 - Partnering with the Cybersecurity Information Sharing Subcommittee: Collaborative efforts between the STSAC's emergency management and cybersecurity teams will address
 - Cyber threats tied to critical infrastructure.
 - Broader implications on transportation safety and emergency response readiness.
 - Future webinars to include a cybersecurity component, addressing the vulnerabilities tied to major event logistics.
- Conclusion and Next Steps
 - The Subcommittee will continue to engage in cross-functional planning, information sharing, and tactical preparedness.
 - A call for further collaboration on transportation, public safety, and cybersecurity has been made with an emphasis on exploring potential partnership opportunities in future webinars.
 - The floor was opened for final questions or comments regarding emergency management priorities, transportation preparedness, and cyber risk mitigation.

Cybersecurity Information Sharing Subcommittee

The Cybersecurity Information Sharing Subcommittee's Industry Co-Chair Ms. Norma Krayem and Government Co-Chair Dr. Kendal Polk presented the Subcommittee update.

Surface Transportation Security Advisory Committee (STSAC)

Topics discussed included the following:

- Cybersecurity Information Sharing
 - The Subcommittee has been working to identify and ensure that any information voluntarily shared from the private sector and outside of the Security Directives, would have the same legal protections under CISA the Act 2015. This benefits government by being able to see othe types of threats, but protects industry from limited liability, regulatory reach-back, FOIA, state and local sunshines laws etc., as delineated by CISA the Act. This would also allow greater analysis on transportation related threats that would greatly benefit both owners and operators as well as the government.
- Current Challenges
 - System Limitations: There is no current TSA structure which could handle any information at this level, process, analyze and report it back out to owners and operators. The Surface Information Sharing Cell (SISC), in its present form, lacks the capability to intake, analyze, and provide actionable information back.
 - Legal Protections for Voluntarily Shared Information: For several years, this Subcommittee has asked TSA to provide clarity that it would provide the same legal protections to industry for voluntarily sharing information outside the SDs through CISA the Act, through the use of the PCII program. If TSA entered into this agreement with CISA, then it also allows TSA to receive the information directly fom industry and provide the protections stated above. To achieve this, it would require TSA to agree to provide these protections by entering into an agreement with CISA under the Protected Crticial Infrastructure Information (PCII) program, for all information outside of what is mandated by the SDs, which TSA has indicated it will not proceed with.
 - Industry Feedback: Industry stakeholders continue to raise concerns that they are not getting tailored, actionable threat information back from either CISA or TSA.
- Key Findings
 - Leadership from the STSAC and the Subcommittee met with the TSA Legal team to discuss the rquest from industry. At this time, the TSA Legal Team has indicated that it will not proceed to enter into an agrement with CISA under the PCII program, based on a variety of concerns that owners and operators might use it to circumvent the SD requirements. Varying examples were provided to them in the discussion outside of the SD mandates.
- Actionable Steps and Industry Recommendations
 - TSA agreed to draft a summary of other government programs that provide for protctions with voluntary information sharing of cybersecurity threats. No date was provided for when that would be completed.
 - The Subcommittee will discuss with its membership how it would like to move forward on other new recommendations to achieve the Subcommittee's goal as a result of the current state of play in TSA.
 - Industry has requested that TSA work with CISA, to identify why more industry specific cyber threat information is not being shared with them, based on a wide variety of sources of information that CISA has. That request includes better fidelity and transparency on what is actually occuring with the information being reported to understand what is trending in the transportation sector in relation other critical infrastruture sectors.

Surface Transportation Security Advisory Committee (STSAC)

- TSA has committed to working with industry to create a resource guide encapsulating all existing information-sharing capabilities, which would serve as a valuable tool for industry stakeholders.
- Moving Forward: TSA and CISA should work together to develop sector-specific reports based on cybersecurity trends with clear insights and recommendations to address transportation-specific threats that provide timely, actionable intelligence for owners and operators.
- The Subcommittee emphasized the importance of continued collaboration between TSA, industry, and other government entities to enhance the cybersecurity information-sharing ecosystem. That also means ensuring that commitments made by TSA to this process are fully implemented.
- The August 2024 meeting underscored the continuing challenges to secure additional protections for those entities that would like to share broader and different information voluntarily.
- Legal and operational impediments such as the lack of adequate protection mechanisms and system limitations remain significant obstacles. As such, regulated entities will only share information as required by the Security Directives.
- The Subcommittee continues to advocate for more robust two-way communication and better legal protections for voluntarily shared information.

Committee Administration Discussion

Committee Vote for Meeting Minutes

The STSAC Chair and Vice Chair moved up the Committee Administration Meeting Minutes Vote on the Agenda to approve the May 9 Meeting Minutes.

- Approval of May 9, 2024, Meeting Minutes
 - Chair Farmer called for a vote to approve the May 9 meeting minutes.
 - Motion: Moved by Mr. Long, seconded by Mr. Krantz.
 - Outcome: The minutes were approved by voice vote.

Threat Briefs

TSA Intelligence and Analysis

A TSA I&A Analyst presented an unclassified briefing on physical threats to the surface modes of transportation in the United States and then discussed current cyber activities, cyber actors' intent, their capability to conduct attacks, and historic cyberattack trends that have affected U.S. transportation.

National Joint Terrorism Task Force

An FBI National Joint Terrorism Task Force (NJTTF) Supervisory Special Agent and Intelligence Analyst presented a briefing on surface transportation threat statistics in the United States, incidents that have affected U.S. transportation, violent extremist mobilization indicators, and the significance of the Federal Train Wreck Statute (18 U.S.C Section 1992) to the STSAC Membership.

Surface Transportation Security Advisory Committee (STSAC)

Committee Administration Discussion

Recommendation Lifecycle Flowchart

The Recommendation Lifecycle Flowchart was presented. There was extensive discussion between TSA staff and the Committee about the lifecycle. TSA staff agreed to incorporate input from Committee members into the next version of the Flowchart to address their concerns.

TSA PPE Surface Policy Division Update

Executive Director Gorton highlighted the following:

- Rulemaking and Security Directives
 - TSA released a Notice of Proposed Rulemaking (NPRM) focused on vetting surface transportation employees earlier in the year that included opportunities for public and industry feedback. TSA has been evaluating the extensive comments received through this process and is in the process of preparing a Final Rule.
- Publication by TYSA of a new NPRM on Enhancing Surface Cybersecurity Risk Management is anticipated by the end of 2024. The agency plans to provide a 90-day comment period for thorough stakeholder review.
- Cybersecurity Directives
 - TSA has reissued Security Directives mandating cybersecurity measures and actions by critical pipelines and railroads.

TSA SO Surface Operations Update

Director of Security Operations (SO) Kevin Gaddis in TSA's Surface Operations (SO) Division briefed the Committee and highlighted the following:

- Pipeline Critical Facility Security Reviews (CFSRs)
 - Developed by SO Division Director Raymond Reese—Pipeline Division.
 - In-person training conducted across five regions with hands-on practice.
 - Oversight to begin in 2025.
- Pipeline Physical Security Forum (Tulsa, Oklahoma)
 - Third and final forum of the year focused on strong physical security.
 - Held with the American Gas Association (AGA) and Interstate Natural Gas Association of America (INGAA) featuring threat briefings from the FBI and TSA.
 - TSA's CFSR process overview was provided. For more information, attendees can contact Mr. Raymond Reese.
- Cyber Compliance Enforcement
 - Continuing work on Critical Infrastructure Protection (CIP) approvals and inspections with fiscal year completions nearing.
 - New Corrective Action Plan (CAP) Timeline Flowchart introduced to clarify reporting timelines for operators was shared with the pipeline industry and will be soon with rail operators.
- October—Cybersecurity Awareness Month
 - TSA is developing tools to enhance cybersecurity and working with American Public Transportation Association (APTA) to produce and hold relevant presentations.
 - Focused on providing no-cost resources for owners/operators to strengthen their cybersecurity posture.

Surface Transportation Security Advisory Committee (STSAC)

- Cybersecurity Pocket Guide
 - Drafted in collaboration with the over-the-road bus industry.
 - Final version to be released soon—similar to prior work with the American Trucking Association (ATA) for the trucking sector.

Chair and Vice Chair Closing Remarks

Chair Farmer and Vice Chair Hanson provided closing remarks.

- Vice Chair Hanson emphasized the critical role of surface transportation, noting its significance in both routine and crisis situations. Ms. Hanson acknowledged the Committee's passion and efforts particularly highlighting the importance of succession planning for departing members. She appreciated the discussion regarding the recommendation flowchart and emphasized the need for consistency in addressing key issues, current status, resource needs, impediments, and solutions.
- Chair Farmer echoed Ms. Hanson's sentiments, commending the voluntary efforts of the Committee and noting the high caliber of the discussions. Mr. Farmer highlighted a specific focus on legislative frameworks for addressing disruptions in surface transportation, referencing the relevance of a federal criminal statute—49 U.S.C. section 1992—on malicious interference with the operation of trains. This provision has been used effectively to charge and prosecute offenders in federal court for the serious disruptions to operations and risks to worker and public safety posed by track shunting, rail blockades, and organized mass theft campaigns targeting freight train. The deterrent effect of the sentences that have resulted in these federal prosecutions is pronounced. He also reinforced the importance of the Committee's role in regulatory areas, such as the NPRM on security vetting of surface transportation workers and the NPRM on enhancing surface cyber risk management. In particular, Mr. Farmer emphasized the effect of the issuance of the NPRM as a key point—up to that time, the Committee may freely discuss and make recommendations to the Administrator on regulatory matters, including advisability, feasibility, and reasonable alternatives.

PPE Closing Remarks

PPE Assistant Administrator Eddie Mayenschein and Surface Policy Division Executive Director and STSAC Executive Co-Sponsor Scott Gorton provided closing remarks.

- Mr. Mayenschein praised the Committee for embracing difficult conversations, which he sees as crucial to moving forward and emphasized that ongoing discussions, rather than isolated meetings, are key to progress.
- Mr. Gorton expressed gratitude for the feedback and dialog from the Committee. He acknowledged that while all solutions are not yet in place, the commitment to continued collaboration will lead to success. Mr. Gorton reaffirmed the Committee's invaluable role in TSA's mission to secure the nation's surface transportation systems.

Adjournment

- The meeting was officially adjourned at 2:51 p.m. EDT following a motion and a voice-vote by the Committee.

Surface Transportation Security Advisory Committee (STSAC)

Certification of STSAC August 22, 2024, Meeting Minutes

I hereby certify that this is an accurate record of the activities of the Surface Transportation Security Advisory Committee on August 22, 2024.



Thomas L. Farmer
Surface Transportation Security Advisory Committee Chair