Meeting Minutes
February 29, 2024

Meeting Summary

The Transportation Security Administration (TSA) hosted the 19th meeting of the Surface Transportation Security Advisory Committee (STSAC) in a hybrid in-person and WebEx video conference format at the Transportation Systems Integration Facility (TSIF) in Arlington, Virginia. 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 and planned priorities for attention in 2024. Also included were updates from the TSA Surface Policy Division and TSA Surface Operations.

Policy, Plans, and Engagement (PPE) Assistant Administrator Eddie Mayenschein; STSAC Executive Co-Sponsor Scott Gorton; the STSAC Chair Thomas Farmer and Vice Chair Polly Hanson, and Security Operations (SO) Surface Operations (SO) Kevin Gaddis addressed the Committee.

The government and industry co-chairs of the Cybersecurity Information Sharing Subcommittee, Insider Threat Subcommittee, Security Risk and Intelligence Subcommittee, and Emergency Management and Resiliency Subcommittee presented their respective subcommittee accomplishments, near and longer-term objectives and projected outcomes, and the foundations for future 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 10:17 a.m. EST, 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.

Introductory Remarks

Mr. Eddie Mayenschein and Mr. Scott Gorton provided introductory remarks.

PPE AA Eddie Mayenschein Opening Remarks

Mr. Mayenschein introduced himself and provided opening remarks. Through the lens of viewing the STSAC as an evolutionary group introducing evolutionary points to make evolutionary changes, he urged the members to rededicate themselves to protecting

transportation. He concluded his remarks with a welcome and thanks to everyone who make the Committee a success.

STSAC Co-Executive Sponsor Scott Gorton Opening Remarks

Mr. Gorton welcomed the in-person attendees to the TSIF, which serves as a testing center for new screening technologies and encouraged those in the room to attend the tour that would take place after the meeting.

He expressed appreciation to those who went above and beyond to help organize the meeting in addition to their regular commitments. He expected the subcommittee updates would generate honest discussion to reach the desired endpoints and an opportunity to see things from different perspectives that is always beneficial toward deliberating the right decisions. He urged everyone to remember the Committee's purpose and work together to make things better.

Mr. Gorton thanked Mr. Dan Krantz for taking on the role of Industry Co-Chair of the Insider Threat Subcommittee.

STSAC Chair and Vice Chair Opening Remarks

STSAC Chair Farmer and Vice Chair Hanson provided opening remarks that acknowledged the following:
- Development of capabilities, practices, procedures, and guidance to help industry organizations anticipate problems and exercise potential threats requires everyone's commitment, time, and energy.
- Subcommittee presentations will highlight particular areas of work and new initiatives for 2024, encouraging broad participation in subsequent discussion and questions.
- Appreciation for former DFO Judith Harroun-Lord, as she served as an exceptional lead, and welcome to the new DFO Gary Click, in addition to congratulating Mr. Krantz for his selection as the Industry Co-Chair of the Insider Threat Subcommittee.

Committee Vote for the November 16 Meeting Minutes

Committee Vote for November 16 Meeting Minutes

Chair Farmer led the Committee vote to accept the November 16, 2023, Meeting Minutes as distributed to members in advance of the meeting. Mr. Farmer requested a motion to accept the November 16, 2023, Meeting Minutes. Mr. Krantz moved to accept the minutes and the motion was seconded by Mr. Finnegan. The motion carried by voice vote, without objection, and the minutes were accepted.

Cybersecurity Information Sharing Subcommittee

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

Topics discussed included the following:

- Regarding Recommendation #1, "*Establish a surface transportation cyber information sharing network on threats, incidents, and security concerns and related alerts, advisories, analyses, and assessments,*"
  - This has been implemented to the maximum extent that TSA is able. The SISC currently shares cyber information with surface stakeholders via the following: thrice-a-week Intelligence-Information updates via WebEx; a new Homeland Security Information Sharing Network (HSIN) Critical Infrastructure SISC secure sharing portal that provides surface stakeholders 24/7 access to cyber products; and quarterly in-person classified briefings that cover cyber security and threats.
  - Stakeholders have been very pleased and supportive of all of the SISC's work and the expanded offerings and briefings. The original level of analyses that stakeholders had originally anticipated is no longer anticipated as part of the SISC, it is not resourced at the levels needed to provide that, however it provides a much needed resource to stakeholders and has helped fill the original gap identified by the group. TSA has indicated that Cybersecurity and Infrastructure Security Agency (CISA) will be the entity who will provide the expanded level of analyses that is currently needed.
- Regarding Recommendation #2, "*Manage the operations of the Surface Information Sharing Cell (SISC) under the express authorization provided by the Cybersecurity Information Sharing Act of 2015,*" (CISA/2015),
  - Ongoing discussion regarding questions that remain for which resolution is needed to enable implementation and whether or not the CISA/2015 Act protections apply to sharing under the SISC.
    - The CISA/2015 Act was created by Congress to ensure there would be more voluntary sharing of information while still protecting owners and operators who provided that information.
    - Whether or not that voluntary information sharing into the SISC would be afforded the protections of CISA/2015 Act.
    - Whether or not there are any protections under the CISA/2015 Act on sharing even under the SDs that go to CISA.
    - At this point, while TSA Chief Counsel (CC) is actively looking more broadly into the legal considerations into this issue, TSA indicated it will not be able to provide any written updates on this question and request as framed by the Cybersecurity Information Sharing Subcommittee at this time. However, TSA Administrator Pekoske spoke on this issue and indicated he understood the need for clarification that the Subcommittee had been asking for. He indicated to the TSA team that he wanted them to work on this and to be able to provide some updates to industry and stakeholders to address this need.
- Regarding Recommendation #3, "*Establish effective procedures for broad sharing of cyber threat and security information across surface transportation modes,*"
  - Industry continues to ask for information back from the combined TSA-CISA partnership on cyber threat information as a result of the TSA mandate to report cyber incidents. Thus far, limited information is coming back from that effort since the inception of the SDs in 2021. It would also be important for the industry to receive information back from CISA and its sources relevant to surface transportation.
  - Industry would ask that TSA continue to be an advocate with CISA for owners and operators to ensure that more detailed information and analysis be sent to the transportation industry.

- Regarding Recommendation #4: *"Conduct an annual review to assess the performance and impact of the Surface Information Sharing Cell (SISC),"*
  - This effort is dependent upon the SISC to create this and the subcommittee has been informed by the SISC that this is in progress.
  - We believe that an annual review is important and look forward to getting updates from the SISC on this effort."
- CIS Subcommittee 2024 Focus Areas
  - Project Chariot (Critical Hardening Achieved through Risk Reduction IT and OT Technology)
  - Reissuance of Rail SD: new issues
  - The October 30, 2023, Executive Order on Artificial Intelligence (AI)

Security Risk and Intelligence Subcommittee

The SR&I Subcommittee Government Co-Chair Ms. Wanda Davis and the SR&I Subcommittee DFO and Chief of the Surface Information Sharing Cell (SISC) Mr. Darnell Young presented the SR&I Subcommittee update.

Topics discussed included the following:
- TSA considered Recommendations #1 through #3 as complete and has begun the formal closure process.
- Recommendation #1, *"Request establishment of a National Intelligence Manager (NIM) for surface transportation."*
  - Obtained advocacy for surface transportation intelligence-information requirements at the Office of the Director of National Intelligence (ODNI) level via the NIM for Western Hemisphere.
- Recommendation #2, *"Use private sector intelligence requirements to guide federal intelligence collection and inform intelligence analyses and product development."*
  - Annual submission of surface industry-generated intelligence requirements via SISC Current Industry Information Requirements aligned with annual TSA Priority Intelligence Requirements (PIRs) and complemented the annual Department of Homeland Security (DHS) Transportation Sector Key Intelligence Questions (KIQ) Compendium.
- Recommendation #3, *"Approve and implement the Surface Information Sharing Cell (SISC) charter."*
  - The exponential growth of SISC membership from 20 in May of 2023, when SISC obtained full operational capability, to 375 as of February 2024 as a result of government and industry collaboration.
    - Members include eight U.S. Government agencies and 13 State, Local, Tribal, and Territorial (SLTT) groups, in addition to other industry organizations.
    - The Subcommittee DFO has traveled to conferences to explain the SISC and recruit SLTT representatives. The Subcommittee DFO anticipates speaking in Cleveland at a transportation conference in June.
    - The SISC has shared over 600 documents and finished products, most involving cybersecurity, and the Subcommittee continues to look for more ways to participate in further outreach.

- Another SISC Industry Day is scheduled on March 21st and will offer the ability to attend from TSA's Colorado Springs facility as a way to accommodate a much larger group.
- Recommendation #4, *Conduct an annual review to assess the performance and impact of the SISC*,"
  o Work continued to complete the Security Risk Methodology Matrix as a resource to support efforts to drive down risk across surface modes.
  o The TSA Requirements and Capabilities Analysis (RCA) Office had the lead to publish a catalog and expected to circulate a first draft by end of the third quarter of FY24.
- SR&I 2024 Focus Areas
  o The Subcommittee planned to hold their next meeting in March to discuss the recommendations being officially closed out and to explore new initiatives.
  o Some initiatives they are considering included increasing surface transportation sharing as follows:
    - Hosting webinars and threat intelligence briefings
    - Leveraging the Subcommittee and full STSAC to expand SLTT membership in the SISC
    - Developing an Engagement/Outreach Plan to local and field SLTT via in-person or virtually
- As an opportunity to present innovative solutions applied to meet the purpose of approved recommendations, the Subcommittee proposed the following:
  o Increasing SISC participation at relevant surface conferences as an opportunity to brief on the surface information sharing mission
  o Working on the possibility of incorporating local venues to accommodate a larger audience for the SISC briefs
  o Considering the feasibility of an FOUO tearline to distribute to those who were not able to attend, as well as a follow-up webinar to Industry Day

Insider Threat Subcommittee

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

Topics discussed included the following:
- Regarding Recommendation #1, *"Expand the newly established Insider Risk Mitigation Hub (IRMH) by integrating surface transportation industry representatives and leveraging the combined expertise of public and private security professionals,"*
  o The Co-chairs had reached agreement to proceed with official closure.
  o The group continued to meet with surface stakeholders to increase awareness about insider threats and this resource.
- Regarding Recommendation #2, *"Develop a Case Optimization and Risk Evaluation (CORE) tool"*
  o The Co-Chairs reached agreement to proceed with official closure.
  o The tool used data stream ingestion and analytics to constantly assess risk across the industry. The Subcommittee maintained a feedback loop for this tool.

- Regarding Recommendation #3, "*Implement a nationwide online tip capability that provides a timely and simple means to report suspicious activity and threats,*"
    - The resource existed, but no one had used it yet, and future activity would aim to improve industry awareness and accessibility.
- Regarding 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,*"
    - The Notice of Proposed Rulemaking (NPRM) for Surface Employee Vetting put these recommendations on hiatus; the Subcommittee intends to further explore personnel assurance best practices that reduce risk at critical infrastructure facilities. Because of the NPRM, any further discussion had to stay in the public domain.
    - The members needed to strike a balance of having proper discussions with Sensitive Security Information (SSI) concerns, which do not belong in an unrestricted realm, leading to questions about rules of engagement and how to protect sensitive information.
- Regarding Recommendation #6, "*Expand the scope of participation in TSA's existing Insider Threat Executive Steering Committee,*"
    - The Subcommittee considered this recommendation officially closed.
    - The TSA Insider Threat Program Manager (ITPM), as Government Co-Chair, represents the Insider Threat Subcommittees' perspectives and views during ITESC meetings and reports back any pertinent information to the respective Subcommittees.
- Regarding Recommendation #7, "*Establish a consistent coordination process to facilitate communication of sensitive information on reports or allegations of terrorist or extremist ties, or suspected illicit insider activity,*"
    - The HSIN Surface Transportation Insider Threat Library provided the capability to catalogue and communicate sensitive information to registered users, including industry representatives.
    - The Subcommittee will explore opportunities to optimize its content and distribution to authorized users.
- Regarding Recommendation #8, "*Maintain a consolidated insider threat information resource for transportation,*"
    - The most significant activity revolved around the rollout of the HSIN Surface Transportation Insider Threat Library site to broader surface stakeholders.
- InT 2024 Areas of Focus
    - TSA will meet with the newly appointed industry co-chair to establish an agenda for meetings and potential areas for cooperation.
    - Opportunity to preview significant issues or concerns related to surface transportation security or emergency preparedness that the subcommittee is considering for attention and action.

Emergency Management and Resiliency Subcommittee

The Emergency Management and Resiliency (EM&R) Subcommittee Government Co-Chair Mr. Chris McKay, Industry Co-Chair Mr. Robert Gatchell, and DFO Darrin McGreevy presented the EM&R update.

Topics discussed included the following:

- The EM&R Subcommittee was very active throughout CY 2023.
- Webinar 1
  - Held on March 15, 2023
  - Objectives: 1) Identify and discuss current state of the energy system—specifically the power grid; 2) Discuss industry challenges and considerations to transitioning to cleaner technology and Electric Vehicles (EVs); 3) Evaluate relevant information to identify potential challenges and determine future needs of the power grid to support this transition
- Webinar 2
  - Held on September 28, 2023
  - Objectives: 1) Identify best practices for procuring and deploying battery electric buses and charging systems; and 2) Evaluate the Motor Coach industry post-COVID and its impact on evacuation planning
- Key Participants in the Webinars included Duke Energy, Peter Pan Bus Lines, Pinellas Sun Coast Transit Authority, Center for Urban Transportation Research, Federal Emergency Management Agency (FEMA), Transportation Management Services, Department of Energy, and other federal partners
- Findings
  - The switch to EVs in the Motor Coach industry presents significant challenges such as costs, range, and seasonal temperature variances.
  - Transition to electric fleets is gaining some traction in the Public Transportation community.
  - The Center for Urban Transportation Reearch has published research and best practices on procuring and deploying battery-electric buses and charging systems.
  - Significant reduction in the number of motorcoach operators post-COVID requires metropolitan areas to rethink disaster evacuation planning.
  - Utilization of EVs in disaster planning requires additional resource planning.
  - After-Action Reports were prepared following each webinar.
- EM&R 2024 Focus Areas
  - Priority 1: Regarding increased awareness to the surface transportation community and all relevant partners on associated hazards with EVs and addressing the safety issues associated with EV systems, recent events have highlighted the need for procedures on dealing with battery fires caused by EVs due to the intense heat, high-voltage cables, and hazardous materials that make such fires uniquely challenging for the first responder community.
    - As the surface transportation community continues to transition to EVs, it is critically important that owner/operators and other relevant stakeholders are aware of these vulnerabilities and risks as well as receive education on mitigation options that could prevent hazards through thermal runaway, electric shock, fire, chemical exposure, and structural failure. The Subcommittee plans to host another webinar on this topic during Mid-Year CY 2024.
  - Priority 1 projected benefit for surface transportation security
    - Increased awareness of the EV fire threat/concern/hazard across the surface transportation community
    - Increased awareness to owner/operators on how first responders will deal with such an event

- Increased awareness for front line operators who may have to deal with such an incident
- Awareness of training opportunities that are available to first responders in this space
  - o Priority 2: Regarding the need to develop and/or refresh best practices and considerations when surface transportation owner/operators are planning for a National Special Security Event (NSSEs) in their metropoitan area, multiple upcoming NSSEs are on the horizon for CY 24 and beyond, including the Presidential Inauguration, Olympics, World Cup, and Super Bowls.
  - o Priority 2 projected benefit for surface transportation security
    - Sharing/update of best practices across the community on planning and prepareness for a NSSE
    - Areas to examine/explore: planning, operations, logistics, technology, Intelligence and information sharing, funding, training, contingencies, and external factors (i.e. weather, pandemics, host committees, government)

Committee Discussion and Q&A

Vice Chair Hanson led the Committee Discussion and Question and Answer portion of the agenda. No one in the room or on the line had any questions or topics to discuss.

Threat Brief

Analysts from DHS I&A and TSA I&A provided current threat briefings to the STSAC membership. The analysts presented an overview of the artificial intelligence landscape, cyber incidents affecting transportation in 2023, and the impact of the Hamas-Israeli conflict on surface operations.

Committee Administration Discussion

Recommendation Closure Process

Executive Director Gorton briefed the group on the need to establish a standardized Recommendation Closure Process.
- TSA staff are working on documenting the Recommendation Closure Process. Meetings will continue with DFOs and Subcommittee Co-Chairs to establish basic tenets of an advisory committee recommendation process to reach mutual understanding/agreement on recommendations and completed work as a way to conclude further action on a recommendation.
  - o The process would allow for documentation of completed actions and allow for discussion of the need for new recommendations Those working on this task will provide a written overview for distribution among Committee members and participants for review, feedback, and eventual concurrence.
- One of the basic concepts of governance for committee recommendations is that they are recommendations, not mandates. While TSA will do what it can to implement a recommendation, at some point the agency may have to determine that all which can be

done has been done with a particular recommendation. The goal of this effort is to have a consistent and sustainable process for everyone to follow in the future.

- o Discussion ensued with a suggestion to develop a flow chart detailing how the recommendation process should work. The subcommittee DFOs will have the responsibility to maintain this process to appropriately capture all facets of recommendation closure discussions, including any dissenting positions.
- o The STSAC Chairs requested a TSA explanation of a situation where the agency might consider work on a recommendation had reached completion.
- o Mr. Gorton responded that priorities might change or there could be challenges with resources or budgeting that would make further work on a recommended action difficult or impracticable. The formal process to develop new recommendations was also discussed. He explained that a subcommittee may develop and draft a recommendation, and submit it to the Chair and Vice Chair, requesting consideration by the full STSAC to submit it to the Administrator.
- o The STSAC Chair emphasized that a TSA determination that further activity to implement a recommendation is unjustified is by far the exception. In most cases, the official closeout will follow concurrence by the officers and members of the responsible subcommittee, the officers of the STSAC, and the TSA Executive Sponsors and (DFO) that the recommendation has been effectively implemented. As context, TSA's Assistant Administrator for Policy, Plans, and Engagement noted that, in his extended experience with the Aviation Security Advisory Committee (ASAC), the agency had not ever taken unilateral action to close a recommendation. The STSAC Chair expressed confidence that the STSAC should easily match this caliber of performance.

TSA PPE Surface Policy Division Update

Executive Director Gorton highlighted the following:
- Cyber Risk Management NPRM
  - o The review process with the Office of Information and Regulatory Affairs (OIRA) had started.
  - o TSA expected expedited review, which would take a minimum of 90 days.
  - o Publication might occur by the summer of 2024.
- U.S. Coast Guard (USCG) Cybersecurity NPRM
  - o The USCG published its Cybersecurity NPRM on February 21, 2024.
  - o The two organizations' Cyber NPRMs are aligned thematically, covering the same ground of having a cyber-risk management program, identifying a central point-of-contact (POC), and calling for network segmentation, training, an incident response plan, tests, and exercises.
  - o Each of these elements is also reflected in TSA's SDs on cybersecurity.
- Rail SD 1580/82 Revisions
  - o Modifications included the addition of a requirement to add Positive Train Control (PTC) and address its security in the cyber-implementation plan as a critical system.
  - o Interagency review counted as the final step before release, and TSA anticipated publication of the updated SD by the end of March.
- Artificial Intelligence (AI)

- o A requirement in the October 30, 2023, Executive Order on AI directed sector risk management agencies to conduct a "Use of AI" study in their sector, but afforded only 90 days to respond in a joint manner with DHS/USCG/Department of Transportation (DOT) input.
- o Those agencies sought the Sector Coordinating Councils' assistance and used a template of essential questions to collect feedback and prepare a report.
  - ▪ This area is still considered as an emerging subject of concern with much more to learn about the relative risks and benefits.
  - ▪ The assessment showed that some transportation operators are using AI for preventative maintenance and route optimization, but the current risk assessment only scratched the surface of potential uses and more research will be needed to determine the prevalence of AI use in surface transportation and to assess the associated risks.
  - ▪ Safety and security concerns surfaced not just with adversaries, but also with implications of incorporating AI into safety systems also existed.
  - ▪ CISA had undertaken the task of compiling information from all of the critical infrastructure sectors and publishing a report for the Secretary of Homelad Security. TSA anticipates that a publicly accessible version of the report will be available this spring.
- • Government Accountability Office (GAO) Report on Surface Threat Information Sharing
  - o The GAO investigation looked at the deployment of Field Intelligence Officers (FIOs) and how they aligned with higher risk surface entities and concluded that TSA adequately executed that plan.
  - o GAO also examined the method for the issuance of security clearances to private sector employees and made several recommendations on how to improve the uniform understanding of who can apply and how.
  - o The study revealed that stakeholders did not really understand the procedure. TSA will establish a process improvement team that will review the current private sector security clearance process and make the changes necessary to ensure common understanding among TSA/DHS staff and stakeholders about the process.
  - o TSA intends to publicize the process widely in the surface transportation community so that all stakeholders are aware of the procedures for obtaining security clearances.

TSA PPE SO Surface Operations Update

Mr. Kevin Gaddis highlighted the following:
- • Pipeline Division Physical Security Forums
  - o Surface Operations conducted the first of three planned Pipeline Physical Security Forums at Pentagon City, VA, on January 18, 2024.
  - o The next in-person forum will take place in New Orleans, LA, on April 17, 2024.
  - o The third will be held on the West Coast at a to-be-determined location and date.
  - o An in-person meeting with industry will be held on March 25 in Charleston, SC, to discuss the new cybersecurity requirements of the SD.
- • Pipeline and Hazardous Materials Safety Administration (PHMSA) Pipeline Safety Training

- o The Pipeline Security Assessment Team, Transporation Security Inspectors (TSIs), and the Security Operations Pipeline Division Manager will be attending the training in Oklahoma City starting March 4.
- Pipeline and Rail Inspections
  - o Surface Operations staff projected completing the inspections by the end of March/beginning of April.
  - o Approximately 70 inspections were completed as of February 24, 2024.
  - o Cybersecurity Assessment Plans (CAPs) were due within a year based on last year's assessments and SD review date.
  - o Staff had also finished 16 inspections of covered railroads with teams concentrated on reaching out to owner/operators to focus on scheduling these visits to evaluate implementation of the SDs' requirements.
- Joint Cybersecurity Advisory for Volt Typhoon Living Off the Land Industry Call
  - o The Joint Cybersecurity Advisory is a voluminous document exceeding 40 pages, so Surface Operations thought it important to break it down into a briefing and give industry a chance to ask questions
  - o Over 424 industry participants from all modes of transportation joined an Industry call on February 22. Numerous speakers provided threat briefs.

Chair and Vice Chair Closing Remarks

Chair Farmer and Vice Chair Hanson provided closing remarks.

Closing remarks included the following:
- The meetings had really transitioned in the past year due to the great work from the Subcommittees and everyone staying engaged.
- Membership selection continued with explanations of the current high quality and integrity process for selection at the DHS Committee Management Office for decision.
- Subcommittee rosters remained with the Chairs to ensure awareness of the levels of effort and identify any gaps.
- The 2021–2022 Annual Report is now posted on TSA.gov.

Closing Remarks

Mr. Eddie Mayenschein and Mr. Scott Gorton provided closing remarks.

Eddie Mayenschein closing remarks

Mr. Mayenschein highlighted that the subcommittees' success was because of the industry representatives working together with the U.S. Government. He expressed his appreciation for all the hard work this level of commitment entails. He encouraged the Committee to keep the dialogue going and looked forward to the next meeting.

Scott Gorton closing remarks

Mr. Gorton also appreciated the dialogue that kept everyone thinking and driving to do better. He viewed the STSAC's purpose at its core is to provide informed recommendations to the

Administrator to make surface security and preparedness better. The group has made the greatest strides in improving information sharing which serves to better prepare all for addressing future security threats.

Adjournment

DFO Click sought a motion to adjourn the meeting. Mr. Berkowitz motioned to adjourn the meeting. Mr. Oelsner seconded the motion. The motion to adjourn was carried by a voice-vote of the Committee.

The 19th meeting of the STSAC was adjourned at 2:53 p.m. EST.

Certification of STSAC February 29, 2024, Meeting Minutes

I hereby certify that this is an accurate record of the activities of the Surface Transportation Security Advisory Committee on February 29, 2024.

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Thomas L. Farmer
Surface Transportation Security Advisory Committee Chair