

Surface Transportation Security Advisory Committee (STSAC)



Meeting Minutes November 18, 2021



Meeting Summary

TSA held the tenth meeting of the Surface Transportation Security Advisory Committee (STSAC) virtually via an operator-assisted teleconference call due to the novel coronavirus (COVID-19) pandemic. The meeting was open to the public. The agenda was provided to participants in advance of the meeting.

The TSA Administrator David Pekoske; Assistant Administrator (AA) Eddie Mayenschein, Policy, Plans, and Engagement (PPE); STSAC Executive Sponsor Victoria Newhouse, (PPE Deputy AA); Surface Division Executive Director Scott Gorton; Security Operations Surface Operations (SO) AA Sonya Proctor; and the STSAC Chair Thomas Farmer and Vice Chair Polly Hanson addressed the Committee.

Call to Order

Before the formal start of the meeting, STSAC Designated Federal Officer (DFO) Judith Harroun-Lord provided a brief explanation of the teleconference guidelines. She called the meeting to order at 1:04 p.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.

STSAC Executive Sponsor Introductory Remarks and Introduction of New Members

STSAC Executive Sponsor Victoria Newhouse provided introductory remarks. Ms. Newhouse thanked DFO Harroun-Lord for opening the meeting. She opened with greetings to all Committee members. She thanked all participants for joining, both industry representatives and federal partners. She welcomed Administrator Pekoske and also passed along thanks to the Senior Official Performing the Duties of the Deputy Administrator (SOPD DADM) Stacey Fitzmaurice, Operations Support Acting Executive Administrator Thomas Bush, and PPE AA Eddie Mayenschein, as well as other colleagues throughout TSA. She recognized the agency-wide effort to support the STSAC and greatly appreciated the partnership. Recognition was provided for the great work the STSAC accomplished over the past year, including the partnership with government and the agency-wide effort to support the Committee. A special thanks was extended to TSA senior leadership for their support of the Committee and to the STSAC Chair and Vice Chair for their outstanding leadership and inspiration. All STSAC members were recognized for their dedication to the advancement of surface transportation security and the tremendous expertise brought to the Committee.

Six new STSAC members—Ms. Norma Krayem, Mr. Jared Cassity, Mr. Brian Harrell, Mr. Robert Mims, Mr. Lowell Williams, and Mr. Peter Grandgeorge—were welcomed and recognized for their high level of expertise and commitment to serving on the Committee. Ms. Newhouse recognized the attendance of members of the public and the press, and thanked the Aviation Security Advisory Committee (ASAC) Chair and Vice Chair for their support and

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partnership with the STSAC through their sharing of experience, recommendations, and lessons learned. DFO Judith Haroun-Lord, the Surface Policy Division Executive Director Scott Gorton, and the TSA support team were recognized for their valuable contributions.

TSA Administrator Opening Remarks and Welcome to New Members

TSA Administrator David Pecoske provided opening remarks. Administrator Pecoske wished everyone a good afternoon. He noted he was currently visiting New York City – LaGuardia Airport, John F. Kennedy International Airport, and the Port Authority of New York and New Jersey – to obtain an understanding of how operations have been trending up into the holiday season. Administrator Pecoske recognized the unique insight and expertise the entire STSAC brings to TSA from all parts of the nation. He saw it as making a mark on TSA, and on the work done collectively in the public/private sector throughout the nation, resulting in extremely valuable contributions. Acknowledgment to the new Committee members and a warm welcome to the STSAC were extended. He called attention to the public nature of this meeting and extended a special welcome to the six new members. He talked with them earlier in the day and felt confident with their support of the advisory role to TSA. He listed each member and their title: Mr. Brian Harrell, the Vice President and Chief Security Officer of AVANGRID; Mr. Robert Mims, the Director of Security Technology and Cyber Information Security Officer (CISO) for Southern Company Gas; Mr. Lowell Williams, Director of Cybersecurity Operations for the Washington Metropolitan Area Transit Authority; Mr. Peter Grandgeorge, National Security and Resiliency Advisor for Berkshire Hathaway Energy; Ms. Norma Krayem, the Vice President and Chair of Cybersecurity, Privacy, and Digital Innovation at Van Scoyoc Associates; and Jared Cassity, the Chief of Safety at the SMART Transportation Association. Administrator Pecoske noted that they would add a breadth of experience and expertise to the Committee, helping the STSAC meet its important mission and adding to the TSA mission and cybersecurity policies.

TSA had undertaken the process of issuing security program amendments and security directives (SDs), as applicable, to help strengthen cybersecurity for aviation, freight railroads, passenger railroads, and rail transit systems, similar to what the agency already put in place for owner/operators of pipelines. These requirements address a number of topics, such as appointing a cybersecurity coordinator, reporting of cybersecurity incidents to the Cybersecurity and Infrastructure Security Agency (CISA), conducting a cybersecurity vulnerability assessment, and developing and implementing a Cyber Incident Response Plan, all critical elements to raise the baseline to protect against cyber-attacks. Administrator Pecoske called attention to the need to make significant improvements to the carriers transporting the largest number of passengers or the most volumes of cargo. Parallel to the security program amendments and SDs, TSA would issue recommendations through an information circular (IC) to the remaining industry partners for those modes. He repeated that the required measures would apply to the more critical owner/operators, and the IC would provide recommended measures to the others.

Administrator Pecoske recognized that threats continued and knew that attendees would discuss this concerning situation further in the meeting. TSA started with improved pipeline cybersecurity and now needed to branch into other surface sectors, as well as aviation. He and his staff appreciated the feedback received on drafts of the directives – circulated for review and comment before their issuance. Changes to the directives' content were made as a result. As an example, for rail and rail transit, the timeframe went from twelve to 24 hours to report a cybersecurity incident. Similarly, TSA lengthened the time to complete the Cyber Incident Response Plan to six months – from the originally proposed 60 days. He passed along his

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commendation to the pipeline companies for moving so swiftly to comply. They stepped up and put into place the requirements of both the initial SD and the following one.

He recognized the challenges to implementing the SDs during a pandemic but thought that TSA had followed a very good process to factor in what companies may experience. Utilizing action plans relating to timelines to complete the required activities, his staff looked at some of those proposed deadlines and the reasonableness of achieving them to identify the highest priorities for completion and then to offer more time for the others. Owner/operators could also submit alternative measures requests. Sometimes multiple paths existed to accomplishing the desired outcome. Outstanding dialogue had already taken place about what might attain the same result, just with different activities performed. Administrator Pekoske appreciated the flexibility and stated that TSA would certainly continue to apply it as the agency moves forward.

In closing, he noted the 18 recommendations the STSAC submitted and how he approved each of them for implementation. He saw from the agenda that the subcommittees met regularly – more often than the regular STSAC quarterly events. He viewed his most important function as not just to provide information, but also to convey how much he appreciated the partnership and commitment to improving transportation security and reducing risk across all surface modes. He emphasized that he would continue to find their input beneficial. He also noted that he valued their leadership and looked forward to hearing their perspectives. He urged the members always to provide feedback. He heard the recommendations and plans for implementation, including modifications to processes. Good back and forth dialogue continued. He thanked everyone for the time that they committed to TSA and the entire country and recognized it is particularly important to say thank you during this time of year. He felt grateful for what they did day-in and day-out. Administrator Pekoske signed off by wishing everyone a Happy Thanksgiving.

STSAC Chair and Vice Chair Opening Remarks

Chairman Thomas Farmer thanked everyone for participating on the call and extended a welcome to Committee members, industry, and government counterparts. He noted his appreciation for the time and effort everyone has dedicated to support the STSAC over the last two years. Chairman Farmer recognized the initiative and commitment to a greater cause by those who applied to join the Committee and those who were chosen and served. The STSAC has gained a tremendous amount of expertise and experience with the addition of the newest members.

Mr. Farmer considered the STSAC's 18 recommendations, which he pointed to as noteworthy achievements in and of themselves, especially considering the work taking place in the midst of a pandemic and other significant concerns. He recognized the exceptional efforts put forth by all involved in industry and government, well demonstrated by their unanimous approval by the Committee as a whole and full acceptance for implementation by the TSA Administrator. He anticipated hearing more about the plans for implementation, progress attained in bringing the recommendations to fruition, and impediments or challenges that warrant attention.

Mr. Farmer highlighted all of those working on the subcommittees – who have volunteers to apply the breadth of their knowledge and experience to serving the admirable aim of producing outcomes that enhance security and emergency preparedness across all surface modes. Review of the collective work reflected in the recommendations reveal sore themes focused on threat intelligence, information sharing, and awareness of adversary capabilities. Advances in capabilities and effectiveness made in these areas can prevent harm from happening – cyber and physical – in surface transportation. Also, this group has not rested on its laurels, but

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consistently searched for opportunities to expand. Three of the subcommittees have expanded upon the Administrator's priorities from his Tasking Letter in 2020. On their own initiative Committee members established the fourth subcommittee – with a focus on Emergency Management and Resiliency, foresight vindicated with the thorough evaluation completed by the group on effects of the pandemic in surface transportation.

Vice Chair Hanson recognized six new members and felt grateful for their volunteerism and wanting to safeguard the nation. She explained their selection as stemming from their impressive resumes and urged the six to please share their knowledge further by joining a subcommittee. She thanked the ASAC Chair and Vice Chair for attending as well as members of the public. The STSAC played a role in the development of the SDs, reviewing initial drafts and providing thorough, unified feedback. She saw the importance of surface transportation highlighted daily on the news, with story topics ranging from infrastructure improvements to the movement of people and goods. No one disputed the necessity of examining current and emerging threats.

Chair Farmer introduced each of the STSAC subcommittees for their report on the status of their work.

Cybersecurity Information Sharing Subcommittee

The Cybersecurity Information Sharing Subcommittee had focused its efforts principally on information sharing, threats, threat indicators, and common experiences to narrow the risk profile. Mr. Lee Allen is the subcommittee DFO and Mr. Tim Weston serves as the Government Co-Chair.

Mr. Weston noted the subcommittee formed to develop recommendations to enhance cybersecurity information sharing and identify products that can leverage industry efforts. The group made four recommendations – all of which went forward to the Administrator for approval.

The key component included establishing a surface transportation cyber information sharing network by having the Surface Information Sharing Cell (SISC) serve as a hub with spokes assuring engagement with organizations in each surface transportation mode with necessary analytical support. The Cybersecurity Information Sharing Act (CISA) of 2015 provided authorization to manage the information network and to ensure the SISC continually served the needs of its user community. The subcommittee also wrote a recommendation for conducting an annual review to assess its performance and impact.

A SISC charter working group incorporated the Cybersecurity Information Sharing Subcommittee recommendations. The SISC recognized three dependencies after various meetings:

1. Become fully operational with the charter approved and staffing concerns resolved.
2. Address concurrent and competing cyber-information sharing priorities that include, as examples, TSA SDs, pending legislation, the Cyberspace Solarium Commission Report, and the new Federal Cybersecurity Advisory Committee as required by the FY21 National Defense Authorization Act.
3. The third revolves around the reporting of cybersecurity incidents to CISA: Examine potential means to expand information sharing, pursuant to any TSA or statutory requirements.

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Mr. Weston expects the SISC to be fully operational by August 2022 but doing so depends on budgetary and staffing concerns.

Looking ahead, a necessary action is approval of the SISC's charter and its implementation. Meanwhile, subcommittee members have carried on work with leadership to ensure the implementation of their recommendations. They scheduled a meeting for December 2021 at a joint working group level with the Security Risk and Intelligence Subcommittee to ensure full development of operations for information sharing proceed as progress continues on activating the SISC. They have also maintained their engagement with federal partners to ensure compliance with the SDs.

Chair Farmer thanked Mr. Weston for his thorough and insightful update. He emphasized a key purpose of the SISC is to enable timely and effective sharing across surface modes of cyber threats, incidents, and security concerns experienced or observed by surface transportation organizations. With this caliber of information, and the indicators of cybersecurity concern it brings, transportation entities will have the means for maintaining informed vigilance and sustaining effective protective measures and actions.

Security Risk and Intelligence Subcommittee

Mr. Darnell Young of TSA introduced himself as the DFO. Mr. James Cook, Assistant Chief of Police at Amtrak, serves as the Industry Co-Chair and Mr. John Beattie, also of TSA, is the Government Co-Chair.

Mr. Cook provided opening remarks. This subcommittee worked to promote a more effective organizational structure with appointment of a National Intelligence Manager for surface transportation, widen the scope and quality of intelligence information sharing, expand the SISC, and complete the Security Risk Methodology Matrix as a resource to support efforts to drive down risk.

Mr. Young noted the progress on the implementation of the subcommittee's four approved recommendations. Industry and government partners continue to cooperate at the workgroup level in various ways. Collaboration occurred with the SISC and Cybersecurity Information Sharing Subcommittee by examining steps to expand notifications from CISA to the SISC of cybersecurity incidents reported pursuant to the TSA Security Directives that apply to pipelines, railroads, and rail transit agencies. Two of the subcommittee's four recommendations aligned with the continuing effort to finalize the SISC charter. Mr. Young commended the industry support and government experts' feedback invaluable allowing them to reach goals.

With regard to timelines, the subcommittee submitted industry information-intelligence requirements to TSA's Office of Intelligence and Analysis in the Fall of 2021 for input into TSA's priority intelligence requirements process. Going forward, the goal is to allow industry to follow a yearly process to submit intelligence requirements. As for the SISC charter and latest government recommendations, the SISC completed and submitted a final draft for legal review and expected full implementation by January 2022. It is anticipated that long-term actions will be completed in June 2022. Mr. Young projected a decision on the request to appoint a National Intelligence Manager would be made by January 2023.

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Mr. Beattie of TSA's Office of Intelligence and Analysis thanked all the subcommittee members for their hard work on the recommendations to reach their current status, building a robust information sharing platform. He then turned the proceedings back to the Chair.

Mr. Farmer thanked the group for their presentation. He highlighted the effort to gain the appointment of a National Intelligence Manager, as that would provide a long overdue focal point for the Intelligence Community on priorities for threats to surface transportation. Also, he commended government and industry working together in defining intelligence priorities. He believed they had focused on the right concerns.

Insider Threat Subcommittee

The Insider Threat Subcommittee team produced the most recommendations with eight in total, indicative of unique concerns that insiders present to disrupt or cause harm within their organizations.

Mr. Dean Walter serves as the DFO. First, he reviewed the subcommittee's purpose and primary objectives. The group worked to set conditions for more standardized operations and improved effectiveness in insider threat mitigation by combining key indicators, evaluating sharing protocols, employing workforce vetting, and emphasizing information sharing. He viewed these capabilities as keys to near and longer term progress and success.

Mr. Linwood Guise, one of the two subcommittee government Co-Chairs, highlighted two recommendations. First, the expansion of the Insider Risk Mitigation Hub had reached operational status, with work beginning to standardize its functions. As they work to determine a completion date for this recommendation, the subcommittee suggested expansion of the assessment being used to identify options to enhance the Hub's effectiveness to include all members. They plan to mature and standardize the Hub over the next few years after initial completion. Second, the subcommittee initiated analysis of lessons learned from insider threat incidents that have affected transportation, with an estimated completion date in 2024.

Mr. Walter returned to explain how most recommendations would be covered in the time allotted, and then handed the proceedings over to Colonel (Ret) Mike Licata, the subcommittee Industry Co-Chair.

Colonel (Ret) Licata passed along his thanks to the STSAC members and explained the subcommittee's third recommendation revolved around establishing an online nationwide capability, leading to a new tip line. The recommendation also included completing a survey and potentially integrating the Hub with the Transportation Security Operations Center (TSOC). While TSA does maintain a phone number for this purpose, it is largely unutilized. Responses to a survey prepared by the subcommittee revealed a need to link with the TSOC to make simplify reporting for the public by providing a single place to report incidents.

The scope of the work of the Insider Threat Subcommittee has continued to expand. Members stated that placing industry representatives in Executive Steering Committee (ESC) meetings would best accomplish their purpose. TSA representatives noted the ESC is comprised solely of government members and offered the option for the officers of the Insider Threat Subcommittee to meet periodically with the ESC on shared priorities. Colonel (Ret) Licata reiterated the help that industry could provide. The group continues to work with the STSAC Chair to find a middle ground.

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Mr. Walter combined some recommendations with a focus on developing insider threat based on job function/level of action and then developing vetting for particular work force elements based on assessed security risk. Meetings continued on this topic so that the group could establish the project's scope and other recommendations. The projected timeline for finalizing this recommendation is November 2022.

The subcommittee intends to establish a consistent process to share sensitive information. The Homeland Security Information Network (HSIN) might serve as a possible solution through a dedicated portal – with a target date of November 2022.

Mr. Walter summarized all of the subcommittee's approved and accepted recommendations as a work in progress. Some recommendations would require intense effort. Others boil down to policy discussions. Mr. Walter promised to provide more progress updates at the next meeting and then turned the proceedings back to the Chair.

Mr. Farmer thanked the speakers for their report and then asked participants in the meeting if they had questions or comments.

Ms. Newhouse wanted to provide clarity on the recommendation for Executive Steering Committee (ESC) participation. She recommended the STSAC approach remain similar to the ASAC. For instance, the Government Co-Chairs may represent their subcommittee at the ESC meeting and invite the subcommittee to provide updates on progress or briefings on priorities and concerns, as necessary. TSA remained committed to that model and looked forward to continuing that dialogue. She predicted they would find more opportunities for government and industry collaboration in 2022.

Colonel (Ret) Licata pointed out that his group had recommended this to the Administrator and the whole STSAC voted on it. His subcommittee wanted to follow up on its recommendation.

Chair Farmer believed the points were insightful and significant. The Administrator accepted this particular recommendation with the stipulation that it align with the ASAC. The STSAC intended to ensure an effective voice but did not want to change the composition of the steering committee. Instead, they hoped to secure time to meet with TSA leadership to present concerns, address priorities, and obtain insights. That approach would meet the intent of the recommendation.

Chair Farmer reiterated key points: first, the reference to the Hub and the work done there, plus the CORE optimization tool. Those responsible for security in surface transportation organizations should ask, "What signs or indicators of the developing insider threat seemed to occur over and over again in incidents in transportation entities?" There should always be an informed and thorough response based on analysis – an outcome this subcommittee specifically seeks to attain. Actions for informed vigilance and security, notably through training and awareness initiative with workers, may be based on the insights gained. This kind of approach provides opportunities for prevention. With regard to the tip line, Mr. Farmer emphasized the well-conceived and functioning reporting procedures in place across surface modes. But in some areas there are gaps, which the proposed tip line could cover, while also providing an option for the public at large to report suspicious activity and other security concerns in transportation. The group should take what exists and build on it to increase confidence by addressing significant concerns. He concluded by thanking the subcommittee members for all that they have taken on in the face of other challenges.

Emergency Management and Resiliency Subcommittee

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Chair Farmer explained how the Emergency Management and Resiliency Subcommittee formed at the initiative of the voting members just over two years ago. The foresight in forming this forward-looking group was truly vindicated when the pandemic struck.

Mr. Chris McKay of TSA, the Government Co-Chair, thanked the attendees for the opportunity to brief on the subcommittee's progress. In a broad sense, the members of this group have conducted research and developed proposals to further enhance emergency management. They drafted two recommendations and the Administrator approved both for action. The first recommendation focused on enhancing pandemic preparedness. The second recommendation focused on supporting continuing COVID-19 education. They also developed a report on best practices and lessons learned. Distribution of the report continues, as well as monitoring the continuing efforts in surface transportation organizations to manage the risks imposed by the continuing effects of the pandemic. Mr. McKay considered the first recommendation to be completed. The subcommittee's report on its focused workshop on pandemic response in surface transportation, focusing on what worked well, what did not, and how performance can be enhanced, has been shared widely across government and academic communities. It is also posted online through TSA's public website and others that facilitate access by security and emergency management personnel in surface transportation. Distribution has continued through conferences, webinars, and meetings. Finally, the subcommittee partnered with universities and the Mineta Transportation Institute to further disseminate the report. For the second recommendation, the subcommittee is organizing another workshop around three objectives – restoring full service in the surface modes, discussing challenges and considerations for vaccinated/unvaccinated passengers, and better preparing for a future pandemic. Mr. McKay estimated the workshop should be held in the first quarter of calendar year 2022. He planned to provide another update at the next meeting.

STSAC Chair Subcommittee Summation

In the absence of questions from voting members or other participants, Chair Farmer passed along his thanks and moved to this portion of the agenda. He commended the foresight of the subcommittees' work. He highlighted the foresight of the Emergency Management and Resiliency Subcommittee as a model of the kind of innovation that the STSAC and its subcommittees have prompted. This subcommittee examined the effects of the pandemic and provided an in-progress review of how surface transportation organizations responded. The group's recommendations provided timely and practical value – especially through showing how organizations have enhanced their reactions during new waves of the pandemic. Organizations now have awareness for future events, to include other forms of emergencies. This kind of critical and constructive thinking is essential. He urged everyone to keep asking, "What more have we learned? What have we adjusted? What will we do going forward?"

Chair Farmer noted the deep appreciation he felt for all the work demonstrated in each report. Ms. Harroun-Lord also extended appreciation for all the work.

Public Comments

The agenda allotted time for the public to make comments, but none were received.

Committee Administrative Discussion

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Chair Farmer asked members of the Committee to take action on the August 19, 2021, Meeting Minutes. A Pre-Vote Copy of the August 19 Meeting Minutes was distributed in advance to Committee members. Mr. Farmer requested a motion to accept the August 19 Meeting Minutes. Vice Chair Hanson moved to accept the minutes and the motion was seconded by Chief Joseph Perez, Chief of Police with Metra commuter railroad in the greater Chicago area. The motion carried by voice vote and the minutes were accepted.

Chair and Vice Chair Closing Remarks

Vice Chair Hanson expressed her appreciation to the commitment of all STSAC and the substantial progress that was reported from each subcommittee during a very challenging year with the pandemic.

Chair Farmer noted the value and importance of government and industry collaboration, which was reflected in the work of the STSAC, as well as initiatives focusing on cyber-terrorism, the pandemic, and other essential topics. Through collaborative efforts, we can all ensure enhanced protections for surface and cyber security.

TSA PPE Assistant Administrator Closing Remarks

Mr. Eddie Mayenschein, Assistant Administrator of PPE, noted he listens to every meeting with great attention. He pointed out that the 20th anniversary of TSA would occur tomorrow [November 19]. When he joined TSA, he intended to stay at the agency for one year in a loaned-executive capacity. He only ever wanted to work as an airline pilot. Within days and weeks of work at TSA, he found people more dedicated to the mission than he had ever met in his life. He went from a one year loaned-executive position and has stayed for 13 more years. Massive changes have occurred in that time. The STSAC counted as one of these changes.

He noted the 18 recommendations would better the surface transportation sector. He voiced the importance of how members volunteered their time and found it impressive that no matter what people did, they did it not for money or because of extra time, but because they had something in their hearts that made them want to do what they did. Ninety percent of the work took place in the subcommittees and he always found it impressive to hear all the accomplishments just through volunteerism.

He recalled Jimmy Doolittle's raiders made an initial strike on Japan during World War II mainly to bolster morale back in the states. Jimmy assembled a group of volunteers for what everyone generally suspected would turn into a one-way mission, but the pilots volunteered anyway, leading to one of his great quotes, "There's nothing stronger than a volunteer." At the heart of a volunteer exists the need to do something important.

Mr. Mayenschein expressed how he loved all aspects of transportation. He sees it as vital and necessary. He is dedicated to the job because it puts him in a unique position to protect what he loved, and a great team surrounded him. He thanked DFO Harroun-Lord for building the script for today's meeting, as well as the work to develop the 18 recommendations and put them into practice. He thanked all of today's attendees, including the public. Many firsts occurred this year with the annual report and the 18 recommendations, which are critical to transportation security. This work is fundamentally changing security through insights, collaboration, and heart. He viewed nothing as more important than that – and is greatly impressed by the level of professionalism. He added a thank you and best wishes for Thanksgiving and New Year. He ended his remarks by reiterating his thanks for volunteerism.

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STSAC Executive Sponsor Closing Remarks

Ms. Newhouse closed on the theme of service – not only to mark the 20th anniversary of the establishment of TSA, but also knowing that year remained personal to all of them. Many of the Committee members served as first responders and remember 9/11 from that vantage. She expressed her personal gratitude for all veterans, reservists, National Guard members, and law enforcement officers in the Committee, in government organizations, and in communities. She listed all the Chiefs of Police involved with the group, both industry and government, plus emergency and first responders. She urged everyone to continue to celebrate and remember veterans. She noted the importance of service and community work and that she could not be prouder of their selflessness. She concluded with a Mahatma Gandhi quote, “The best way to find yourself is to lose yourself in the service of others.”

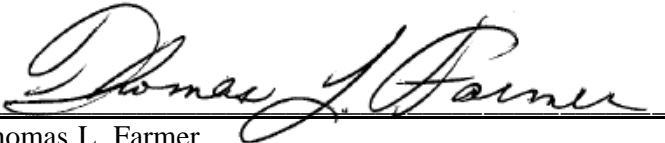
Adjournment

DFO Harroun-Lord thanked all participants in the annual public meeting of the Surface Transportation Security Advisory Committee and sought a motion to adjourn the meeting. Mr. Anthony Mercogliano, New York City Metropolitan Transportation Authority, motioned to adjourn the meeting. Mr. Robert Finnegan, Delaware River Port Authority Police, seconded the motion. The motion to adjourn was carried by a voice-vote of the Committee.

The 10th meeting of the STSAC meeting was adjourned at 2:27p.m. EST.

Certification of STSAC November 18, 2021, Meeting Minutes

I hereby certify that is an accurate record of the activities of the Surface Transportation Security Advisory Committee on November 18, 2021.



Thomas L. Farmer
Surface Transportation Security Advisory Committee Chair