

# Surface Transportation Security Advisory Committee (STSAC)



## Meeting Minutes

April 30, 2020



### Meeting Summary

The fourth meeting of the Surface Transportation Security Advisory Committee (STSAC) was held virtually using the Cisco WebEx Web Conferencing platform. In light of ongoing travel restrictions and social distancing challenges due to the novel COVID-19 virus, the virtual meeting was held in a condensed format from 1:00 p.m. to 4:00 p.m. (EDT). The meeting was closed to the public.

The Transportation Security Administration (TSA) Administrator David Pekoske addressed the Committee with opening remarks and provided an overview of how TSA is handling the coronavirus throughout the agency, the impact of COVID-19 on airport operations, TSA COVID-19 response and recovery efforts, and measures put in place to protect airport and headquarters employees. STSAC Chair Thomas Farmer and Vice Chair Polly Hanson provided opening remarks, notably commending the sustained commitment and dedicated efforts of the STSAC members in the face of the unprecedented challenges and disruptions imposed by COVID-19 mitigation and response. They then led a facilitated discussion on COVID-19 impacts to surface transportation. TSA Policy, Plans, and Engagement (PPE) Surface Policy Executive Director Scott Gorton provided a summary of the requirements identified in the STSAC tasking letter. As each priority area was discussed, the appropriate subcommittees were asked to provide a brief overview of their preliminary plans to address these priorities.

### Call to Order

TSA Surface Policy Executive Director Scott Gorton welcomed Committee members and called the meeting to order at 1:13 p.m.; Mr. Gorton did so on behalf of the STSAC Designated Federal Official (DFO) Henry Budhram, Jr. due to technical difficulties.

The Call to Order included a brief explanation of WebEx connectivity options and recommendations for the optimal user experience. Participants were reminded that Sensitive Security Information (SSI) could not be discussed at any time during the course of the virtual meeting session and that it was important that everyone record their “full name” as a participant to the virtual meeting. Participants attending the meeting as “dial-in only” were asked to send an email confirming attendance to the [STSAC@tsa.dhs.gov](mailto:STSAC@tsa.dhs.gov) mailbox.

Of note, the WebEx platform presented difficulties in connectivity for some participants via the teleconference line and in audio volume and in audio quality through desktops or laptops. These problems will be considered in selecting the platform for the next scheduled STSAC session.

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## **STSAC Executive Sponsor Introductory Remarks**

STSAC Executive Sponsor and Policy, Plans, and Engagement (PPE) Deputy Assistant Administrator Victoria Newhouse provided introductory remarks. She began by thanking the meeting participants for joining together in a virtual environment—recognizing these unique and challenging times as result of the COVID-19 pandemic. Ms. Newhouse expressed her appreciation for the Committee members, her eagerness to hear from the members on the impacts associated with COVID-19, and her keen interest to learn more about the formation of the STSAC subcommittees.

Ms. Newhouse shared that TSA’s reorganization continues to develop and progress—PPE Surface Policy and Security Operations Surface Operations are unified in many ways to best support and serve the interests of the surface transportation industry. Ms. Newhouse further explained that whether it is boots-on-the-ground or working nationally through our Industry Engagement Managers, TSA has embraced the approach that collaborative engagement occurs in a multitude of ways to ensure our partners are receiving timely, clear, and concise information.

In closing, Ms. Newhouse thanked the Chair and Vice Chair for their continuous support, recognizing their dedication and commitment to the Committee. She also praised the dedication, commitment, and engagement on the part of the members of the Committee, particularly under such turbulent times.

## **Administrator’s Opening Remarks**

TSA Administrator David Pekoske addressed the Committee with opening remarks by thanking them for their participation, noting that the electronic forum for connecting has worked out well. The Administrator shared that he recently met with the Aviation Security Advisory Committee (ASAC) and listened to the issues unfolding in the aviation realm. He looked forward to hearing the collective experience and insights from the Committee on the issues faced in surface transportation.

Administrator Pekoske provided an overview of how TSA is handling the coronavirus throughout the agency. TSA has more than 60,000 employees and, at this time, more than 500 employees have tested positive for COVID-19 and some have died. The Administrator noted that some employees have recovered, and the contraction rate continues to decrease. The TSA employee deaths have been predominately in the screening workforce. On TSA.gov, there is a link to a [COVID-19 webpage](#) that provides information regarding positive test results based on airport locations and regular updates on all TSA efforts to support its workforce and the traveling public. Administrator Pekoske expressed that he has tried very hard to be as transparent as possible and share as much as he can with the public.

TSA Headquarters employees have been extensively teleworking. There has been a much wider acceptance from supervisors and employees on what telework and virtual technology has to offer. He thinks this will change the way TSA evolves into the future.

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Administrator Pecoske noted that passenger throughput at airports was down 95% from normal. For airport employees, their presence has been metered to limit the transmission of infection. Employees have been organized into cohorts—so if someone gets infected, it will be easier to track who may be at risk and what areas of the airport may have been impacted.

Administrator Pecoske shared that the use of personal protective equipment is allowed and that there will soon be a requirement for every employee to wear a facial covering when in public areas. He anticipates this requirement will be implemented by the end of the month. Testing is being done for employees when they are symptomatic. The Administrator acknowledged that he is relying heavily on the Centers for Disease Control and Prevention (CDC) to advise TSA on the appropriate approach and process. As the economy begins to recover, the Administrator will be evaluating how to proceed as things change and evolve. He is holding TSA-wide virtual town halls with employees once or twice a week to provide an overview of the current situation and to respond to questions that have been submitted anonymously through the TSA phone app. The Administrator has received positive feedback on the internal and public transparency.

Administrator Pecoske expressed his personal thanks and that of TSA for the Committee's professionalism and for all it is doing. TSA will continue to work closely with industry stakeholders to support and learn from each other. The Administrator opened the floor for questions and comments from the Committee.

Mr. Dave McCurdy, STSAC member, asked about the forecast of increased transportation traffic. The Administrator responded that, generally, recovery is expected to be “U-shaped.” There is a small increase starting to happen around 1%—we may start to see a 4% or 5% increase by the end of June or July. The Administrator is continuing to look for recovery indicators as well as understanding the optimistic and pessimistic projections. He wants TSA to be an enabler and stand ready when increased passenger volumes present themselves. Of note, TSA is taking this time as an opportunity to work on check-point technology and “social-distancing screening” to limit the amount of direct contact with the screening workforce and passengers.

The Administrator closed his remarks by emphasizing that he thinks we will all come out of this challenging time stronger than before and he wishes everyone and their families the best of health.

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

STSAC Chair Thomas Farmer and Vice Chair Polly Hanson provided their opening remarks. Chair Farmer recognized that the virtual Committee meeting afforded members an appropriate venue to discuss COVID-19 and explore ways to reduce some of the challenges across the surface transportation subsector. The Chair spoke highly of the flexibility and responsiveness of the overall cooperative work effort between industry and government and reflected briefly on some of those successes. Vice Chair Hanson also acknowledged her interest in using this forum to engage with the STSAC subcommittees as they prioritize and address the items referenced in the Administrator's tasking letter.

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### COVID-19 Discussion

STSAC Chair Farmer opened the COVID-19 discussion by asking the Committee members to tap into their collective experience and share insights as to how their organizations were addressing this unique situation. He looked forward to hearing about problems they have encountered, including protective equipment for front-line employees, worker-access issues and their resolution, and opportunities and challenges presented by government actions and requests. He urged everyone to highlight areas in which they determined they could improve—both now in addressing COVID-19 and for the future in anticipating emergencies impacting regionally or nationally across sectors.

Chair Farmer pointed out that the emphasis placed on the need to assure worker access by representatives of the transportation modes—surface, aviation, and maritime—coupled with coordinated effort through the co-Sector Specific Agencies for the Transportation Sector, DOT and TSA, contributed substantially to the decision by the Cybersecurity and Infrastructure Security Agency (CISA) to develop and issue the Essential Critical Infrastructure Workers guidance. This example very much demonstrates the public-private partnership in action through mutually supportive coordination between industry and government. A joint effort by government officials and industry representatives produced a unified position on input to enhance the effectiveness of the guidance in covering the range of situations in which it should apply. This effort assured sustained operations across modes as states began to issue travel quarantine orders in the latter part of March and throughout April.

A current concern is the failure to include Transportation Sector organizations in the distribution by the Federal Emergency Management Agency (FEMA) of non-medical grade facial coverings. FEMA has procured and distributed tens of millions of these facial coverings to selected sectors. The risk-based justification for these distributions is unclear. What is clear is the Transportation Sector has been largely overlooked—even though, in mass transit and passenger rail, more than 80 workers have died from COVID-19 infection. Of the 37 million masks disseminated as of April 18, one million have gone to truckers. The pipeline industry has benefited through the Department of Energy's (DOE) support. But essential workers in other modes have been denied a form of equipment that significantly mitigates the risk of virus transmission.

Vice Chair Hanson looked forward to hearing Committee members share what is being done to bring their operations back into service as everyone transitions into recovery.

Mr. Ed Bruce, New Jersey Transit, started the discussion by describing an executive order instituted by the New Jersey governor that limited capacity to fifty percent on all systems. The same executive order mandated that all employees, transit workers, and passengers wear facial coverings. New Jersey, as the second most impacted state, has especially suffered due to heavy rail and bus traffic into New York. Those service providers have tried to strike a balance between moving critical workers and minimizing potential infections. Industry's biggest concern is how much of the spread stems from public transit as they provide an essential service and cannot shut down.

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Chief Ronald Pavlik, Metro Transit Police Department, noted that there has been concern about the mental health of employees and they will be considering a proposal to look at post-traumatic stress (PTSD) due to COVID-19 challenges.

Ms. Kimberly Denbow, American Gas Association, spoke about the huge challenge that misinformation, particularly through social media, has presented for the pipeline industry. The government needs to help balance or counter misrepresentations. She returned to Mr. Bruce's comments regarding the public's concerns about riding on public transportation due to COVID-19. Public service announcements could assist by better informing the general public. She viewed this as a potential role for government.

Chief Ronald Pavlik said his biggest concerns are personal protective equipment and maintaining that resource for the workforce, what social distancing will look like in mass transit, the well-being of the workforce, and the long-term impacts of this event.

Colonel Michael Licata, Academy Bus, said that he was not sure if the Committee would be the right forum and noted that when COVID-19 hit, he had put in a request to FEMA to convert some of their security grant funds to finance personal protective equipment. A previous request had been denied. He wanted to know if the STSAC could help. When he wrote the grant application a few years ago, he had not anticipated heavy personal protective equipment expenses.

In response to Colonel Licata's comment, Chair Farmer emphasized it is very disconcerting that a very small portion of the initial FEMA distribution of facial coverings has gone to Transportation Sector organizations and their essential workers. Despite raising this issue on various conference calls, the responses have indicated that transportation, even though a community lifeline, did not garner adequate consideration in the decisions on protections for essential workers. With organizations facing sharp declines in revenue, and resulting financial burdens, due to a national crisis, there should be an opportunity to repurpose funds received through security-related grants. This priority should be an agenda item for the subcommittees—to propose ideas and come up with solutions to get personal protective equipment for workers and passengers.

Chief Joseph Perez, Metra, agreed that frontline transportation workers require personal protective equipment—he did not understand why “they are so far down the food chain.” They would still be using cloth facial coverings if his system had not used back channels to purchase N95 masks for their law enforcement. They struggle with how they will procure supplies if the need for personal protective equipment continues.

Chief Perez described industry strains on many fronts. He viewed misinformation as a problem—no matter the source. Currently his system takes very limited passenger loads. He predicts that stress will rise exponentially as ridership increases which means they will find it tough to maintain the transportation infrastructure as that happens. He did not see how they could sustain the hundreds of thousands of dollars spent on items that were unanticipated.

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Mr. Bruce circled back to these comments. On the grants end, they had put in a similar request to transfer security awards to the COVID-19 response; this request was also denied. Perhaps guidance could be developed for future emergency-response activities during national emergencies through the Committee. He is looking for TSA to back the issue with FEMA. Regarding misinformation and mixed messaging about wearing personal protective equipment, Mr. Bruce has seen the same issues with how and when operations should acquire and utilize that equipment. He attributed this to different versions of CDC guidance.

Chief Perez reminded everyone about the stress and mental health components. People are already afraid to go back to work and that fear will escalate with heavy passenger loads. The STSAC can work on this topic as a group or through their individual agencies.

Colonel Licata described how he had brought this point up to FEMA and had actually received a response that arrived while they were discussing this issue today. He offered to send the response to the Chair and Vice Chair and hoped that FEMA might already have changed the policy. He admitted that he sped through this information while listening to the conference and still needed to see if this answered their concerns. He will follow up afterward.

Lieutenant Brian Reu, Minnesota State Patrol and the National Association of State Directors of Pupil Transportation Services, representing the school bus industry, echoed similar issues with the mass transit of pupils. They must determine what social distancing looks like on a school bus. For instance, can they protect the driver without impacting controls? Driver recruitment and retention counts are other areas of concern.

In response to comments from Committee members, Chair Farmer remarked that, rather than establishing a new subcommittee on COVID-19, the issues and concerns raised in the discussion align well with the focus of the Emergency Management and Resiliency Subcommittee. He summarized the discussions as having raised a number of key areas. First, messaging—the need to restore the public’s confidence in system safety. Agencies have done a lot of good work on cleaning facilities and vehicles, and training employees. Ideally, they can get enough personal protective equipment to protect workers. Feedback on FEMA’s issuance plan illustrates that confusion prevails on the determinations of precedence for who gets what. Transportation must have more priority across all the modes. No one has answered “why” for the currently low distribution—so, who might address that question? Colonel Licata has received an answer to his request; industry needs something similar. Chair Farmer suggested scheduling a call to discuss prioritization of the facial coverings among transportation operators—with passenger operators receiving them first.

Chair Farmer reiterated that COVID-19 issues would initially fall within the scope of the Emergency Management and Resiliency Subcommittee, however, he deferred to Jennifer Gibson's perspective as the subcommittee Co-Chair.

Ms. Jennifer Gibson, National Association of Chemical Distributors, agreed with taking on that action item for the Emergency Management and Resiliency Subcommittee. The Administrator’s

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letter did not give them a direct tasking, so they have more flexibility to determine their priorities as a subcommittee.

Mr. Bruce recommended that the Emergency Management and Resiliency Subcommittee work with FEMA over the long term to see if emergency issues can be included in Congressional guidelines for future events.

Ms. Natalie Jones-Best, American Association of State Highway and Transportation Officials, agreed that COVID-19 would fall best under the Emergency Management and Resiliency Subcommittee; however, she is concerned that, given the enormity and depth of the topic, it may not allow for other emergency topics. She recommended that it may be a good idea to consider establishing a COVID-19 Subcommittee to discuss and develop recommendations across the various modes in the areas of personal protective equipment, transit service, grant funding, and so forth.

Mr. Alfred Hancock, Xcel Energy, noted that pipelines have been working with the Office of Management and Budget (OMB) for a long time on various requirements for the Oil and Natural Gas Subsector. That may be part of the reason pipelines have received a little more attention and allocation of government resources. Pipeline companies and utilities are everywhere and relied upon by everyone. For his company, all nonessential tasks have stopped, and personnel telework as much as possible. Employees continue to go out for emergency situations—they are already following social distancing guidelines and wearing personal protective equipment when they have to go to a customer's home. Even though some governors have begun opening their states, his company intends to try to keep people working from home for another twelve months.

Ms. Denbow was grateful for the DOE advocacy for the Oil and Natural Gas and Electricity Subsectors. DOE has proven ferocious in trying to get personal protective equipment to the pipeline sector. Not all transportation subsectors have a federal voice that can lean on FEMA to secure the appropriate equipment. She would have guessed it would fall to the Department of Transportation (DOT) to represent the other surface modes. She found the methods for personal protective equipment distribution disconcerting and cited difficulties in obtaining what they had secured.

Ms. Denbow mentioned that the Electricity Subsector has started working on a document called "Responsible Reentry." This will not necessarily be applicable to transportation modes since they never stopped operating in the field and would actually be more in line with responsible recovery. Protection around workers needs to increase exponentially as the volume of foot traffic intensifies. Transportation requires an advocate for securing personal protective equipment.

Ms. Jones-Best added her concerns about how to keep America moving. She asked how we can best arrive at a state of responsible recovery and increase security when everyone is out and about while the nation is trying to plan workplace re-entry.

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In response, Chair Farmer noted that the Committee needs to look at what happened between TSA, DHS, DOT, and FEMA to determine how we can close that gap and ensure surface transportation is being prioritized and receiving much-needed resources.

There was an extended discussion by Committee members as to whether recently issued OMB guidance would allow the repurposing of FEMA transportation security grant funding to be used for COVID-19 response and recovery.

Mr. Jaime Becerra, STSAC member, noted that grant funding for transit security is determined by Congress. DHS FEMA is operating within the guidelines that were established long before this crisis. He continued that we need to move forward with a request to Congress via the American Public Transportation Association (APTA) to add the specific needs for mental health and PTSD treatment, and personal protective equipment under the new Coronavirus Aid, Relief, and Economic Security (CARES) legislation.

Chief Pavlik shared the following link through the chatroom: <https://www.fema.gov/news-release/2020/04/28/distribution-cloth-facial-coverings>

DFO Budhram, Jr. on behalf of Mr. Kerry Thomas, FEMA, provided a comment in the chatroom: “The guidance that came out today DOES NOT apply to the [TSGP](#), [IBSGP](#), [IPR](#), or [PSGP](#). Our statute is very clear—these funds must have a nexus to preventing or responding to terrorism.”

Chair Farmer commended this excellent overview. He had alluded to this same issue early in the meeting—how does FEMA make these determinations? FEMA has provided briefs on who should be receiving these facial coverings—with now likely well in excess of forty million disseminated. But they still need to know what happened or did not happen in the process so that they can try to close the gap to ensure that surface transportation is recognized as a priority.

Chair Farmer closed out the discussion by summarizing five key COVID-19 related challenges experienced by industry while they are trying to work during the pandemic. The five key points from the Committee’s discussion included

1. Clarity on why the Transportation Sector does not have more priority on the target list for personal protective equipment distribution.
2. Possibilities for the repurposing of FEMA security grant funds for COVID-19.
3. Recognition of stresses on the Transportation Sector workforce and the potential for mental health effects from the COVID-19 crisis—the Committee is also taking into consideration how this mental stress component might impact and contribute to insider threat concerns. The transportation workforce has been designated as Essential Critical Infrastructure Workers and they have the right to expect proper facial protection—at the very least.
4. Concerns regarding a dramatic change in workforce retention and recruitment—messaging and communication encompasses ensuring worker safety so that staff can continue to perform their jobs. The Committee may consider a safe-to-travel theme to reassure the public that they do not need to be afraid to come back and use public transportation.

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Announcements should go out to the public assuring them they are safe to travel on these systems.

5. Prioritization determinations of the Transportation Sector's essential critical infrastructure workforce—to ensure that surface transportation is not in a position to be overlooked in future federal initiatives. The STSAC or Sector Coordinating Councils (SCCs) can help eliminate gaps.

Chair Farmer then opened the floor for further feedback. Hearing none, he promised to draft his notes for the STSAC membership and welcomed further written feedback.

### **STSAC Tasking Letter**

PPE Surface Policy Executive Director Scott Gorton provided a brief overview of the tasking requirements identified in the STSAC tasking letter. The three priority areas included improving cybersecurity information sharing, insider threat, and measuring security effectiveness, as well as two additional areas of focus—intelligence and security information sharing, and information protection.

With regard to the earlier COVID-19 discussion, Executive Director Gorton noted information posted on the FEMA website related to the COVID-19 issues for facial coverings and how some of the issues discussed by the Committee may best be directed through the Critical Infrastructure Partnership Advisory Council (CIPAC) process with the appropriate federal agencies. From TSA's perspective, Executive Director Gorton suggested that his office can certainly initiate a discussion within the CIPAC and work with both CISA and FEMA to address what can be done to address the needs of the transportation sector.

### **Subcommittee Updates**

PPE Surface Policy Executive Director Scott Gorton introduced the four subcommittees and requested they speak about how they have organized and their plans to address the priorities identified in the TSA Administrator's letter.

- Cyber Security Subcommittee
- Insider Threat Subcommittee
- Surface Risk and Intelligence Subcommittee
- Emergency Management and Resiliency Subcommittee

Chair Farmer asked that the four subcommittees have the opportunity to consecutively provide context to each tasking during Executive Director Gorton's overview. Subcommittee members in a leadership capacity introduced themselves and discussed the work to be done to address the Administrator's priorities and issues surrounding COVID-19.

### ***Cyber Security Subcommittee***

For this priority area, TSA will be looking for recommendations from the Cyber Security Subcommittee on how to develop information-sharing agreements across the surface

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transportation modal spectrum to get the widest population of adoption for voluntary reporting. Examples of topics to investigate might include (1) what would inhibit someone from reporting a bad actor; (2) addressing fears about reporting; (3) using a trusted third party; and (4) anonymizing reports. Information is currently shared within each mode. The project framework would address how information can be shared across the surface transportation enterprise and how we can build a service or system that can stand the test of time.

Kimberly Denbow, Industry Co-Chair for the Cyber Security Subcommittee, and Mr. Tim Weston, Government Co-Chair, will be looking at finding common ground between different information-sharing models. Ms. Denbow said their subcommittee had already started to look at how to tackle this huge task. Robust private sector information gathering and sharing activities already exist. The Cyber Security Subcommittee would like to determine if the Security Information Sharing Cell (SISC) can be developed into and designated as a hub where all information-sharing roads lead for surface transportation modal entities. The biggest challenge stems not so much from the governance but from trust that is built over time and cannot be written into a contract. She proposed that—although the members still need to discuss it because of current preoccupation with the pandemic—the subcommittee convene a virtual roundtable of the different Information Sharing and Analysis Centers (ISACs) as a face-to-face meeting with the SISC staff to moderate a discussion between them, watch their conversations, and then pull out possible solutions while identifying setbacks and challenges. Ms. Denbow saw a need to bring the two communities together and observe. She set a deadline of trying to pull that event together by late May, depending on the outcome and current status of COVID-19 challenges.

### *Cyber Security Subcommittee Leadership*

Ms. Kimberly Denbow  
Industry Co-Chair  
American Gas Association (AGA)

Mr. Timothy Weston  
Government Co-Chair  
TSA Strategy, Policy Coordination, and Innovation (SP&I)

Mr. Lee Allen  
Designated Federal Official (DFO)  
TSA Policy, Plans, and Engagement (PPE), Surface Policy

### ***Insider Threat Subcommittee***

Chief Joseph Deluca, Industry Co-Chair for the Insider Threat Subcommittee, brings considerable experience working in the critical infrastructure sectors with both government and private industry. Mr. Matthew Hudren, Government Co-Chair, has a unique background connected to all sixteen critical infrastructure sectors and worked on the National Insider Threat taskforce.

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Chief Deluca proposed a robust agenda that will be assessing insider-threat cases and categorizing those cases; looking at contractors and vendors, visitors, and the general public; and by identifying particular programs that work, collaboratively bridging the public and private sectors. He provided Chair Farmer with a framework of next steps covering the tasking letter, purpose, objectives, and governance of the Insider Threat Subcommittee.

The first subcommittee meeting is scheduled for May 1, 2020—the day after the STSAC meeting—to collect feedback from subcommittee members and develop a draft outline for accomplishments over the next 90 days. The detailed outline will focus on completion dates, examining insider-threat cases and cataloging them, looking at program successes and failures, and identifying threat vectors such as contractors, suppliers, and equipment. Finally, they will define potential indicators for companies and individuals.

Mr. Deluca anticipated that they would ultimately conduct evaluations using their metrics to highlight the most serious risks, perhaps performing a social media analysis to include the dark web for future-threat indicators, propel private/public partnerships, and eventually build a database for large scale monitoring, intelligence gathering, and suspicious-activity reports, while building in trend analyses and identification of anomalies. He promised to share his thoughts with the subcommittee members by that night and then host a call.

In response to comments from Chief Deluca, Executive Director Gorton clarified that TSA will not require a detailed report in 90 days, rather a status update. The Administrator's Tasking Letter requests an initial draft report in 120 days.

### *Insider Threat Subcommittee Leadership*

Chief Joseph DeLuca  
Industry Co-Chair  
Secure Worker Access Consortium (SWAC)

Mr. Matthew Hudren  
Government Co-Chair  
TSA Law Enforcement, Federal Air Marshal Service (FAMS)

Mr. Dean Walter  
Designated Federal Official (DFO)  
TSA Strategy, Policy Coordination, and Innovation (SP&I)

### *Security Risk and Intelligence Subcommittee*

Mr. Ed Bruce, Industry Co-Chair for the Security Risk and Intelligence Subcommittee, and Mr. John Beattie, Government Co-Chair, will look at how to measure the risks and the effectiveness of security measures in driving risks down from surface transportation across the board.

Mr. Bruce provided recommendations and updates in two areas. The first recommendation—the push for a National Intelligence Manager for the surface transportation subsectors—is a big

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effort that would provide resources and direction across the entire Intelligence Community (IC). Mr. Bruce described similar positions for aviation and maritime and the benefits they have accrued for their areas. On February 24, he wrote a letter to the Administrator and will share that as background.

He approached his second recommendation—getting the SISC operationalized—by talking to other subcommittee members to hear their needs. Examples of what he would like to put together for the surface transportation industry would be priority intelligence requirements for TSA and the NJ Transit police—doing so will help get the SISC organized for gathering intelligence. One important distinction to keep in mind is the difference between what is considered intelligence and what is considered information. While both are important, their collection methods differ. Mr. Bruce believes incorporating these differing collection methods within the SISC would be of great value.

Mr. Bruce has reached out to other individuals in the Intelligence Community and to government and industry partners, bringing outside professionals into the Security Risk and Intelligence Subcommittee who would bring valuable information to the surface community. Once the additional members joining the subcommittee are finalized next week, he will start working with the SISC. Mr. Bruce recognized that the Air Domain Intelligence Integration and Analysis Center (ADIAC) has been particularly helpful sharing information, especially regarding how they formed themselves.

Due to the importance of incorporating the use of intelligence to mitigate risk, Mr. Gorton and Chair Farmer discussed incorporating measuring security effectiveness—the Administrator’s third priority—into the Security Risk and Intelligence Subcommittee.

Mr. Gorton mentioned the two additional priority areas identified in the Administrator’s letter that—while not specific taskings—should interest the subcommittee. The first is intelligence and security information sharing, a priority discussed during previous STSAC meetings. For this meeting, attention focused on the Surface Intelligence and Information Sharing Cell (SISC) and how TSA could improve its intelligence and information-sharing processes. The SISC will continue to build out and provide recommendations. The second is the protection of proprietary and sensitive information, such as route information for shipments of specific commodities by rail, location and construction of pipelines, conditions of tunnels and bridges, or other data that might be operationally sensitive. The Administrator would like to address the protection of this type of information by working with the Security Risk and Intelligence Subcommittee to identify the issues and any actions that may be necessary to address the concerns presented.

### *Security Risk and Intelligence Subcommittee Leadership*

Mr. Ed Bruce  
Industry Co-Chair  
New Jersey Transit Police Department (NJTPD)

Mr. John Beattie  
Government Co-Chair

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TSA Intelligence and Analysis (I&A)

Mr. Darnell Young  
Designated Federal Official (DFO)  
TSA Intelligence and Analysis (I&A)

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

Ms. Jennifer Gibson, Industry Co-Chair for the Emergency Management and Resiliency Subcommittee, has served the National Association of Chemical Distributors (NACD) for 16-1/2 years and started working with TSA in 2003, almost at the agency's beginning. Her portfolio includes addressing security and transportation issues, and emergency management experience, particularly for hurricanes and natural disasters, which fit very well with what the Emergency Management and Resiliency Subcommittee will do. She was honored to take up the duties of Co-Chair. Mr. McKay, Government Co-Chair, has worked at TSA for nineteen years engaging with chiefs of police and public transit agencies around the nation and overseas to help prevent transit attacks.

The Emergency Management and Resiliency Subcommittee has attracted up to 20 members and a lot of interest with good representation across the surface transportation subsectors.

Pulling together what was first mentioned previously in the COVID-19 discussion, Chair Farmer shared that he assumed issues surrounding COVID-19 would fall within the scope of the Emergency Management and Resiliency subcommittee, but deferred to Jennifer Gibson's perspective as the Co-Chair of that subcommittee. Ms. Gibson agreed with Chair Farmer that the issues discussed would be a suitable project and action items for the Emergency Management and Resiliency subcommittee. The subcommittee does not have a direct tasking from the Administrator, so the group has more flexibility to address issues surrounding COVID-19. Ms. Gibson said that she and Mr. McKay would soon reach out to the subcommittee members to schedule a meeting or call to discuss the COVID-19 issues and other potential focus areas.

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

Ms. Jennifer Gibson  
Industry Co-Chair  
National Association of Chemical Distributors (NACD)

Mr. Christopher McKay  
Government Co-Chair  
TSA Policy, Plans, and Engagement (PPE), Surface Policy

Mr. Robert Melan  
Designated Federal Official (DFO)  
TSA Security Operations (SO), Surface Operations

### **Closing Remarks**

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Closing remarks were provided by STSAC Chair Farmer, Vice Chair Hanson, Executive Sponsor Newhouse, and TSA Executive Assistant Administrator for Operations Support Stacey Fitzmaurice.

Chair Farmer thanked the Committee members and supporting government officials for their participation and commended the dedicated efforts, reflected in the progress reported, exerted so thoroughly and effectively even in the face of the unique circumstances and demands raised by COVID-19. He noted the meeting was productive and the professionalism of the Committee is evident in the caliber of the dialogue throughout the afternoon. The substantial progress attained in a short period of time is by no means accidental—but results from the sustained commitment of all members of and participants in the Committee. Chair Farmer noted that it is still to be determined whether the next STSAC meeting will be held in person or conducted virtually.

Vice Chair Hanson recognized there were a few technology issues during the meeting, yet it was important to proceed and continue to hold this meeting. Vice Chair Hanson is looking forward to addressing the issues discussed and ended her remarks with a quote from Martin Luther King Jr., “The ultimate measure of a man is not where he stands in times of comfort and convenience, but where he stands at times of challenge and controversy.” Vice Chair Hanson shared that she was proud to stand with the Committee to fulfill the things they have been asked to do as the STSAC.

Ms. Newhouse provided a special thanks to all the first responders and everyone on the front lines, closing her remarks with a quote from Nelson Mandela, “It always seems impossible until it’s done” and emphasized this means we will get through these challenging times.

Ms. Fitzmaurice thanked the Committee for their participation and recognized the commitment made from everyone and what they are doing for the surface transportation industry. She expressed her appreciation of the thoughtful comments and recommendations provided during the course of the meeting. She noted that TSA will continue to try to find the best vehicle to facilitate the Committee conversations and to share thoughts and ideas in a way that protects the health and well-being of everyone. Ms. Fitzmaurice closed her remarks with a special thanks to those serving on the front lines.

### **Administrative Discussion**

DFO Budhram, Jr. thanked the participants for their patience, understanding, and cooperation during the first virtual meeting. He shared that the STSAC Coordination Team will assess the technical challenges encountered in today’s meeting in order to improve the virtual meeting experience in the future.

He asked the Chair and Vice Chair if it would be appropriate to create a poll that the members could use to cast their votes virtually in approval of the STSAC Meeting Minutes and Attendee Roster from the meeting on January 30, 2020. The Chair and Vice Chair concurred with the recommendation to use a virtual poll to obtain the Committee’s approval of these two documents.

## Surface Transportation Security Advisory Committee (STSAC)

### **Adjournment**

DFO Budhram, Jr. adjourned the fourth meeting of the Surface Transportation Security Advisory Committee at 3:45 p.m.

### **Certification of STSAC Meeting Minutes**

*I hereby certify that this is an accurate record of the activities of the Surface Transportation Security Advisory Committee on April 30, 2020.*



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Thomas L. Farmer  
Surface Transportation Security Advisory Committee Chair