

115TH CONGRESS
2D SESSION

H. R. 5131

To improve the effectiveness of Federal efforts to identify and address homeland security risks to surface transportation, secure against vehicle-based attacks, and conduct a feasibility assessment of introducing new security technologies and measures, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 27, 2018

Mrs. WATSON COLEMAN (for herself, Mr. THOMPSON of Mississippi, and Mr. KATKO) introduced the following bill; which was referred to the Committee on Homeland Security

A BILL

To improve the effectiveness of Federal efforts to identify and address homeland security risks to surface transportation, secure against vehicle-based attacks, and conduct a feasibility assessment of introducing new security technologies and measures, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Surface Transpor-
5 tation Security Improvement Act of 2018”.

6 **SEC. 2. DEFINITIONS.**

7 In this Act:

1 (1) APPROPRIATE CONGRESSIONAL COMMIT-
2 TEES.—The term “appropriate congressional com-
3 mittees” means the Committee on Homeland Secu-
4 rity of the House of Representatives and the Com-
5 mittee on Commerce, Science, and Transportation of
6 the Senate.

7 (2) PUBLIC AND PRIVATE SECTOR STAKE-
8 HOLDERS.—The term “public and private sector
9 stakeholders” has the meaning given such term in
10 section 114(u)(1)(C) of title 49, United States Code.

11 (3) SURFACE TRANSPORTATION ASSET.—The
12 term “surface transportation asset” includes facili-
13 ties, equipment, or systems used to provide transpor-
14 tation services by—

15 (A) a public transportation agency (as
16 such term is defined in section 1402(5) of the
17 Implementing Recommendations of the 9/11
18 Commission Act of 2007 (Public Law 110–53;
19 6 U.S.C. 1131(5)));

20 (B) a railroad carrier (as such term is de-
21 fined in section 20102(3) of title 49, United
22 States Code);

23 (C) an owner or operator of—

24 (i) an entity offering scheduled, fixed-
25 route transportation services by over-the-

road bus (as such term is defined in section 1501(4) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110–53; 6 U.S.C. 1151(4))); or

(ii) a bus terminal; or

(D) other transportation facilities, equipment, or systems, as determined by the Secretary.

SEC. 3. NATIONAL STRATEGY FOR TRANSPORTATION SECURITY REVIEW.

Not later than one year after the date of the enactment of this Act, the Comptroller General of the United States shall evaluate the degree to which the 2016 Biennial National Strategy for Transportation Security, as required pursuant to section 114(s) of title 49, United States Code, that was issued on August 11, 2016, by the Administrator of the Transportation Security Administration, is reflected in Federal transportation security programs, budgets, research, staffing levels, and related efforts and, in carrying out such evaluation, shall consider the degree to which—

(1) such strategy is sufficiently forward-looking to guide future Federal efforts relating to transportation security;

1 (2) Federal transportation security programs,
2 budgets, research, staffing levels, and related efforts
3 for fiscal year 2018 and beyond are guided by such
4 strategy; and

5 (3) the annual progress reports submitted to
6 Congress pursuant to such section subsequent to the
7 issuance of such strategy provide information on the
8 degree to which such strategy guides Federal efforts
9 relating to transportation security.

10 **SEC. 4. RISK SCENARIOS.**

11 (a) IN GENERAL.—The Secretary of Homeland Secu-
12 rity shall annually develop, consistent with the transpor-
13 tation modal security plans required under section 114(s)
14 of title 49, United States Code, risk-based priorities based
15 on risk assessments conducted or received by the Sec-
16 retary across all transportation modes that consider
17 threats, vulnerabilities, and consequences.

18 (b) SCENARIOS.—The Secretary of Homeland Secu-
19 rity shall ensure that the risk-based priorities identified
20 pursuant to subsection (a) are informed by an analysis
21 of terrorist attack scenarios for each transportation mode,
22 including cyber attack scenarios and intelligence and open
23 source information about current and evolving threats.

24 (c) REPORT.—Not later than 120 days after each de-
25 velopment of risk-based priorities under subsection (a),

1 the Secretary of Homeland Security shall provide to the
2 appropriate congressional committees a report that in-
3 cludes the following:

4 (1) Copies of the risk assessments for each
5 transportation mode.

6 (2) A summary that ranks the risks within and
7 across modes.

8 (3) A description of the risk-based priorities for
9 securing the transportation sector that identifies and
10 prioritizes the greatest security needs of such trans-
11 portation sector, both across and within modes, in
12 the order that such priorities should be addressed.

13 (4) Information on the underlying methodolo-
14 gies used to assess risks across and within each
15 transportation mode and the basis for any assump-
16 tions regarding threats, vulnerabilities, and con-
17 sequences made in assessing and prioritizing risks
18 within each such mode and across modes.

19 (d) CLASSIFICATION.—The information provided
20 under subsection (c) may be submitted in a classified for-
21 mat or unclassified format, as appropriate.

22 **SEC. 5. ASSESSMENTS AND SECURITY PLANS; FRONTLINE**
23 **EMPLOYEE SECURITY TRAINING.**

24 (a) REPORT.—Not later than 60 days after the date
25 of the enactment of this Act, the Secretary of Homeland

1 Security shall submit to the appropriate congressional
2 committees and the Inspector General of the Department
3 of Homeland Security a report on—

4 (1) the status of regulations requiring assess-
5 ments and security plans as specified in sections
6 1405, 1512, and 1531 of the Implementing Rec-
7 ommendations of the 9/11 Commission Act of 2007
8 (6 U.S.C. 1134, 1162, and 1181) that includes a
9 timeline for the issuance of a final rulemaking sub-
10 sequent to the December 16, 2016, publication in
11 the Federal Register of an advance notice of pro-
12 posed rulemaking; and

13 (2) the status of regulations for a security
14 training program to prepare transportation employ-
15 ees for potential security threats and conditions as
16 specified in sections 1408, 1517, and 1534 of the
17 Implementing Recommendations of the 9/11 Com-
18 mission Act of 2007 (6 U.S.C. 1137, 1167, and
19 1184) that includes a timeline for the issuance of a
20 final rulemaking subsequent to the December 16,
21 2016, publication in the Federal Register of a notice
22 of proposed rulemaking.

23 (b) INSPECTOR GENERAL REVIEW.—Not later than
24 120 days after submission of the report under subsection
25 (a), the Inspector General of the Department of Homeland

1 Security shall submit to the appropriate congressional
2 committees a review of such report that includes informa-
3 tion on—

4 (1) departmental efforts to finalize rulemaking;
5 and

6 (2) recommendations, as necessary, to ensure
7 implementation of the regulations referred to in such
8 subsection.

9 **SEC. 6. RESEARCH AND DEVELOPMENT.**

10 (a) EMERGING ISSUES.—Not later than 180 days
11 after the date of the enactment of this Act, the Secretary
12 of Homeland Security, acting through the Under Sec-
13 retary for Science and Technology of the Department of
14 Homeland Security and in coordination with the Adminis-
15 trator of the Transportation Security Administration,
16 shall submit to the appropriate congressional committees
17 a feasibility assessment of modifying the security of sur-
18 face transportation assets by—

19 (1) introducing next generation technologies to
20 be integrated into systems of surface transportation
21 assets to detect explosives, including through the de-
22 ployment of mobile explosives detection technologies
23 to conduct risk-based passenger and property
24 screening at such systems;

1 (2) providing surface transportation asset oper-
2 ators with access to the Transportation Security Ad-
3 ministration's Secure Flight Program or a similar
4 passenger vetting system maintained by the Trans-
5 portation Security Administration;

6 (3) deploying a credential authentication tech-
7 nology or other means of identification document in-
8 spection to high-risk surface transportation assets to
9 assist operators conducting passenger vetting; and

10 (4) deploying scalable, cost-effective technology
11 solutions to detect chemical, biological, radiological,
12 nuclear, or explosive threats within high-risk surface
13 transportation assets that are capable of passive,
14 continuous, and real-time sensing and detection of,
15 and alerting passengers and operating personnel to,
16 the presence of such a threat.

17 (b) CONSIDERATIONS.—In carrying out the assess-
18 ment required under subsection (a), the Secretary of
19 Homeland Security, acting through the Under Secretary
20 for Science and Technology of the Department of Home-
21 land Security and in coordination with the Administrator
22 of the Transportation Security Administration, shall ad-
23 dress the technological, privacy, operational, passenger fa-
24 cilitation, and public acceptance considerations involved

1 with each security measure contemplated in such assess-
2 ment.

3 **SEC. 7. BEST PRACTICES TO SECURE AGAINST VEHICLE-**
4 **BASED ATTACKS.**

5 Not later than 180 days after the date of the enact-
6 ment of this Act, the Secretary of Homeland Security shall
7 disseminate best practices to public and private sector
8 stakeholders regarding how to enhance transportation se-
9 curity against the threat of a vehicle-based terrorist at-
10 tack.

11 **SEC. 8. SURFACE TRANSPORTATION STAKEHOLDER SUR-**
12 **VEY.**

13 (a) IN GENERAL.—Not later than 120 days after the
14 date of the enactment of this Act, the Secretary of Home-
15 land Security shall begin conducting a survey of public and
16 private stakeholders responsible for securing surface
17 transportation assets regarding resource challenges, in-
18 cluding the availability of Federal funding, associated with
19 securing such assets that provides an opportunity for re-
20 spondents to set forth information on specific unmet
21 needs.

22 (b) REPORT.—Not later than 120 days after begin-
23 ning the survey required under subsection (a), the Sec-
24 retary of Homeland Security shall report to the appro-
25 priate congressional committees regarding the results of

1 such survey and the Department of Homeland Security's
2 efforts to address any identified security vulnerabilities.

3 **SEC. 9. INNOVATIVE TECHNOLOGIES AND CAPABILITIES.**

4 (a) IN GENERAL.—The Administrator of the Trans-
5 portation Security Administration may establish a task
6 force to collaborate with public and private sector stake-
7 holders to identify and develop an innovative technology
8 or capability with the potential to enhance transportation
9 security, including by—

10 (1) conducting a field demonstration of such a
11 technology or capability in an operational environ-
12 ment;

13 (2) gathering performance data from such a
14 demonstration to inform the acquisition process; and

15 (3) to the extent practicable, providing funding
16 and promoting efforts to enable participation in a
17 demonstration by a small business that has an inno-
18 vative technology or capability but does not have
19 adequate resources to participate in a field dem-
20 onstration under paragraph (1).

21 (b) COMPOSITION.—The task force authorized under
22 subsection (a) shall be chaired by the Administrator of the
23 Transportation Security Administration's designee and
24 comprised of representatives appointed by the Adminis-
25 trator, in consultation with the Chairperson of the Avia-

1 tion Security Advisory Committee (established pursuant to
2 section 44946 of title 49, United States Code).

3 (c) ACTIVITIES.—The chair of the task force shall—

4 (1) evaluate technologies and capabilities for
5 field demonstrations with potential to enhance sur-
6 face transportation security, in addition to tech-
7 nologies and capabilities with potential to enhance
8 aviation security;

9 (2) coordinate with the Science and Technology
10 Directorate of the Department of Homeland Secu-
11 rity to leverage such technologies and capabilities;
12 and

13 (3) submit to the Secretary of Homeland Secu-
14 rity an annual report regarding the task force’s ac-
15 tivities that identifies, for each such technology or
16 capability, what mode of transportation could be en-
17 hanced by the integration of such technology or ca-
18 pability into security operations and, as appropriate,
19 plans for deploying such technology or capability.

20 (d) RULE OF CONSTRUCTION.—Nothing in this sec-
21 tion shall require the Administrator of the Transportation
22 Security Administration to acquire an innovative tech-
23 nology or capability.

1 (e) NON-APPLICABILITY OF FACA.—The Federal
2 Advisory Committee Act (5 U.S.C. App.) shall not apply
3 to the task force.

4 **SEC. 10. SECURITY TECHNOLOGIES TIED TO FOREIGN**
5 **THREAT COUNTRIES.**

6 Not later than 180 days after the date of the enact-
7 ment of this Act, the Secretary of Homeland Security, act-
8 ing through the Under Secretary for Intelligence and
9 Analysis of the Department of Homeland Security, in con-
10 sultation with the Under Secretary for the National Pro-
11 tection and Programs Directorate of the Department,
12 shall submit to the appropriate congressional committees
13 an assessment of terrorist and other threats to the trans-
14 portation sector, including surface transportation assets,
15 posed by the use of security technologies, including soft-
16 ware and networked technologies, developed or manufac-
17 tured by firms that are owned or closely linked to the gov-
18 ernments of countries that are known to pose a cyber or
19 homeland security threat.

20 **SEC. 11. SURFACE TRANSPORTATION SECURITY INSPEC-**
21 **TORS.**

22 (a) STRATEGY.—Not later than 180 days after the
23 date of the enactment of this Act, the Administrator of
24 the Transportation Security Administration shall submit
25 to the appropriate congressional committees and the

1 Comptroller General of the United States a strategy to
2 guide operations of surface transportation security inspec-
3 tors that addresses the following:

4 (1) Any limitations in data systems for such in-
5 spectors, as identified by the Comptroller General.

6 (2) Alignment of operations with risk assess-
7 ment findings, including an approach to identifying
8 and prioritizing entities and locations for inspec-
9 tions.

10 (3) Measurable objectives for the surface trans-
11 portation security inspectors program.

12 (b) COMPTROLLER GENERAL REVIEW.—Not later
13 than 180 days after the submission of the strategy re-
14 quired under subsection (b), the Comptroller General of
15 the United States shall review such strategy and, as ap-
16 propriate, issue recommendations.

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