

Committee, I got to see how innovative ideas like these can improve workplaces. Gaining experience and making contacts across departments can enhance the efficiency and morale of the organization, helping them to achieve their objectives.

Rotational programs can take employees out of their respective bubbles, helping them see the big picture of the organization and the important roles that are played by employees in other areas.

These same principles and strategies can certainly be translated into the homeland security space, where wider knowledge and institutional connections mean stronger security. By giving DHS staff the opportunity to gain knowledge and skills from throughout the department, we give the intelligence community a leg up in the fight to protect our Nation.

It is time for Congress to codify DHS' Intelligence Rotational Assignment program and ensure that our intelligence community has the breadth of experience necessary to tackle the threats of tomorrow.

Mr. HERNÁNDEZ. Madam Speaker, I urge my colleagues to support H.R. 2212, and I yield back the balance of my time.

Mr. GARBARINO. Madam Speaker, I, again, urge my colleagues to support H.R. 2212, and I yield back the balance of my time.

The SPEAKER pro tempore (Mrs. MILLER of Illinois). The question is on the motion offered by the gentleman from New York (Mr. GARBARINO) that the House suspend the rules and pass the bill, H.R. 2212, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

DEPARTMENT OF HOMELAND SECURITY VEHICULAR TERRORISM PREVENTION AND MITIGATION ACT OF 2025

Mr. GARBARINO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1608) to require the Secretary of Homeland Security to produce a report on emerging threats and countermeasures related to vehicular terrorism, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1608

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025".

SEC. 2. FINDINGS.

Congress finds the following:

(1) On January 1, 2025, a devastating vehicular terrorist attack occurred on Bourbon Street in New Orleans, Louisiana, when an assailant

inspired by the Islamic State drove a vehicle into a crowd and engaged in a shootout with law enforcement. This tragic incident resulted in the loss of 14 lives and injuries to at least thirty-five others, including two police officers.

(2) Vehicle-ramming attacks and other vehicular terrorist incidents represent an enduring and evolving threat to public safety in the United States and around the world, targeting innocent civilians and first responders.

(3) These attacks, carried out by both organized terrorist groups and individual actors, often aim to exploit high-density public gatherings, critical infrastructure, and key transportation hubs, causing mass casualties and widespread disruption.

(4) Emerging automotive technologies, such as autonomous vehicles, Advanced Driver Assistance System (ADAS) capabilities, and ride-sharing platforms, create new vulnerabilities that could be leveraged by malicious actors to conduct sophisticated vehicle-based attacks.

(5) The Department of Homeland Security, through agencies like the Transportation Security Administration and the Cybersecurity and Infrastructure Security Agency, plays a vital role in detecting, assessing, and mitigating the risks associated with vehicle-based threats.

(6) Strengthened coordination between Federal, State, local, Tribal, territorial, and private sector stakeholders is essential to enhance prevention, preparedness, and response efforts, ensuring the safety of communities across the nation.

SEC. 3. REPORT ON EMERGING THREATS AND COUNTERMEASURES RELATED TO VEHICULAR TERRORISM.

(a) REPORT.—

(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security, in coordination with the Administrator of the Transportation Security Administration and the Director of the Cybersecurity and Infrastructure Security Agency, shall submit to the appropriate congressional committees a report on the Department of Homeland Security's efforts to prevent, deter, and respond to vehicular terrorism.

(2) ELEMENTS.—The report under paragraph (1) shall include the following:

(A) An assessment of the current and emerging threats posed by vehicular terrorism, as well as the following:

(i) An analysis of the methods, tactics, and motivations used by perpetrators of vehicular terrorism.

(ii) An evaluation of domestic and international trends in vehicular terrorism.

(iii) An identification of potential future threats related to the misuse of connected or autonomous vehicles, Advanced Driver Assistance System (ADAS)-equipped vehicles, ride-sharing services, and advancements in automotive technologies, including cybersecurity threats to underlying software technologies (including artificial intelligence-enabled technologies) powering autonomous vehicles.

(B) A review of higher-risk locations and events that may be vulnerable to vehicular terrorism, including the following:

(i) Critical infrastructure sites such as the following:

(I) Airports.

(II) Seaports.

(III) Federal, State, local, Tribal, and territorial government facilities.

(IV) Power plants.

(V) Substations.

(VI) Oil refineries.

(VII) Public transportation hubs.

(VIII) Healthcare facilities.

(ii) Soft-targets and crowded spaces, including mass gatherings and widely attended events such as parades, concerts, sporting events, political rallies, holiday markets, places of worship, public demonstrations, and ceremonial events.

(iii) High-density urban areas with limited physical security measures such as

pedestrianized city centers, commercial districts, residential neighborhoods, public parks, recreational areas, educational institutions, and tourist destinations.

(C) A comprehensive summary of actions taken by the Department of Homeland Security, the Transportation Security Administration, and the Cybersecurity and Infrastructure Security Agency to research measures that prevent, deter, and respond to vehicular terrorism, including the following:

(i) The identification and coordination with State, local, Tribal, and territorial governments and industry partners for the strategic placement of physical barriers, bollards, and other protective infrastructure at higher-risk locations.

(ii) The research, testing, and deployment of geofencing, surveillance systems, cybersecurity measures, and other technologies designed to monitor, restrict, and manage vehicle access to such higher-risk locations.

(iii) The creation of real-time response strategies and operational plans to neutralize vehicular terrorism, including ongoing research into best practices for threat detection, incident management, and threat containment.

(D) An evaluation of the Department's engagement with private and public sector stakeholders to address risks of vehicular terrorism, including the following:

(i) Collaboration with vehicle rental companies, ride-sharing platforms, vendors of connected, autonomous, and ADAS technologies, freight operators, and automotive manufacturers.

(ii) Development of industry-specific best practices to prevent the misuse of vehicles.

(iii) Protocols for sharing threat intelligence and security guidance with private sector partners.

(E) A description of the Department's coordination efforts with Federal, State, local, Tribal, and territorial law enforcement agencies to prevent vehicular terrorism, including the following:

(i) Mechanisms for sharing threat intelligence and situational awareness.

(ii) Guidance provided to such law enforcement agencies regarding implementing countermeasures, such as traffic control measures and rapid vehicle containment protocols.

(iii) Joint exercises and training programs to enhance interagency preparedness and response.

(iv) Efforts to equip law enforcement, first responders, and private sector partners with the knowledge and skills to recognize and respond to vehicular terrorism, including the development of specialized curricula addressing emerging threats, such as connected or autonomous vehicles and other advanced technologies.

(v) Outreach efforts to ensure that smaller jurisdictions have access to necessary training resources and public safety awareness tools.

(F) Recommendations for the research, development, and deployment of technologies to detect, deter, and mitigate vehicular terrorism, including the following:

(i) Vehicle immobilization systems and remote disablement technologies.

(ii) Predictive analytics and threat detection software that incorporate artificial intelligence and machine learning algorithms to identify and flag in real time anomalous or suspicious vehicle behavior, as well as associated technologies to disable or divert a vehicle before it becomes a threat.

(iii) Innovations in cybersecurity to prevent the hacking or misuse of connected, autonomous, or ADAS-equipped vehicles.

(G) A description of the Department's engagement with privacy, civil rights, and civil liberties stakeholders to ensure all countermeasures and technologies, including artificial-intelligence and machine learning algorithms, deployed to prevent vehicular terrorism are implemented in a manner that respects individual rights and freedoms.

(H) A review of the Department's public awareness initiatives focused on the following:

(i) Educating the public on recognizing suspicious vehicle-related behavior and reporting potential threats.

(ii) Building trust and fostering collaboration between communities and law enforcement agencies.

(iii) Enhancing resilience by encouraging community-based security measures.

(I) Such other elements as the Secretary of Homeland Security considers appropriate.

(3) FORM.—The report under paragraph (1) shall be submitted in classified form, but may include an unclassified executive summary.

(4) PUBLICATION.—The unclassified executive summary of the report required under paragraph (1) shall be published on a publicly accessible website of the Department of Homeland Security.

(b) BRIEFING.—Not later than 30 days after the submission of the report under subsection (a), the Secretary of Homeland Security shall provide to the appropriate congressional committees a briefing on the findings, conclusions, and recommendations of such report.

(c) DEFINITIONS.—In this section:

(1) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term “appropriate congressional committees” means—

(A) the Committee on Homeland Security of the House of Representatives; and

(B) the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate.

(2) VEHICULAR TERRORISM.—The term “vehicular terrorism” means an action that utilizes automotive transportation to commit terrorism (as such term is defined in section 2(18) of the Homeland Security Act of 2002 (6 U.S.C. 101(18))).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. GARBARINO) and the gentleman from Puerto Rico (Mr. HERNÁNDEZ) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. GARBARINO. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 1608.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. GARBARINO. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 1608, the Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025.

Following the vehicular terrorism incident in New Orleans on New Year's Day and as the U.S. prepares to host several major sporting events starting next year, it is more important than ever that the Department of Homeland Security take a leading role in addressing the threat of vehicular terrorism.

This legislation will require DHS to conduct a comprehensive assessment of emerging threats and potential countermeasures.

Madam Speaker, I urge all my colleagues to support this legislation, and I reserve the balance of my time.

Mr. HERNÁNDEZ. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in support of H.R. 1608, the Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025.

In the early morning on New Year's Day this year, an assailant carried out a devastating truck attack against pedestrians in New Orleans, killing 14 victims plus the perpetrator and injuring at least 57 others.

This attack is the latest in a string of attacks using vehicles to inflict significant harm.

H.R. 1608 would enhance the Department of Homeland Security's efforts to address threats posed by vehicular terrorism.

Madam Speaker, I support the bill's advancement, and I reserve the balance of my time.

Mr. GARBARINO. Madam Speaker, I yield such time as he may consume to the gentleman from Florida (Mr. GIMENEZ).

Mr. GIMENEZ. Madam Speaker, I rise today in strong support of my bill, H.R. 1608, the Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025.

On New Year's Day 2025, our Nation was shaken by a horrific ISIS-inspired attack in New Orleans that took the lives of 14 innocent people and injured dozens more.

This tragedy is a stark reminder that vehicles are increasingly being weaponized as instruments of terror. H.R. 1608 directs the Department of Homeland Security to confront the growing threat of vehicle-based attacks. It mandates a comprehensive assessment of current and emerging tactics, including the potential misuse of autonomous vehicles, rideshare platforms, and connected vehicle technologies.

Further, the bill strengthens coordination between Federal, State, and local governments and the private sector to better safeguard public gatherings, critical infrastructure, and high-density urban areas.

I thank Congressman TROY CARTER, who represents the community devastated by the New Year's Day attack, for his partnership and leadership on this effort.

This practical and bipartisan legislation is about honoring the lives we lost by doing everything possible to prevent and mitigate future attacks. With major events on the horizon, including America250, the FIFA World Cup, and the Los Angeles Olympics, we must ensure every necessary security measure is in place to protect the millions of visitors and attendees these events will bring.

Madam Speaker, I urge my colleagues to support H.R. 1608.

Mr. HERNÁNDEZ. Madam Speaker, I have no further speakers, and I am prepared to close.

This bill will help make life easier for all Americans by pushing DHS to

advance its efforts to prevent vehicular terrorism.

Madam Speaker, I urge my colleagues to vote “yes,” and I yield back the balance of my time.

Mr. GARBARINO. Madam Speaker, I have no further speakers. In closing, I, again, urge my colleagues to support H.R. 1608, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. GARBARINO) that the House suspend the rules and pass the bill, H.R. 1608, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. GARBARINO. Madam Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

STRENGTHENING CYBER RESILIENCE AGAINST STATE-SPONSORED THREATS ACT

Mr. GARBARINO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 2659) to ensure the security and integrity of United States critical infrastructure by establishing an interagency task force and requiring a comprehensive report on the targeting of United States critical infrastructure by Peoples Republic of China state-sponsored cyber actors, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2659

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Strengthening Cyber Resilience Against State-Sponsored Threats Act”.

SEC. 2. INTERAGENCY TASK FORCE AND REPORT ON THE TARGETING OF UNITED STATES CRITICAL INFRASTRUCTURE BY PEOPLE'S REPUBLIC OF CHINA STATE-SPONSORED CYBER ACTORS.

(a) INTERAGENCY TASK FORCE.—Not later than 120 days after the date of the enactment of this Act, the Secretary of Homeland Security, acting through the Director of the Cybersecurity and Infrastructure Security Agency (CISA) of the Department of Homeland Security, in consultation with the Attorney General, the Director of the Federal Bureau of Investigation, and the heads of appropriate Sector Risk Management Agencies as determined by the Director of CISA, shall establish a joint interagency task force (in this section referred to as the “task force”) to facilitate collaboration and coordination among the Sector Risk Management Agencies assigned a Federal role or responsibility in National Security Memorandum-22, issued April 30, 2024 (relating to critical infrastructure security and resilience), or any successor document, to detect, analyze, and respond to the cybersecurity threat posed by State-sponsored cyber actors, including Volt Typhoon, of the People's Republic of China