

**Transportation Sector**  
***Transit, Commuter and Long-Distance Rail***  
***Government Coordinating Council***  
***Charter***

**1. Official Designation**

The official designation of this Council is the “ Transit, Commuter and Long-Distance Rail – Government Coordinating Council” hereinafter referred to as the “TCLDR - GCC.”

**2. Background**

Pursuant to Homeland Security Presidential Directive 7 (*Critical Infrastructure Identification, Prioritization, and Protection*), the Secretary of Homeland Security must prepare a comprehensive, integrated national plan for the protection of critical infrastructure and key resources. The National Infrastructure Protection Plan (NIPP) meets this mandate. The NIPP calls for the establishment of GCCs for each of the 17 critical infrastructure sectors to enable interagency and cross-jurisdictional cooperation. This charter governs the organization and activities of the Transportation Sector Government Coordinating Council’s Transit, Commuter and Long-Distance Rail – GCC.

**3. Objective**

The objective of the TCLDR – GCC is to coordinate transportation security strategies and activities and to establish policies, guidelines and standards, and to develop program metrics and performance criteria for the Mass Transportation mode. The TCLDR – GCC fosters communication across government and between the government and private industry in support of the nation’s homeland security mission. The Transit, Commuter and Long-Distance Rail – GCC acts as the counterpart to the private industry-led “Sector Coordinating Council” (SCC) for the Transit, Commuter and Long-Distance Rail mode to review and develop mode-wide security programs necessary to protect the nation’s transportation sector.

**4. Scope of Activity**

The Transit, Commuter and Long-Distance Rail GCC will address transit (e.g. intra-city bus, light rail, elevated train, and subway), and commuter and long-distance rail (e.g. Long Island Railroad and Amtrak) conveyances as outlined in the National Strategy for Transportation Security (NSTS) and NSTS Update. Ferry operations will be primarily addressed by the Maritime modal GCC.

The TCLDR – GCC will accomplish this objective through the following activities:

- **Identifying areas and issues where public-private coordination and communication will enhance transportation security.** The Transit, Commuter and Long-Distance Rail - GCC and Transit, Commuter and Long-Distance Rail – SCC shall bring together diverse Federal, State and local interests to identify and develop collaborative strategies that advance sector and modal security.

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- **Identifying security needs and potential gaps in plans, programs, policies and procedures and strategies, and working to address them.**
- **Information sharing and exchange.** The Transit, Commuter and Long-Distance Rail – GCC assists in the sharing of threat information, experiences, ideas, best practices, innovative approaches, and any other homeland security-related material.
- **Recognizing successful programs and practices.** The Transit, Commuter and Long-Distance Rail – GCC shall acknowledge and recognize programs and practices that enhance the level of security in the Transit, Commuter and Long-Distance Rail mode, while facilitating the transfer of best practices across the mode as appropriate.
- **Addressing subjects the TCLDR – GCC determines are in the interest of enhancing transportation security.**
- **Bringing together subject matter expertise.** The TCLDR - GCC will bring together subject matter expertise to address strategies, activities, programs, standards, metrics, and performance reporting criteria unique to the Transit, Commuter and Long-Distance Rail modal environment.

## **5. Membership**

The Transit, Commuter and Long-Distance Rail – GCC membership consists of key Federal departments and agencies responsible for or involved in transportation security. This membership may be expanded to include state/local officials with an interest in the transportation sector.

The Transit, Commuter and Long-Distance Rail – GCC recognizes the integral relationship that it has with its parent Transportation Sector GCC and similar GCCs for other sectors and will leverage its participation with these other councils as a way to connect issues across sectors at all levels of government and with private industry.

Permanent members of the Transit, Commuter and Long-Distance Rail – GCC shall be senior executives, or their designees, from:

- Department of Homeland Security
  - Office of Infrastructure Protection
  - Office of Grants and Training
  - Office of State and Local Government Coordination
- US Coast Guard

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- Transportation Security Administration
- Department of Transportation
  - Federal Transit Administration
  - Federal Railroad Administration
  - Office of the Secretary of Transportation
- Appropriate State Government Representation

The TCLDR – GCC reserves the right to add permanent Federal department or agency members, as deemed necessary and appropriate. The Transit, Commuter and Long-Distance Rail – GCC also reserves the right to invite *ad hoc* members from other departments, agencies or offices from time to time to meet expertise requirements necessary to fulfill its mission.

## **6. Roles and Responsibilities**

**Chair.** As the Sector Specific Agency, the Department of Homeland Security, through the Transportation Security Administration (TSA), will serve as the Chair and provide leadership for the Transit, Commuter and Long-Distance Rail – GCC’s activities and meetings. TSA will solicit and collect issues and concerns from other members and bring them to the TCLDR – GCC for consideration and deliberation. TSA will provide follow-up to ensure that all initiatives or issues are discussed and brought to closure with other Transit, Commuter and Long-Distance Rail – GCC members.

**Decision-Making Authority.** Permanent members of the Transit, Commuter and Long-Distance Rail – GCC should be represented by a senior official with the ability to speak on behalf of his or her agency. Each entity holding permanent membership is represented by one individual.

Each Transit, Commuter and Long-Distance Rail – GCC member shall assign an alternate to represent the member during his/her absence. Each member has the flexibility to have representation at meetings other than the official alternates, but must clearly designate that representative prior to the meeting in writing to the Chair.

**Ad Hoc Participants.** *Ad hoc* members are non-permanent participants whose criteria and qualifications for participation will be based upon the ongoing needs for expertise and intent of the Transit, Commuter and Long-Distance Rail – GCC leadership. Their participation will enable the TCLDR – GCC to gain relevant organizational and institutional representation and expertise. *Ad hoc* membership may be withdrawn, at

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the determination of the Transit, Commuter and Long-Distance Rail – GCC, as necessary when the particular expertise is no longer required.

**7. Process**

A quorum requires the attendance or participation of at least one representative from each major permanent member department/agency of the Transit, Commuter and Long-Distance Rail – GCC, which must include the representative of TSA as Chair and the representatives of the Departments of Homeland Security and Transportation.

Transit, Commuter and Long-Distance Rail – GCC members work to achieve consensus through a consultative process that encourages the exchange of information and points of view. Dissent will be recognized and thoroughly discussed to ensure the underlying reasons are clearly understood by all other members.

**8. Modal Sub-Councils**

The TCLDR - GCC will provide one representative to the overarching Transportation Security Government Coordinating Council (TSGCC). This member will usually be the Chairperson of the TCLDR - GCC, but can be a person designated by the TCLDR - GCC.

The TSGCC must approve the membership and organization of the modal GCCs (sub-councils). This TSGCC review will ensure that each modal GCC (sub-council) adequately reflects the substantial governmental interests applicable in each mode.

**9. Workgroups**

The TCLDR – GCC will establish workgroups when substantial investigation, research, or other cross-modal (i.e., hazardous materials transportation, cyber security issues, and similar concerns affecting multiple transportation modes) tasks are required that cannot be achieved at a regular TCLDR – GCC session or within a modal sub-council. Workgroups will have a leader designated by the TCLDR – GCC, a specific and clear charge, a time limit to meet the charge, and a deliverable.

**10. Number and Frequency of Meetings**

The TCLDR – GCC will meet at least quarterly in Washington, DC, with additional scheduled meetings or conference calls to be held as needed.