

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

AUGUST 8, 2025.—Committed to the Committee of the Whole House on the State
of the Union and ordered to be printed

Mr. GARBARINO, from the Committee on Homeland Security,
submitted the following

R E P O R T

[To accompany H.R. 1608]

[Including cost estimate of the Congressional Budget Office]

The Committee on Homeland Security, to whom was referred 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, having considered the same, reports favorably thereon with an amendment and recommends that the bill as amended do pass.

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The amendment is as follows:
Strike all after the enacting clause and insert the following:

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, residen-

tial 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))).

PURPOSE AND SUMMARY

H.R. 1608, the “Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025,” requires the Secretary of Homeland Security to produce a comprehensive report on the Department’s efforts to detect, prevent, and respond to threats associated with vehicular terrorism. This report, due within 180 days of enactment, is to be developed in coordination with the Transportation Security Administration (TSA) and the Cybersecurity and Infrastructure Security Agency (CISA).

The legislation requires the Department to assess current and emerging threats posed by vehicle-ramming attacks and the potential exploitation of advanced automotive technologies, including autonomous and connected vehicles. It also mandates a review of high-risk locations vulnerable to such attacks, an analysis of security countermeasures, coordination practices with law enforcement and industry, and recommendations for deploying advanced technologies and protective infrastructure.

BACKGROUND AND NEED FOR LEGISLATION

On January 1, 2025, a deadly vehicular terrorist attack occurred on Bourbon Street in New Orleans, Louisiana, when an assailant inspired by the Islamic State drove a vehicle into a crowded area before engaging in a shootout with law enforcement.¹ The attack resulted in the deaths of 14 individuals and injuries to at least dozens of others.² This tragedy underscores the growing threat posed by vehicle-ramming attacks, particularly at public events and soft-target locations.

Vehicular terrorism has emerged as a tactic of choice among both foreign terrorist organizations and homegrown violent extremists

¹Press Release, Federal Bureau of Investigation, *FBI Statement on the Attack in New Orleans* (Jan. 1, 2025) (on file with author).

²Mary Kekatos et al., *What we know about the victims of the New Orleans attack: ‘So beautiful and full of life’*, ABC News, (Jan. 26, 2025) <https://abcnews.go.com/US/victims-new-orleans-attack/story?id=117246659>.

due to its simplicity, accessibility, and devastating impact.³ High-profile terrorist groups such, as ISIS and al-Qaeda, have repeatedly encouraged followers to use vehicles as weapons, citing the ease with which such attacks can be carried out with minimal training or resources.⁴ This tactic has been deployed across major global cities, often targeting pedestrian zones, transit hubs, and celebratory events.⁵

The threat landscape is further complicated by technological advancements in the automotive sector. The increasing availability of autonomous vehicles, advanced driver-assistance systems (ADAS), and connected vehicle platforms introduces new vulnerabilities that could be exploited by malicious actors. These systems may be subject to manipulation or cyber intrusion, creating opportunities for more sophisticated or large-scale vehicular attacks.

Despite the evolving nature of this threat, Federal coordination remains uneven and fragmented. While the Department plays a central role in safeguarding critical infrastructure and public gatherings, there is a growing need for a more strategic and integrated Federal response. This includes improving threat assessments, accelerating the deployment of countermeasures, and strengthening partnerships with state, local, tribal, territorial (SLTT) entities, and private sector stakeholders, particularly in the transportation, rideshare, and automotive manufacturing industries.

H.R. 1608 addresses this gap by requiring the Department to develop a timely and detailed threat assessment that evaluates both current and emerging risks related to vehicular terrorism. The report will inform Congress and security stakeholders about defensive strategies, vehicle-disabling technologies, infrastructure protections, coordination mechanisms, public awareness efforts, and privacy considerations. With major domestic mass gatherings and global events on the horizon, including the 2026 FIFA World Cup and 2028 Summer Olympics, this legislation will ensure the Federal government is proactively addressing the vehicular terrorism threat to protect the American public and international visitors.

HEARINGS

The Committee held the following hearing in the 119th Congress that informed H.R. 1608:

On Tuesday, April 8, 2025, the Subcommittee on Transportation and Maritime Security held a hearing entitled, “America on the Global Stage: Examining Efforts to Secure and Improve the U.S. Travel System for Significant International Events.” The Subcommittee received testimony from the following witnesses: Mr. Geoff Freeman, President and Chief Executive Officer, U.S. Travel Association; Mr. Jon Gruen, Chief Executive Officer, Fortem Technologies; and Dr. Everett Kelley, National President, American Federation of Government Employees.

³Alexandre Rodde and Justin Olmstead, *Into the Crowd: The Evolution of Vehicular Attacks and Prevention Efforts* (March 2025), COMBATING TERRORISM CENTER AT WEST POINT, (last visited Mar. 2025) <https://ctc.westpoint.edu/into-the-crowd-the-evolution-of-vehicular-attacks-and-prevention-efforts/>.

⁴*Id.*

⁵*Id.*

COMMITTEE CONSIDERATION

The Committee met on Wednesday, April 9, 2025, a quorum being present, to consider H.R. 1608 and ordered the measure to be favorably reported to the House, as amended, by voice vote.

COMMITTEE VOTES

Clause 3(b) of rule XIII requires the Committee to list the recorded votes on the motion to report legislation and amendments thereto.

No recorded votes were requested during consideration of H.R. 1608.

COMMITTEE OVERSIGHT FINDINGS

In compliance with clause 3(c)(1) of rule XIII, the Committee advises that the findings and recommendations of the Committee, based on oversight activities under clause 2(b)(1) of rule X, are incorporated in the descriptive portions of this report.

CONGRESSIONAL BUDGET OFFICE ESTIMATE, NEW BUDGET AUTHORITY, ENTITLEMENT AUTHORITY, AND TAX EXPENDITURES

With respect to the requirements of clause 3(c)(2) of rule XIII and section 308(a) of the Congressional Budget Act of 1974, and with respect to the requirements of clause 3(c)(3) of rule XIII and section 402 of the Congressional Budget Act of 1974, the Committee adopts as its own the estimate of any new budget authority, spending authority, credit authority, or an increase or decrease in revenues or tax expenditures contained in the cost estimate prepared by the Director of the Congressional Budget Office.

H.R. 1608, Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025			
As ordered reported by the House Committee on Homeland Security on April 9, 2025			
By Fiscal Year, Millions of Dollars	2025	2025-2030	2025-2035
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	*	not estimated
Increases <i>net direct spending</i> in any of the four consecutive 10-year periods beginning in 2036?	No	Statutory pay-as-you-go procedures apply?	No
		Mandate Effects	
Increases <i>on-budget deficits</i> in any of the four consecutive 10-year periods beginning in 2036?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No
* = between zero and \$500,000.			

H.R. 1608 would require the Department of Homeland Security (DHS) to report to the Congress on its efforts to detect, prevent, and respond to acts of terrorism in which a vehicle is used as a weapon. The report would include an assessment of current and emerging threats, a review of high-risk locations, and recommenda-

tions for research and development. H.R. 1608 would require DHS to brief the Congress on the report's findings and recommendations.

Based on the costs of similar activities, CBO estimates that implementing H.R. 1608 would cost less than \$500,000 over the 2025–2030 period. Any related spending would be subject to the availability of appropriated funds.

The CBO staff contact for this estimate is Jeremy Crimm. The estimate was reviewed by H. Samuel Papenfuss, Deputy Director of Budget Analysis.

PHILLIP L. SWAGEL,
Director, Congressional Budget Office.

FEDERAL MANDATES STATEMENT

The Committee adopts as its own the estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act of 1995.

DUPLICATIVE FEDERAL PROGRAMS

Pursuant to clause 3(c) of rule XIII, the Committee finds that H.R. 1608 does not contain any provision that establishes or reauthorizes a program known to be duplicative of another Federal program.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII, the objective of H.R. 1608 is to require the Secretary of Homeland Security to produce a report on emerging threats and countermeasures related to vehicular terrorism.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with rule XXI, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO THE LEGISLATIVE BRANCH

The Committee finds that H.R. 1608 does not relate to the terms and conditions of employment or access to public services or accommodation within the meaning of section 102(b)(3) of the Congressional Accountability Act.

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title

This section designates the legislation as the “Department of Homeland Security Vehicular Terrorism Prevention and Mitigation Act of 2025.”

Section 2. Findings

This section outlines Congress’s findings regarding the persistent and evolving threat of vehicular terrorism. It references the January 1, 2025, attack in New Orleans and highlights the vulnerability of soft targets, the influence of terrorist propaganda, and the emergence of risks related to autonomous vehicles, ride-sharing platforms, and cybersecurity. The section emphasizes DHS’s critical role in countering these threats and the need for collaboration across all levels of government and the private sector.

Section 3. Report on emerging threats and countermeasures related to vehicular terrorism

This section requires the Secretary of Homeland Security, in coordination with the TSA Administrator and the CISA Director, to submit a comprehensive report to the appropriate congressional committees within 180 days of enactment. The report must provide a detailed assessment of the Department’s efforts to detect, prevent, and respond to threats associated with vehicular terrorism. Specifically, the report must evaluate current and emerging threats, including tactics and motivations used by perpetrators, and examine how advanced vehicle technologies, such as autonomous vehicles, connected platforms, and ADAS-equipped systems, could be exploited by malicious actors. It must also identify high-risk locations and events that are vulnerable to vehicular attacks, such as critical infrastructure sites, large public gatherings, and pedestrian-heavy urban areas, and describe the measures being taken to mitigate these risks.

The report must include a summary of actions taken by the Department and its components to deploy protective infrastructure, geofencing tools, and surveillance systems, as well as the Department’s coordination with state, local, tribal, and territorial governments and private sector partners to develop and implement deterrent strategies. Additionally, it must review the Department’s engagement with industry stakeholders, such as rental car companies, ride-sharing platforms, and vehicle manufacturers, to establish security protocols and prevent misuse of vehicles for nefarious purposes. The report must also describe ongoing efforts to train law enforcement and first responders, conduct joint exercises, and provide resources to jurisdictions of varying capacities to improve preparedness.

Further, the report is required to present recommendations for the development and deployment of advanced technologies, including vehicle disablement tools, predictive analytics, artificial intelligence-enabled monitoring systems, and cybersecurity safeguards for emerging vehicle platforms. It must also include a description of the Department’s engagement with privacy and civil liberties stakeholders to ensure that all counterterrorism technologies are implemented in a manner that respects constitutional protections. Finally, the report must address public education initiatives designed to raise awareness, foster community-law enforcement cooperation, and encourage vigilance. The final report shall be submitted in classified form but must include an unclassified executive summary that will be published on a publicly accessible Department website. The Secretary is also required to brief the appropriate congressional committees on the findings, conclusions, and

recommendations of the report no later than 30 days after its submission.

Sec. 3(c)(1) defines the term “appropriate congressional committees” as the Committee of Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate.

Sec. 3(c)(2) defines the term “vehicular terrorism” as an action that utilizes automotive transportation to commit terrorism (as defined in section 2(18) of the Homeland Security Act of 2002 (6 U.S.C. 101(18))).

