

119TH CONGRESS  
1ST SESSION

# H. R. 1608

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IN THE SENATE OF THE UNITED STATES

NOVEMBER 18, 2025

Received; read twice and referred to the Committee on Homeland Security and  
Governmental Affairs

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## AN ACT

To require the Secretary of Homeland Security to produce  
a report on emerging threats and countermeasures re-  
lated to vehicular terrorism, 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,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the “Department of Home-  
3 land Security Vehicular Terrorism Prevention and Mitiga-  
4 tion Act of 2025”.

5 **SEC. 2. FINDINGS.**

6 Congress finds the following:

7 (1) On January 1, 2025, a devastating vehic-  
8 ular terrorist attack occurred on Bourbon Street in  
9 New Orleans, Louisiana, when an assailant inspired  
10 by the Islamic State drove a vehicle into a crowd  
11 and engaged in a shootout with law enforcement.  
12 This tragic incident resulted in the loss of 14 lives  
13 and injuries to at least thirty-five others, including  
14 two police officers.

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

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

25 (4) Emerging automotive technologies, such as  
26 autonomous vehicles, Advanced Driver Assistance

1 System (ADAS) capabilities, and ride-sharing plat-  
2 forms, create new vulnerabilities that could be lever-  
3 aged by malicious actors to conduct sophisticated ve-  
4 hicle-based attacks.

5 (5) The Department of Homeland Security,  
6 through agencies like the Transportation Security  
7 Administration and the Cybersecurity and Infra-  
8 structure Security Agency, plays a vital role in de-  
9 tecting, assessing, and mitigating the risks associ-  
10 ated with vehicle-based threats.

11 (6) Strengthened coordination between Federal,  
12 State, local, Tribal, territorial, and private sector  
13 stakeholders is essential to enhance prevention, pre-  
14 paredness, and response efforts, ensuring the safety  
15 of communities across the nation.

16 **SEC. 3. REPORT ON EMERGING THREATS AND COUNTER-**  
17 **MEASURES RELATED TO VEHICULAR TER-**  
18 **RORISM.**

19 (a) REPORT.—

20 (1) IN GENERAL.—Not later than 180 days  
21 after the date of the enactment of this Act, the Sec-  
22 retary of Homeland Security, in coordination with  
23 the Administrator of the Transportation Security  
24 Administration and the Director of the Cybersecu-  
25 rity and Infrastructure Security Agency, shall sub-

1 mit to the appropriate congressional committees a  
2 report on the Department of Homeland Security's  
3 efforts to prevent, deter, and respond to vehicular  
4 terrorism.

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

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

10 (i) An analysis of the methods, tac-  
11 tics, and motivations used by perpetrators  
12 of vehicular terrorism.

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

15 (iii) An identification of potential fu-  
16 ture threats related to the misuse of con-  
17 nected or autonomous vehicles, Advanced  
18 Driver Assistance System (ADAS)  
19 -equipped vehicles, ride-sharing services,  
20 and advancements in automotive tech-  
21 nologies, including cybersecurity threats to  
22 underlying software technologies (including  
23 artificial intelligence-enabled technologies)  
24 powering autonomous vehicles.

1 (B) A review of higher-risk locations and  
2 events that may be vulnerable to vehicular ter-  
3 rorism, including the following:

4 (i) Critical infrastructure sites such as  
5 the following:

6 (I) Airports.

7 (II) Seaports.

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

10 (IV) Power plants.

11 (V) Substations.

12 (VI) Oil refineries.

13 (VII) Public transportation hubs.

14 (VIII) Healthcare facilities.

15 (ii) Soft-targets and crowded spaces,  
16 including mass gatherings and widely at-  
17 tended events such as parades, concerts,  
18 sporting events, political rallies, holiday  
19 markets, places of worship, public dem-  
20 onstrations, and ceremonial events.

21 (iii) High-density urban areas with  
22 limited physical security measures such as  
23 pedestrianized city centers, commercial dis-  
24 tricts, residential neighborhoods, public

1 parks, recreational areas, educational insti-  
2 tutions, and tourist destinations.

3 (C) A comprehensive summary of actions  
4 taken by the Department of Homeland Secu-  
5 rity, the Transportation Security Administra-  
6 tion, and the Cybersecurity and Infrastructure  
7 Security Agency to research measures that pre-  
8 vent, deter, and respond to vehicular terrorism,  
9 including the following:

10 (i) The identification and coordination  
11 with State, local, Tribal, and territorial  
12 governments and industry partners for the  
13 strategic placement of physical barriers,  
14 bollards, and other protective infrastruc-  
15 ture at higher-risk locations.

16 (ii) The research, testing, and deploy-  
17 ment of geofencing, surveillance systems,  
18 cybersecurity measures, and other tech-  
19 nologies designed to monitor, restrict, and  
20 manage vehicle access to such higher-risk  
21 locations.

22 (iii) The creation of real-time response  
23 strategies and operational plans to neu-  
24 tralize vehicular terrorism, including ongo-  
25 ing research into best practices for threat

1 detection, incident management, and  
2 threat containment.

3 (D) An evaluation of the Department's en-  
4 gagement with private and public sector stake-  
5 holders to address risks of vehicular terrorism,  
6 including the following:

7 (i) Collaboration with vehicle rental  
8 companies, ride-sharing platforms, vendors  
9 of connected, autonomous, and ADAS  
10 technologies, freight operators, and auto-  
11 motive manufacturers.

12 (ii) Development of industry-specific  
13 best practices to prevent the misuse of ve-  
14 hicles.

15 (iii) Protocols for sharing threat intel-  
16 ligence and security guidance with private  
17 sector partners.

18 (E) A description of the Department's co-  
19 ordination efforts with Federal, State, local,  
20 Tribal, and territorial law enforcement agencies  
21 to prevent vehicular terrorism, including the fol-  
22 lowing:

23 (i) Mechanisms for sharing threat in-  
24 telligence and situational awareness.

1           (ii) Guidance provided to such law en-  
2           forcement agencies regarding implementing  
3           countermeasures, such as traffic control  
4           measures and rapid vehicle containment  
5           protocols.

6           (iii) Joint exercises and training pro-  
7           grams to enhance interagency prepared-  
8           ness and response.

9           (iv) Efforts to equip law enforcement,  
10          first responders, and private sector part-  
11          ners with the knowledge and skills to rec-  
12          ognize and respond to vehicular terrorism,  
13          including the development of specialized  
14          curricula addressing emerging threats,  
15          such as connected or autonomous vehicles  
16          and other advanced technologies.

17          (v) Outreach efforts to ensure that  
18          smaller jurisdictions have access to nec-  
19          essary training resources and public safety  
20          awareness tools.

21          (F) Recommendations for the research, de-  
22          velopment, and deployment of technologies to  
23          detect, deter, and mitigate vehicular terrorism,  
24          including the following:

1 (i) Vehicle immobilization systems and  
2 remote disablement technologies.

3 (ii) Predictive analytics and threat de-  
4 tection software that incorporate artificial  
5 intelligence and machine learning algo-  
6 rithms to identify and flag in real time  
7 anomalous or suspicious vehicle behavior,  
8 as well as associated technologies to dis-  
9 able or divert a vehicle before it becomes a  
10 threat.

11 (iii) Innovations in cybersecurity to  
12 prevent the hacking or misuse of con-  
13 nected, autonomous, or ADAS-equipped ve-  
14 hicles.

15 (G) A description of the Department's en-  
16 gagement with privacy, civil rights, and civil lib-  
17 erties stakeholders to ensure all counter-  
18 measures and technologies, including artificial-  
19 intelligence and machine learning algorithms,  
20 deployed to prevent vehicular terrorism are im-  
21 plemented in a manner that respects individual  
22 rights and freedoms.

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

1 (i) Educating the public on recog-  
2 nizing suspicious vehicle-related behavior  
3 and reporting potential threats.

4 (ii) Building trust and fostering col-  
5 laboration between communities and law  
6 enforcement agencies.

7 (iii) Enhancing resilience by encour-  
8 aging community-based security measures.

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

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

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

18 (b) BRIEFING.—Not later than 30 days after the sub-  
19 mission of the report under subsection (a), the Secretary  
20 of Homeland Security shall provide to the appropriate con-  
21 gressional committees a briefing on the findings, conclu-  
22 sions, and recommendations of such report.

23 (c) DEFINITIONS.—In this section:

1           (1) APPROPRIATE CONGRESSIONAL COMMIT-  
2           TEES.—The term “appropriate congressional com-  
3           mittees” means—

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

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

10           (2) VEHICULAR TERRORISM.—The term “vehic-  
11           ular terrorism” means an action that utilizes auto-  
12           motive transportation to commit terrorism (as such  
13           term is defined in section 2(18) of the Homeland Se-  
14           curity Act of 2002 (6 U.S.C. 101(18))).

Passed the House of Representatives November 17,  
2025.

Attest:

KEVIN F. MCCUMBER,

*Clerk.*