

## S 2220

### National Timing Resilience and Security Act of 2017

**Congress:** 115 (2017–2019, Ended)

**Chamber:** Senate

**Policy Area:** Transportation and Public Works

**Introduced:** Dec 12, 2017

**Current Status:** Read twice and referred to the Committee on Commerce, Science, and Transportation.

**Latest Action:** Read twice and referred to the Committee on Commerce, Science, and Transportation. (Dec 12, 2017)

**Official Text:** <https://www.congress.gov/bill/115th-congress/senate-bill/2220>

## Sponsor

**Name:** Sen. Cruz, Ted [R-TX]

**Party:** Republican • **State:** TX • **Chamber:** Senate

## Cosponsors (1 total)

Cosponsor	Party / State	Role	Date Joined
Sen. Markey, Edward J. [D-MA]	D · MA		Dec 12, 2017

## Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Dec 12, 2017

## Subjects & Policy Tags

### Policy Area:

Transportation and Public Works

## Related Bills

Bill	Relationship	Last Action
115 S 140	Related bill	Dec 4, 2018: Became Public Law No: 115-282.

## Summary (as of Dec 12, 2017)

### National Timing Resilience and Security Act of 2017

This bill requires the Department of Transportation to provide for the establishment, sustainment, and operation of a complement to and backup for the timing component of the Global Positioning System (GPS). (GPS satellites contain atomic clocks that provide precise time data and allow GPS receivers to synchronize to those clocks.) The system must: (1) reduce critical dependencies on the GPS network; (2) ensure the availability of uncorrupted and non-degraded timing signals for military and civilian users if GPS timing signals are corrupted or otherwise unavailable; and (3) be land-based, operational in 2 years, and capable of operation for 20 years.

## **Actions Timeline**

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- **Dec 12, 2017:** Introduced in Senate
- **Dec 12, 2017:** Read twice and referred to the Committee on Commerce, Science, and Transportation.