

at our nation's airports would have new resources to provide critical services.

Over the past few years, TSA has collected, on average, over \$400,000 per year at passenger screening checkpoints.

Last year, the agency collected over \$500,000.

To be clear, this is money left behind by passengers that goes unclaimed.

Currently, TSA is obligated by law to use those funds for security operations.

Given that TSA has a robust budget and troubling propensity for spending taxpayer dollars on programs that do not work, such as its behavior detection program, I am supportive of redirecting these unclaimed monies to the worthy cause of maintaining dedicated spaces for relaxation at our nation's airports for our service members and their loved ones.

During the holiday season, service members and their families will be traveling through airports across the country to be with family, friends, and colleagues.

H.R. 1095 seeks to ensure that organizations, such as the United Service Organization, have the resources necessary to ensure their comfort as they do so.

I would like to point out that this legislation builds upon the Committee on Homeland Security's previous work this Congress to support service members and veterans.

Earlier this Congress, the Committee saw enactment of the Helping Heroes Fly Act.

That legislation, introduced by Representative GABBARD, a member of the Committee, requires TSA to provide expedited screening for severely injured service members and veterans.

I am hopeful that the legislation before us today is met with the same support as that measure and likewise becomes a public law.

Ms. JACKSON LEE. Mr. Speaker, I rise in strong support of H.R. 1095, the TSA Loose Change Act. I support the goals of the bill that would allow the Transportation Security Administration, TSA, to transfer monies left by travelers at airport security check points to USO-type organizations.

The bill is intended to provide support to organizations that exist for the sole purpose of lifting the spirits of America's troops and their families.

Travelers often see young men and women of the armed services in airports who often travel for hours and sometimes days to reach their destinations.

It is important that while they or their families are traveling they are provided with access to rest areas and a warm welcome.

The TSA Loose Change Act modifies existing law by requiring TSA to transfer unclaimed loose change found at passenger screening checkpoints to organizations that provide places of rest and recuperation at airports to service members and their families, such as the USO.

Last year, TSA collected over \$500,000 in unclaimed money at passenger screening checkpoints.

Under H.R. 1095, this money will go to the noble cause of providing support for service members and their families.

During Committee consideration of this bill in October, during Full Homeland Security Committee markup, I offered an amendment to the bill that will require TSA to publish in the Federal Register the name of the organization that successfully applies for the funds

via the Request for Proposals process called for in the bill.

I was pleased that my amendment was met with the unanimous support of the Committee and is now a part of the legislation before the House today.

With my amendment included, we can have confidence that we will have knowledge of the organizations or organization that receives the money and can ensure its proper use.

I ask my colleagues on both sides of the aisle to support our troops and their families by voting in favor of this amendment.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. MCCAUL) that the House suspend the rules and pass the bill, H.R. 1095, 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.

TRANSPORTATION SECURITY ACQUISITION REFORM ACT

Mr. MCCAUL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2719) to require the Transportation Security Administration to implement best practices and improve transparency with regard to technology acquisition programs, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2719

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 "Transportation Security Acquisition Reform Act".

SEC. 2. FINDINGS.

Congress finds the following:

(1) *The Transportation Security Administration (in this Act referred to as "TSA") does not consistently implement Department of Homeland Security policies and Government best practices for acquisition and procurement.*

(2) *TSA has not developed a multiyear technology investment plan. As a result, TSA has underutilized innovation opportunities within the private sector, including from small businesses.*

(3) *Due in part to the deficiencies referred to in paragraphs (1) and (2), TSA has faced challenges in meeting key performance requirements for several major acquisitions and procurements, resulting in reduced security effectiveness and wasted expenditures.*

SEC. 3. TRANSPORTATION SECURITY ADMINISTRATION ACQUISITION REFORM.

(a) *IN GENERAL.—Title XVI of the Homeland Security Act of 2002 (116 Stat. 2312) is amended to read as follows:*

"TITLE XVI—TRANSPORTATION SECURITY

"Subtitle A—General Provisions

"SEC. 1601. DEFINITIONS.

"In this title:

"(1) ADMINISTRATION.—The term 'Administration' means the Transportation Security Administration.

"(2) ADMINISTRATOR.—The term 'Administrator' means the Administrator of the Transportation Security Administration.

"(3) SECURITY-RELATED TECHNOLOGY.—The term 'security-related technology' means any

technology that assists the Administration in the prevention of, or defense against, threats to United States transportation systems, including threats to people, property, and information.

"Subtitle B—Transportation Security Administration Acquisition Improvements "SEC. 1611. MULTIYEAR TECHNOLOGY INVESTMENT PLAN.

"(a) IN GENERAL.—The Administrator—

"(1) not later than 180 days after the date of enactment of the Transportation Security Acquisition Reform Act, shall develop and transmit to Congress a strategic multiyear technology investment plan, which may include a classified addendum to report sensitive transportation security risks, technology vulnerabilities, or other sensitive security information; and

"(2) to the extent possible, shall publish such plan in an unclassified format within the public domain.

"(b) CONSULTATION.—The Administrator shall develop the multiyear technology investment plan in consultation with the Under Secretary for Management, the Chief Information Officer, and the Under Secretary for Science and Technology.

"(c) APPROVAL.—The Secretary must have approved the multiyear technology investment plan before it is published under subsection (a)(2).

"(d) CONTENTS OF PLAN.—The multiyear technology investment plan shall include the following:

"(1) An analysis of transportation security risks and the associated technology gaps, including consideration of the most recent Quadrennial Homeland Security Review under section 707.

"(2) A set of transportation security-related technology acquisition needs that—

"(A) is prioritized based on risk and gaps identified under paragraph (1); and

"(B) includes planned technology programs and projects with defined objectives, goals, and measures.

"(3) An analysis of current trends in domestic and international passenger travel.

"(4) An identification of currently deployed security-related technologies that are at or near the end of their lifecycle.

"(5) An identification of test, evaluation, modeling, and simulation capabilities that will be required to support the acquisition of the security-related technologies to meet those needs.

"(6) An identification of opportunities for public-private partnerships, small and disadvantaged company participation, intragovernment collaboration, university centers of excellence, and national laboratory technology transfer.

"(7) An identification of the Administration's acquisition workforce needs that will be required for the management of planned security-related technology acquisitions, including consideration of leveraging acquisition expertise of other Federal agencies.

"(8) An identification of the security resources, including information security resources, that will be required to protect security-related technology from physical or cyber theft, diversion, sabotage, or attack.

"(9) An identification of initiatives to streamline the Administration's acquisition process and provide greater predictability and clarity to small, medium, and large businesses, including the timeline for testing and evaluation.

"(e) LEVERAGING THE PRIVATE SECTOR.—To the extent possible, and in a manner that is consistent with fair and equitable practices, the plan shall—

"(1) leverage emerging technology trends and research and development investment trends within the public and private sectors;

"(2) incorporate feedback and input received from the private sector through requests for information, industry days, and other innovative means consistent with the Federal Acquisition Regulation; and

“(3) leverage market research conducted by the Under Secretary for Science and Technology to identify technologies that exist or are in development that, with or without adaptation, could be utilized to meet mission needs.

“(f) DISCLOSURE.—The Administrator shall include with the plan required under this section a list of any nongovernment persons that contributed to the writing of the plan.

“(g) UPDATE AND REPORT.—Once every 2 years after the initial strategic plan is transmitted to Congress, the Administrator shall transmit to Congress an update of the plan and a report on the extent to which each security-related technology acquired by the Administration since the last issuance or update of the plan is consistent with the planned technology programs and projects identified under subsection (d)(2) for that technology.

“SEC. 1612. ACQUISITION JUSTIFICATION AND REPORTS.

“(a) ACQUISITION JUSTIFICATION.—Before the Administration implements any security-related technology acquisition, the Administrator shall, in accordance with the Department’s policies and directives, conduct a comprehensive analysis to determine whether the acquisition is justified. The analysis shall include, but may not be limited to, the following:

“(1) An identification of the type and level of risk to transportation security that would be addressed by such technology acquisition.

“(2) An assessment of how the proposed acquisition aligns to the multiyear technology investment plan developed under section 1611.

“(3) A comparison of the total expected lifecycle cost against the total expected quantitative and qualitative benefits to transportation security.

“(4) An analysis of alternative security solutions to determine if the proposed technology acquisition is the most effective and cost-efficient solution based on cost-benefit considerations.

“(5) An evaluation of the privacy and civil liberties implications of the proposed acquisition, and a determination that the proposed acquisition is consistent with fair information practice principles issued by the Privacy Officer of the Department. To the extent practicable, the evaluation shall include consultation with organizations that advocate for the protection of privacy and civil liberties.

“(6) Confirmation that there are no significant risks to human health and safety posed by the proposed acquisition.

“(b) REPORTS AND CERTIFICATION TO CONGRESS.—

“(1) IN GENERAL.—Not later than the end of the 30-day period preceding the award by the Administration of a contract for any security-related technology acquisition exceeding \$30,000,000, the Administrator shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate the results of the comprehensive acquisition analysis required under this section and a certification by the Administrator that the security benefits justify the contract cost.

“(2) EXTENSION DUE TO IMMINENT TERRORIST THREAT.—If there is a known or suspected imminent threat to transportation security, the Administrator may reduce the 30-day period under paragraph (1) to 5 days in order to rapidly respond.

“(3) NOTICE TO CONGRESS.—The Administrator shall provide immediate notice of such imminent threat to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

“SEC. 1613. ACQUISITION BASELINE ESTABLISHMENT AND REPORTS.

“(a) BASELINE REQUIREMENTS.—

“(1) IN GENERAL.—Before the Administration implements any security-related technology acquisition, the appropriate acquisition official of

the Department shall establish and document a set of formal baseline requirements.

“(2) CONTENTS.—The baseline requirements shall—

“(A) include the estimated costs (including lifecycle costs), schedule, and performance milestones for the planned duration of the acquisition; and

“(B) identify the acquisition risks and a plan for mitigating these risks.

“(3) FEASIBILITY.—In establishing the performance milestones under paragraph (2), the appropriate acquisition official of the Department shall, to the extent possible and in consultation with the Under Secretary for Science and Technology, ensure that achieving these milestones is technologically feasible.

“(4) TEST AND EVALUATION PLAN.—The Administrator, in consultation with the Under Secretary for Science and Technology, shall develop a test and evaluation plan that, at a minimum, describes—

“(A) the activities that will be required to assess acquired technologies against the performance milestones established under paragraph (2);

“(B) the necessary and cost-effective combination of laboratory testing, field testing, modeling, simulation, and supporting analysis to ensure that such technologies meet the Administration’s mission needs; and

“(C) an efficient schedule to ensure that test and evaluation activities are completed without undue delay.

“(5) VERIFICATION AND VALIDATION.—The appropriate acquisition official of the Department—

“(A) subject to subparagraph (B), shall utilize independent reviewers to verify and validate the performance milestones and cost estimates developed under paragraph (2) for a security-related technology that pursuant to section 1611(d)(2) has been identified as a high priority need in the most recent multiyear technology investment plan; and

“(B) shall ensure that the utilization of independent reviewers does not unduly delay the schedule of any acquisition.

“(6) STREAMLINING ACCESS FOR INTERESTED VENDORS.—The Administrator shall establish a streamlined process for an interested vendor of a security-related technology to request and receive appropriate access to the baseline requirements and test and evaluation plans that are necessary for the vendor to participate in the acquisitions process for such technology.

“(b) REVIEW OF BASELINE REQUIREMENTS AND DEVIATION; REPORT TO CONGRESS.—

“(1) REVIEW.—

“(A) IN GENERAL.—The appropriate acquisition official of the Department shall review and assess each implemented acquisition to determine if the acquisition is meeting the baseline requirements established under subsection (a).

“(B) TEST AND EVALUATION ASSESSMENT.—The review shall include an assessment of whether the planned testing and evaluation activities have been completed and the results of such testing and evaluation demonstrate that the performance milestones are technologically feasible.

“(2) REPORT.—

“(A) IN GENERAL.—The Administrator shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate the results of any assessment that finds that—

“(i) the actual or planned costs exceed the baseline costs by more than 10 percent;

“(ii) the actual or planned schedule for delivery has been delayed by more than 180 days; or

“(iii) there is a failure to meet any performance milestone that directly impacts security effectiveness.

“(B) CAUSE.—The report shall include the cause for such excessive costs, delay, or failure, and a plan for corrective action.

“(C) TIMELINESS.—The report required under this section shall be provided to the Committee

on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate no later than 30 days after identifying such excessive costs, delay, or failure.

“SEC. 1614. INVENTORY UTILIZATION.

“(a) IN GENERAL.—Before the procurement of additional quantities of equipment to fulfill a mission need, the Administrator shall, to the extent practicable, utilize any existing units in the Administration’s inventory to meet that need.

“(b) TRACKING OF INVENTORY.—

“(1) LOCATION.—The Administrator shall establish a process for tracking the location of security-related equipment in such inventory.

“(2) UTILIZATION.—The Administrator shall—

“(A) establish a process for tracking the utilization status of security-related technology in such inventory; and

“(B) implement internal controls to ensure accurate data on security-related technology utilization.

“(3) QUANTITY.—The Administrator shall establish a process for tracking the quantity of security-related equipment in such inventory.

“(c) LOGISTICS MANAGEMENT.—

“(1) IN GENERAL.—The Administrator shall establish logistics principles for managing inventory in an effective and efficient manner.

“(2) LIMITATION ON JUST-IN-TIME LOGISTICS.—The Administrator may not use just-in-time logistics if doing so would—

“(A) inhibit necessary planning for large-scale delivery of equipment to airports or other facilities; or

“(B) unduly diminish surge capacity for response to a terrorist threat.

“SEC. 1615. SMALL BUSINESS CONTRACTING GOALS.

“Not later than 90 days after the date of enactment of the Transportation Security Acquisition Reform Act, and annually thereafter, the Administrator shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes the following:

“(1) A restatement of the Administration’s published goals for contracting with small businesses, including small and disadvantaged businesses, and the Administration’s performance record with respect to meeting those goals during the preceding fiscal year.

“(2) If such goals were not met, or the Administration’s performance was below the published goals of the Department, an itemized list of challenges, including deviations from the Administration’s subcontracting plans and the extent to which contract bundling was a factor, that contributed to the level of performance during the preceding fiscal year.

“(3) An action plan, with benchmarks, for addressing each of the challenges identified in paragraph (2), prepared after consultation with the Secretary of Defense and the heads of Federal departments and agencies that achieved their published goals for prime contracting with small and minority owned businesses, including small and disadvantaged businesses, in prior fiscal years, to identify policies and procedures that could be incorporated at the Administration in furtherance of achieving the Administration’s published goal for such contracting.

“(4) The status of implementing such action plan that was developed in the preceding fiscal year in accordance with paragraph (3).

“SEC. 1616. CONSISTENCY WITH THE FEDERAL ACQUISITION REGULATION AND DEPARTMENTAL POLICIES AND DIRECTIVES.

“The Administrator shall execute responsibilities set forth in this subtitle in a manner consistent with, and not duplicative of, the Federal Acquisition Regulation and the Department’s policies and directives.”

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of such Act is amended by

striking the items relating to title XVI and inserting the following:

“TITLE XVI—TRANSPORTATION SECURITY

“Subtitle A—General Provisions

“Sec. 1601. Definitions.

“Subtitle B—Transportation Security Administration Acquisition Improvements

“Sec. 1611. Multiyear technology investment plan.

“Sec. 1612. Acquisition justification and reports.

“Sec. 1613. Acquisition baseline establishment and reports.

“Sec. 1614. Inventory utilization.

“Sec. 1615. Small business contracting goals.

“Sec. 1616. Consistency with the Federal Acquisition Regulation and departmental policies and directives.”.

(c) *PRIOR AMENDMENTS NOT AFFECTED.*—This section shall not be construed to affect any amendment made by title XVI of such Act as in effect before the date of enactment of this Act.

SEC. 4. GOVERNMENT ACCOUNTABILITY OFFICE REPORTS.

(a) *IMPLEMENTATION OF PREVIOUS RECOMMENDATIONS.*—Not later than 1 year after the date of enactment of this Act, the Comptroller General of the United States shall assess and report to Congress on implementation by the Transportation Security Administration of recommendations regarding the acquisition of technology that were made by the Government Accountability Office before the date of enactment of this Act.

(b) *IMPLEMENTATION OF SUBTITLE B OF TITLE XVI.*—Not later than 1 year after the date of enactment of this Act and 3 years thereafter, the Comptroller General of the United States shall evaluate and report to Congress the Transportation Security Administration’s progress in implementing subtitle B of title XVI of the Homeland Security Act of 2002 (116 Stat. 2312), as amended by this Act (including provisions added to such subtitle after the date of enactment of this Act), including any efficiencies, cost savings, or delays that have resulted from such implementation.

SEC. 5. REPORT ON FEASIBILITY OF INVENTORY TRACKING.

Not later than 90 days after the date of enactment of this Act, the Administrator of the Transportation Security Administration shall report to Congress on the feasibility of tracking transportation security-related technology of the Administration through automated information and data capture technologies.

SEC. 6. GOVERNMENT ACCOUNTABILITY OFFICE REVIEW OF TSA’S TEST AND EVALUATION PROCESS.

Not later than 1 year after the date of the enactment of this Act, the Comptroller General of the United States shall evaluate and report to Congress on the Transportation Security Administration’s testing and evaluation activities related to security-related technologies. The report shall include—

(1) information on the extent to which —

(A) the execution of such testing and evaluation activities is aligned, temporally and otherwise, with the Administration’s acquisition needs, planned procurements, and acquisitions for technology programs and projects; and

(B) the extent to which security-related technologies that have been tested, evaluated, and certified for use by the Administration are not procured by the Administration, including information about why that occurs; and

(2) recommendations to—

(A) improve the efficiency and efficacy of such testing and evaluation activities; and

(B) better align such testing and evaluation with the acquisitions process.

SEC. 7. NO ADDITIONAL AUTHORIZATION OF APPROPRIATIONS.

No additional funds are authorized to be appropriated to carry out this Act and the amend-

ments made by this Act, and this Act and such amendments shall be carried out using amounts otherwise available for such purpose.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Texas (Mr. MCCAUL) and the gentleman from Louisiana (Mr. RICHMOND) each will control 20 minutes.

The Chair recognizes the gentleman from Texas.

GENERAL LEAVE

Mr. MCCAUL. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to include any extraneous material on the bill under consideration.

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

There was no objection.

Mr. MCCAUL. Mr. Speaker, I yield myself as much time as I may consume.

I rise in support of this bill, the Transportation Security Acquisition Reform Act, which was developed and introduced by the distinguished gentleman from North Carolina, the chairman of the Transportation Security Subcommittee, Mr. HUDSON.

Over the course of several years, the Committee on Homeland Security has conducted extensive oversight of TSA technology acquisition programs. During this session, the Subcommittee on Transportation Security has continued this critical oversight function, and has taken it to the next level under Chairman HUDSON’s leadership.

Poor planning, excessive costs, a clumsy test and evaluation process, and other flaws have had a crippling effect on passenger travel and our security effectiveness. H.R. 2719 is common sense, bipartisan, and is an important step toward addressing the very deficiencies that have left travelers without adequate privacy protections—for instance, \$200 million worth of screening equipment sitting in warehouses and hundreds of machines abruptly pulled out of airports before the end of their life cycles.

H.R. 2719 requires TSA to develop a multiyear technology investment plan to serve as a roadmap for industry and to shed new light on TSA’s spending decisions. It gives Congress early warning when technology programs exceed their intended costs, are unduly delayed, or do not provide the security results initially promised. It also requires TSA to get a handle on its broken inventory management process. Mr. Speaker, recommendations from across government and industry were incorporated into this crucial piece of legislation, and numerous industry stakeholders have expressed their support for this bill.

I appreciate the hard work of my colleagues on the committee, especially Mr. HUDSON’s from North Carolina and Mr. RICHMOND’s from Louisiana. I appreciate the bipartisan approach they took in crafting this important piece of legislation and the collaborative, delib-

erative process that they followed to bring this bill to the floor in their first years as chair and ranking member of this subcommittee.

I urge my colleagues to join us in passing this vital piece of legislation that will further protect our transportation systems and the American taxpayer. Let’s send this bill to the Senate and on to the President for his signature.

Mr. Speaker, I reserve the balance of my time.

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

I rise in strong support of H.R. 2719, the Transportation Security Acquisition Reform Act.

H.R. 2719 addresses longstanding concerns that I and other members of this committee have raised about the Transportation Security Administration’s stewardship of taxpayer funds when pursuing, acquiring, and deploying security-related technologies. Importantly, the bill also seeks to address TSA’s lackluster record of contracting with small businesses.

Earlier this year, the Subcommittee on Transportation Security, of which I am the ranking member, held a hearing with industry stakeholders. We heard from representatives of both small and large businesses on how to improve TSA’s acquisition practices and on how the agency can engage with small businesses more effectively. Simply put, TSA’s failure to meet its goals for prime contracting with small businesses is unacceptable. There are ample small, minority-owned and disadvantaged businesses that are ready, willing, and able to provide services and technologies to TSA that would enhance our security and likely reduce contracting costs. If TSA cannot identify such businesses, I would be happy to refer them to some.

The bill takes a significant step toward holding TSA more accountable for achieving its goals for contracting with small and disadvantaged businesses by requiring the agency to develop an action plan to accomplish its goals and report to Congress on how it plans to get there.

I thank the subcommittee chairman, the gentleman from North Carolina (Mr. HUDSON), for his willingness to have included small businesses in the discussion as we developed the legislation before the House today. Indeed, at every turn, this legislation was developed in a bipartisan fashion, and the final product is better for that.

The bill tackles head-on the lack of transparency and accountability that has plagued TSA’s acquisition practices since the agency’s inception. Among TSA’s most notable and costly acquisition missteps are the “puffer machines,” which did not work, and the whole body AIT machines, which could not be modified to protect passengers’ privacy. While no legislation can guarantee that an agency will not falter when acquiring technologies, H.R. 2719 represents a significant step in the right direction.

With that, Mr. Speaker, I reserve the balance of my time.

Mr. McCAUL. Mr. Speaker, I yield such time as he may consume to the distinguished gentleman from North Carolina (Mr. HUDSON), the sponsor of this legislation and the chairman of the Subcommittee on Transportation Security.

Mr. HUDSON. Mr. Speaker, I rise today to urge my colleagues to support a critical piece of legislation, the Transportation Security Acquisition Reform Act, which I introduced in July and have been working on for many months.

I thank Chairman McCAUL for helping move this bill through our committee, and I commend all of the members on the committee for a swift and unanimous vote to bring this bill to the floor. Again, this was a unanimous vote both in the subcommittee and in the full committee. This bill has the bipartisan support of our chairman and ranking member on the full committee as well as having mine and the ranking member's on the Transportation Security Subcommittee. Let me also say that this bill would not be possible if Mr. THOMPSON and Mr. RICHMOND were not willing to work with me on this. Frankly, their collaboration made this better legislation. As I have said before, the American people expect us to come here and work together for solutions, and this is a prime example of that.

This bill has withstood the careful scrutiny of our committee's oversight, and it has also been endorsed by numerous stakeholders outside the Capitol, and I submit for the RECORD their letters of support.

Mr. Speaker, in today's partisan culture of a divided Congress, I am very proud to report that we can come together from across the aisle in order to address very real issues that we have in the Transportation Security Administration, those being acquisition and procurement. For over 10 years, we have all witnessed hundreds of millions of dollars being wasted on failed technologies and have witnessed machines sitting idly in warehouses. Poor planning, inventory management, and limited communication with stakeholders have decreased security, limited innovation, and squandered taxpayer dollars.

I recognize that TSA is constantly trying to respond to new threats—they have a difficult job—but in some cases, the pressures to perform and deploy new technologies can lead to a reactive approach without sufficient planning. They still have a long way to go. Having a long-term plan that leverages experts within government and within industry can help to prevent these capability gaps. Our bill provides that roadmap to success.

Mr. Speaker, we cannot continue to let TSA drag its feet on establishing greater transparency and accountability for technologies that protect our Nation's traveling public. It is in-

cumbent upon us to make sure that taxpayer dollars are being used effectively and efficiently. We must take action. I urge my colleagues to support this bill.

JULY 23, 2013.

Hon. RICHARD HUDSON,
Chairman, House Subcommittee on Transportation Security, Washington, DC.

DEAR CHAIRMAN HUDSON: On behalf of the Airports Council International-North America (ACI-NA), which represents local, regional, and state governing bodies that own and operate commercial airports throughout the United States and Canada, I am pleased to offer our endorsement of H.R. 2719, the Transportation Security Acquisition Reform Act.

Airport operators have long advocated for the Transportation Security Administration (TSA) to implement best practices and improve the transparency of its technology acquisition programs. H.R. 2719 would also require TSA to incorporate feedback and input from the private sector on technology trends and other research and development information that helps TSA develop a strategic plan on technology acquisition.

Again, thank you for your continued support of airport operators and on recognizing the need to improve TSA's technology acquisition process. We look forward to working with you on the passage of H.R. 2719.

Sincerely,

DEBORAH MCELROY,
*Interim President, AIRPORTS COUNCIL
INTERNATIONAL-NORTH AMERICA.*

U.S. TRAVEL ASSOCIATION,
Washington, DC, July 24, 2013.

Hon. RICHARD HUDSON,
Chairman, Transportation Security Subcommittee, House Committee on Homeland Security, Washington, DC.

Hon. CEDRIC RICHMOND,
Ranking Member, Transportation Security Subcommittee, House Committee on Homeland Security, Washington, DC.

DEAR CHAIRMAN HUDSON AND RANKING MEMBER RICHMOND: On behalf of the U.S. Travel Association, it is my pleasure to lend our support for two bills the subcommittee will be marking up later this week—namely, H.R. 1204, the Aviation Security Stakeholder Participation Act, and H.R. 2719, the Transportation Security Acquisition Reform Act. Both of these bills are consistent with the recommendations for transportation security and travel facilitation that U.S. Travel made when issuing "A Better Way: Building a World-Class System for Aviation Security." Specifically, we applaud the provisions of H.R. 1204, which recognize the role of the travel industry as a stakeholder in the Aviation Security Advisory Committee. Additionally, we strongly support the sections of H.R. 2719, which require the Transportation Security Administration (TSA) to develop a multiyear technology investment plan.

The U.S. Travel Association is the national, non-profit organization representing all components of the travel industry that generates \$2.0 trillion in economic output and supports 14.6 million jobs. U.S. Travel's mission is to increase travel to and within the United States.

We look forward to working with you to see the House pass both of these important pieces of legislation.

Sincerely,

ROGER J. DOW,
President & CEO.

SECURITY INDUSTRY ASSOCIATION,
Silver Spring, MD, July 23, 2013.

Hon. RICHARD HUDSON,
Chairman, House Homeland Security Committee, Subcommittee on Transportation Security, Washington, DC.

DEAR CHAIRMAN HUDSON: On behalf of the Security Industry Association (SIA), I would like to commend your bipartisan efforts toward procurement reform at the Transportation Security Administration (TSA) and, more specifically, H.R. 2719, the Transportation Security Acquisition Reform Act.

Many of our more than 480 member companies have supported and continue to support the work of TSA since the agency's inception. As with any new organization, there are challenges. But we could probably agree there are other agencies, which have been in existence for decades, facing greater challenges than TSA.

However, whenever there is an opportunity to improve how the government purchases goods and services, no matter what agency or government entity is involved, there is cause to celebrate. A better procurement process ideally works for all parties involved, and we are very pleased that you and the committee have recognized the role of industry when crafting the current legislation.

Please know that SIA stands ready to assist the efforts of you, Ranking Member Cedric Richmond and the entire committee.

Sincerely,

DON ERICKSON,
CEO.

SECURITY MANUFACTURERS COALITION,
Alexandria, VA, October 1, 2013.

Hon. RICHARD HUDSON,
House Committee on Homeland Security, Subcommittee on Transportation Security, Washington, DC.

Hon. CEDRIC RICHMOND,
House Committee on Homeland Security, Subcommittee on Transportation Security, Washington, DC.

DEAR CHAIRMAN HUDSON AND RANKING MEMBER RICHMOND: On behalf of the Security Manufacturers Coalition (SMC), I want to thank you and the Committee for your time and efforts to begin the process of bringing meaningful reforms to the TSA acquisition process. As you know the SMC membership is made up of nine of the leading U.S. manufacturers of security screening technology. This scanning equipment is used in every major airport in the U.S. and abroad, operating continuously 365 days a year, as part of the overall effort to ensure the security of the traveling public.

The Coalition supports H.R. 2719 as a step in creating a more transparent, predictable, and efficient process for TSA to streamline the acquisition and deployment of security screening technology. We appreciate the committee's acknowledgement and inclusion of a multi-year technology investment plan in the legislation. The inclusion of a five-year plan of investments is important for technology manufacturers because it enables them to make critical research, planning, and investment decisions for the future, and to help TSA meet its mission needs.

We also support the inclusion of bill language to limit the practice of just-in-time logistics (JIT). JIT delivery is a risky and potentially damaging approach for screening technology which will put the supply chain, manufacturing base and American jobs at risk. Highly specialized technology manufacturers require long-lead time components specific to screening people and baggage in airports, along with a predictable forecast of procurements to maintain a steady state of production and surge capability. Unpredictable procurements cause workforce reductions and increase program risks because

manufacturers may not be able to ramp up production or meet delivery rates for unplanned or short notice requirements. We appreciate the common sense approach to inventory, supply chain management that balances manufacturing with Government acquisition and deployment plans.

Finally, we appreciate the Committee's desire to ensure that the reporting requirements in the bill not add extra steps and time to an already cumbersome acquisition process. As you are aware, the Department of Homeland Security (DHS) has established regulations and reports that govern its acquisitions process. We are pleased that the Committee intends to ensure that the Congressional reporting requirements in the bill will compliment, rather than duplicate, existing reporting processes within the DHS and TSA.

Once again, thank you for all of your hard work on this legislation. The members of the Coalition sincerely appreciate the collaborative way in which you and your staff have engaged our ideas on this important legislation. We look forward to working with you and other stakeholders in the future to offer solutions to improve the ability of airports to have access to better technology solutions that create a safer aviation system for passengers.

Sincerely,

T.J. SCHULTZ,
Director.

GENERAL AVIATION
MANUFACTURERS ASSOCIATION,
Washington, DC, October 28, 2013.

Chairman MICHAEL MCCAUL,
Committee on Homeland Security,
Washington, DC.

Ranking Member BENNIE THOMPSON,
Committee on Homeland Security,
Washington, DC.

DEAR CHAIRMAN MCCAUL AND RANKING MEMBER THOMPSON: On behalf of the General Aviation Manufacturers Association, we write to urge committee passage of H.R. 1204, the Aviation Security Stakeholder Participation Act of 2013, introduced by Congressman Bennie Thompson, and H.R. 2719, the Transportation Security Acquisition and Reform Act, introduced by Transportation Security Chairman Richard Hudson. These items are slated to be marked up by the House Homeland Security Committee on October 29, 2013.

GAMA supports passage of H.R. 1204, the Aviation Security Stakeholder Participation Act of 2013, given the important step this measure takes to ensure that stakeholders are included in the policymaking process at TSA. H.R. 1204 establishes the Aviation Security Advisory Committee, in statute, to ensure that all aviation stakeholders, including general aviation, are able to provide input to the TSA in advance of policies being formally proposed. We are also encouraged that H.R. 1204 provides for a general aviation advisory subcommittee to specifically consider issues related to general aviation.

We also support passage of H.R. 2719, the Transportation Security Acquisition and Reform Act, given the focus it places on reform for the agency. While our member companies' involvement in TSA acquisition is limited, the objectives of this legislation are laudable and we hope such efforts will be applied to other areas of TSA governance.

In general, we are pleased that both bills place a priority on improving key processes at the agency. Our member companies remain confounded by a bureaucracy that penalizes manufacturers competing in a global environment for government inaction. Almost ten years have elapsed since TSA was directed to promulgate a final rulemaking to secure repair stations overseas. Today, we

still await approval of this rule. While efforts have been made to move this rule forward, the overall government process for TSA security rulemaking lacks accountability and appears to be profoundly dysfunctional.

We urge the committee to favorably consider these bills and to continue their critical and constructive oversight of the Department of Homeland Security and its agencies.

Sincerely,

PETER J. BUNCE,
President and CEO.

Mr. RICHMOND. Mr. Speaker, in closing, I would like to take this opportunity to thank the chairman of Homeland Security, Mr. MCCAUL, and the chairman of the subcommittee, Mr. HUDSON, for the bipartisan manner in which they have handled not only this bill but all of the bills. It is typical of how we conduct ourselves on the committee. I especially thank my ranking member, Mr. THOMPSON from Mississippi, as we put the goals, the safety, and the value of the American public over partisanship.

This bill does four things that I am really excited about. It creates jobs through working with small businesses. It provides greater transparency with the acquisition process. It creates more efficiencies within the Department and saves the American taxpayers money. Last but certainly not least, it makes our traveling public safer.

With these goals that we have made a priority in crafting this legislation and in pushing it through, I am happy with the final product, and I would urge all of our Members to support it. With that, I yield back the balance of my time.

Mr. MCCAUL. Mr. Speaker, in closing, I want to associate myself with the gentleman from Louisiana's remarks.

I do think this is a very important bill that will ultimately save taxpayer dollars and that will make the system more efficient while, at the same time, better protecting the traveling public, which, I think, is what it is all about. So I urge the adoption of this bill in order to provide these necessary reforms to TSA acquisition.

Mr. Speaker, I yield back the balance of my time.

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise in support of H.R. 2719, the "Transportation Security Acquisition Reform Act."

For years, as both chairman and ranking member of the Committee on Homeland Security, I have been troubled about the way TSA goes about acquiring technology.

Time and again, we have seen taxpayer dollars wasted on technologies that either do not work or cannot be upgraded to meet the agency's needs.

I have also been troubled by TSA's apparent inability to effectively manage its inventory of security-related technology and meet its goals for contracting with small and disadvantaged businesses.

The bill before us today addresses these concerns through greater transparency and accountability.

In this age of sequestration, TSA cannot purchase technologies on a whim and outside of robust acquisitions controls.

Under H.R. 2719, of which I was proud to be an original cosponsor, TSA will be required to develop and publish a multi-year technology investment plan that will guide the agency's security-related technology purchases.

This plan will give both the agency and Congress a clear understanding of how taxpayer dollars will be allocated in future years. The bill also requires TSA to develop a plan for managing its inventory of security-related technology.

Earlier this year, the Department of Homeland Security's Office of Inspector General found that TSA had more than 17,000 items in its warehouse inventory, at an estimated cost of \$185 million.

The IG concluded that TSA may be able to put approximately \$800,000 per year to better use by managing its inventory more effectively.

For fiscal year 2012, TSA's goal for prime contracting with small businesses was set at 23 percent, yet the agency barely reached 16 percent.

To address TSA's chronic problems meeting small business contracting goals, the bill also requires TSA to consult with other federal agencies that get small business contracting done and done right.

Under H.R. 2719, TSA will be required to develop an action plan for improving its performance and report to Congress on its progress in implementing the plan.

For too long, TSA has relied upon the same limited number of companies to develop and produce the security-related technologies it puts into the field.

Doing so comes at the peril of small and minority-owned businesses that are essential to innovation.

This dynamic also results in additional costs to taxpayers due to a lack of competition in the marketplace.

H.R. 2719 received the unanimous support of the Committee on Homeland Security in October.

The bill also received the support of the members of the Committee's Subcommittee on Transportation Security as it moved through the regular order earlier this year.

I look forward to the bill receiving the support of the Full House today.

With that Mr. Speaker, I would like to thank Subcommittee Chairman HUDSON and Ranking Member RICHMOND for working in collaboration to develop and see this legislation to the House floor.

I urge support for the bill.

Ms. JACKSON LEE. Mr. Speaker, I rise in strong support of H.R. 2719, the "Transportation Security Acquisition Reform Act." The bill requires the Transportation Security Administration to implement best practices and improve transparency regarding technology acquisition.

I thank the Chairman MICHAEL MCCAUL and Ranking Member BENNIE THOMPSON for their bipartisan effort to make air travel safer.

I want to take this time to remember Gerardo I. Hernandez, a Transportation Security Administration officer who was killed in the line of duty at the Los Angeles International Airport.

There were two other TSA officers wounded along with a schoolteacher during a gun battle with two airport police officers.

I continue to keep them, their families, colleagues and friends in my thoughts and prayers.

This incident punctuates the importance of securing our airports and flights from threats. A critical component of the security strategy being pursued is related to the acquisition and use of technology.

The Transportation Security Acquisition Reform Act builds upon the Committee on Homeland Security's work on the issue of TSA's acquisition practices.

For years, I, along with Ranking Member THOMPSON and my fellow colleagues on the Committee have urged TSA to be more transparent and accountable when acquiring security-related technologies. H.R. 2719 requires just that.

It also requires TSA to take a hard look at the obstacles it has encountered in the area of small business contracting and to identify ways to improve in that area.

There were three Jackson Lee amendments offered to improve the bill that aid in meeting the goals of the bill.

The first Jackson Lee amendment directs the Comptroller of the United States to provide a report to the House and Senate Committees on Homeland Security on their findings regarding the status of the Transportation Security Administration's (TSA) implementation of GAO recommendations related to acquisition of security technology.

The second Jackson Lee amendment directs the TSA to provide a report to the House and Senate Homeland Security Committees on the feasibility of inventory tracking through automated information and data capture technologies.

This Jackson Lee amendment allows the TSA to investigate private sector use of inventory tracking technology and determine if any of these technologies would be beneficial to the agency.

The third Jackson Lee amendment states that to the extent practicable, the Chief Privacy Officer for the Department of Homeland Security shall include consultation with organizations that advocate for the protection of privacy and civil liberties.

These Jackson Lee amendments were adopted en bloc by the Full Committee and are included in H.R. 2719.

I was pleased to support this legislation during both the Subcommittee and Full Committee markups of the measure and continue to support it today.

Critically, this legislation requires TSA to develop a multiyear plan for its investments in security-related technology.

With the plan, vision, and oversight this bill mandates, I am hopeful TSA's missteps in the area of security-related technology acquisition will soon be a thing of the past.

I urge my colleagues to join me in support of H.R. 2719. I yield back my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. MCCAUL) that the House suspend the rules and pass the bill, H.R. 2719, 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. RICHMOND. Mr. 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.

AVIATION SECURITY STAKEHOLDER PARTICIPATION ACT OF 2013

Mr. MCCAUL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1204) to amend title 49, United States Code, to direct the Assistant Secretary of Homeland Security (Transportation Security Administration) to establish an Aviation Security Advisory Committee, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1204

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 "Aviation Security Stakeholder Participation Act of 2013".

SEC. 2. AVIATION SECURITY ADVISORY COMMITTEE.

(a) IN GENERAL.—Subchapter II of chapter 449 of title 49, United States Code, is amended by adding at the end the following:

"§44946. Aviation Security Advisory Committee

"(a) ESTABLISHMENT.—The Assistant Secretary shall establish within the Transportation Security Administration an advisory committee to be known as the 'Aviation Security Advisory Committee'.

"(b) DUTIES.—

"(1) IN GENERAL.—The Assistant Secretary shall consult the Advisory Committee on aviation security matters, including on the development, refinement, and implementation of policies, programs, rulemaking, and security directives pertaining to aviation security, while adhering to sensitive security guidelines.

"(2) RECOMMENDATIONS.—

"(A) IN GENERAL.—The Advisory Committee shall develop, at the request of the Assistant Secretary, recommendations for improvements to aviation security.

"(B) RECOMMENDATIONS OF SUBCOMMITTEES.—Recommendations agreed upon by the subcommittees established under this section shall be approved by the Advisory Committee for transmission to the Assistant Secretary.

"(3) PERIODIC REPORTS.—The Advisory Committee shall periodically submit to the Assistant Secretary—

"(A) reports on matters identified by the Assistant Secretary; and

"(B) reports on other matters identified by a majority of the members of the Advisory Committee.

"(4) ANNUAL REPORT.—The Advisory Committee shall submit to the Assistant Secretary an annual report providing information on the activities, findings, and recommendations of the Advisory Committee, including its subcommittees, for the preceding year.

"(5) FEEDBACK.—Not later than 90 days after receiving recommendations transmitted by the Advisory Committee under paragraph (4), the Assistant Secretary shall respond in writing to the Advisory Committee with feedback on each of such recommendations, an action plan to implement any of such recommendations with which the Assistant Secretary concurs, and a detailed justification for why any of such recommendations have been rejected.

"(6) CONGRESSIONAL NOTIFICATION.—Not later than 30 days after providing written feedback to

the Advisory Committee in accordance with paragraph (5), the Assistant Secretary shall brief the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on such feedback.

"(7) REPORT TO CONGRESS.—Prior to briefing the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate in accordance with paragraph (6), the Assistant Secretary shall submit to such committees a report containing information relating to the recommendations transmitted by the Advisory Committee in accordance with paragraph (4).

"(c) MEMBERSHIP.—

"(1) APPOINTMENT.—

"(A) IN GENERAL.—Not later than 180 days after the date of enactment of this section, the Assistant Secretary shall appoint the members of the Advisory Committee.

"(B) COMPOSITION.—The membership of the Advisory Committee shall consist of individuals representing not more than 32 member organizations. Each organization shall be represented by one individual (or the individual's designee).

"(C) REPRESENTATION.—The membership of the Advisory Committee shall include representatives of air carriers, all cargo air transportation, indirect air carriers, labor organizations representing air carrier employees, aircraft manufacturers, airport operators, general aviation, privacy organizations, the travel industry, airport based businesses, including minority owned small businesses, businesses that conduct security operations at airports, aeronautical repair stations, passenger advocacy groups, the aviation technology security industry, including biometrics, victims of terrorist acts against aviation, and law enforcement and security experts.

"(2) REMOVAL.—The Assistant Secretary may review the participation of a member of the Advisory Committee and remove such member for cause at any time.

"(3) PROHIBITION ON COMPENSATION.—The members of the Advisory Committee shall not receive pay, allowances, or benefits from the Government by reason of their service on the Advisory Committee.

"(4) MEETINGS.—The Assistant Secretary shall require the Advisory Committee to meet at least semiannually and may convene additional meetings as necessary.

"(d) AIR CARGO SECURITY SUBCOMMITTEE.—

"(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee an air cargo security subcommittee to provide recommendations on air cargo security issues, including the implementation of the air cargo security programs established by the Transportation Security Administration to screen air cargo on passenger aircraft and all-cargo aircraft in accordance with established cargo screening mandates.

"(2) MEETINGS AND REPORTING.—The subcommittee shall meet at least quarterly and submit to the Advisory Committee for inclusion in the annual report required under subsection (b)(4) information, including recommendations, regarding air cargo security. Such submissions shall include recommendations to improve the Transportation Security Administration's cargo security initiatives established to meet the requirements of section 44901(g).

"(3) MEMBERSHIP.—The subcommittee shall—

"(A) include members of the Advisory Committee with expertise in air cargo operations; and

"(B) be cochaired by a Government and industry official.

"(e) GENERAL AVIATION SECURITY SUBCOMMITTEE.—

"(1) IN GENERAL.—The Assistant Secretary shall establish within the Advisory Committee a general aviation subcommittee to provide recommendations on transportation security issues for general aviation facilities, general aviation