

have to make research and development a top priority.

I am hopeful that we can renew the bipartisan spirit and commitment to making sure tomorrow's cutting-edge technology is developed here, not someplace else.

I reserve the balance of my time.

Mr. HULTGREN. Mr. Speaker, our national labs, like Fermilab and Argonne, have been primary drivers of American innovation since the Manhattan Project, but many of their most important discoveries have been made in the past decade.

Research produced there has enormous economic potential, but many times, their discoveries remain stuck in the labs. It is essential that we update cold war-era policies, acknowledge the rapid pace of technological change, and improve the lab's capacity to partner with private enterprise and convert their cutting-edge research into marketplace innovation. This bill does that.

I am so grateful again for the cosponsors, especially Mr. KILMER, for his work on this.

I reserve the balance of my time.

Mr. KILMER. Once again, I would like to thank Mr. HULTGREN, Chairman SMITH, and Ranking Member JOHNSON.

Having no further requests for time, I yield back the balance of my time.

Mr. HULTGREN. Mr. Speaker, I have no further requests for time either, so I yield back the balance of my time.

Mr. SMITH of Texas. Mr. Speaker, H.R. 5120, the Department of Energy Laboratory Modernization and Technology Transfer Act of 2014, enables the Department of Energy (DOE) to more efficiently form partnerships with non-federal entities and transfer research to the private sector.

I thank the gentleman from Illinois, Rep. RANDY HULTGREN, for his leadership on this issue. I also thank the Science Committee's Energy Subcommittee Chair, CYNTHIA LUMMIS, for her support for this bill.

The DOE's national laboratory complex, often called "the crown jewels" of our federal research and development infrastructure, comprises 17 labs across the United States.

These labs execute basic and applied research that keeps us on the cutting edge of global technological capabilities. This innovative early stage research is often not well understood by the private sector.

Ideas and products created in the national labs are often slow to reach the market due to a communication gap between the labs and the private sector. Additionally, federal government red tape can discourage the private sector from utilizing these unique state-of-the-art facilities.

This legislation modernizes the labs for today's market by granting operators increased flexibility. This bill:

- extends a pilot program to enable more flexible contract terms between lab operators and non-federal entities;

- grants lab directors signature authority for agreements with non-federal entities valued at less than \$1 million; and
- enables labs to demonstrate research for private sector adoption.

This legislation represents bipartisan, bicameral agreement to optimize the perform-

ance of the DOE national lab system. I encourage my colleagues to support this bill.

The SPEAKER pro tempore (Mr. JOLLY). The question is on the motion offered by the gentleman from Illinois (Mr. HULTGREN) that the House suspend the rules and pass the bill, H.R. 5120, 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.

TSA OFFICE OF INSPECTION ACCOUNTABILITY ACT OF 2014

Mr. SANFORD. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4803) to require the Transportation Security Administration to conform to existing Federal law and regulations regarding criminal investigator positions, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4803

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 "TSA Office of Inspection Accountability Act of 2014".

SEC. 2. FINDINGS.

Congress makes the following findings:

(1) Consistent with Federal law and regulations, for law enforcement officers to qualify for premium pay as criminal investigators, the officers must, in general, spend on average at least 50 percent of their time investigating, apprehending, or detaining individuals suspected or convicted of offenses against the criminal laws of the United States.

(2) According to the Inspector General of the Department of Homeland Security (DHS IG), the Transportation Security Administration (TSA) does not ensure that its cadre of criminal investigators in the Office of Inspection are meeting this requirement, even though they are considered law enforcement officers under TSA policy and receive premium pay.

(3) Instead, TSA criminal investigators in the Office of Inspection primarily monitor the results of criminal investigations conducted by other agencies, investigate administrative cases of TSA employee misconduct, and carry out inspections, covert tests, and internal reviews, which the DHS IG asserts could be performed by employees other than criminal investigators at a lower cost.

(4) The premium pay and other benefits afforded to TSA criminal investigators in the Office of Inspection who are incorrectly classified as such will cost the taxpayer as much as \$17,000,000 over 5 years if TSA fails to make any changes to the number of criminal investigators in the Office of Inspection, according to the DHS IG.

(5) This may be a conservative estimate, as it accounts for the cost of Law Enforcement Availability Pay, but not the costs of law enforcement training, statutory early retirement benefits, police vehicles, and weapons.

SEC. 3. DEFINITIONS.

In this Act:

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

(2) ASSISTANT SECRETARY.—The term "Assistant Secretary" means the Assistant Secretary of Homeland Security (Transportation Security) of the Department of Homeland Security.

(3) INSPECTOR GENERAL.—The term "Inspector General" means the Inspector General of the Department of Homeland Security.

SEC. 4. INSPECTOR GENERAL REVIEW.

(a) REVIEW.—Not later than 60 days after the date of the enactment of this Act, the Inspector General shall analyze the data and methods that the Assistant Secretary uses to identify employees of the Administration who meet the requirements of sections 8331(20), 8401(17) and 5545a of title 5, United States Code, and provide the relevant findings to the Assistant Secretary, including a finding on whether the data and methods are adequate and valid.

(b) PROHIBITION ON HIRING.—If the Inspector General finds that such data and methods are inadequate or invalid, the Administration may not hire any new employee to work in the Office of Inspection of the Administration until—

(1) the Assistant Secretary makes a certification described in section 5 to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate; and

(2) the Inspector General submits to such Committees a finding, not later than 30 days after the Assistant Secretary makes such certification, that the Assistant Secretary utilized adequate and valid data and methods to make such certification.

SEC. 5. TSA OFFICE OF INSPECTION WORKFORCE CERTIFICATION.

(a) CERTIFICATION TO CONGRESS.—The Assistant Secretary shall, by not later than 90 days after the date the Inspector General provides its findings to the Assistant Secretary under section 4(a), document and certify in writing to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that only those employees of the Administration who meet the requirements of sections 8331(20), 8401(17), and 5545a of title 5, United States Code, are classified as criminal investigators and are receiving premium pay and other benefits associated with such classification.

(b) EMPLOYEE RECLASSIFICATION.—The Assistant Secretary shall reclassify criminal investigator positions in the Office of Inspection as noncriminal investigator positions or non-law enforcement positions if the individuals in those positions do not, or are not expected to, spend an average of at least 50 percent of their time performing criminal investigative duties.

(c) PROJECTED COST SAVINGS.—

(1) IN GENERAL.—The Assistant Secretary shall estimate the total long-term cost savings to the Federal Government resulting from the implementation of subsection (b), and provide such estimate to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate by not later than 180 days after the date of enactment of this Act.

(2) CONTENTS.—Such estimate shall identify savings associated with the positions reclassified under subsection (b) and include, among other factors the Assistant Secretary considers appropriate, savings from—

- (A) law enforcement training;
- (B) early retirement benefits;
- (C) law enforcement availability pay; and
- (D) weapons, vehicles, and communications devices.

SEC. 6. INVESTIGATION OF FEDERAL AIR MARSHAL SERVICE USE OF FEDERAL FIREARMS LICENSE.

Not later than 90 days after the date of the enactment of this Act, or as soon as practicable, the Assistant Secretary shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate—

(1) any materials in the possession or control of the Department of Homeland Security associated with the Office of Inspection's review of

the use of a Federal firearms license by Federal Air Marshal Service officials to obtain discounted or free firearms for personal use; and

(2) information on specific actions that will be taken to prevent Federal Air Marshal Service officials from using a Federal firearms license, or exploiting, in any way, the Service's relationships with private vendors to obtain discounted or free firearms for personal use.

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

The Chair recognizes the gentleman from South Carolina.

GENERAL LEAVE

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

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

There was no objection.

Mr. SANFORD. Mr. Speaker, I yield such time as he may consume to the gentleman from North Carolina (Mr. HUDSON).

Mr. HUDSON. I thank the gentleman for his work on this important piece of legislation.

Mr. Speaker, I rise in strong support of H.R. 4803, the TSA Office of Inspection Accountability Act of 2014. Again, I would like to commend the gentleman from South Carolina (Mr. SANFORD) for developing this commonsense bill, which increases accountability within TSA and saves precious taxpayer dollars by requiring the agency to correctly designate criminal investigators within the Office of Inspection.

According to the Department of Homeland Security inspector general, TSA does not ensure that its criminal investigators in the Office of Inspection are meeting the Federal workload requirements for law enforcement officers, even though they are considered law enforcement officers and are receiving premium pay and other benefits.

If nothing is done to correct this problem, the misclassification will cost taxpayers roughly \$17 million over the next 5 years. This type of waste is simply unacceptable.

As chairman of the Subcommittee on Transportation Security, I held a hearing on this topic and was both surprised and encouraged to hear the head of the Office of Inspection admit that his office would reduce the number of criminal investigator positions based on the office's workload.

Although an acknowledgement is a step in the right direction, TSA needs to go one step further. It is time for them to take real action on this issue and achieve tangible results, which is precisely what this legislation requires.

In addition to ensuring that the proper classification is placed on criminal investigators, the Committee on Home-

land Security agreed to an amendment offered by the ranking member of the full committee, Mr. THOMPSON, that would require TSA to submit to Congress any materials associated with the Office of Inspection's review of the Federal firearms license by Federal Air Marshals Service officials to obtain discounted or free firearms for their own personal use, as well as specific actions that will be taken to prevent air marshals from exploiting their positions to obtain free or discounted firearms from vendors for their personal use.

I have been concerned with TSA's failure to notify Congress of the ongoing Office of Inspection investigations into potential unethical activity related to the acceptance of free and discounted firearms for personal use among FAMS employees, including senior officials.

I am pleased that this bill would ensure the committee receives access to information that is necessary to carry out its important oversight role, and I urge my colleagues to support the bill.

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

I rise in strong support of H.R. 4803, the TSA Office of Inspection Accountability Act of 2014. The Committee on Homeland Security is tasked with conducting oversight over the various components within the Department of Homeland Security.

As the ranking member of the Subcommittee on Transportation Security, I have a particular interest in ensuring that the Transportation Security Administration is operating both effectively and efficiently.

Thanks to the Department of Homeland Security inspector general, we learned late last year that the Office of Inspection is not operating efficiently.

Specifically, we learned that this office was designating some personnel as criminal investigators who did not perform investigative duties to justify such a classification or the salary and benefits conferred a person with that title.

H.R. 4803 seeks to address this problem by requiring the TSA to certify that all persons designated as criminal investigators are working on criminal investigations at least 50 percent of their time.

There is no justification for providing personnel with the enhanced benefits and pay associated with criminal investigators when they are not doing the job of a criminal investigator.

This legislation is not intended to punish the entire Office of Inspection. It recognizes that there are legitimate criminal investigators within the office that have undoubtedly helped to thwart plots and other criminal enterprises that put our Nation at risk. This legislation simply encourages good government and the careful stewardship of taxpayer dollars.

We need to ensure that the resources are used effectively, so that we can

keep citizens safe while operating at maximum efficiency. This legislation is a step in the right direction.

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

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

I thank the gentleman from North Carolina for his leadership on the subcommittee. I would say the same to my colleague from Louisiana, for their respective pieces of work on this important bill.

As has already been noted by both of my colleagues, H.R. 4803 calls for, I guess, the institution of a fairly simple premise, and that is, we pay for what we get in government.

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That is what they do in the private sector. That is what individuals do in the household. And if you stop and think about it, you wouldn't pay somebody who could run a backhoe or a bulldozer—heavy equipment, if you will—if all you needed was somebody who could run a shovel. You wouldn't pay a chemical engineer to come and clean your pool or mix the chemicals in the pool. You wouldn't hire Wolfgang Puck to come over and fix you a piece of grilled cheese. It may be the greatest piece of grilled cheese you could find, but it isn't what you would be paying for.

So this bill incorporates that commonsense notion of, in government, we ought to get what we pay for. And as has already been noted, criminal investigators in this case do not meet Federal standards with regard to the 50 percent threshold.

This bill does a couple of very, very simple things. It sets in place a standard by which to track whether or not they are doing so. And for the work that isn't to that standard, it eliminates this additional pay, the so-called LEAP pay. LEAP pay is law enforcement availability pay. As has already been noted, again, there is a 25 percent premium, but in many cases, this is the tip of the iceberg, because if you look at additional benefits in terms of early retirement or enhanced training, there is a real cost to the taxpayer that goes with continuing the road that we have been on.

This bill attempts to change that. It has teeth, and it freezes any hiring in the Office of Inspection going forward if these changes aren't made. As my colleague from North Carolina just noted, there are real savings: \$17 million. It is small by Federal standards, but think about how many neighborhoods it takes to accumulate \$17 million in taxes. It is a step in the right direction in saving taxpayer money.

Mr. Speaker, for all those reasons, I urge additional support of this bill, and I reserve the balance of my time.

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

Mr. Speaker, in closing, I would just like to thank the gentleman from

South Carolina (Mr. SANFORD) for introducing this piece of legislation and the chairman of the subcommittee, Chairman Hudson, and, of course, our ranking member, Mr. BENNIE THOMPSON, for the bipartisan work on this bill.

What this bill stands for is just a commonsense approach to government and making sure that we pay for what we get, and it is that very simple premise. So I am honored to be standing here today with my colleagues from the other side of the aisle to do something that just makes common sense.

With that, Mr. Speaker, I would urge my colleagues to support it, and I yield back the balance of my time.

Mr. SANFORD. Mr. Speaker, I yield to the gentleman from North Carolina (Mr. HUDSON), my chairman.

Mr. HUDSON. Mr. Speaker, again, thank you to the gentleman from South Carolina (Mr. SANFORD) for this commonsense legislation. Also, I would like to thank the ranking member of the committee, Mr. RICHMOND, for not only his work on this bill, but in the way we have worked together to make a difference for the American people.

The American people sent us to Congress to get things done, to make their lives better, and to make sure we are scrutinizing every tax dollar that is spent here. I think this piece of legislation, as my colleague from Louisiana said, is a commonsense piece of legislation that does just that.

So I am proud to stand here in support of it. I am proud of the work that Mr. SANFORD put into this bill, and I would urge my colleagues to vote for this piece of legislation.

Mr. SANFORD. All that could be said has been said, and with that, I yield back the balance of my time.

Mr. MCCAUL. Mr. Speaker, I rise in strong support of H.R. 4803, the TSA Office of Inspection Accountability Act of 2014, sponsored by the Gentleman from South Carolina, Mr. SANFORD.

The DHS Inspector General has reported that TSA's Office of Inspection does not operate efficiently and could save significant tax dollars by reclassifying criminal investigators in the Office of Inspection to other less costly positions while still performing the same work. The DHS IG specifically found that criminal investigators in the Office of Inspection primarily monitor the results of criminal investigations conducted by other agencies, investigate administrative cases of TSA employee misconduct, and carry out inspections, covert tests, and internal reviews.

While each of these functions is important, and in many cases a criminal investigator may be well suited to perform them, they do not represent the equivalent of a criminal investigation and should therefore not be the primary functions of those employees who receive premium pay and other benefits associated with being a criminal investigator.

This bill addresses this issue by requiring a review of these positions by TSA and the DHS Inspector General to determine how many employees should be reclassified.

I am proud to be a cosponsor of this common-sense bill, and would like to thank the

Congressman from South Carolina, Mr. SANFORD, both for his work on this issue and his strong participation in the Committee's oversight and legislative efforts this Congress. I would also like to commend the Gentleman from North Carolina, Mr. HUDSON, for his leadership as well.

With that, Mr. Speaker, I urge my colleagues to vote in favor of H.R. 4803.

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise in strong support of H.R. 4803, the "TSA Office of Inspection Accountability Act of 2014".

Mr. Speaker, I would like to commend the gentleman from South Carolina, Representative SANFORD, for his leadership on this legislation.

Upon its creation, TSA was given broad authority to hire, fire, and set the terms of employment of its personnel.

This has resulted in employees, such as Transportation Security Officers, lacking the due process rights afforded other Federal employees.

It has also resulted, in some cases, of abuses of the system for the gain of a few.

According to the Inspector General of the Department of Homeland Security, TSA's Office of Inspection has been gaming the system by employing a bloated number of personnel as "criminal investigators" for years.

Those who are designated as "criminal investigators" receive additional compensation and are afforded the right to retire early.

H.R. 4803 will put an end to these abuses by requiring the Inspector General to approve the method used by TSA to designate personnel as criminal investigators and by requiring TSA to certify to Congress that only those individuals performing the requisite criminal investigation work are designated as "criminal investigators".

According to the Inspector General, properly classifying individuals within TSA's Office of Inspection could save taxpayers as much as \$17 million over five years.

During Committee consideration of this measure, I offered an amendment on behalf of Representative LORETTA SANCHEZ that addresses revelations about misuse of Federal Air Marshal Service official's relationships with private vendors to obtain discounted or free firearms by TSA personnel.

Specifically, in April, the Committee became aware that the former director of the Federal Air Marshal Service bought several guns from an employee who is under investigation for using his position to obtain free and discounted firearms.

Unfortunately, TSA was less than forthcoming with Congress regarding this investigation, leaving many questions unanswered about how the investigation was conducted and the number of FAMs officials involved.

The exploitation of official relationships for personal gain is a serious matter.

Such misuse occurring within the Federal Air Marshal Service, the Law Enforcement component within TSA is unacceptable.

To address the lack of transparency regarding the investigation, the Committee accepted language I offered to require TSA to provide information and materials associated with the Office of Inspection's review of the allegations to Congress.

With that Mr. Speaker, I urge my colleagues to support H.R. 4803.

Ms. JACKSON LEE. Mr. Speaker, as a senior member of the Homeland Security Com-

mittee and a former chair of the Transportation Security Subcommittee, I rise in support of H.R. 4803, the "TSA Office of Inspection Accountability Act of 2014."

Mr. Speaker, I want to thank Chairman MCCAUL and Ranking Member THOMPSON for their leadership in bringing this legislation to the floor.

H.R. 4803 will save the taxpayers hundreds of thousands dollars annually by requiring the Transportation Security Administration (TSA) to conform its personnel classification practices to existing Federal law and regulations regarding criminal investigator positions.

According to a report by the Homeland Security Department's Inspector General (IG), about half of the employees in the Office of Inspection (OI) are classified as criminal investigators even though their duties do not involve responsibilities that can be characterized as criminal investigation activities.

Instead, the responsibilities of these employees primarily consist of administrative duties such as duties of such investigating cases of TSA employee misconduct and conducting internal reviews.

Classifying these employees as "law enforcement" personnel, however, makes them eligible for premium pay and other significant economic benefits.

If TSA fails to reclassify criminal investigator positions as noncriminal investigator positions or non-law-enforcement positions, this will cost taxpayers as much as \$17,000,000 over 5 years.

This money could be utilized to ensure that law enforcement agencies, which identify, apprehend, and prosecute criminals, have the tools, resources, and training necessary to do their job efficiently, effectively, and economically.

Mr. Speaker, I have always strongly supported providing the resources needed by law enforcement and first responders and will continue to do in future.

But we have an obligation to the American people to be responsible stewards of the public fisc and it is not responsible to provide premium pay and benefits intended for law enforcement personnel to employees who do not perform the dangerous duties of law enforcement officers.

I urge my colleagues to join me in supporting H.R. 803, which directs the Office of Inspection to reclassify its current criminal investigator positions to conform to the requirements of applicable law and save the taxpayers hundreds of thousands of dollars annually.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from South Carolina (Mr. SANFORD) that the House suspend the rules and pass the bill, H.R. 4803, 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.

GERARDO HERNANDEZ AIRPORT
SECURITY ACT OF 2014

Mr. HUDSON. Mr. Speaker, I move to suspend the rules and pass the bill