

the distinguished gentleman from North Carolina, Mr. HUDSON. The Senate amendment to H.R. 2719, offered by Senator AYOTTE, would strengthen the underlying bill and ensure that TSA is consulting stakeholders throughout the technology acquisition process. I thank the Senator for working with our Committee to move this common sense bill across the finish line.

As Chairman of the House Committee on Homeland Security, I have seen first-hand the need for TSA to develop a comprehensive investment plan for acquiring new technologies and to use its limited resources in a more efficient and effective manner. H.R. 2719 sets clear mandates for TSA to develop and maintain a five-year acquisition strategy that will help industry make informed investment decisions and lead to more effective technologies in our nation's airports to meet the evolving terrorist threats we face. The requirements of this bill will also ensure that Congress receives early warning and insight into potentially wasteful spending practices, which will strengthen the Committee's oversight and enable TSA to be a better steward of taxpayer dollars.

I would like to thank Chairman HUDSON for his dedicated effort to reform TSA, as well as the Ranking Member of the Full Committee and the Ranking Member of the Subcommittee for their strong support of this important legislation, which will hold TSA accountable and increase transparency for the millions of dollars the agency spends every year on technology. I would also like to express appreciation to the many stakeholder associations that have provided their input and given their support to this no-cost, bipartisan bill.

I urge my colleagues to support the Senate amendment to H.R. 2719 and send this bill to the President for his signature.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from North Carolina (Mr. HUDSON) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 2719.

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. HUDSON. 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. HUDSON. Mr. Speaker, I move to suspend the rules and concur in the Senate amendment to 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.

The Clerk read the title of the bill.

The text of the Senate amendment is as follows:

Senate amendment:

Strike all after the enacting clause and insert the following:

SECTION 1. SHORT TITLE.

This Act may be cited as the "Aviation Security Stakeholder Participation Act of 2014".

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 aviation security advisory committee.

"(b) DUTIES.—

"(1) IN GENERAL.—The Assistant Secretary shall consult the Advisory Committee, as appropriate, 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 before 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. Not later than 6 months after the date that the Secretary receives the annual report, the Secretary shall publish a public version describing the Advisory Committee's activities and such related matters as would be informative to the public consistent with the policy of section 552(b) of title 5.

"(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 the recommendations, an action plan to implement any of the recommendations with which the Assistant Secretary concurs, and a justification for why any of the recommendations have been rejected.

"(6) CONGRESSIONAL NOTIFICATION.—Not later than 30 days after providing written feedback to the Advisory Committee under paragraph (5), the Assistant Secretary shall notify the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives on such feedback, and provide a briefing upon request.

"(7) REPORT TO CONGRESS.—Prior to briefing the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives under 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 the Aviation Security Stakeholder Participation Act of 2014, 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 34 member organizations. Each organization shall be represented by 1 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, labor organizations representing transportation security officers, aircraft manufacturers, airport operators, airport construction and maintenance contractors, labor organizations representing employees of airport construction and maintenance contractors, general aviation, privacy organizations, the travel industry, airport-based businesses (including minority-owned small businesses), businesses that conduct security screening operations at airports, aeronautical repair stations, passenger advocacy groups, the aviation security technology industry (including screening technology and biometrics), victims of terrorist acts against aviation, and law enforcement and security experts.

"(2) TERM OF OFFICE.—

"(A) TERMS.—The term of each member of the Advisory Committee shall be 2 years. A member of the Advisory Committee may be reappointed.

"(B) 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.—

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

"(B) PUBLIC MEETINGS.—At least 1 of the meetings described in subparagraph (A) shall be open to the public.

"(C) ATTENDANCE.—The Advisory Committee shall maintain a record of the persons present at each meeting.

"(5) MEMBER ACCESS TO SENSITIVE SECURITY INFORMATION.—Not later than 60 days after the date of a member's appointment, the Assistant Secretary shall determine if there is cause for the member to be restricted from possessing sensitive security information. Without such cause, and upon the member voluntarily signing a non-disclosure agreement, the member may be granted access to sensitive security information that is relevant to the member's advisory duties. The member shall protect the sensitive security information in accordance with part 1520 of title 49, Code of Federal Regulations.

"(6) CHAIRPERSON.—A stakeholder representative on the Advisory Committee who is elected by the appointed membership of the Advisory Committee shall chair the Advisory Committee.

"(d) SUBCOMMITTEES.—

"(1) MEMBERSHIP.—The Advisory Committee chairperson, in coordination with the Assistant Secretary, may establish within the Advisory Committee any subcommittee that the Assistant Secretary and Advisory Committee determine to be necessary. The Assistant Secretary and the Advisory Committee shall create subcommittees to address aviation security issues, including the following:

"(A) AIR CARGO SECURITY.—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.

"(B) GENERAL AVIATION.—General aviation facilities, general aviation aircraft, and helicopter operations at general aviation and commercial service airports.

“(C) PERIMETER AND ACCESS CONTROL.—Recommendations on airport perimeter security, exit lane security and technology at commercial service airports, and access control issues.

“(D) SECURITY TECHNOLOGY.—Security technology standards and requirements, including their harmonization internationally, technology to screen passengers, passenger baggage, carry-on baggage, and cargo, and biometric technology.

“(2) RISK-BASED SECURITY.—All subcommittees established by the Advisory Committee chairperson in coordination with the Assistant Secretary shall consider risk-based security approaches in the performance of their functions that weigh the optimum balance of costs and benefits in transportation security, including for passenger screening, baggage screening, air cargo security policies, and general aviation security matters.

“(3) MEETINGS AND REPORTING.—Each 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 issues within the subcommittee.

“(4) SUBCOMMITTEE CHAIRS.—Each subcommittee shall be co-chaired by a Government official and an industry official.

“(e) SUBJECT MATTER EXPERTS.—Each subcommittee under this section shall include subject matter experts with relevant expertise who are appointed by the respective subcommittee chairpersons.

“(f) NONAPPLICABILITY OF FACA.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the Advisory Committee and its subcommittees.

“(g) DEFINITIONS.—In this section:

“(1) ADVISORY COMMITTEE.—The term ‘Advisory Committee’ means the aviation security advisory committee established under subsection (a).

“(2) ASSISTANT SECRETARY.—The term ‘Assistant Secretary’ means the Assistant Secretary of Homeland Security (Transportation Security Administration).

“(3) PERIMETER SECURITY.—

“(A) IN GENERAL.—The term ‘perimeter security’ means procedures or systems to monitor, secure, and prevent unauthorized access to an airport, including its airfield and terminal.

“(B) INCLUSIONS.—The term ‘perimeter security’ includes the fence area surrounding an airport, access gates, and access controls.”

(b) CLERICAL AMENDMENT.—The analysis for subchapter II of chapter 449 of title 49, United States Code, is amended by adding at the end the following new item:

“44946. Aviation Security Advisory Committee.”

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from North Carolina (Mr. HUDSON) and the gentleman from Mississippi (Mr. THOMPSON) each will control 20 minutes.

The Chair recognizes the gentleman from North Carolina.

GENERAL LEAVE

Mr. HUDSON. 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 material on the bill under consideration.

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

There was no objection.

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

Mr. Speaker, I rise today in support of the Senate amendment to H.R. 1204,

the Aviation Security Stakeholder Participation Act. This bill was introduced by my colleague from Mississippi (Mr. THOMPSON), the ranking member of the Committee on Homeland Security.

I would like to thank the ranking member for developing this legislation, which would ensure stable, open lines of communication between TSA and a multitude of aviation security stakeholders.

I also thank the chairman of the full committee, the gentleman from Texas (Mr. MCCAUL) for his support and work on this bill in seeing it through committee and the House.

Additionally, our colleagues in the Senate, particularly Senators ROCKEFELLER, TESTER, THUNE, and AYOTTE, played an integral role in bringing this bill to the finish line.

Mr. Speaker, H.R. 1204, which passed unanimously out of our committee, and passed the House 1 year ago, is an important piece of legislation that requires exactly the sort of stakeholder outreach that Congress expects from the TSA.

TSA should constantly solicit feedback from the aviation community before making new security policies, especially when these policies could translate into big headaches for the traveling public or the aviation industry.

Last year, we saw firsthand what can happen when TSA tries to make policy decisions in a vacuum. TSA announced it was going to allow small knives and sports equipment to be carried onto airplanes before consulting key stakeholders. The result was a very public disagreement and, eventually, a complete reversal of the decision. Had the process been handled differently, the outcome may have been very different.

The Aviation Security Advisory Committee, or ASAC, already provides important input to TSA on policy decisions, and includes U.S. air carriers, all cargo air carriers, airport operators, flight attendants, law enforcement and many other groups. This bill codifies the existing ASAC into law and gives additional groups a seat at the table.

It also requires TSA to provide feedback on the ASAC recommendations, which it doesn't consistently do today, and makes it possible for the ASAC to discuss sensitive security information, as appropriate.

Eighteen diverse industry associations, including U.S. airlines, airports, the travel industry, general aviation, and technology manufacturers support this bipartisan bill.

Mr. Speaker, I urge my colleagues to support the Senate amendment to H.R. 1204, and I reserve the balance of my time.

Mr. THOMPSON of Mississippi. Mr. Speaker, I rise in strong support of the Senate amendment to H.R. 1204, the Aviation Security Stakeholder Participation Act of 2014, and yield myself such time as I may consume.

Mr. Speaker, at the outset, I would like to thank Chairmen MCCAUL and

HUDSON and Ranking Member RICHMOND for their support of the measure before us today.

I would like to thank Senator TESTER for working with me to introduce companion legislation.

Finally, I commend Chairman ROCKEFELLER for taking an interest in this legislation and moving it through the Senate Committee on Commerce, Science, and Transportation.

Mr. Speaker, the legislation before us today has gone through regular order and is the product of thoughtful deliberation and bipartisan agreement.

Indeed, the Senate amendment to H.R. 1204 improves upon the bill passed by the House in December of last year by enhancing transparency while preserving the ability of the Aviation Security Advisory Committee to effectively and efficiently conduct its important work.

By concurring in the Senate amendment to H.R. 1204, and sending the bill to the President for his signature, the House will be ensuring that stakeholders, including labor organizations, airports, small business operators at airports, and airlines, have a permanent seat at the table when TSA is developing policies and procedures that directly impact their work and businesses.

When Congress established TSA in response to the 9/11 terrorist attacks, the agency was granted broad latitude to develop, implement, and modify aviation security policies and procedures.

As a result, in many instances, TSA is not required to, and does not go through, the Federal rulemaking process to establish new policies or modify those already on the books.

I have introduced H.R. 1204 to ensure that input from the key stakeholders is sought, received, and considered by TSA. To that end, my bill not only makes the Aviation Security Advisory Committee permanent but puts new requirements on TSA to consult with this body and give its recommendations thoughtful and timely consideration.

It also requires the establishment of subcommittees within the larger Aviation Security Advisory Committee to focus on air cargo security, general aviation security, perimeter security, and security technology.

Whatever your views on TSA, I believe we can all agree that aviation security policymaking should reflect meaningful consultation and coordination with key stakeholders.

Mr. Speaker, as you have heard, H.R. 1204 has broad bipartisan support within Congress and is supported by a wide array of stakeholders. The Senate passed the bill by unanimous consent, and the House initially passed the bill last December with over 400 Members voting in favor.

I urge my colleagues to display the same level of support for the Senate amendment to H.R. 1204 so that this bipartisan legislation can be sent to the President for his signature.

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

Mr. HUDSON. Mr. Speaker, this is an important bipartisan bill that I believe will make a real difference for the future of aviation security.

I want to thank all those on both sides of the aisle and on both sides of the Hill who played a key role in moving this bill.

I would also like to thank the staff, not just for their work on this bill, but also the other transportation security bills that we sent to the President this Congress: Brian Turbyfill, Cedric Haynes, Jake Vreeburg, Kyle Klein, Nicole Halavik, Matt Haskins, Gerry Sleaf and Amanda Parikh.

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I thank all of you for your service to our country and for your hard work.

I urge my colleagues to vote “yes” and to send this bill to the President for his signature.

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

Mr. RICHMOND. Mr. Speaker, I rise in strong support of the Senate amendment to H.R. 1204.

Soliciting input from impacted stakeholders is critical to developing effective policies.

H.R. 1204, introduced by Ranking Member Thompson, codifies that sentiment by making permanent the Aviation Security Advisory Committee.

The Aviation Security Advisory Committee is a valuable asset to our nation's aviation security because it helps ensure that the policies that TSA develops are responsive to the security challenges and can be effectively integrated.

As the Ranking Member on the Subcommittee on Transportation Security, I have seen firsthand just how critical it is for TSA to solicit and heed stakeholder recommendations.

I congratulate Ranking Member Thompson for his stewardship of this legislation and look forward to the House concurring in the Senate amendment so that this legislation can become law.

I would like to take this opportunity to again thank Administrator Pistole for his service.

For over four years, Administrator Pistole led the Transportation Security Administration honorably and effectively.

Thanks to his leadership, TSA is a more efficient, risk-based, agency.

Administrator Pistole is expected to step down from his post at the end of the year. He will be missed.

With that Mr. Speaker, I urge support for the Senate amendment to H.R. 1204.

Mr. MCCAUL. Mr. Speaker, I support H.R. 1204, the Aviation Security Stakeholder Participation Act, sponsored by the gentleman from Mississippi, the Ranking Member of the Committee on Homeland Security, Mr. THOMPSON.

This legislation, as amended by the Senate, will ensure that TSA is maintaining open lines of communication with relevant stakeholder groups through the Aviation Security Advisory Committee (ASAC). H.R. 1204 codifies the existing ASAC and prohibits TSA from allowing the Committee's charter to lapse, as has happened in the past. It also ensures a diverse

group of stakeholders have a seat at the table, requires TSA to provide feedback on the Committee's recommendations, and makes it possible for the Committee to discuss sensitive security information, as appropriate.

The ASAC and all of its members have a vested interest in the security of our nation's critical aviation systems and can help TSA make well-informed, effective policy decisions. The type of collaborative effort that the ASAC fosters is vitally important to our nation's aviation security, and I thank the Ranking Member for developing H.R. 1204 and for his leadership on this issue. I also thank the Chairman of the Subcommittee on Transportation Security, Mr. HUDSON, and the Ranking Member of the Subcommittee, Mr. RICHMOND, for their commitment to improving TSA. Finally, I wish to thank our colleagues in the Senate for their work on this bill, including Senators TESTER, ROCKEFELLER, THUNE, and AYOTTE.

I urge my colleagues to support the Senate amendment to H.R. 1204 and send this bill to the President for his signature.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from North Carolina (Mr. HUDSON) that the House suspend the rules and concur in the Senate amendment to the bill, H.R. 1204.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the yeas have it.

Mr. HUDSON. 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.

TERRORISM RISK INSURANCE PROGRAM REAUTHORIZATION ACT OF 2014

Mr. HENSARLING. Mr. Speaker, pursuant to House Resolution 775, I call up the bill (S. 2244) to extend the termination date of the Terrorism Insurance Program established under the Terrorism Risk Insurance Act of 2002, and for other purposes, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to House Resolution 775, the amendment in the nature of a substitute printed in House Report 113-654 is adopted, and the bill, as amended, is considered read.

The text of the bill, as amended, is as follows:

S. 2244

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE AND TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Terrorism Risk Insurance Program Reauthorization Act of 2014”.

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title and table of contents.

TITLE I—EXTENSION OF TERRORISM INSURANCE PROGRAM

Sec. 101. Extension of Terrorism Insurance Program.

Sec. 102. Federal share.

Sec. 103. Program trigger.

Sec. 104. Recoupment of Federal share of compensation under the program.

Sec. 105. Certification of acts of terrorism; consultation with Secretary of Homeland Security.

Sec. 106. Technical amendments.

Sec. 107. Improving the certification process.

Sec. 108. GAO study.

Sec. 109. Membership of Board of Governors of the Federal Reserve System.

Sec. 110. Advisory Committee on Risk-Sharing Mechanisms.

Sec. 111. Reporting of terrorism insurance data.

Sec. 112. Annual study of small insurer market competitiveness.

TITLE II—NATIONAL ASSOCIATION OF REGISTERED AGENTS AND BROKERS REFORM

Sec. 201. Short title.

Sec. 202. Reestablishment of the National Association of Registered Agents and Brokers.

TITLE III—BUSINESS RISK MITIGATION AND PRICE STABILIZATION

Sec. 301. Short title.

Sec. 302. Margin requirements.

Sec. 303. Implementation.

TITLE I—EXTENSION OF TERRORISM INSURANCE PROGRAM

SEC. 101. EXTENSION OF TERRORISM INSURANCE PROGRAM.

Section 108(a) of the Terrorism Risk Insurance Act of 2002 (15 U.S.C. 6701 note) is amended by striking “December 31, 2014” and inserting “December 31, 2020”.

SEC. 102. FEDERAL SHARE.

Section 103(e)(1)(A) of the Terrorism Risk Insurance Act of 2002 (15 U.S.C. 6701 note) is amended by inserting “and beginning on January 1, 2016, shall decrease by 1 percentage point per calendar year until equal to 80 percent” after “85 percent”.

SEC. 103. PROGRAM TRIGGER.

Subparagraph (B) of section 103(e)(1) (15 U.S.C. 6701 note) is amended in the matter preceding clause (i)—

(1) by striking “a certified act” and inserting “certified acts”;

(2) by striking “such certified act” and inserting “such certified acts”; and

(3) by striking “exceed” and all that follows through clause (ii) and inserting the following: “exceed—

“(i) \$100,000,000, with respect to such insured losses occurring in calendar year 2015;

“(ii) \$120,000,000, with respect to such insured losses occurring in calendar year 2016;

“(iii) \$140,000,000, with respect to such insured losses occurring in calendar year 2017;

“(iv) \$160,000,000, with respect to such insured losses occurring in calendar year 2018;

“(v) \$180,000,000, with respect to such insured losses occurring in calendar year 2019;

and

“(vi) \$200,000,000, with respect to such insured losses occurring in calendar year 2020 and any calendar year thereafter.”.

SEC. 104. RECOUPMENT OF FEDERAL SHARE OF COMPENSATION UNDER THE PROGRAM.

Section 103(e) of the Terrorism Risk Insurance Act of 2002 (15 U.S.C. 6701 note) is amended—

(1) by amending paragraph (6) to read as follows:

“(6) INSURANCE MARKETPLACE AGGREGATE RETENTION AMOUNT.—

“(A) IN GENERAL.—For purposes of paragraph (7), the insurance marketplace aggregate retention amount shall be the lesser of—