

legislation directs TSA to partner with the private sector to find technological solutions for expanding enrollment in PreCheck and requires the Agency to develop a comprehensive marketing strategy for PreCheck.

Additionally, H.R. 2843 mandates that the Administrator coordinate with other Department of Homeland Security components to leverage existing data and technologies while also encouraging TSA to develop alternative recurrent vetting capabilities for those enrolled in PreCheck in order to maintain the program's security effectiveness.

□ 1645

Every day, TSA screens 2 million passengers. By expanding known traveler programs such as PreCheck, we can ensure that TSA is focusing its resources on those passengers who are unknown and therefore pose a greater risk.

I would like to thank Chairman MCCAUL and Congressman ROGERS for joining me as cosponsors of this important piece of legislation. I urge my other colleagues to do the same, and I look forward to continuing our efforts to expand PreCheck in a secure and effective manner.

I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 2843, the TSA PreCheck Expansion Act.

A decade after Congress directed the establishment of a trusted passenger program, TSA announced its PreCheck pilot program in 2011. Initially, PreCheck participants were frequent flyers of major airlines, Active Duty military members, and participants in other Department of Homeland Security known traveler programs.

Over the past 4 years, PreCheck participation has expanded significantly and now encompasses over 1 million Americans who submitted biographic and biometric information and paid a fee to participate in the program.

While I am pleased that TSA has reached the milestone of enrolling 1 million people, there are 650 million people who fly in the U.S. every year, and we must keep working to bring more of them into the program.

Enrolling in PreCheck is a win-win for passengers and for airport security. Passengers get the benefit of expedited screening, and we get the benefit of an expanded universe of passengers who have undergone extensive vetting and are known to be low risk, and that allows TSA to focus its limited resources on passengers who are unknown and may be higher risk.

We can expand PreCheck participation by streamlining the enrollment process to make it more convenient and more accessible. H.R. 2843 seeks to do just that by requiring enrollment standards to include secure technologies such as kiosks and tablets

that can collect biographic and biometric information.

Additionally, this bill directs TSA to more aggressively market the PreCheck program. Getting the word out about the merits of PreCheck is vital to ensuring that the program continues to grow.

To keep Congress engaged in its progress, this bill requires that TSA report any fees in excess of administration costs.

This is also an opportunity for the private sector to work together with the Federal Government to expand PreCheck participation, and this partnership will continue to push the program in the right direction.

I urge my colleagues to support this bipartisan legislation, Mr. Speaker, and I reserve the balance of my time.

Mr. KATKO. Mr. Speaker, I have no more speakers, and I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

I support this commonsense legislation, and I congratulate my partner on the Transportation Security Subcommittee, Chairman KATKO, for authoring it.

I urge my colleagues to support H.R. 2843, and I yield back the balance of my time.

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

Mr. Speaker, I once again urge my colleagues to support this strong, bipartisan piece of legislation. Miss RICE is absolutely correct: it is common sense. It is common sense that a program that has been with TSA for a while now and that has not been expanded on by TSA despite its popularity and it is common sense with respect to risk-based security that this should be passed. I urge passage of it, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 2843, 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.

SECURING EXPEDITED SCREENING ACT

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2127) to direct the Administrator of the Transportation Security Administration to limit access to expedited airport security screening at an airport security checkpoint to participants of the PreCheck program and other known low-risk passengers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2127

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 "Securing Expedited Screening Act".

SEC. 2. FINDINGS.

Congress finds the following:

(1) The Aviation and Transportation Security Act (Public Law 107-71) authorized the Transportation Security Administration to "establish requirements to implement trusted passenger programs and use available technologies to expedite the security screening of passengers who participate in such programs, thereby allowing security screening personnel to focus on those passengers who should be subject to more extensive screening."

(2) In October 2011, the Transportation Security Administration began piloting the PreCheck program in which a limited number of passengers who were participants in the frequent flyer programs of domestic air carriers were directed to special screening lanes for expedited security screening.

(3) In December 2013, the Transportation Security Administration opened the PreCheck program to eligible passengers who submit biographic and biometric information for a security risk assessment.

(4) Today, expedited security screening is provided to passengers who, in general, are members of populations identified by the Administrator of the Transportation Security Administration as presenting a low risk to aviation security, including members of populations known and vetted by the Administrator or through another Department of Homeland Security trusted traveler program, and to passengers who are selected by expedited screening on a case-by-case basis through the Transportation Security Administration's Managed Inclusion process and other procedures.

(5) According to the Transportation Security Administration, the Managed Inclusion process "combines the use of multiple layers of security to indirectly conduct a real-time assessment of passengers" through the use of Passenger Screening Canine teams, Behavior Detection Officers, Explosives Trace Detection (ETD) machines, and other activities.

(6) In December 2014, the Comptroller General of the United States concluded in a report entitled "Rapid Growth in Expedited Passenger Screening Highlights Need to Plan Effective Security Assessments" that "it will be important for TSA to evaluate the security effectiveness of the Managed Inclusion process as a whole, to ensure that it is functioning as intended and that passengers are being screened at a level commensurate with their risk".

(7) On March 16, 2015, the Inspector General of the Department of Homeland Security released a report entitled "Allegation of Granting Expedited Screening through TSA PreCheck Improperly", in which the Inspector General determined that the Transportation Security Administration granted expedited security screening at a PreCheck security lane to a passenger who had served time in prison for felonies committed as a member of a domestic terrorist group and who was not a participant in the PreCheck program.

SEC. 3. LIMITATION; PRECHECK OPERATIONS MAINTAINED; ALTERNATE METHODS.

(a) IN GENERAL.—Except as provided in subsection (d), not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall direct that access to expedited airport security screening at an

airport security checkpoint be limited to only the following:

(1) A passenger who voluntarily submits biographic and biometric information for a security risk assessment and whose application for the PreCheck program has been approved, or a passenger who is a participant in another trusted or registered traveler program of the Department of Homeland Security.

(2) A passenger traveling pursuant to section 44903 of title 49, United States Code (as established under the Risk-Based Security for Members of the Armed Forces Act (Public Law 112-86)), section 44927 of such title (as established under the Helping Heroes Fly Act (Public Law 113-27)), or section 44928 of such title (as established under the Honor Flight Act (Public Law 113-221)).

(3) A passenger who did not voluntarily submit biographic and biometric information for a security risk assessment but is a member of a population designated by the Administrator of the Transportation Security Administration as known and low-risk and who may be issued a unique, known traveler number by the Administrator determining that such passenger is a member of a category of travelers designated by the Administrator as known and low-risk.

(b) PRECHECK OPERATIONS MAINTAINED.—In carrying out subsection (a), the Administrator of the Transportation Security Administration shall ensure that expedited airport security screening remains available to passengers at or above the level that exists on the day before the date of the enactment of this Act.

(c) MINORS AND SENIORS.—The Administrator of the Transportation Security Administration may provide access to expedited airport security screening at an airport security checkpoint to a passenger who is—

(1) 75 years old or older; or

(2) 12 years old or under and who is traveling with a parent or guardian who is a participant in the PreCheck program.

(d) FREQUENT FLIERS.—If the Administrator of the Transportation Security Administration determines that such is appropriate, the date specified in subsection (a) may be extended by up to one year to implement such subsection with respect to the population of passengers who did not voluntarily submit biographic and biometric information for security risk assessments but who nevertheless receive expedited airport security screening because such passengers are designated as frequent fliers by air carriers. If the Administrator uses the authority provided by this subsection, the Administrator shall notify the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs and the Committee on Commerce, Science, and Transportation of the Senate of such phased-in implementation.

(e) ALTERNATE METHODS.—The Administrator of the Transportation Security Administration may provide access to expedited airport security screening to additional passengers pursuant to an alternate method upon the submission to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate of an independent assessment of the security effectiveness of such alternate method that is conducted by an independent entity that determines that such alternate method is designed to—

(1) reliably and effectively identify passengers who likely pose a low risk to the United States aviation system;

(2) mitigate the likelihood that a passenger who may pose a security threat to the United States aviation system is selected for expedited security screening; and

(3) address known and evolving security risks to the United States aviation system.

(f) INFORMATION SHARING.—The Administrator of the Transportation Security Administration shall provide to the entity conducting the independent assessment under subsection (c) effectiveness testing results that are consistent with established evaluation design practices, as identified by the Comptroller General of the United States.

SEC. 4. REPORTING.

Not later than three months after the date of the enactment of this Act and annually thereafter, the Administrator of the Transportation Security Administration shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the percentage of all passengers who are provided expedited security screening, and of such passengers so provided, the percentage who are participants in the PreCheck program (who have voluntarily submitted biographic and biometric information for security risk assessments), the percentage who are participants in another trusted traveler program of the Department of Homeland Security, the percentage who are participants in the PreCheck program due to the Administrator's issuance of known traveler numbers, and for the remaining percentage of passengers granted access to expedited security screening in PreCheck security lanes, information on the percentages attributable to each alternative method utilized by the Transportation Security Administration to direct passengers to expedited airport security screening at PreCheck security lanes.

SEC. 5. RULE OF CONSTRUCTION.

Nothing in this Act may be construed to—

(1) authorize or direct the Administrator of the Transportation Administration to reduce or limit the availability of expedited security screening at an airport; or

(2) limit the authority of the Administrator to use technologies and systems, including passenger screening canines and explosives trace detection, as a part of security screening operations.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentlewoman from New York (Miss RICE) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. KATKO. 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 New York?

There was no objection.

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

Mr. Speaker, I rise in strong support of H.R. 2127, the Securing Expedited Screening Act. This important piece of legislation directs TSA to suspend the use of alternative methods for granting passengers access to PreCheck expedited screening unless the agency can prove the security effectiveness of such methods.

Specifically, this bill requires that expedited screening be limited to passengers who have successfully enrolled in the PreCheck program or who are el-

igible for PreCheck by being part of an already identified low-risk population.

Managed Inclusion is intended to conduct a “real-time” threat assessment to identify passengers who are eligible for TSA PreCheck on a flight-by-flight basis through the use of already present layers of security at the airports. However, travelers who experience expedited screening through Managed Inclusion are not subject to a criminal history background check, have not paid for TSA PreCheck—unlike other passengers—are often unaware of the reason they are receiving expedited screening, and are generally not encouraged to enroll in TSA PreCheck during the experience.

While Managed Inclusion may help reduce wait times and increase utilization of TSA PreCheck lanes, it has not been tested or proven to improve the experience of travelers or, more importantly, reduce the security risks to aviation.

On the contrary, passengers who go through the TSA PreCheck enrollment process and pay \$85 for expedited screening are not seeing the benefits that were promised to them. This is because passengers who did not enroll, have not submitted to a background check, and are unfamiliar with TSA PreCheck are being ushered into those expedited screening lanes.

This bill, along with a piece of legislation that I introduced, H.R. 2843, the TSA PreCheck Expansion Act, will ensure that we are providing expedited screening in a manner that is both deliberate and secure, and that we are expanding the known traveler population so that we can focus our resources on unknown travelers.

I am very pleased to join my colleagues Mr. THOMPSON and Miss RICE as a cosponsor of this important legislation. I urge my other colleagues to join me in supporting H.R. 2127, and I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in strong support of H.R. 2127, the Securing Expedited Screening Act.

The Transportation Security Administration is charged with the great responsibility of keeping commercial aviation passengers safe and keeping criminals, terrorists, and dangerous objects off of flights. They do so using limited resources, relying on a risk-based approach that focuses those resources on the passengers about whom we know the least. The PreCheck program is a key element of this approach, granting expedited screening to trusted or “known” passengers who have undergone an extensive vetting process.

But even as TSA expanded the PreCheck program, it was also granting expedited screening to other supposedly “low-risk” passengers through the Managed Inclusion process—passengers who hadn't gone through the PreCheck application process, hadn't been vetted, and were not known to be low risk.

Numerous classified reports from both the Department of Homeland Security inspector general and the Government Accountability Office have detailed the security risks created by the Managed Inclusion process. We must take action to eliminate this vulnerability, and we can do so by passing H.R. 2127.

Ranking Member THOMPSON's bipartisan legislation will require TSA to limit expedited screening to the population for which it was intended: those travelers who have been vetted and are known to be low risk.

I urge my colleagues to join Ranking Member THOMPSON, Chairman KATKO, and me in supporting this legislation, and I reserve the balance of my time.

Mr. KATKO. Mr. Speaker, I have no more speakers, and I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

In closing, I would like to again thank Members for supporting this legislation. H.R. 2127 will eliminate a significant gap in our aviation security and ensure that each passenger who boards a commercial flight receives the appropriate level of screening.

I urge all my colleagues to join us in supporting this legislation, and I yield back the balance of my time.

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

Mr. Speaker, I once again urge my colleagues to support this strong, bipartisan piece of legislation.

H.R. 2843, which we just spoke about, and H.R. 2127, this bill, work side by side with each other, and it is a good example of the bipartisan nature which permeates this committee. One bill deals with the expansion of PreCheck; the other one deals with the constriction on the other side of PreCheck, and that is the Managed Inclusion, which none of us think is a good idea, long term, for security purposes.

I am proud to be part of this legislation. I am proud of the bipartisan work we are doing on this committee, and I look forward to much more production moving forward.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 2127, 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.

FIRST RESPONDER ANTHRAX PREPAREDNESS ACT

Mr. KING of New York. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 1300) to direct the Secretary of Homeland Security to make anthrax vaccines and antimicrobials

available to emergency response providers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1300

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 "First Responder Anthrax Preparedness Act".

SEC. 2. PRE-EVENT ANTHRAX VACCINATION PROGRAM FOR EMERGENCY RESPONSE PROVIDERS.

(a) ANTHRAX PREPAREDNESS.—

(1) IN GENERAL.—Title V of the Homeland Security Act of 2002 (Public Law 107-296; 6 U.S.C. 311 et seq.) is amended by adding at the end the following new section:

"SEC. 526. ANTHRAX PREPAREDNESS.

"(a) PRE-EVENT ANTHRAX VACCINATION PROGRAM FOR EMERGENCY RESPONSE PROVIDERS.—For the purpose of domestic preparedness for and collective response to terrorism, the Secretary, in coordination with the Secretary of Health and Human Services, shall establish a program to provide anthrax vaccines from the strategic national stockpile under section 319F-2(a) of the Public Health Service Act (42 U.S.C. 247d-6b(a)) that will be nearing the end of their labeled dates of use at the time such vaccines are to be administered to emergency response providers who are at high risk of exposure to anthrax and who voluntarily consent to such administration, and shall—

"(1) establish any necessary logistical and tracking systems to facilitate making such vaccines so available;

"(2) distribute disclosures regarding associated benefits and risks to end users; and

"(3) conduct outreach to educate emergency response providers about the voluntary program.

"(b) THREAT ASSESSMENT.—The Secretary shall—

"(1) support homeland security-focused risk analysis and risk assessments of the threats posed by anthrax from an act of terror;

"(2) leverage existing and emerging homeland security intelligence capabilities and structures to enhance prevention, protection, response, and recovery efforts with respect to an anthrax terror attack; and

"(3) share information and provide tailored analytical support on threats posed by anthrax to State, local, and tribal authorities, as well as other national biosecurity and bio-defense stakeholders."

(2) CLERICAL AMENDMENT.—The table of contents in section 1(b) of such Act is amended by inserting at the end of the items relating to title V the following new item:

"Sec. 526. Anthrax preparedness."

(b) PILOT PROGRAM.—

(1) IN GENERAL.—In carrying out the pre-event vaccination program authorized in section 526(a) of the Homeland Security Act of 2002, as added by subsection (a), the Secretary of Homeland Security, in coordination with the Secretary of Health and Human Services, shall carry out a pilot program to provide anthrax vaccines to emergency response providers as so authorized. The duration of the pilot program shall be 24 months from the date the initial vaccines are administered to participants.

(2) PRELIMINARY REQUIREMENTS.—By not later than one year after the date of the enactment of this Act, and prior to implementing the pilot program under paragraph (1), the Secretary of Homeland Security shall—

(A) establish a communication platform for the pilot program;

(B) establish education and training modules for the pilot program;

(C) conduct economic analysis of the pilot program; and

(D) create a logistical platform for the anthrax vaccine request process under the pilot program.

(3) LOCATION.—In carrying out the pilot program under this subsection, the Secretary of Homeland Security shall select emergency response providers based in at least two States for participation in the pilot program.

(4) DISTRIBUTION OF INFORMATION.—The Secretary of Homeland Security shall provide to each emergency response provider who participates in the pilot program under this subsection disclosures and educational materials regarding the associated benefits and risks of any vaccine provided under the pilot program and of exposure to anthrax.

(5) REPORT.—Not later than one year after the date of the enactment of this Act, and annually thereafter until one year after the completion of the pilot program, the Secretary of Homeland Security shall submit to the Committee on Homeland Security and the Committee on Energy and Commerce of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate a report on the progress and results of the pilot program, including the percentage of eligible emergency response providers, as determined by each pilot location, that volunteer to participate, the degree to which participants obtain necessary vaccinations, as appropriate, and recommendations to improve initial and recurrent participation in the pilot program. The report shall include a plan under which the Secretary plans to continue the program to provide vaccines to emergency response providers under section 526(a) of the Homeland Security Act of 2002, as added by subsection (a).

(6) DEADLINE FOR IMPLEMENTATION.—The Secretary of Homeland Security shall begin implementing the pilot program under this subsection by not later than the date that is one year after the date of the enactment of this Act.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KING) and the gentleman from New York (Miss RICE) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. KING of New York. 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 New York?

There was no objection.

Mr. KING of New York. Mr. Speaker, I yield myself such time as I may consume.

I rise in strong support of H.R. 1300, the First Responder Anthrax Preparedness Act, which I introduced along with my good friend and colleague from New Jersey, BILL PASCRELL. This important, bipartisan legislation will ensure that emergency response providers have access to preevent anthrax vaccines.

An anthrax attack is a serious mass casualty threat. Our national response