

Hate speech is not a crime—while an act of violence motivated by hate is.

Violent extremist threats within the United States can come from a range of violent extremist groups and individuals, including Domestic Terrorists and Homegrown Violent Extremists (HVEs).

The troubling violent nature of the attack at Mother Emanuel AME Church, its location in the South, on a night devoted to prayer services, by a young man still in his twenties awoken fears that many of us who represent majority minority congressional districts had hoped were receding with the passage of time.

In the wake of the killings at Mother Emanuel in Charleston, several African American Churches have fallen victim to fires.

Historically, African American churches are the center of religious, social, cultural and political life for the communities they serve.

Since the tragic events of September 11, 2001, members serving in this body were mindful of the history that we worked not to repeat.

Today, we are still working to assure the public that appropriate checks must be made certain in how increased in government authority is controlled.

The demographics of young persons' becoming involved in terrorist groups also appear to be changing.

In many cases the persons implicated are younger than reported in the past and there appear to be more female youth joining the ranks of terrorist organizations.

Additionally, more young supporters are coming from Western countries that are further removed from actual conflict areas.

The Palestinian Islamic Jihad and Hamas have recruited children as young as thirteen to be suicide bombers and children as young as eleven to smuggle explosives and weapons.

During 2003, thirteen-year-old twin sisters who had been recruited by al-Qaeda linked groups were caught attempting to commit a suicide bombing against Western businesses and local government buildings in Morocco.

Counter-recruitment and counter-radicalization initiatives should be tailored locally, and should engage members from across the community who are in a position to address specific underlying factors or identify potential radicalization indicators.

Counter-recruitment and radicalization initiatives must evolve with the young audiences they are intended to reach, adapt along with the adversaries, incorporate new developments in technologies, and address changes within environments where young persons are susceptible.

I encourage my colleagues to withdraw this bill and allow for it to be considered under an open rule or for the bill to be sent back to the committee for further consideration.

The SPEAKER pro tempore (Mr. PERRY). 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. 4820, 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. THOMPSON of Mississippi. 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.

SECURING AVIATION FROM FOREIGN ENTRY POINTS AND GUARDING AIRPORTS THROUGH ENHANCED SECURITY ACT OF 2016

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4698) to enhance aviation by requiring airport security assessments and a security coordination enhancement plan, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4698

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 Aviation from Foreign Entry Points and Guarding Airports Through Enhanced Security Act of 2016".

SEC. 2. LAST POINT OF DEPARTURE AIRPORT SECURITY ASSESSMENT.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall conduct a comprehensive security risk assessment of all last point of departure airports with nonstop flights to the United States.

(b) CONTENTS.—The security risk assessment required under subsection (a) shall include consideration of the following:

(1) The level of coordination and cooperation between the Transportation Security Administration and the foreign government of the country in which the last point of departure airport with nonstop flights to the United States is located.

(2) The intelligence and threat mitigation capabilities of the country in which such airport is located.

(3) The number of known or suspected terrorists annually transiting through such airport.

(4) The passenger security screening practices, capabilities, and capacity of such airport.

(5) The security vetting undergone by aviation workers at such airport.

(6) The access controls utilized by such airport to limit to authorized personnel access to secure and sterile areas of such airports.

(7) The degree to which the government of the country in which such airport is located mandates, encourages, or prohibits the collection, analysis, or sharing of passenger name records.

SEC. 3. SECURITY COORDINATION ENHANCEMENT PLAN.

(a) IN GENERAL.—Not later than 240 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall submit to Congress and the Government Accountability Office a plan—

(1) to enhance and bolster security collaboration, coordination, and information sharing relating to securing international-inbound aviation between the United States and domestic and foreign partners, including U.S. Customs and Border Protection, foreign government entities, passenger air carriers, cargo air carriers, and United States Government entities, in order to enhance security

capabilities at foreign airports, including airports that may not have nonstop flights to the United States but are nonetheless determined by the Administrator to be high risk; and

(2) that includes an assessment of the ability of the Administration to enter into a mutual agreement with a foreign government entity that permits Administration representatives to conduct without prior notice inspections of foreign airports.

(b) GAO REVIEW.—Not later than 180 days after the submission of the plan required under subsection (a), the Comptroller General of the United States shall review the efforts, capabilities, and effectiveness of the Transportation Security Administration to enhance security capabilities at foreign airports and determine if the implementation of such efforts and capabilities effectively secures international-inbound aviation.

SEC. 4. WORKFORCE ASSESSMENT.

Not later than 270 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall submit to Congress a comprehensive workforce assessment of all Administration personnel within the Office of Global Strategies of the Administration or whose primary professional duties contribute to the Administration's global efforts to secure transportation security, including a review of whether such personnel are assigned in a risk-based, intelligence-driven manner.

SEC. 5. DONATION OF SCREENING EQUIPMENT TO PROTECT THE UNITED STATES.

(a) IN GENERAL.—The Administrator of the Transportation Security Administration is authorized to donate security screening equipment to a foreign last point of departure airport operator if such equipment can be reasonably expected to mitigate a specific vulnerability to the security of the United States or United States citizens.

(b) REPORT.—Not later than 30 days before any donation of security screening equipment pursuant to subsection (a), the Administrator of the Transportation Security Administration shall provide to 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 a detailed written explanation of the following:

(1) The specific vulnerability to the United States or United States citizens that will be mitigated by such donation.

(2) An explanation as to why the recipient of such donation is unable or unwilling to purchase security screening equipment to mitigate such vulnerability.

(3) An evacuation plan for sensitive technologies in case of emergency or instability in the country to which such donation is being made.

(4) How the Administrator will ensure the security screening equipment that is being donated is used and maintained over the course of its life by the recipient.

(5) The total dollar value of such donation.

SEC. 6. NATIONAL CARGO SECURITY PROGRAM.

(a) IN GENERAL.—The Administrator of the Transportation Security Administration may evaluate foreign countries' air cargo security programs to determine whether such programs provide a level of security commensurate with the level of security required by United States air cargo security programs.

(b) APPROVAL AND RECOGNITION.—

(1) IN GENERAL.—If the Administrator of the Transportation Security Administration determines that a foreign country's air cargo security program evaluated under subsection (a) provides a level of security commensurate with the level of security required by

United States air cargo security programs, the Administrator shall approve and officially recognize such foreign country's air cargo security program.

(2) **EFFECT OF APPROVAL AND RECOGNITION.**—If the Administrator of the Transportation Security Administration approves and officially recognizes pursuant to paragraph (1) a foreign country's air cargo security program, cargo aircraft of such foreign country shall not be required to adhere to United States air cargo security programs that would otherwise be applicable.

(c) **REVOCATION AND SUSPENSION.**—

(1) **IN GENERAL.**—If the Administrator of the Transportation Security Administration determines at any time that a foreign country's air cargo security program approved and officially recognized under subsection (b) no longer provides a level of security commensurate with the level of security required by United States air cargo security programs, the Administrator may revoke or temporarily suspend such approval and official recognition until such time as the Administrator determines that such foreign country's cargo security programs provide a level of security commensurate with the level of security required by such United States air cargo security programs.

(2) **NOTIFICATION.**—If the Administrator of the Transportation Security Administration revokes or suspends pursuant to paragraph (1) a foreign country's air cargo security program, the Administrator shall notify the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate not later than 30 days after such revocation or suspension.

SEC. 7. CHECKPOINTS OF THE FUTURE.

(a) **IN GENERAL.**—The Administrator of the Transportation Security Administration, shall request the Aviation Security Advisory Committee to develop recommendations for more efficient and effective passenger screening processes.

(b) **CONSIDERATIONS.**—In making recommendations to improve existing passenger screening processes pursuant to subsection (a), the Aviation Security Advisory Committee shall consider the following:

- (1) The configuration of a checkpoint.
- (2) Technology innovation.
- (3) Ways to address any vulnerabilities identified in audits of checkpoint operations.
- (4) Ways to prevent security breaches at airports at which Federal security screening is provided.
- (5) Best practices in aviation security.
- (6) Recommendations from airport and aircraft operators, and any relevant advisory committees.
- (7) "Curb to curb" processes and procedures.

(c) **REPORT.**—Not later than one year after the date of enactment of this Act, 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 on the recommendations of the Aviation Security Advisory Committee under this section, including any recommendations for improving screening processes.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentleman from Mississippi (Mr. THOMPSON) 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 materials 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, as I have come to appreciate the seriousness of the many threats facing our transportation systems, I realize that one of the most targeted and vulnerable points of attack exist for our international inbound aviation. It is no secret that terror groups across the world value the horrific symbolism of bringing down an aircraft and are continuously plotting to take down planes. They recognize that it is easier for them to attack an aircraft destined for the United States from overseas rather than travel to the United States and then plot a domestic attack.

This understanding is nothing new. My own district of Syracuse, New York, tragically learned of terrorists' determination to bring down airplanes when 35 Syracuse University students and students from other local universities, along with my close friend's sister, were killed in the Lockerbie bombing of Pan Am Flight 103 in 1988.

Now, with the horrific attacks in Belgium against two transportation modes, including aviation, it has been reiterated that we must not wait for such attacks to occur in the homeland. We must be as determined to mitigate the threat as extremists are in perpetrating their attacks against us. The Brussels attacks took place against the European capital with one of the explosions occurring just a few blocks from the European Parliament.

□ 1700

I was near those sites not too long ago, where those explosions took place, when visiting Brussels as part of a congressional delegation focused on stemming the flow of ISIS-affiliated foreign fighters, so I am particularly reminded of how close to home such attacks really are.

While a number of security enhancements have been made in recent months by the Department of Homeland Security, Transportation Security Administration, and airlines, more must be done. SAFE GATES is an important, bipartisan bill which requires TSA's Office of Global Strategies to comprehensively assess its own mission needs, with the intent of directing resources in a more intelligence-driven, risk-based manner.

Further, the legislation directs TSA to provide better communication and foster stronger partnerships with foreign partners and airlines in order to make sure that everyone with a stake in securing aviation is aware of the serious threats facing our skies.

Lastly, the SAFE GATES Act authorizes the donation of critical secu-

rity screening equipment and bolsters TSA's authority to mandate overseas cargo security standards as a means of building capacity for the security of aircraft headed for the United States.

Recently, our colleagues in the Senate added this language to authorizing language for the Federal Aviation Administration. During the amendment process, Chairman THUNE of the Senate Commerce Committee added the text of this bill, along with some additional provisions, to push TSA to work toward developing a new generation of security screening checkpoints.

This provision incorporates critical stakeholder feedback by empowering the Aviation Security Advisory Committee to make recommendations to the Administrator concerning checkpoints of the future. In preparation for bringing this legislation to the floor today, and in agreement with my Democratic colleagues, we have added this thoughtful provision to our bill as well.

I would like to thank my bipartisan cosponsor, Congressman KEATING, for his unwavering support of this critically important legislation. Moreover, I wish to thank the chairman of the full committee, Mr. MCCAUL, and the ranking member, Mr. THOMPSON, for moving this bill through committee so we can bring our efforts to bear on the House floor today.

Lastly, I want to applaud Chairman THUNE and Ranking Member NELSON of the Senate Commerce Committee for making sure that this bill text was added as a security provision to the Senate's FAA legislation, and I look forward to working closely with my Senate colleagues going forward to get this legislation to the President's desk.

This legislation stands as a testament to the rare ability of Congress to come together in a bicameral and bipartisan manner to make the American people more secure. It also serves as a direct refute to those terrorists plotting to harm the American people, the American economy, and our right to move about freely without fear and without hindrance.

I urge my colleagues to support this legislation.

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

Mr. THOMPSON of Mississippi. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 4698, the SAFE GATES Act.

Mr. Speaker, the legislation before us comes at a very important time. Recent events have fueled increased interest in addressing terrorism threats at overseas airports. Just last month, a terrorist cell carried out three simultaneous, coordinated attacks on the Brussels airport and a major rail station that resulted in the death of 32 people and injuries to over 300 people. At the airport, terrorists filled large suitcases with nail bombs that were detonated in two separate explosions on the public side of the airport. This

attack, in the heart of the European Union's capital, underscores the reality that the aviation sector continues to be a major terrorist target.

Previously, in February, a terrorist boarded a commercial aircraft departing from Mogadishu with a bomb concealed in a laptop. The terrorist detonated the bomb aboard the aircraft, killing himself and injuring two others. Experts suggest that, had the terrorist detonated the bomb at a higher altitude, the damage to the plane would have been catastrophic and the aircraft would have been destroyed.

The deadliest aviation attack in recent memory took place in October 2015, when Metrojet flight 9268, departing from Sharm el-Sheikh International Airport, was blown up over the northern Sinai. This horrific tragedy resulted in the loss of 224 lives.

H.R. 4698 is responsive to these devastating incidents. It focuses on last point of departure airports, or those airports that originate from foreign countries that fly to the U.S. nonstop, to airports within the U.S.

H.R. 4698 requires TSA to do a security assessment of these airports and take into account: the level of coordination and cooperation between the countries in which the airports are located and TSA; the intelligence capabilities of each country; information on the numbers of known or suspected terrorists transiting through such airports; and the security screening capabilities at these airports.

The legislation also requires TSA to submit a plan to bolster and enhance security collaboration between the U.S. and its foreign and domestic partners and authorizes TSA to donate security screening equipment to a foreign airport if it will reduce specific vulnerabilities to the security of the U.S. or U.S. citizens.

In addition to codifying TSA's efforts to bolster security at last point of departure airports, H.R. 4698 also seeks to make enhancements to security screening at U.S. airports. Specifically, it directs TSA to request that the Aviation Security Advisory Committee develop recommendations to make passenger screening processes more efficient and effective.

The areas that the ASAC would be considering include checkpoint configuration, technology innovation, and best practices within aviation security.

As the lead author of legislation authorizing the ASAC, I strongly believe that this body, which is composed of key stakeholders from throughout the aviation community, is a positive catalyst for improvement within TSA.

Mr. Speaker, I close by saying that there is bipartisan support for this legislation.

While on the subject of addressing overseas threats, I would note that, in recent years, DHS has made great strides in pushing the borders out, that is, identifying and stopping overseas threats before they reach our borders. Congress needs to support these efforts.

To that end, in the coming weeks, I will be introducing comprehensive legislation to expand and strengthen DHS' overseas program aimed at vetting and screening travelers to the U.S. My legislation, entitled *Pushing Out America's Borders Act of 2016*, seeks to accelerate DHS' efforts at expanding and establishing overseas posts for both CBP and ICE to conduct critical traveler vetting and screening operations.

With the passage of H.R. 4698 today, the House is poised to raise the level of aviation security overseas. The next challenge for this body is to support DHS in its efforts to take more proactive approaches to pushing out our Nation's border security.

Mr. Speaker, I appreciate Mr. KATKO's cooperation in making sure that this bill was brought to the floor. We had a couple of hiccups along the way, but we worked them out. This is really how it should be done, and I appreciate the gentleman's help in getting us there.

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

Mr. KATKO. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, the time to act is now. Threats to international-bound aviation are proliferating every day, and the Department of Homeland Security, TSA, and airlines need the adequate tools and authorities necessary to ensure the safety and security of traveling Americans.

Without the authorities and oversight built into this legislation, I fear that Congress will not be doing all it can to stay ahead of the persistent threats posed by violent extremists. We have seen the threat they pose in Brussels and in last year's attacks on airliners overseas. So we must not wait to mitigate these threats until it is too late.

I thank my colleagues on both sides of the aisle and on both sides of Capitol Hill for working together to develop this important piece of legislation. I again urge my colleagues to support this bill.

I want to thank the ranking member for his cooperation. Yes, we had some hiccups, but that is part of the process. The fact of the matter is that we had a very good bill by working together and talking together. While the last colloquy on the last bill, H.R. 2820, showed we do have differences, I dare say that on the Homeland Security Committee we have far more agreements than we have disagreements, and I hope we can continue in that manner going forward.

I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in support of H.R. 4698, the "Securing Aviation from Foreign Entry Points and Guarding Airports through Enhanced Security Act of 2016."

As a senior member of the House Committee on Homeland Security, the Ranking Member of the Judiciary Subcommittee on Crime, Terrorism, Homeland Security and Investigations, and a former chair of the Homeland Security Subcommittee on Transportation and Security, I have been committed to pro-

tecting and improving the security of our nation's airways.

The Transportation Security Administration (TSA) needs all the support we can provide to aid them in protecting our nation against security threats.

The critical work of TSA agents around the country provides security for the nation's airports, maintains a security force to screen all commercial airline passengers and baggage, and works with the transportation, law enforcement and intelligence communities to ensure safety.

In 2015, TSA officers screened 708,316,339 million passengers (more than 1.9 million per day) at more than 450 airports across the nation—which is 40,780,330 million more passengers than for the same timeframe in 2014.

In addition to screening more than 708 million passengers last year, TSA officers also screened 1.6 billion carry-on bags, 432 million checked bags and 12.9 million airport employees.

Obtaining critical information about TSA's procedures and planning while handling enhanced security screenings throughout the country will only make us stronger and safer.

The Congressional District I represent in Houston, Texas is home to two of the world's busiest airports.

The Bush International and the William P. Hobby Airports are essential hubs for domestic and international air travel for Houston and the region.

Nearly 40 million passengers traveled through Bush International Airport (IAH) and an additional 10 million traveled through William P. Hobby (HOU).

IAH is the 11th busiest airport in the U.S. for total passenger traffic with more than 650 daily departures.

Since January, IAH has seen a significant increase in both international and domestic travelers. International travel in the first half of 2015 increased by 3.9 percent compared to the same period last year. More than 5.1 million international passengers boarded flights out of IAH.

It is estimated that at the current rate, IAH could see nearly 10.2 million international passengers by the end of the year.

In October 2015, in an effort to re-establish the airport's daily international air service, the William P. Hobby Airport opened a new 280,000 foot complex that includes five gates for its international concourse.

This addition is expected to support travel service for nearly 7,500 international passengers and 25 departing flights a day.

Enhanced security protects our economic interests, more importantly; implementing this bill will protect our citizens.

H.R. 4698 will direct the TSA to conduct a comprehensive security risk assessment of all last point of departure airports with nonstop flights to the United States.

H.R. 4698 will also require TSA to submit to Congress and the Government Accountability Office (GAO) a plan to:

- enhance collaboration, coordination, and information-sharing about international-inbound aviation between the United States and domestic and foreign partners in order to enhance security capabilities at foreign airports,

- assess TSA ability to enter into a mutual agreement with a foreign government entity to permit TSA representatives to conduct inspections of foreign airports without prior notice.

Through H.R. 4698:

GAO will review TSA efforts to enhance security capabilities at foreign airports and secure international-inbound aviation.

TSA will submit to Congress a comprehensive workforce assessment of all TSA personnel within its Office of Global Strategies or whose primary professional duties contribute to the TSA's global efforts to secure transportation security, including whether they are assigned in a risk-based, intelligence-driven matter.

TSA may donate security screening equipment to a foreign last point of departure airport operator if the equipment can be expected to mitigate a specific vulnerability to U.S. security or U.S. citizens.

TSA may evaluate foreign countries' air cargo programs to determine whether they provide a level of security commensurate with that required by U.S. air cargo security programs.

Mr. Speaker, we cannot wait until our security is breached by terrorists before we act, otherwise we would not have learned the lessons of September 11, 2001.

I urge my colleagues on the Committee to join me in supporting this important step forward to protecting our airports.

The SPEAKER pro tempore (Mr. JODY B. HICE of Georgia). 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. 4698, 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.

PROMOTING RESILIENCE AND EFFICIENCY IN PREPARING FOR ATTACKS AND RESPONDING TO EMERGENCIES ACT

Ms. MCSALLY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3583) to reform and improve the Federal Emergency Management Agency, the Office of Emergency Communications, and the Office of Health Affairs of the Department of Homeland Security, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3583

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

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the “Promoting Resilience and Efficiency in Preparing for Attacks and Responding to Emergencies Act” or the “PREPARE Act”.

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

Sec. 1. Short title; table of contents.

TITLE I—GRANTS, TRAINING, EXERCISES, AND COORDINATION

Sec. 101. Memoranda of understanding.

Sec. 102. Period of performance.

Sec. 103. Operation Stonegarden.

Sec. 104. Grants metrics.

Sec. 105. Grant management best practices.

Sec. 106. Administration and coordination of grants.

Sec. 107. Funding prohibition.

Sec. 108. Law enforcement terrorism prevention.

Sec. 109. Allowable uses.

Sec. 110. Maintenance of grant investments.

Sec. 111. National Domestic Preparedness Consortium.

Sec. 112. Rural Domestic Preparedness Consortium.

Sec. 113. Emergency support functions.

Sec. 114. Review of National Incident Management System.

Sec. 115. Approval of certain equipment.

Sec. 116. Remedial action management program.

TITLE II—COMMUNICATIONS

Sec. 201. Office of Emergency Communications.

Sec. 202. Responsibilities of Office of Emergency Communications Director.

Sec. 203. Annual reporting on activities of the Office of Emergency Communications.

Sec. 204. National Emergency Communications Plan.

Sec. 205. Technical edits.

Sec. 206. Public Safety Broadband Network.

Sec. 207. Statewide interoperability coordinators.

Sec. 208. Communications training.

TITLE III—MEDICAL PREPAREDNESS

Sec. 301. Pre-event anthrax vaccination program for emergency response providers.

Sec. 302. Chief Medical Officer.

Sec. 303. Medical Countermeasures Program.

TITLE IV—MANAGEMENT

Sec. 401. Mission support.

Sec. 402. Systems modernization.

Sec. 403. Strategic human capital plan.

Sec. 404. Activities related to children.

TITLE V—FLOOD INSURANCE CLAIMS PROCESS REFORMS

Sec. 501. Claims adjustment and engineering reports.

Sec. 502. Judicial review.

TITLE I—GRANTS, TRAINING, EXERCISES, AND COORDINATION

SEC. 101. MEMORANDA OF UNDERSTANDING.

(a) IN GENERAL.—Subtitle B of title XX of the Homeland Security Act of 2002 (6 U.S.C. 611 et seq.) is amended by adding at the end the following new section:

“SEC. 2024. MEMORANDA OF UNDERSTANDING WITH DEPARTMENTAL COMPONENTS AND OFFICES.

“The Administrator shall enter into memoranda of understanding with the heads of the following departmental components and offices delineating the roles and responsibilities of such components and offices regarding the policy and guidance for grants under section 1406 of the Implementing Recommendations of the 9/11 Commission Act of 2007 (6 U.S.C. 1135), sections 2003 and 2004 of this Act, and section 70107 of title 46, United States Code, as appropriate:

“(1) The Commissioner of U.S. Customs and Border Protection.

“(2) The Administrator of the Transportation Security Administration.

“(3) The Commandant of the Coast Guard.

“(4) The Under Secretary for Intelligence and Analysis.

“(5) The Director of the Office of Emergency Communications.

“(6) The Assistant Secretary for State and Local Law Enforcement.

“(7) The Countering Violent Extremism Coordinator.

“(8) The Officer for Civil Rights and Civil Liberties.

“(9) The heads of other components or offices of the Department, as determined by the Secretary.”.

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Homeland Security Act of 2002 is amended by inserting after the item relating to section 2023 the following new item:

“Sec. 2024. Memoranda of understanding with departmental components and offices.”.

SEC. 102. PERIOD OF PERFORMANCE.

(a) URBAN AREA SECURITY INITIATIVE.—Section 2003 of the Homeland Security Act of 2002 (6 U.S.C. 604) is amended by—

(1) redesignating subsection (e) as subsection (f); and

(2) inserting after subsection (d) the following new subsection:

“(e) PERIOD OF PERFORMANCE.—The Administrator shall make funds provided under this section available for use by a recipient of a grant for a period of not less than 36 months.”.

(b) STATE HOMELAND SECURITY GRANT PROGRAM.—Section 2004 of the Homeland Security Act of 2002 (6 U.S.C. 605) is amended by—

(1) redesignating subsection (f) as subsection (g); and

(2) inserting after subsection (e) the following new subsection:

“(f) PERIOD OF PERFORMANCE.—The Administrator shall make funds provided under this section available for use by a recipient of a grant for a period of not less than 36 months.”.

(c) PUBLIC TRANSPORTATION SECURITY ASSISTANCE GRANT PROGRAM.—Section 1406 of the Implementing Recommendations of the 9/11 Commission Act (6 U.S.C. 1135; Public Law 110–53) is amended by—

(1) redesignating subsection (m) as subsection (n); and

(2) inserting after subsection (l) the following new subsection:

“(m) PERIOD OF PERFORMANCE.—The Secretary shall make funds provided under this section available for use by a recipient of a grant for a period of not less than 36 months.”.

(d) PORT SECURITY GRANT PROGRAM.—Section 70107 of title 46, United States Code, is amended by adding at the end the following new subsection:

“(n) PERIOD OF PERFORMANCE.—The Secretary shall make funds provided under this section available for use by a recipient of a grant for a period of not less than 36 months.”.

(e) TRIBAL SECURITY GRANT PROGRAM.—Section 2005 of the Homeland Security Act of 2002 (6 U.S.C. 606) is amended by—

(1) redesignating subsections (h) through (k) subsections (i) through (l), respectively; and

(2) inserting after subsection (g) the following new subsection:

“(h) PERIOD OF PERFORMANCE.—The Secretary shall make funds provided under this section available for use by a recipient of a grant for a period of not less than 36 months.”.

SEC. 103. OPERATION STONEGARDEN.

(a) IN GENERAL.—Subtitle A of title XX of the Homeland Security Act of 2002 (6 U.S.C. 601 et seq.) is amended by adding at the end the following new section:

“SEC. 2009. OPERATION STONEGARDEN.

“(a) ESTABLISHMENT.—There is established in the Department a program to be known as ‘Operation Stonegarden’. Under such program, the Secretary, acting through the Administrator, shall make grants to eligible law enforcement agencies, through the State Administrative Agency, to enhance border security in accordance with this section.

“(b) ELIGIBLE RECIPIENTS.—To be eligible to receive a grant under this section, a law enforcement agency shall—

“(1) be located in—