

Congress mandated through the Implementing Recommendations of the 9/11 Commission Act of 2007 that the Department of Homeland Security conduct a quadrennial homeland security review, or a QHSR, every 4 years. This review is intended to outline the DHS' vision and strategy to effectively implement its mission to protect the homeland. Given the threats we face from radical Islamist terrorists, it is vital that the DHS has a sound strategy to keep the American public safe.

Earlier this year, the Government Accountability Office reported on opportunities for the DHS to improve the QHSR process. The GAO made four recommendations for executive action, and this legislation leverages the GAO's findings to make the QHSR better. Specifically, this legislation requires the DHS to conduct a risk assessment to better inform the QHSR. The bill also mandates that the DHS maintain a paper trail of communications related to the QHSR. This should allow Congress and watchdogs to conduct more effective oversight of the DHS.

I thank the gentlewoman from New Jersey for introducing this legislation.

I absolutely urge all Members to join me in supporting this commonsense legislation.

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

Mrs. WATSON COLEMAN. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 5385, the Quadrennial Homeland Security Review Technical Correction Act of 2016. It would require the Department of Homeland Security to improve the quadrennial homeland security review that is conducted every 4 years.

Pursuant to the Implementing Recommendations of the 9/11 Commission, the QHSR should be a unified, strategic framework for homeland security missions and goals. The review was intended to be modeled after the Quadrennial Defense Review that the Pentagon undertakes to review the Defense Department's strategy and priorities. To date, there have been two QHSRs issued by the Department, in 2010 and 2014. While, by all accounts, the 2014 QHSR was an improvement from the first QHSR, the Comptroller General found that the 2014 review fell short in several areas.

I introduced H.R. 5385 to specifically address the Comptroller General's findings about weaknesses with respect to stakeholder engagement, risk analysis, and documentation.

To help improve the quality of future QHSRs, my legislation requires the DHS to utilize and document a risk assessment to help determine homeland security missions and threats. H.R. 5385 also requires more robust stakeholder engagement and better documentation of the factors that inform the review's findings.

H.R. 5385 places a major emphasis on stakeholder engagement by requiring

documentation regarding communications with stakeholders and information on how feedback from stakeholders influences the review. It also seeks to enhance stakeholder engagement by specifying certain key stakeholders to be consulted.

To ensure that the risk assessment undertaken to produce the QHSR is repeatable in future years, H.R. 5385 requires the DHS to retain all information regarding the risk assessment, including data used to generate the risk results and the sources of information to generate the risk assessment.

As our Nation faces an ever-evolving threat, it is imperative that the Department of Homeland Security effectively analyzes and defines future threats facing the country. With the use of a defined, repeatable risk assessment, as required in H.R. 5385, the DHS will be better able to outline specific threats to the homeland and offer tactical strategies for handling these threats.

The DHS will also be able to gain insight from the entire homeland security enterprise and valuable stakeholders through more documented communications. Improving stakeholder engagement is important not only for the quality of the QHSR, but for ensuring buy-in from critical homeland security enterprise partners who operate outside the Department. The improvements provided in H.R. 5385 will make the QHSR the impactful document it was designed to be.

I urge my colleagues to support H.R. 5385, which was approved unanimously by the Committee on Homeland Security.

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

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

H.R. 5385 is a great move forward in the QHSR. Mrs. WATSON COLEMAN and I believe in transparency and also believe in being on the same page when it comes to security and the safety of our Nation and in making sure that we can follow the metrics that the DHS is using to evaluate that so we can do better in the future. I applaud her for her efforts on this legislation as well as for her ability to get it passed through the committee on a bipartisan basis.

Once again, I urge my colleagues to support H.R. 5385.

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

Ms. JACKSON LEE. I rise in support of H.R. 5385, the "Quadrennial Homeland Security Review Technical Correction Act of 2016" and thank my good friend Congresswoman WATSON COLEMAN for her leadership on this important bill.

This bill provides a simple but yet crucial purpose: to improve the quality and timeliness of the review that DHS carries out by including more stakeholder engagement, conducting a regular risk assessment, and maintaining all documents regarding the Quadrennial Review.

In 2007, the Committee on Homeland Security passed Public Law 110-53, the Implementing Recommendations of the 9/11 Commission Act.

Under this Act, the Department of Homeland Security is required to produce every four years a unified, strategic framework for homeland security missions and goals, known as the Quadrennial Homeland Security Review (QHSR).

The goal of the QHSR is to provide a comprehensive assessment and analysis of the threats facing the homeland.

Thus far, the Department has produced two reviews, in 2010 and 2014.

The Government Accountability Office assessed each review extensively and determined that stakeholder engagement and documentation were among the areas for improvement in future QHSRs.

Among the key provisions are more specificity on outreach to stakeholders and requirements for supporting documentation on stakeholder engagement and risk assessments.

In addition, this legislation enhances stakeholder engagement, by further specifying appropriate stakeholders to consult with during the preparation of the QHSR including the Homeland Security Advisory Council, the Homeland Security Science and Technology Advisory Committee, and the Aviation Security Advisory Committee.

Additionally, this bill requires the Department to use a risk assessment when determining the homeland security missions and threats.

When interacting with outside agencies to gather information on sources and strategies, the Department must do so to the extent practical for the Department to gather the information needed.

Finally, the Quadrennial Homeland Security Review Technical Correction Act of 2016 requires DHS to retain all written communications through technology, online communication, in-person discussions and the inter-agency process and all information on how the communications and feedback informed the development of the review.

I urge support of this legislation to ensure that future Quadrennial Homeland Security Reviews provide homeland security decision-makers inside Department of Homeland Security and across the country with the analysis they need to help protect the United States.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. PERRY) that the House suspend the rules and pass the bill, H.R. 5385, 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.

□ 1530

AIRPORT PERIMETER AND ACCESS CONTROL SECURITY ACT OF 2016

Mr. PERRY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5056) to modernize and enhance airport perimeter and access control security by requiring updated risk assessments and the development of security strategies, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5056

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 “Airport Perimeter and Access Control Security Act of 2016”.

SEC. 2. RISK ASSESSMENTS OF AIRPORT SECURITY.

(a) IN GENERAL.—The Administrator of the Transportation Security Administration (TSA) shall—

(1) not later than 60 days after the date of the enactment of this Act, update the Transportation Sector Security Risk Assessment (TSSRA) for the aviation sector; and

(2) not later than 90 days after such date—
(A) update with the latest and most currently available intelligence information the Comprehensive Risk Assessment of Perimeter and Access Control Security (in this Act referred to as the “Risk Assessment of Airport Security”) and determine a regular timeframe and schedule for further updates to such Risk Assessment of Airport Security; and

(B) conduct a system-wide assessment of airport access control points and airport perimeter security.

(b) CONTENTS.—The security risk assessments required under subsection (a)(2) shall—

(1) include updates reflected in the TSSRA and Joint Vulnerability Assessment (JVA) findings;

(2) reflect changes to the risk environment relating to airport access control points and airport perimeters;

(3) use security event data for specific analysis of system-wide trends related to airport access control points and airport perimeter security to better inform risk management decisions; and

(4) take into consideration the unique geography of and current best practices used by airports to mitigate potential vulnerabilities.

(c) REPORT.—The Administrator of the Transportation Security Administration shall report 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, relevant Federal departments and agencies, and airport operators on the results of the security risk assessments required under subsection (a).

SEC. 3. AIRPORT SECURITY STRATEGY DEVELOPMENT.

(a) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall update the 2012 National Strategy for Airport Perimeter and Access Control Security (in this section referred to as the “National Strategy”).

(b) CONTENTS.—The update to the National Strategy required under subsection (a) shall include—

(1) information from the Risk Assessment of Airport Security; and

(2) information on—

(A) airport security-related activities;

(B) the status of TSA efforts to address the goals and objectives referred to in subsection (a);

(C) finalized outcome-based performance measures and performance levels for each relevant activity and goal and objective under subparagraphs (A) and (B); and

(D) input from airport operators.

(c) UPDATES.—Not later than 90 days after the update is completed under subsection (a), the Administrator of the Transportation Security Administration shall implement a

process for determining when additional updates to the strategy referred to in such subsection are needed.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PERRY) and the gentleman from Massachusetts (Mr. KEATING) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

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

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

There was no objection.

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

I rise today in strong support of H.R. 5056, the Airport Perimeter and Access Control Security Act, sponsored by Congressman BILL KEATING.

In recent months, we have seen attacks at airports and aircraft overseas and, in every instance, the integrity and effectiveness of the airport security infrastructure and the insider threat has been concerning. For this reason, we must scrutinize the security of our Nation's airports and ensure that the public has confidence that their travels will be safe and secure in this high-threat environment.

Specifically, H.R. 5056 directs the TSA to update its official risk assessment for the aviation sector to reflect the latest available threat intelligence. Moreover, the bill mandates that TSA's comprehensive risk assessment of perimeter and access control security is more regularly updated and that TSA conducts a sectorwide assessment of airport access control vulnerabilities and mitigation efforts.

All of this information is required for an updated national strategy for airport perimeter and access control security, which TSA has failed to update since 2012, despite multiple access controls and perimeter security breaches at airports across the country.

As this bill demonstrates, we cannot focus solely on the effectiveness of our passenger screening checkpoints while allowing lax security around the airport perimeter and within the sterile areas of airports.

Mr. Speaker, I thank Congressman KEATING for introducing this critical legislation, and I urge my colleagues to support this bipartisan bill.

I reserve the balance of my time.

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

I rise today in strong support of my legislation, H.R. 5056, the Airport Perimeter and Access Control Security Act.

I want to thank the gentleman from Pennsylvania (Mr. PERRY) for his hard work in the Committee on Homeland Security where we are colleagues, as well as his work trying to keep our Na-

tion's security and our airport security at its highest level.

Mr. Speaker, this bill was a long time coming. Since I was first elected to Congress in 2010, I have worked hard to secure our Nation's airports.

The last case I had when I was a district attorney before entering Congress was the case of a young 16-year-old who had secreted himself on a commercial airliner penetrating the perimeter of the Charlotte-Douglas International Airport and, undetected, stowed himself away in the wheel well. Tragically, he went from North Carolina, and his body was found in Massachusetts in the district I represented.

As we investigated the cause of that death, we found out what the circumstances were that he had penetrated all the security. In fact, I sent my investigators down from Massachusetts to look at that. Even knowing that this had occurred, there was no record, videowise or otherwise, of what he had done. So even looking backwards, we couldn't even find out where the security was breached until we made the conclusions at the end of our investigation and looked at the perimeter of that airport and how vulnerable that was.

Since that time, I have demanded information on areas of perimeter and access security in our airports. Frankly, not satisfied with the progress in addressing these security issues, I requested an independent review in 2014 of all airports with a Transportation Security Administration presence.

Released this spring, this independent report by the GAO found that while TSA has made some progress in assessing risks to airport perimeter and access control security, the agency had not taken new or emerging threats into consideration, as well as the unique makeup of individual airports, the points of access at those individual airports, and the unique perimeters surrounding those airports.

Updating the risk to our airports with information that reflects the current threat ensures that the TSA bases its risk management decisions on current information and focuses its limited resources on the highest priority risks to each airport.

Further, GAO found that TSA has not comprehensively assessed the vulnerability of commercial airports systemwide. In fact, from 2009 to 2015, TSA conducted these comprehensive assessments at only 81 of the 437 commercial airports nationwide or 19 percent. And that is cumulatively. Some years, that assessment only occurred in 3 percent of the airports. This legislation will make permanent the recommendations from this independent report.

Specifically, the bill requires TSA to update transportation security sector risk assessments for the entire aviation sector. It requires it to update the

comprehensive risk assessment perimeter access control with the most currently available intelligence. It requires that it conduct a thorough assessment of airport perimeters and access control points, such as the unique geography each individual airport entails. And it determines a future strategy of regular updates.

Further, the bill incorporates the input of major airport operators, which we met with here in D.C. with the Committee on Homeland Security. We heard firsthand their concern of the lack of an individualized security strategy.

A recent report of the Associated Press investigation found that intruders breach airport fences approximately every 10 days. Altogether, there were at least 39 breaches nationwide in 2015, which was also the annual average from 2012 to 2015. TSA's own calculation over a 10-year period ending in 2011 showed 1,300 perimeter breaches in the 450 domestic airports, but that figure does not account for continued perimeter security breaches since 2011, including stowaways, trespassing across tarmacs, scaling of perimeter fences, and driving vehicles through barriers across airport property.

The landscape in which terrorists operate is constantly changing and it is challenging. We have to stay ahead of it. We have to look no further than the recent attacks in Paris, Brussels, and Istanbul to see what the threats are within access points and perimeters of airports. We were lucky here in the U.S. that the individuals that breach these access points and perimeters did not have the same nefarious intentions, but that doesn't mitigate the risk. It doesn't mitigate the fact that these people pose dangerous behavior potentially to our airports, to our employees and, of course, the passengers and travelers who rely on TSA officers and airport operators for their security.

I urge my colleagues to support H.R. 5056.

I reserve the balance of my time.

Mr. PERRY. Mr. Speaker, I have no other speakers, and I reserve the balance of my time.

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

Mr. Speaker, as I said, the attacks on airports currently in Europe show the challenging terrorist attack efforts that are currently a threat here in the United States. This bipartisan legislation will close loopholes in our airport security practices and procedures and bring us closer to ensuring that access control points and perimeters of all design are as secure as possible.

Passage of this bill is an important step in the safety for passengers, pilots, and airport employees as well.

I thank the chairman of the Committee on Homeland Security's Transportation Security Subcommittee, Mr. KATKO; our ranking member, Miss RICE; full committee ranking member, Mr. THOMPSON of Mississippi; Mr. KING;

Mr. RICHMOND; Mr. SWALWELL; and Mrs. TORRES for joining me and supporting this legislation.

I urge my colleagues to support H.R. 5056.

I yield back the balance of my time. Mr. PERRY. Mr. Speaker, I yield myself such time as I may consume.

I thank my colleague from Massachusetts for his well-thought-out, well-placed, and long-overdue legislation. It makes me think of my time serving in the United States military as an airfield commander charged with many things, including the security of the airfield.

Knowing that our adversaries, at any level, whether it is on the civilian side or the military side, continuously probe and look for ways to thwart us in our efforts to maintain our security, ever changing their tactics, techniques, and procedures—you can see from the recent attacks where they figured they could not get their device or their activities onto the plane. They just simply attacked prior to getting on the plane and actually attacking prior to going through security—so it is in that spirit that we know that we must be right every single bit of the time. There is no margin for error, which is why this legislation is so well placed and so timely.

I urge my colleagues to support H.R. 5056.

I yield back the balance of my time. Ms. JACKSON LEE. Mr. Speaker, I rise today in support of H.R. 5056, the Airport Perimeter and Access Control Security Act of 2016, which amends the Homeland Security Act of 2002 to reform programs of the Transportation Security Administration, and streamline transportation security regulations.

As a senior member of the House Homeland Security Committee and the Former Ranking Member of the Subcommittee on Transportation Security, I believe that this bill is of the utmost importance in securing safe airports in our country.

The objective of the bill is to establish a risk-based, intelligence-driven model for the screening of employees at airports based on level of access and employment positions at domestic airports.

The purpose of H.R. 5056 is to modernize and enhance airport perimeter and access control security by requiring updated risk assessments and the development of security strategies.

An important part of keeping our airports safe from attacks is to make sure that the perimeters and the security check points are safeguarded and secure.

TSA has kept American citizens safe by conducting incredibly thorough airport searches.

The same detailed precautions need to be taken for people commuting around and near airport perimeters.

This legislation seeks to bolster perimeter security and access controls at domestic airports by requiring the Transportation Security Administration to update relevant risk assessments and leveraging system-wide incident reporting to analyze trends contributing to the threat environment.

This bill would require the Department of Homeland Security to develop and conduct an

exercise related to the terrorist and foreign fighter threat in order to enhance domestic preparedness for and the collective response to terrorism, promote the dissemination of homeland security information, and test the U.S. security posture.

H.R. 5056 would also test the security posture of the United States and the Secretary of Homeland Security through appropriate offices and components of the Department of Homeland Security.

The Department of Homeland Security should immediately engage the local and state law enforcement agencies to ensure that city and state governments have the funds to increase the utilization of the local law enforcement to provide that added protection.

Mr. Speaker, the state of access controls at domestic airports is in need of direct and thorough scrutiny in order to mitigate perimeter breaches and insider threats to aviation security.

H.R. 5056 ensures that scrutiny will take place.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. PERRY) that the House suspend the rules and pass the bill, H.R. 5056.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

TERRORIST AND FOREIGN FIGHTER TRAVEL EXERCISE ACT OF 2016

Ms. MCSALLY. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4404) to require an exercise related to terrorist and foreign fighter travel, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4404

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 "Terrorist and Foreign Fighter Travel Exercise Act of 2016".

SEC. 2. EXERCISE ON TERRORIST AND FOREIGN FIGHTER TRAVEL.

(a) IN GENERAL.—In addition to, or as part of exercise programs currently carried out by the Department of Homeland Security, to enhance domestic preparedness for and collective response to terrorism, promote the dissemination of homeland security information, and test the security posture of the United States, the Secretary of Homeland Security, through appropriate offices and components of the Department and in coordination with the relevant Federal departments and agencies, shall, not later than one year after the date of the enactment of this Act, develop and conduct an exercise related to the terrorist and foreign fighter threat.

(b) EXERCISE REQUIREMENTS.—The exercise required under subsection (a) shall include—

(1) a scenario involving—

(A) persons traveling from the United States to join or provide material support or resources to a terrorist organization abroad; and

(B) terrorist infiltration into the United States, including United States citizens and foreign nationals; and