

today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

#### DIRECTING DOLLARS TO DISASTER RELIEF ACT OF 2015

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (S. 2109) to direct the Administrator of the Federal Emergency Management Agency to develop an integrated plan to reduce administrative costs under the Robert T. Stafford Disaster Relief and Emergency Assistance Act, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 2109

*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 “Directing Dollars to Disaster Relief Act of 2015”.

#### SEC. 2. DEFINITIONS.

In this Act—

(1) the term “administrative cost”—

(A) means a cost incurred by the Agency in support of the delivery of disaster assistance for a major disaster; and

(B) does not include a cost incurred by a grantee or subgrantee;

(2) the term “Administrator” means the Administrator of the Agency;

(3) the term “Agency” means the Federal Emergency Management Agency;

(4) the term “direct administrative cost” means a cost incurred by a grantee or subgrantee of a program authorized by the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) that can be identified separately and assigned to a specific project;

(5) the term “hazard mitigation program” means the hazard mitigation grant program authorized under section 404 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170c);

(6) the term “individual assistance program” means the individual assistance grant program authorized under sections 408, 410, 415, 416, 426, and 502(a) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5174, 5177, 5182, 5183, 5189d, and 5192(a));

(7) the term “major disaster” means a major disaster declared by the President under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170);

(8) the term “mission assignment” has the meaning given the term in section 641 of the Post-Katrina Emergency Management Reform Act of 2006 (6 U.S.C. 741); and

(9) the term “public assistance program” means the public assistance grant program authorized under sections 403(a)(3), 406, 418, 419, 428, and 502(a) of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170b(a)(3), 5172, 5185, 5186, 5189f, and 5192(a)).

#### SEC. 3. INTEGRATED PLAN FOR ADMINISTRATIVE COST REDUCTION.

(a) IN GENERAL.—Not later than 365 days after the date of enactment of this Act, the Administrator shall—

(1) develop and implement an integrated plan to control and reduce administrative costs for major disasters, which shall include—

(A) steps the Agency will take to reduce administrative costs;

(B) milestones needed for accomplishing the reduction of administrative costs;

(C) strategic goals for the average annual percentage of administrative costs of major disasters for each fiscal year;

(D) the assignment of clear roles and responsibilities, including the designation of officials responsible for monitoring and measuring performance; and

(E) a timetable for implementation;

(2) compare the costs and benefits of tracking the administrative cost data for major disasters by the public assistance, individual assistance, hazard mitigation, and mission assignment programs, and if feasible, track this information; and

(3) clarify Agency guidance and minimum documentation requirements for a direct administrative cost claimed by a grantee or subgrantee of a public assistance grant program.

(b) CONGRESSIONAL UPDATE.—Not later than 90 days after the date of enactment of this Act, the Administrator shall brief the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives on the plan required to be developed under subsection (a)(1).

(c) UPDATES.—If the Administrator modifies the plan or the timetable under subsection (a), the Administrator shall submit to the Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report notifying Congress of the modification, which shall include the details of the modification.

#### SEC. 4. REPORTING REQUIREMENT.

(a) ANNUAL REPORT.—Not later than November 30 of each year for 7 years beginning on the date of enactment of this Act, the Administrator shall submit to Committee on Homeland Security and Governmental Affairs of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the development and implementation of the integrated plan required under section 3 for the previous fiscal year.

(b) REPORT UPDATES.—

(1) THREE YEAR UPDATE.—Not later than 3 years after the date on which the Administrator submits a report under subsection (a), the Administrator shall submit an updated report for the previous 3-fiscal-year period.

(2) FIVE YEAR UPDATE.—Not later than 5 years after the date on which the Administrator submits a report under subsection (a), the Administrator shall submit an updated report for the previous 5-fiscal-year period.

(c) CONTENTS OF REPORTS.—Each report required under subsections (a) and (b) shall contain, at a minimum—

(1) the total amount spent on administrative costs for the fiscal year period for which the report is being submitted;

(2) the average annual percentage of administrative costs for the fiscal year period for which the report is being submitted;

(3) an assessment of the effectiveness of the plan developed under section 3(a)(1);

(4) an analysis of—

(A) whether the Agency is achieving the strategic goals established under section 3(a)(1)(C); and

(B) in the case of the Agency not achieving such strategic goals, what is preventing the Agency from doing so;

(5) any actions the Agency has identified as useful in improving upon and reaching the goals for administrative costs established under section 3(a)(1)(C); and

(6) any data described in section 3(a)(2), if the Agency determines it is feasible to track such data.

(d) PUBLIC AVAILABILITY.—Not later than 30 days after the date on which the Administrator submits a report to Congress under this section, the Administrator shall make the report publicly available on the website of the Agency.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentleman from Indiana (Mr. CARSON) 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 may have 5 legislative days in which to revise and extend their remarks and include extraneous materials on S. 2109.

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.

In the last 12 years, the Federal Emergency Management Agency, or FEMA, has provided almost \$100 billion in disaster relief and disaster assistance. However, a significant and increasing amount of these funds have gone to cover FEMA’s administrative costs that support the delivery of disaster assistance.

The Government Accountability Office, or GAO, has been looking into this for some time and found that, between fiscal year 1989 and fiscal year 2011, the percentage of disaster assistance spent on administrative costs doubled from 9 to 18 percent.

While FEMA has tried to implement internal controls to keep these costs to a minimum, GAO has found that FEMA’s administrative costs have not decreased. In fact, GAO estimates that internal controls could save hundreds of millions of dollars in administrative costs.

S. 2109, the Directing Dollars to Disaster Relief Act of 2015, seeks to control and reduce rising administrative costs from major disasters by requiring the administrator of FEMA to develop and implement a plan to control and reduce its internal administrative costs.

I would like to commend and thank the chairman of the Senate Committee on Homeland Security and Governmental Affairs for introducing this important oversight measure, which will save taxpayer dollars.

I would also like to thank the Senate chairman for working with us to ensure that the legislation includes a sunset provision and is consistent with our House protocols.

As disasters become more frequent and severe, it will become critical to keep administrative costs in FEMA to a minimum, increase efficiencies, and ensure that resources are directed toward disaster victims and the restoration of infrastructure.

I urge my colleagues to join me in supporting this legislation.

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

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, S. 2109, the Directing Dollars to Disaster Relief Act of 2015, requires the Federal Emergency Management Agency, or FEMA, to develop a plan to control and reduce its disaster-related administrative costs and other activities.

The GAO has noted that FEMA's costs incurred in administering disaster-related activities have increased substantially. FEMA has acknowledged the increase and has struggled to address this issue.

Most recently, in 2014, the GAO recommended that FEMA develop an integrated plan to control and reduce disaster-related administrative costs.

GAO also recommended that FEMA assess the feasibility of tracking administrative costs by disaster program, such as public assistance and individual assistance.

Finally, GAO recommended that FEMA clarify its guidance and minimum documentation requirements for State and local governments with respect to their direct administrative costs.

This bill, Mr. Speaker, will codify these recommendations and statutorily require FEMA to take these actions.

I appreciate the improvements this bill will make toward reducing overall disaster costs and losses, but this is not enough. We must do more to reduce these costs and losses, Mr. Speaker. There is no better way than to invest in predisaster mitigation.

I introduced H.R. 830 to reauthorize the predisaster hazard mitigation program. We consistently talk about the potential to reduce disaster costs and save taxpayers money through predisaster mitigation.

In fact, our subcommittee has noted the reports by the Congressional Budget Office and the National Institute of Building Sciences Multihazard Mitigation Council, which found that predisaster mitigation saves \$3 to \$4 for every dollar spent on mitigation activities.

But there is more. Predisaster mitigation activities save lives and reduce injuries. It is time to stop talking and do more. Let us, Mr. Speaker, reauthorize the predisaster mitigation program at levels sufficient to significantly reduce disaster costs and save lives. Our citizens deserve this.

I look forward to working with my good colleagues on the other side of the aisle to make sure that these strides will come to fruition.

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

Mr. KATKO. Mr. Speaker, 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, S. 2109.

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.

#### TRANSPORTATION SECURITY ADMINISTRATION REFORM AND IMPROVEMENT ACT OF 2015

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3584) to authorize, streamline, and identify efficiencies within the Transportation Security Administration, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3584

*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 “Transportation Security Administration Reform and Improvement Act of 2015”.

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

Sec. 1. Short title; Table of contents.

Sec. 2. Definitions.

#### TITLE I—AVIATION SECURITY

Sec. 101. TSA PreCheck.

Sec. 102. PreCheck and general passenger biometric identification.

Sec. 103. Limitation; PreCheck operations maintained; Alternate methods.

Sec. 104. Secure Flight program.

Sec. 105. Efficiency review by TSA.

Sec. 106. Donation of screening equipment to protect the United States.

Sec. 107. Review of sustained security directives.

Sec. 108. Maintenance of security-related technology.

Sec. 109. Vetting of aviation workers.

Sec. 110. Aviation Security Advisory Committee consultation.

Sec. 111. Private contractor canine evaluation and integration pilot program.

Sec. 112. Covert testing at airports.

Sec. 113. Training for transportation security officers.

#### TITLE II—SURFACE TRANSPORTATION SECURITY AND OTHER MATTERS

Sec. 201. Surface Transportation Inspectors.

Sec. 202. Inspector General audit; TSA Office of Inspection workforce certification.

Sec. 203. Repeal of biennial reporting requirement for the Government Accountability Office relating to the Transportation Security Information Sharing Plan.

Sec. 204. Security training for frontline transportation workers.

Sec. 205. Feasibility assessment.

#### SEC. 2. DEFINITIONS.

*In this Act:*

(1) *ADMINISTRATION; TSA.*—The terms “Administration” and “TSA” mean the Transportation Security Administration.

(2) *ADMINISTRATOR.*—The term “Administrator” means the Administrator of the Transportation Security Administration.

(3) *INTELLIGENCE COMMUNITY.*—The term “intelligence community” has the meaning given such term in section 3(4) of the National Security Act of 1947 (50 U.S.C. 3003(4)).

(4) *DEPARTMENT.*—The term “Department” means the Department of Homeland Security.

(5) *SECURE FLIGHT.*—The term “Secure Flight” means the Administration’s watchlist matching program.

#### TITLE I—AVIATION SECURITY

##### SEC. 101. TSA PRECHECK.

(a) *TSA PRECHECK.*—Not later than 90 days after the date of the enactment of this Act, the Administrator shall—

(1) ensure that all screening of passengers and their accessible property shall be conducted in a risk-based, intelligence-driven manner with consideration given to the privacy and civil liberties of such passengers; and

(2) operate a trusted passenger screening program known as “TSA PreCheck” that provides expedited screening for low-risk passengers and their accessible property based on a comprehensive and continuous analysis of factors specified in subsection (b).

(b) *FACTORS.*—Factors referred to in subsection (a)(2) shall include the following:

(1) Whether passengers described in such subsection are members of other trusted traveler programs of the Department.

(2) Whether such passengers are traveling pursuant to subsection (m) of 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) Whether such passengers possess an active security clearance or other credential issued by the Federal Government for which TSA has conducted a written threat assessment and determined that such passengers present a low risk to transportation or national security.

(4) Whether such passengers are members of a population for whom TSA has conducted a written security threat assessment, determined that such population poses a low risk to transportation or national security, and has issued such passengers a known traveler number.

(5) The ability of the Administration to verify such passengers’ identity and whether such passengers pose a risk to aviation security.

(6) Threats to transportation or national security as identified by the intelligence community and law enforcement community.

(c) *ENROLLMENT EXPANSION.*—

(1) *IN GENERAL.*—Not later than 90 days after the date of the enactment of this Act, the Administrator shall publish PreCheck application enrollment standards to add multiple private sector application capabilities for the TSA PreCheck program to increase the public’s enrollment access to such program, including standards that allow the use of secure technologies, including online enrollment, kiosks, tablets, or staffed computer stations at which individuals can apply for entry into such program.

(2) *REQUIREMENTS.*—Upon publication of the PreCheck program application enrollment standards pursuant to paragraph (1), the Administrator shall—

(A) coordinate with interested parties to deploy TSA-approved ready-to-market private sector solutions that meet the TSA PreCheck application enrollment standards described in paragraph (1), make available additional PreCheck enrollment capabilities, and offer secure online and mobile enrollment opportunities;

(B) partner with the private sector to collect biographic and biometric identification information via kiosks, mobile devices, or other mobile enrollment platforms to reduce the number of instances in which passengers need to travel to enrollment centers;

(C) ensure that the kiosks, mobile devices, or other mobile enrollment platforms referred to in subparagraph (E) are secure and not vulnerable to data breaches;

(D) ensure that any biometric and biographic information is collected in a manner which is comparable with the National Institute of Standards and Technology standards and ensures privacy and data security protections, including that applicants’ personally identifiable