

As Congresswoman Jeannette Rankin said before taking her oath of office in 1917—nearly 4 years before women had even gained the right to vote through the 19th Amendment—as you heard before, she said: “I may be the first woman to be a Member of Congress, but I won’t be the last.”

I am honored to serve as one of the more than 300 women to follow her lead. When we look to history to guide us in challenging moments, we will look to people like Congresswoman Jeannette Rankin, and I am confident she would be honored to have her name associated with this legislation and its aims.

I thank the sponsors, and I thank my colleagues on the other side of the aisle for this bipartisan work.

Madam Speaker, I reserve the balance of my time.

Mr. RODNEY DAVIS of Illinois. Madam Speaker, I yield myself the balance of my time.

I would be remiss if I didn’t thank my colleague, who I was sworn in with in January of 2013 when she raised her right hand, as I did, on this floor to join this great institution, my colleague, GRACE MENG, for being the sponsor of this piece of legislation. I thank GRACE for her leadership, and also Ms. BLUNT ROCHESTER, the first woman elected to serve in this institution from the State of Delaware. It is humbling and an honor for me to be able to stand here and help manage this piece of legislation. She should be very proud of what she is doing today.

Madam Speaker, I urge all Members to join me in support of this bill, and I yield back the balance of my time.

Ms. BLUNT ROCHESTER. Madam Speaker, I urge all Members as well to support passage of H.R. 382, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Illinois (Mr. RODNEY DAVIS) that the House suspend the rules and pass the bill, H.R. 382.

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.

#### TSA ADMINISTRATOR MODERNIZATION ACT OF 2017

Mr. KATKO. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1309) to streamline the office and term of the Administrator of the Transportation Security Administration, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1309

*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 “TSA Administrator Modernization Act of 2017”.

#### SEC. 2. AMENDMENTS TO THE HOMELAND SECURITY ACT OF 2002 AND TITLE 5, UNITED STATES CODE.

(a) HOMELAND SECURITY ACT OF 2002.—Paragraph (1) of section 103(a) of the Homeland Security Act of 2002 is amended—

(1) in subparagraph (I), by striking “12” and inserting “11”; and

(2) by adding at the end the following new subparagraph:

“(L) An Administrator of the Transportation Security Administration, in accordance with section 114 of title 49, United States Code.”.

(b) INCLUSION IN EXECUTIVE SCHEDULE.—Section 5315 of title 5, United States Code, is amended by adding at the end the following:

“Administrator of the Transportation Security Administration, Department of Homeland Security.”.

#### SEC. 3. AMENDMENTS TO TITLE 49, UNITED STATES CODE.

Section 114 of title 49, United States Code, is amended—

(1) in subsection (a), by striking “Department of Transportation” and inserting “Department of Homeland Security”;

(2) in subsection (b)(1), by striking “Under Secretary of Transportation for Security” and inserting “Administrator of the Transportation Security Administration”;

(3) by striking “Under Secretary” each place it appears and inserting “Administrator”;

(4) in subsection (b), in the heading, by striking “UNDER SECRETARY” and inserting “ADMINISTRATOR”;

(5) in subsection (e)(4), by striking “Secretary of Transportation” and inserting “Secretary of Homeland Security”;

(6) in subsection (f)—

(A) in paragraph (6), by striking “Federal Security Managers” and inserting “Federal Security Directors”; and

(B) in paragraph (14), by inserting “air carriers or” before “foreign air carriers”;

(7) in subsection (g)—

(A) by striking “the Secretary” each place it appears and inserting “the Secretary of Homeland Security”; and

(B) in paragraph (3), by striking “The Secretary” and inserting “The Secretary of Homeland Security”;

(8) in subsection (j)(1)(D), by striking “the Secretary” and inserting “the Secretary of Homeland Security”;

(9) in subsection (1)—

(A) in paragraph (2)(A), by striking “the Secretary” and inserting “the Secretary of Homeland Security”; and

(B) in paragraph (4)(B), by striking “the Administrator under subparagraph (A)” and inserting “the Administrator of the Federal Aviation Administration under subparagraph (A)”;

(10) in subsection (m)—

(A) in the heading, by striking “UNDER SECRETARY” and inserting “ADMINISTRATOR”; and

(B) in paragraph (1), in the heading, by striking “UNDER SECRETARY” and inserting “ADMINISTRATOR”;

(11) in subsection (n), by striking “Department of Transportation” and inserting “Department of Homeland Security”;

(12) in subsection (o), by striking “Department of Transportation” and inserting “Department of Homeland Security”; and

(13) in subsection (p)(4), by striking “Secretary of Transportation” and inserting “Secretary of Homeland Security”.

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

The Chair recognizes the gentleman from New York.

#### GENERAL LEAVE

Mr. KATKO. Madam Speaker, I ask unanimous consent that all Members may have 5 legislative days 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. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today to ask the House to support H.R. 1309, the TSA Administrator Modernization Act of 2017.

TSA was created within the Department of Transportation in 2001 to address the security vulnerabilities that were exposed in the attacks of 9/11. At that time, the administrator was given a 5-year term. However, when TSA and its functions transferred to the Department of Homeland Security a year later, the 5-year term officially terminated by statute.

Many of the issues and bureaucratic challenges that TSA faces today stem from a lack of consistent leadership at the top. Since I came to Congress in January 2015, TSA has had no less than five different individual administrators, both as appointees and as acting administrators. This is a staggering number in such a brief period of time.

A revolving door of leadership has further exacerbated the numerous problems that plague this young agency. It is unacceptable that this has gone on for more than a decade. The American people deserve better, and that is why we are here today with this bill.

This bill addresses these issues by reestablishing the administrator’s position, level, and 5-year term, just as Congress originally intended when it created TSA in the wake of 9/11. Additionally, this bill updates Federal statute to reflect current policy by clarifying TSA’s proper role within the Department of Homeland Security.

While this is only one step in addressing the many challenges at TSA, this legislation will provide for more consistent leadership at such a critical security agency.

Ensuring the effectiveness of Federal agencies and the security of the American people is a bipartisan task, and one of which I am happy to be part of. I commend my colleagues on both sides of the aisle for coming together to support this bill. This is exactly what the American people expect from us.

I especially want to thank Chairman MCCAUL and Ranking Member THOMPSON for moving this bill swiftly through committee to the floor today. I also thank Congresswoman RICE, who is supporting this bill as well.

Madam Speaker, I reserve the balance of my time.

COMMITTEE ON TRANSPORTATION AND  
INFRASTRUCTURE, HOUSE OF REP-  
RESENTATIVES,

Washington, DC, March 13, 2017.

Hon. MICHAEL T. MCCAUL,  
Chairman, Committee on Homeland Security,  
Washington, DC.

DEAR CHAIRMAN MCCAUL: I write concerning H.R. 1309, the "TSA Administrator Modernization Act of 2017." This legislation includes matters that fall within the Rule X jurisdiction of the Committee on Transportation and Infrastructure.

In order to expedite Floor consideration of H.R. 1309, the Committee on Transportation and Infrastructure will forgo action on this bill. However, this is conditional on our mutual understanding that forgoing consideration of the bill does not prejudice the Committee with respect to the appointment of conferees or to any future jurisdictional claim over the subject matters contained in the bill or similar legislation that fall within the Committee's Rule X jurisdiction. I request you urge the Speaker to name members of the Committee to any conference committee named to consider such provisions.

Please place a copy of this letter and your response acknowledging our jurisdictional interest in the Congressional Record during House Floor consideration of the bill. I look forward to working with the Committee on Homeland Security as the bill moves through the legislative process.

Sincerely,

BILL SHUSTER,  
Chairman.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON HOMELAND SECURITY,  
Washington, DC, March 15, 2017.

Hon. BILL SHUSTER,  
Chairman, Committee on Transportation and  
Infrastructure, Washington, DC.

DEAR CHAIRMAN SHUSTER: Thank you for your letter regarding H.R. 1309, the "TSA Administrator Modernization Act of 2017." I appreciate your support in bringing this legislation before the House of Representatives. I understand that the Committee on Transportation and Infrastructure, to the extent it may have a jurisdictional claim, will not seek a sequential referral on the bill; and therefore, there has been no formal determination as to its jurisdiction by the Parliamentarian. We appreciate your cooperation in this matter.

The Committee on Homeland Security concurs with the mutual understanding that the absence of a decision on this bill at this time does not prejudice any claim the Committee on Transportation and Infrastructure may have held or may have on similar legislation in the future.

I will insert copies of this exchange in the Congressional Record during consideration of this bill on the House floor. I thank you for your cooperation in this matter.

Sincerely,

MICHAEL T. MCCAUL,  
Chairman,  
Committee on Homeland Security.

HOUSE OF REPRESENTATIVES, COM-  
MITTEE ON OVERSIGHT AND GOV-  
ERNMENT REFORM,

Washington, DC, March 13, 2017.

Hon. MICHAEL T. MCCAUL,  
Chairman, Committee on Homeland Security,  
Washington, DC.

DEAR MR. CHAIRMAN: I write concerning H.R. 1309, the "TSA Administrator Modernization Act of 2017." This bill amends positions included in executive service (5 U.S.C. §5315) which is within the jurisdiction of the Committee on Oversight and Government Reform. As a result of your having con-

sulted with me concerning the provision of the bill that falls within our Rule X jurisdiction, I agree not to seek a sequential referral so that the bill may proceed expeditiously to the House floor.

The Committee takes this action with our mutual understanding that by foregoing consideration of H.R. 1309 at this time we do not waive any jurisdiction over the subject matter contained in this or similar legislation. We will be appropriately consulted and involved as the bill or similar legislation moves forward so that we may address any remaining issues that fall within our Rule X jurisdiction. Further, I request your support for the appointment of conferees from the Committee on Oversight and Government Reform during any House-Senate conference convened on this or related legislation.

Finally, I would appreciate your response to this letter confirming this understanding and ask that a copy of our exchange of letters on this matter be included in the bill report filed by the Committee on Homeland Security, as well as in the Congressional Record during floor consideration, to memorialize our understanding.

Sincerely,

JASON CHAFFETZ,  
Chairman.

HOUSE OF REPRESENTATIVES,  
COMMITTEE ON HOMELAND SECURITY,  
Washington, DC, March 15, 2017.

Hon. JASON CHAFFETZ,  
Chairman, Committee on Oversight and Govern-  
ment Reform, Washington, DC.

DEAR CHAIRMAN CHAFFETZ: Thank you for your letter regarding H.R. 1309, the "TSA Administrator Modernization Act of 2017." I appreciate your support in bringing this legislation before the House of Representatives, and accordingly, understand that the Committee on Oversight and Government Reform will not seek a sequential referral on the bill.

The Committee on Homeland Security concurs with the mutual understanding that by foregoing a sequential referral of this bill at this time, the Committee on Oversight and Government Reform does not waive any jurisdiction over the subject matter contained in this bill or similar legislation in the future. In addition, should a conference on this bill be necessary, I would support your request to have the Committee on Oversight and Government Reform represented on the conference committee.

I will insert copies of this exchange in the Congressional Record during consideration of this bill on the House floor. I thank you for your cooperation in this matter.

Sincerely,

MICHAEL T. MCCAUL,  
Chairman,  
Committee on Homeland Security.

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

I rise in support of H.R. 1309, the TSA Administrator Modernization Act of 2017.

When the Transportation Security Administration was created after the terrorist attacks of September 11, 2001, Congress intended for the administrator to serve a 5-year term, like the administrator of the Federal Aviation Administration.

However, since TSA moved from the Department of Transportation to the Department of Homeland Security in 2003, there has been a lack of clarity about the length of the administrator's term. The measure before us today

clarifies Congress' expectation that TSA administrators serve for 5 years.

In TSA's short history, it has had six Senate-confirmed administrators. None has served more than 4 years. The last TSA administrator, Peter Neffenger, served just 2 years.

Stability at the top is critically important as we push TSA to improve its performance and address ongoing challenges.

For example, after recent covert testing carried out by the Department's inspector general revealed alarming weaknesses in checkpoint screening operations, Administrator Neffenger focused TSA's attention on addressing its detection rate failures, improving training, and reducing vulnerabilities associated with commercial aviation screening. At the same time, Administrator Neffenger worked with Congress to increase TSA staffing levels in response to long wait times at security checkpoints during the peak travel season last summer. Under his leadership, TSA successfully reduced wait times that had reached as long as 3 hours at some airplanes, without compromising the effectiveness of security measures. And while confronting those urgent short-term challenges, Administrator Neffenger was also focused on addressing TSA's longer-term challenges related to employee recruitment, retention, and morale.

I regret, as I know my colleague, Mr. KATKO, does, that Administrator Neffenger did not have the opportunity to stay on and continue making progress within the administration. But I think we can all agree that TSA needs steady leadership in order to continue to evolve and fulfill its mission to protect the traveling public.

We can help ensure that TSA will have that stability and sustained focus at the top by passing this bill today.

I thank my colleague from New York, Representative KATKO, for introducing this bipartisan legislation, and I urge all of our colleagues to give it their full support.

Madam Speaker, I urge support for H.R. 1309. This bill was unanimously approved by the Committee on Homeland Security earlier this month.

Enacting H.R. 1309 will provide TSA with stable, sustained leadership the administration needs to chart a more consistent course and overcome its longstanding challenges.

I would also like to commend my colleague, Mr. KATKO, who has been absolutely dogged in his support of TSA and ensuring that it has the support and the resources that it needs. I thank him for his work on this bill.

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

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

I want to recognize Congresswoman RICE's comments. I thought they were excellent, and not just because they were nice for me.

Her comments about Admiral Neffenger, in particular, were very poignant because he was doing a great job at TSA and he was only there 2

years. What he did in 2 years really made a big difference in the trajectory of that agency. Much like other Federal agencies that are empowered to do very important things, like the FBI who has a long-term tenure, I think the same thing needs to be done here.

Admiral Neffenger and people like him should be in control of the agency for extended periods of time because then, and only then, can we make the true changes that we are going to need.

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

□ 1600

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. 1309.

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.

## TRANSPARENCY IN TECHNOLOGICAL ACQUISITIONS ACT OF 2017

Mr. RUTHERFORD. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1353) to amend the Homeland Security Act of 2002 to require certain additional information to be submitted to Congress regarding the strategic 5-year technology investment plan of the Transportation Security Administration.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1353

*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 “Transparency in Technological Acquisitions Act of 2017”.

### SEC. 2. INFORMATION REQUIRED TO BE SUBMITTED TO CONGRESS UNDER THE STRATEGIC 5-YEAR TECHNOLOGY INVESTMENT PLAN OF THE TRANSPORTATION SECURITY ADMINISTRATION.

(a) ADDITIONAL INFORMATION REQUIRED.—Section 1611 of the Homeland Security Act of 2002 (6 U.S.C. 563) is amended—

(1) in subsection (g)—

(A) in the matter preceding paragraph (1), by striking “biennially” and inserting “annually”;

(B) in paragraph (1), by striking “and”;

(C) in paragraph (2), by striking the period and inserting “; and”;

(D) by adding at the end the following new paragraph:

“(3) information about acquisitions completed during the fiscal year preceding the fiscal year during which the report is submitted.”; and

(2) by adding at the end the following new subsections:

“(h) NOTICE OF COVERED CHANGES TO PLAN.—

“(1) NOTICE REQUIRED.—The Administrator shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives notice

of any covered change to the Plan by not later than 90 days after the date on which the change is made.

“(2) DEFINITION OF CHANGE.—In this subsection, the term ‘covered change’ means an increase or decrease in the dollar amount allocated to the procurement of a technology or an increase or decrease in the number of a technology.”.

(b) REPORT ON EQUIPMENT IN OPERATION POST-LIFE-CYCLE.—Not later than 90 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives a report describing any equipment of the Transportation Security Administration that is in operation after—

(1) the end of the life-cycle of the equipment specified by the manufacturer of the equipment; or

(2) the end of the useful life projection for the equipment under the strategic 5-year technology investment plan of the Transportation Security Administration, as required by section 1611 of the Homeland Security Act of 2002 (6 U.S.C. 563).

(c) NOTICE TO AIRPORTS AND AIRLINES.—Upon the enactment of this Act, the Administrator of the Transportation Security Administration shall notify airports and airlines of any changes to the 5-year technology investment plan of the Transportation Security Administration.

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

The Chair recognizes the gentleman from Florida.

### GENERAL LEAVE

Mr. RUTHERFORD. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days to revise and extend their remarks and to include any extraneous material in the RECORD.

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

There was no objection.

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

I rise today in strong support of H.R. 1353, the Transparency in Technological Acquisitions Act of 2017. I commend the gentlewoman from New York (Miss RICE) for introducing this very important bill.

Over the course of the last Congress, the Transportation and Protective Security Subcommittee conducted rigorous oversight of TSA’s technology and equipment acquisition process, and they found it fraught with waste and inefficiencies. The committee also found that TSA fails to effectively communicate its procurement needs with the private sector.

Our government relies upon private sector innovation to develop security technologies. However, that innovation comes with a price tag, and we cannot reasonably expect the private sector to spend millions of dollars in research and development of new emerging technologies without greater transparency and communication, both with the

TSA and the Department of Homeland Security, as to exactly what their future needs and technology investments will be in the future.

This bill will provide greater transparency into TSA’s acquisition plan, allowing for industry to better meet emerging needs, and enable better congressional oversight.

I urge my colleagues to support this important piece of legislation.

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

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume. I rise in support of H.R. 1353, the Transparency in Technological Acquisitions Act of 2017.

Mr. Speaker, last Congress, I served as the ranking member of the Transportation and Protective Security Subcommittee, and we held multiple hearings on TSA’s acquisition processes.

In the course of conducting oversight and engaging with stakeholders, we learned that deficiencies in TSA’s planning for technology investments were causing serious issues for technology companies who produce products to meet the Agency’s needs.

Under the Transportation Security Acquisition Reform Act, TSA was required to develop a 5-year technology investment plan. Stakeholders widely supported this strategy and welcomed the release of TSA’s first 5-year plan in August of 2015, but that support eroded when the budget request for the same year did not align with the acquisition schedule in the 5-year plan.

The purpose of the plan was to give businesses the time and certainty they need to align their resources and planning to meet TSA’s technology needs. Security technology manufacturers looked at the plan and invested significant resources in the technology that TSA planned to acquire, but then they saw the budget request and found that TSA had shifted direction and no longer planned to procure that technology.

That lost investment of time and resources hurts all technology manufacturers, but it can completely destroy small businesses and discourage small-business owners from working with the Federal Government.

My bill, H.R. 1353, will help solve this problem by requiring TSA to report to Congress on their 5-year plan annually instead of biennially, and it will require TSA to notify Congress and all relevant stakeholders of any changes or updates to the plan.

These commonsense steps will help ensure that there is ongoing engagement between TSA and industry stakeholders so that manufacturers of all sizes can continue to meet TSA’s technological needs and continue to innovate and address security vulnerabilities.

Mr. Speaker, I urge Members to support this legislation.

I want to thank Subcommittee Ranking Member BONNIE WATSON COLEMAN, Congressman KEATING, and Subcommittee Chairman JOHN KATKO for