a risk-based strategy to support international allocation decisions.

Shockingly, the Federal Air Marshal Service does not currently document the rationales for their international allocation decisions. Without this documentation, there is no verifiable method to determine whether the decisions are intelligence-driven, risk-based, or even in compliance with the TSA or DHS directives. Unless the Federal Air Marshal Service accounts for risk at every level of its deployment strategy, it cannot ensure that it is devoting its resources to cover the highest-risk flights.

It is incumbent upon us in Congress to address any vulnerabilities to our national security and to enable our Federal agencies to effectively deter, detect, and disrupt any attacks planned by our enemies, and this legislation does just that.

I would like to thank Chairman MCCAUL and Chairman KATKO for their strong support of this legislation, and I urge all my colleagues to support this bill.

Mrs. WATSON COLEMAN. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, the threats to aviation continue to require constant vigilance and effective security solutions.

The Federal Air Marshal Service does not have unlimited budgetary resources to deploy marshals on every passenger flight. As such, resources must be allocated based on risk. H.R. 4467 will help ensure that the TSA does just that, and I encourage my colleagues to support it.

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

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

Mr. Speaker, this bill makes total sense. If you are going to use Federal air marshals where they are needed most, it should be analytical and scientific-based so that we get the most bang for the buck.

Mr. Speaker, I urge my colleagues to support this bill, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Nebraska (Mr. BACON) that the House suspend the rules and pass the bill, H.R. 4467, 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. BACON. 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.

STRENGTHENING LOCAL TRANSPORTATION SECURITY CAPABILITIES ACT OF 2018

Mr. BACON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5089) to improve threat information sharing, integrated operations, and law enforcement training for transportation 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. 5089

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 ''Strengthening Local Transportation Security Capabilities Act of 2018''.

SEC. 2. DEFINITIONS.

In this Act:

(1) PUBLIC AND PRIVATE SECTOR STAKEHOLDERS.—The term ''public and private sector stakeholders'' has the meaning given such term in section 114(u)(1)(C) of title 49, United States Code.

(2) SURFACE TRANSPORTATION ASSET.—The term ''surface transportation asset'' includes facilities, equipment, or systems used to provide transportation services by—

(A) a public transportation agency (as such term is defined in section 1402(5) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110–53; 6 U.S.C. 1131(5)));

(B) a railroad carrier (as such term is defined in section 20102(3) of title 49, United States Code);

(C) an owner or operator of—

(i) an entity offering scheduled, fixed-route transportation services by over-the-road bus (as such term is defined in section 1501(4) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110–53; 6 U.S.C. 1151(4))); or

(ii) a bus terminal; or

(D) other transportation facilities, equipment, or systems, as determined by the Secretary.

(3) TRANSPORTATION FACILITY.—The term ''transportation facility'' means a bus terminal, intercity or commuter passenger rail station, airport, multi-modal transportation center, or other transportation facility, as determined by the Secretary of Homeland Security.

SEC. 3. THREAT INFORMATION SHARING.

(a) PRIORITIZATION.—The Secretary of Homeland Security shall prioritize the assignment of officers and intelligence analysts under section 210A of the Homeland Security Act of 2002 (6 U.S.C. 124h) from the Transportation Security Administration and, as appropriate, from the Office of Intelligence and Analysis of the Department of Homeland Security, to locations with participating State, local, and regional fusion centers in jurisdictions with a high-risk surface transportation asset in order to enhance the security of such assets, including by improving timely sharing of classified information regarding terrorist and other threats.

(b) INTELLIGENCE PRODUCTS.—Officers and intelligence analysts assigned to locations with participating State, local, and regional fusion centers under this section shall participate in the generation and dissemination of transportation security intelligence products, with an emphasis on terrorist and other threats to surface transportation assets that—

(1) assist State, local, and tribal law enforcement agencies in deploying their resources, including personnel, most efficiently to help detect, prevent, investigate, apprehend, and respond to terrorist and other threats;

(2) promote more consistent and timely sharing of threat information among jurisdictions; and

(3) enhance the Department of Homeland Security's situational awareness of such terrorist and other threats.

(c) CLEARANCES.—The Secretary of Homeland Security shall make available to appropriate owners and operators of surface transportation assets, and any other person that the Secretary determines appropriate to foster greater sharing of classified information relating to terrorist and other threats to surface transportation assets, the process of application for security clearances under Executive Order 13549 (75 Fed. Reg. 162; relating to a classified national security information program) or any successor Executive order.

SEC. 4. INTEGRATED AND UNIFIED OPERATIONS CENTERS.

(a) FRAMEWORK.—Not later than 120 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration, in consultation with the heads of other appropriate offices or components of the Department of Homeland Security, shall make available to public and private sector stakeholders a framework for establishing an integrated and unified operations center responsible for overseeing daily operations of a transportation facility that promotes coordination for responses to terrorism, serious incidents, and other purposes, as determined appropriate by the Administrator.

(b) REPORT.—Not later than one year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate regarding the establishment and activities of integrated and unified operations centers at transportation facilities at which the Transportation Security Administration has a presence.

SEC. 5. LOCAL LAW ENFORCEMENT SECURITY TRAINING.

(a) IN GENERAL.—The Secretary of Homeland Security, in consultation with public and private sector stakeholders, may develop, through the Federal Law Enforcement Training Centers, a training program to enhance the protection, preparedness, and response capabilities of law enforcement agencies with respect to terrorism and other serious incidents at a surface transportation asset.

(b) REQUIREMENTS.—If the Secretary of Homeland Security develops the training program described in subsection (a), such training program shall—

(1) be informed by current information regarding terrorist tactics;

(2) include tactical instruction tailored to the diverse nature of the surface transportation asset operational environment; and

(3) prioritize training officers from law enforcement agencies that are eligible for or receive grants under sections 2003 or 2004 of the Homeland Security Act of 2002 (6 U.S.C. 604 and 605) and officers employed by railroad carriers that operate passenger service, including interstate passenger service.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Nebraska (Mr. BACON) and the gentlewoman from California (Ms. BARRAGÁN) each will control 20 minutes.

The Chair recognizes the gentleman from Nebraska.

GENERAL LEAVE

Mr. BACON. Mr. Speaker, I ask unanimous consent that all Members may have five legislative days within which 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 Nebraska?

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 5089, the Strengthening Local Transportation Security Capabilities Act of 2018.

As evidenced by recent attacks in New York, London, and elsewhere around the world, the threat against surface transportation is real and unwavering. While the Department of Homeland Security, the Transportation Security Administration, and other Federal entities have made significant progress in providing support to State and local surface transportation assets, the current threat environment necessitates a coordinated approach.

Intelligence sharing is the backbone of informed, risk-based security, yet the top-down dissemination of this information is often stymied by bureaucracy and classification barriers.

This begs the question: How effective is intelligence collection and analysis if it does not reach the front line and inform subsequent decisionmaking?

H.R. 5089, the Strengthening Local Transportation Security Capabilities Act of 2018, requires the DHS Secretary to prioritize the assignment of officers and intelligence analysts and, as appropriate, the DHS Office of Intelligence and Analysis—or I&A—to fusion centers in jurisdictions with high-risk surface transportation assets.

High-risk surface transportation assets transport millions of people and commodities daily and are critical for the vitality of the American economy. This legislation will streamline and enhance the intelligence-sharing process so these high-risk systems are better prepared to be resilient against emerging threats.

A common complaint from owners, operators, law enforcement, and first responders is that the TSA, and the Federal Government in general, does not provide sufficient information for them to adequately prepare for threats. This is primarily due to issues surrounding classification, where key personnel at the State and local levels do not have access to pertinent security information.

As such, this bill requires the Secretary to make security clearances available to appropriate stakeholders, thereby making important and relevant threat information more accessible to the people who are heavily involved in the day-to-day security operations of surface transportation systems.

H.R. 5089 also requires the TSA Administrator to share with owners and operators a framework for unified operation centers to ensure robust response to security incidents.

Recent terror attacks and plots illustrate the challenges of effective coordination in a ''system of systems.'' This bill will streamline coordination efforts between Federal, State, and local entities to bring the right information to the right people.

The interconnected, diverse, and readily accessible nature of surface transportation systems creates unique security challenges that are best addressed by communication, coordination, and collaboration.

H.R. 5089 will create a structural framework to connect the Department of Homeland Security, the Transportation Security Administration, and surface transportation stakeholders, and it will facilitate timely information sharing.

I thank the gentlewoman from California (Ms. BARRAGÁN) for her leadership on this issue. I also thank the chairman of the Subcommittee on Transportation and Protective Security, Mr. KATKO, as well as the ranking member of the subcommittee, Mrs. WATSON COLEMAN, for their dedication to improving surface transportation security.

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

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

Mr. Speaker, I rise today in strong support of my bill, H.R. 5089, the Strengthening Local Transportation Security Capabilities Act of 2018.

Mr. Speaker, in 2013, my home airport, Los Angeles International Airport, came under attack when a gunman opened fire at a TSA security checkpoint, killing TSA Officer Gerardo Hernandez and injuring many others.

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This shooting was just one of several recent attacks on relatively soft targets such as public airport areas and surface transportation systems.

In the wake of the shooting at LAX, Congress passed the Gerardo Hernandez Airport Security Act of 2015, which made several important security improvements, including directing airports in high-risk surface transportation systems to install incident response plans and requiring TSA to provide active-shooter training to all of its screening personnel. Now, over 2 years later, it is time to take the next step in improving security for these soft targets. Enactment of my bill, H.R. 5089, is that next step. H.R. 5089 is focused on enhancing the capabilities of local transportation security stakeholders to prevent and respond to terrorist attacks and other serious incidents.

State and local stakeholders, including transit system owners and operators and law enforcement agencies, play a significant role in securing surface transportation systems against threats; yet many stakeholders cite a lack of sufficient information from TSA and the Federal Government to adequately prepare for these threats.

The Strengthening Local Transportation Security Capabilities Act of 2018 requires DHS to prioritize the assignment of officers and intelligence analysts to fusion centers in jurisdictions with a high-risk surface transportation asset, thus improving information sharing.

Further, it directs TSA to make a framework available to stakeholders for establishing operation centers responsible for overseeing daily operations of transportation facilities, allowing for improved communications.

Finally, it authorizes DHS to develop a training program through the Federal Law Enforcement Training Centers to enhance the capabilities of law enforcement agencies operating at surface transportation assets.

Taken together, the provisions build upon previous efforts to secure our transportation systems by enhancing protection, preparedness, and response capabilities of State and local partners working to protect these critical systems.

Mr. Speaker, the shooting at LAX, along with attacks on surface transportation systems and public airport areas in New Orleans, Fort Lauderdale, New York City, and overseas have proven that acts of terror are not limited to the aviation sector. To effectively address threats to surface transportation systems, State and local stakeholders must be able to communicate not only with TSA and the Federal Government, but amongst themselves during an incident. My bill seeks to bridge potential gaps in communication and coordination capabilities.

Mr. Speaker, I strongly urge my colleagues to support H.R. 5089, and I yield back the balance of my time.

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

Mr. Speaker, if we have important information we can't serve to the right decisionmakers at the local level, we fail, which we have learned from 9/11 and other places where information is bottled up and doesn't get to the people who need it. This bill helps solve that.

Mr. Speaker, I once again urge my colleagues to support this bill, and I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise as a member of the House Committee on Homeland Security, subcommittee on Cybersecurity and Infrastructure Protection to speak in strong support of H.R. 5089, ''the Strengthening Local Transportation Security Capabilities Act of 2018.''

Thank you Representative BARRAGÁN for introducing this important measure, as former Chairwoman of the Homeland Security Subcommittee on Transportation Security and Infrastructure Protection I understand the value and importance of this bill.

I have long supported bolstering our Nation's transportation system security through improving coordination of local jurisdictions with federal law enforcement agencies.

H.R. 5089 does just that by requiring the Department of Homeland Security to prioritize the detailing of personnel from the Transportation Security Administration and the DHS Office of Intelligence and Analysis to be stationed with participating state, local, and-regional fusion center in jurisdictions with a high-risk surface transportation asset.

In 2013, the Port of Houston which receives over 200 million tons of cargo a year was the 8th busiest container port in the nation.

Houston, also home to George Bush International Airport, the 14th busiest airport in the nation, will benefit directly from the resources provided in H.R. 5089.

Our transportation system facilitates economic growth through creating jobs, transporting goods, and connecting communities to one another.

This bill requires officers and analysts to participate in the generation and dissemination of transportation security intelligence products.

Additionally, H.R. 5089 directs TSA to make available to public and private sector stakeholders a framework for establishing integrated and unified operations centers responsible for overseeing daily operations of transportation facilities to promote coordination for responses to terrorism and other serious incidents.

Finally, it authorizes DHS to develop, through Federal Law Enforcement Training Centers, a training program to enhance the protection, preparedness, and response capabilities of law enforcement agencies with respect to terrorism and other serious incidents at surface transportation assets.

Taken together, the bill's provisions enhance the capabilities of local transportation security stakeholders to prevent and respond to terrorist attacks and other serious incidents.

We should support this effort to improve our National security and transportation capabilities against terrorism.

I ask my colleagues to join me in supporting H.R. 5089.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Nebraska (Mr. BACON) that the House suspend the rules and pass the bill, H.R. 5089, 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. BACON. 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.

KENNEDY-KING NATIONAL COMMEMORATIVE SITE ACT

Mr. LAMBORN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4851) to establish the Kennedy-King National Historic Site in the State of Indiana, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4851

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 ''Kennedy–King National Commemorative Site Act''.

SEC. 2. DEFINITIONS.

In this Act:

(1) SECRETARY.—The term ''Secretary'' means the Secretary of the Interior.

(2) SITE.—The term ''Site'' means the Kennedy-King National Commemorative Site as designated by section 3(a).

(3) STATE.—The term ''State'' means the State of Indiana.

SEC. 3. NATIONAL COMMEMORATIVE SITE.

(a) DESIGNATION.—The Landmark for Peace Memorial in Martin Luther King, Jr. Park in Indianapolis, in the State, is hereby designated as the Kennedy-King National Commemorative Site.

(b) AFRICAN AMERICAN CIVIL RIGHTS NETWORK.—The Site shall be part of the African American Civil Rights Network established under Public Law 115–104.

(c) ADMINISTRATION.—

(1) COOPERATIVE AGREEMENTS.—The Secretary may enter into cooperative agreements with appropriate public or private entities for interpretative and educational purposes related to the Site.

(2) EFFECT OF DESIGNATION.—The Site shall not be a unit of the National Park System.

(3) LIMITATIONS.—Nothing in this Act—

(A) authorizes the Secretary to interfere with the rights of any person with respect to private property or any local zoning ordinance or land use plan of the State or any political subdivision thereof; or

(B) authorizes the Secretary to acquire land or interests in land through condemnation or otherwise.

(d) SPECIAL RESOURCE STUDY.—The Secretary shall conduct a special resource study of the Site to evaluate the national significance of the Site and determine the suitability and feasibility of designating the Site as a unit of the National Park System. The Secretary shall also consider other alternatives for preservation, protection, and interpretation of the Site by Federal, State, or local government entities, or private and non-profit groups. The study shall be conducted in accordance with section 100507 of title 54, United States Code. Not later than three years after the date on which funds are made available to conduct the study, the Secretary shall submit a report to Congress that describes the results of the study and any recommendations of the Secretary.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Colorado (Mr. LAMBORN) and the gentlewoman from Hawaii (Ms. HANABUSA) each will control 20 minutes.

The Chair recognizes the gentleman from Colorado.

GENERAL LEAVE

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

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

There was no objection.

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

Mr. Speaker, H.R. 4851, introduced by Congressman ANDRÉ CARSON and cosponsored by Congresswoman SUSAN BROOKS, would establish the Kennedy-King National Commemorative Site in Indianapolis, Indiana.

Additionally, the bill directs the Secretary of the Interior to include the site in the newly established African American Civil Rights Network, and it authorizes a special resource study to evaluate the national significance of the site and determine the suitability and feasibility of including the site as a unit of the National Park system.

On April 4, 1968, Senator Robert F. Kennedy had scheduled a speech in Indianapolis during his campaign for the Presidency of the United States. Just prior to giving his remarks, Mr. Kennedy was informed of the assassination of Dr. Martin Luther King, Jr. He then changed his planned remarks to, instead, inform the large gathering of Dr. King's death.

In this historic speech, he called upon Americans to embrace nonviolence in reaction to the news of Dr. King's assassination. Senator Kennedy stated: ''What we need in the United States is not division; what we need in the United States is not hatred; what we need in the United States is not violence and lawlessness, but is love and wisdom and compassion toward one another, and a feeling of justice toward those who still suffer within our country, whether they be White or whether they be Black.''

The site where Senator Kennedy delivered the speech is currently located in a city park established in 1961 and has since served as a community gathering place. In 1994, the Landmark for Peace Memorial sculpture was erected on the site of Senator Kennedy's speech. April 4, 2018, marks the 50th anniversary of Robert Kennedy's speech and Dr. King's assassination.

I commend Representative CARSON and Representative BROOKS for working across the aisle on this bipartisan and important legislation.

Mr. Speaker, I urge adoption of the measure, and I reserve the balance of my time.

Ms. HANABUSA. Mr. Speaker, I yield such time as he may consume to the gentleman from Indiana (Mr. CARSON).

Mr. CARSON of Indiana. Mr. Speaker, I thank my good friend, Representative HANABUSA for yielding me this time.

Mr. Speaker, I am pleased to speak in support of my bill, H.R. 4851, the Kennedy-King National Commemorative Site Act. I also thank my colleagues on the Natural Resources Committee for their very prompt consideration of this bill, including Chairman BISHOP and Ranking Member GRIJALVA.

H.R. 4851 is a bipartisan and bicameral bill with the full support of the entire congressional delegation, including my good friend and colleague Congresswoman SUSAN BROOKS; including my mentor, one of my heroes, Representative JOHN LEWIS; and my buddy, Representative JOE KENNEDY. I thank them for joining the delegation of original cosponsors of Hoosiers.

Mr. Speaker, I introduced the Kennedy-King National Commemorative Site Act at the request of my constituents to provide formal National Park Service recognition to the site where Senator Robert F. Kennedy gave an extraordinary speech in Indianapolis in the spring of 1968.

This recognition, as well as addition to the African American Civil Rights