which has been a critical resource for the agency and stakeholders, and has led to a number of improvements in aviation security, as well as TSA processes.

Additionally, this bill explicitly directs TSA to expand the scope of its technology investment plan to incorporate investments related to surface transportation security and air cargo security.

My bill will signal to TSA that this committee takes its oversight of all transportation modes seriously and that the security of surface transportation modes should be a higher priority for the agency.

Mr. Speaker, I would like to thank the ranking member of the Transportation and Protective Security Subcommittee, Mrs. WATSON COLEMAN, for cosponsoring this legislation and for her dedication to securing all modes of transportation.

I also wish to thank Chairman MCCAUL for his support of this bill and for ensuring its swift markup at committee.

Whether we talk about mass transit, passenger rail, buses, trucking, freight rail, or pipelines, I understand that surface transportation is of critical importance to all our communities, including my home district in central New York. For that reason, I urge all of my colleagues to support the bill.

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

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

Mr. Speaker, I rise in support of H.R. 5081, the Surface Transportation Security and Technology Accountability Act of 2018.

Mr. Speaker, every day, millions of Americans engage with surface transportation across various modes, including passenger and freight trains, commuter rail, mass transit, and buses.

These systems, which so many of us rely on, are often viewed as soft targets, so it is more important than ever that we intensify efforts to secure these critical systems.

H.R. 5081 is a step in the right direction.

Mr. Speaker, I want to commend my colleague from New York (Mr. KATKO) for his hard work and dedication in putting this bill together and seeing that it gets to the floor this evening.

This bill authorizes the Transportation Security Administration to form a Surface Transportation Security Advisory Committee to advise on surface transportation security matters, including the development and implementation of policies and security directives. This committee will include stakeholders from each mode of surface transportation, including pipelines, as well as representatives from labor organizations, law enforcement, and the first responder community.

Importantly, H.R. 5081 requires TSA to consult with the advisory committee in the development of its technology investment plan to ensure that TSA develops new and effective security technologies for surface transportation and that we are investing in the right technology at the right time, at the right place.

Mr. Speaker, I urge my colleagues to support this bipartisan piece of legislation. Again, I commend the gentleman from New York (Mr. KATKO) for his hard work on this bill.

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

Mr. KATKO. Mr. Speaker, I would like to thank my colleague from Rhode Island for his kind words about this bill and for the bipartisanship that pervades our committee. It is a model, I think, that, Congress-wide, we could use more of. The bipartisanship that we have on this committee really is helping to keep America safer.

Mr. Speaker, I have no more speakers. I reserve the balance of my time.

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

Mr. Speaker, I just wanted to, again, also echo the words of my colleague from New York in that there is great bipartisanship on the Homeland Security Committee. I have often said that if there is one place we are going to find bipartisanship, it is when it comes to protecting the homeland, protecting our national security, and certainly it has been evidenced by this particular bill and the several bills that we will have before us this evening.

Mr. Speaker, H.R. 5081 will enhance the security of mass transit and other critical surface transportation modes. This legislation is sorely needed, and I thank the chairman of the Transportation and Protective Security Subcommittee, Mr. KATKO, for his efforts.

I encourage my colleagues to support H.R. 5081, and I yield back the balance of my time.

Mr. KATKO. Mr. Speaker, I urge my colleagues to support the 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 New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 5081.

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 TECHNOLOGY INNOVATION REFORM ACT OF 2018

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5730) to require testing and evaluation of advanced transportation security screening technologies related to the mission of 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. 5730

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 ''Transportation Security Technology Innovation Reform Act of 2018''.

SEC. 2. DEFINITIONS.

In this Act:

(1) ADMINISTRATION.—The term ''Administration'' means the Transportation Security Administration.

(2) ADMINISTRATOR.—The term ''Administrator'' means the Administrator of the Administration.

(3) APPROPRIATE CONGRESSIONAL COMMITTEE.—The term ''appropriate congressional committees'' means the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

(4) DEPARTMENT.—The term ''Department'' means the Department of Homeland Security.

SEC. 3. TRANSPORTATION SYSTEMS INTEGRATION FACILITY.

(a) IN GENERAL.—There is established in the Administration a Transportation Security Administration Systems Integration Facility (TSIF) for the purposes of testing and evaluating advanced transportation security screening technologies related to the mission of the Administration. The TSIF shall—

(1) evaluate such technologies to enhance the security of transportation systems through screening and threat mitigation and detection;

(2) conduct testing of such technologies to support identified mission needs of the Administration and to meet requirements for acquisitions and procurement;

(3) to the extent practicable, provide original equipment manufacturers with test plans to minimize requirement interpretation disputes and adhere to provided test plans;

(4) collaborate with other technical laboratories and facilities for purposes of augmenting TSIF's capabilities;

(5) deliver advanced transportation security screening technologies that enhance the overall security of domestic transportation systems; and

(6) to the extent practicable, provide funding and promote efforts to enable participation by a small business concern (as such term is described under section 3 of the Small Business Act (15 U.S.C. 632)) that has an advanced technology or capability but does not have adequate resources to participate in testing and evaluation processes.

(b) STAFFING AND RESOURCE ALLOCATION.—The Administrator shall ensure adequate staffing and resource allocations for the TSIF in a manner which—

(1) prevents unnecessary delays in testing and evaluating advanced transportation security screening technologies for acquisitions and procurement determinations;

(2) ensures the issuance of final paperwork certification does not exceed 45 days after the conclusion of such testing and evaluation; and

(3) collaborates with technology stakeholders to close capabilities gaps in transportation security.

(c) TIMEFRAME.—

(1) IN GENERAL.—The Administrator shall notify the appropriate congressional committees whenever testing and evaluation by TSIF of an advanced transportation security screening technology under this section exceeds 180 days as determined from the date on which the owner of such technology turned over such technology to the Administration after installation for testing and

evaluation purposes, as evidenced by a signed Test Readiness Notification from such owner to the Administration. Such notification shall include—

(A) information relating to the arrival date of such technology;

(B) reasons why the testing and evaluation process has exceeded 180 days; and

(C) an estimated time for completion of such testing and evaluation.

(2) RETESTING AND EVALUATION.—Advanced transportation security screening technology that fails testing and evaluation by the TSIF may be retested and evaluated.

(d) RELATIONSHIP TO OTHER DEPARTMENT ENTITIES AND FEDERAL AGENCIES.—The authority of the Administrator under this title shall not affect the authorities or responsibilities of any officer of the Department or of any officer of any other department or agency of the United States with respect to research, development, testing, and evaluation, including the authorities and responsibilities of the Undersecretary for Science and Technology of the Department and the Countering Weapons of Mass Destruction Office of the Department.

SEC. 4. REVIEW OF TECHNOLOGY ACQUISITIONS PROCESS.

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall, in coordination with relevant officials of the Department, conduct a review of existing advanced transportation security screening technology development, acquisitions, and procurement practices within the Administration. Such review shall include—

(1) identifying process delays and bottlenecks within the Department and the Administration regarding how such technology is identified, developed, acquired, and deployed;

(2) assessing whether the Administration can better leverage existing resources or processes of the Department for the purposes of technology innovation and development;

(3) assessing whether the Administration can further encourage innovation and competition among technology stakeholders, including through increased participation of and funding for small business concerns (as such term is described under section 3 of the Small Business Act (15 U.S.C. 632));

(4) identifying best practices of other Department components or United States Government entities; and

(5) a plan to address problems and challenges identified by such review.

(b) BRIEFING.—The Administrator shall provide to the appropriate congressional committees a briefing on the findings of the review required under this section and a plan to address problems and challenges identified by such review.

SEC. 5. ADMINISTRATION ACQUISITIONS AND PROCUREMENT ENHANCEMENT.

(a) IN GENERAL.—The Administrator shall—

(1) engage in outreach, coordination, and collaboration with transportation stakeholders to identify and foster innovation of new advanced transportation security screening technologies;

(2) streamline the overall technology development, testing, evaluation, acquisitions, procurement, and deployment processes of the Administration; and

(3) ensure the effectiveness and efficiency of such processes.

SEC. 6. ASSESSMENT.

The Secretary of Homeland Security, in consultation with the Chief Privacy Officer of the Department of Homeland Security, shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate a compliance assessment of the Transportation Security Administration's acquisition process relating to the health and safety risks associated with implementation of screening technologies.

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

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. KATKO. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and include any extraneous 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. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in strong support of H.R. 5730, the Transportation Security Technology Innovation Reform Act of 2018. This legislation represents a culmination of years of bipartisan oversight efforts by the Homeland Security Committee and, more specifically, the Subcommittee on Transportation and Protective Security, which I chair.

My committee colleagues and I have seen, firsthand, the challenges facing TSA in delivering advanced security technologies to the front lines at airports. Technologies such as Computed Tomography and Credential Authentication Technology are years behind where they should be in deployment due to unnecessary delays, opaque testing timelines, and capacity challenges at TSA.

What is even more frustrating is that these technologies, made by American companies, are already deployed at a number of airports overseas in foreign countries, while our own government cannot efficiently test and deploy these already-proven technologies.

For far too long we have seen the traveling public wait for cutting-edge technologies while bureaucratic hindrances and government inefficiencies plague TSA's testing and evaluation process. Today, the House has the opportunity to pass a solution to this problem.

H.R. 5730 will reform and galvanize efforts to bring 21st-century solutions to persistent security challenges facing America's transportation systems. Specifically, this legislation will authorize the core functions of the TSA Systems Integration Facility, or TSIF for short.

The TSIF will be charged with conducting efficient and transparent testing of critical security technologies in a manner that is responsive to stakeholders and the needs of the traveling public.

One key problem that I often hear from technology stakeholders is that TSA does not have the bandwidth or resources to efficiently conduct testing and evaluation of new screening technologies in a timely manner.

This legislation will ensure that adequate staffing and resources are allocated to the TSIF, and that TSA is authorized to collaborate with outside laboratories and stakeholders to expedite the much-needed testing of these technologies.

Further, this legislation provides significant accountability by requiring TSA to share test plans with original equipment manufacturers in order to ensure the integrity and consistency of testing and evaluation processes. The bill includes specific metrics for reporting to Congress and stakeholders on delays in testing so that there is greater visibility into potential bureaucratic hiccups.

H.R. 5730 directs the TSA Administrator to conduct a wholesale evaluation of the agency's testing and acquisition processes and identify areas that can be streamlined and improved. This legislation emphasizes the agency's need to engage and leverage other government agencies, transportation stakeholders, and small businesses, to more effectively and expeditiously deploy critical security technologies.

Mr. Speaker, the Transportation Security Technology Innovation Reform Act of 2018 cuts straight to the heart of the problems plaguing TSA, and directly addresses issues identified by stakeholders.

As any of my committee colleagues can tell you, the threats facing transportation security now are more severe and more troubling than ever, and our ability to effectively mitigate these threats with advanced technology is of the utmost importance.

I wish to thank my friend, the ranking member of the Subcommittee on Transportation and Protective Security, Mrs. WATSON COLEMAN, whose partnership and leadership on this issue has been critical to bringing this bill to the floor today.

I also would like to thank the full committee chairman, Mr. MCCAUL, for his support of the bill and for shepherding it through the committee process.

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

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

Mr. Speaker, I rise in support of H.R. 5730, the Transportation Security Technology Innovation Reform Act of 2018. H.R. 5730 authorizes TSA's Transportation Security Administration Systems Integration Facility, or TSIF.

Threats against the transportation system are constantly evolving. They demand the TSA be proactive in developing new and innovative technologies. By authorizing the TSIF, H.R. 5730 directs TSA to evaluate, test, collaborate on and, ultimately, deliver advance screening technologies.

H.R. 5730 also includes language to ensure that TSA has the necessary staff and resources to develop the best

and most cutting-edge technology. Importantly, the bill includes language authored by the Ranking Member, Mr. THOMPSON, to enhance the level of support TSA provides to small businesses throughout TSA's technology testing and procurement process.

Greater participation of small businesses, really, where innovation happens, in the security marketplace, will not only help ensure that promising technologies are pursued; it will also help TSA move away from its reliance on a handful of large technology manufacturers.

Mr. Speaker, I urge my colleagues in the House to support this measure, and I reserve the balance of my time.

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

First of all, I want to thank my colleague from Rhode Island for his comments in support of this bill as well, and shepherding it through the process here today on the floor.

I will note—and I want to digress for a moment. We went on a congressional delegation. I led that delegation to Europe and the Middle East several months ago, and it was a bipartisan effort to evaluate the technologies in use at other airports in Europe and in the Middle East. And it was stunning for us to go to those airports and see American-made computed tomography, or 3–D scanners, already on the front lines, already doing the job, already making those airports much safer than ours are today, and those products are made here in the United States.

It is maddening that we had this bureaucratic bottleneck of testing procedures and algorithms and everything else, while the front lines are not being addressed. So this bill attempts to address that backlog, and I am very proud to have been a sponsor of it.

Mr. Speaker, I have no more speakers, and I am prepared to close once the gentleman from Rhode Island does. I reserve the balance of my time.

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

H.R. 5730 is focused on closing security capability gaps and streamlining the technology acquisitions process at TSA.

When everything is said and done, TSA's ultimate mission is to ensure the safety and security of the traveling public, and H.R. 5730 would do just that.

I commend the gentleman from New York (Mr. KATKO) for his work on this legislation. I think it is going to make an appreciable difference in keeping the traveling public safe.

I urge my colleagues to support H.R. 5730, and I yield back the balance of my time.

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

To use an old saying that I like to use, TSA seems to be engaged in the practice of polishing the brass while the fire bell is ringing; and the fire bell is, indeed, ringing with the bad guys trying to get scary technology through our security measures in order to do harm to the American people. And the technologies that are already existing out there are not being put on the front line, and that is a shame. This bill attempts to address that.

Mr. Speaker, I urge my colleagues to support the 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 New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 5730, 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.

SECURING PUBLIC AREAS OF TRANSPORTATION FACILITIES ACT OF 2018

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5766) to improve the security of public areas of transportation facilities, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5766

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

SECTION 1. SHORT TITLE.

This Act may be cited as the ''Securing Public Areas of Transportation Facilities 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.

SEC. 3. PUBLIC AREA SECURITY WORKING GROUP.

(a) WORKING GROUP.—The Secretary of Homeland Security shall establish a working group to promote collaborative engagement between the Department of Homeland Security and public and private sector stakeholders to develop non-binding recommendations for enhancing security in public areas of transportation facilities (including facilities that are surface transportation assets), including recommendations regarding the following topics:

(1) Information sharing and interoperable communication capabilities among the Department of Homeland Security and public and private stakeholders with respect to terrorist or other threats.

(2) Coordinated incident response procedures.

(3) The prevention of terrorist attacks and other incidents through strategic planning, security training, exercises and drills, law enforcement patrols, worker vetting, and suspicious activity reporting.

(4) Infrastructure protection through effective construction design barriers and installation of advanced surveillance and other security technologies.

(b) ANNUAL REPORT.—Not later than one year after the establishment of the working group under subsection (a) and annually thereafter for five years, the Secretary of Homeland Security shall report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the working group's organization, participation, activities, findings, and non-binding recommendations for the immediately preceding 12-month period. The Secretary may publish a public version of such report that describes the working group's activities and such related matters as would be informative to the public, consistent with section 552(b) of title 5, United States Code.

(c) INAPPLICABILITY OF THE FEDERAL ADVISORY COMMITTEE ACT.—The Federal Advisory Committee Act (5 U.S.C. App.) shall not apply to the working group established under subsection (a) or any subsidiary thereof.

SEC. 4. TECHNICAL ASSISTANCE.

(a) IN GENERAL.—The Secretary of Homeland Security shall—

(1) inform owners and operators of surface transportation assets about the availability of technical assistance, including vulnerability assessment tools and cybersecurity guidelines, to help protect and enhance the resilience of public areas of such assets; and

(2) subject to the availability of appropriations, provide such technical assistance to requesting owners and operators of surface transportation assets.

(b) BEST PRACTICES.—Not later than one year after the date of the enactment of this Act, the Secretary of Homeland Security shall publish on the Department of Homeland Security's website and widely disseminate, as appropriate, best practices for protecting and enhancing the resilience of public areas of transportation facilities (including facilities that are surface transportation assets), including associated frameworks or templates for implementation. Such best practices shall be updated periodically.

SEC. 5. REVIEW.

(a) REVIEW.—Not later than one year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate a report that includes a review of regulations, directives, policies, and procedures issued by the Administrator regarding the transportation of a firearm and ammunition, and, as appropriate, information on plans to modify any such regulation, directive, policy, or procedure based on such review.

(b) CONSULTATION.—In preparing the report required under subsection (a), the Administrator of the Transportation Security Administration shall consult with the Aviation Security Advisory Committee (established