

Due to the vulnerability of corporations' operations, we need extensive measures to identify, analyze, and alleviate threats of cyberattacks.

Affected asset owners and operators will receive critical information to improve their overall network and control systems security to lower cybersecurity risks, and other recommendations.

Mr. Speaker, I urge my colleagues to join me in supporting H.R. 1158 to protect our nation from malicious attempts of cyberterrorism that strategically weaken our democracy.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from New York (Miss RICE) that the House suspend the rules and pass the bill, H.R. 1158, 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.

STRENGTHENING LOCAL TRANSPORTATION SECURITY CAPABILITIES ACT OF 2019

Miss RICE of New York. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2539) to require the Secretary of Homeland Security to prioritize the assignment of certain officers and intelligence analysts from the Transportation Security Administration and 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, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2539

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 2019".

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. 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 to 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 No. 13549 (75 Fed. Reg. 162; relating to a classified national security information program) or any successor Executive order.

SEC. 4. 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 terrorist and other threats 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 gentlewoman from New York (Miss RICE) and the gentleman from Texas (Mr. CRENSHAW) each will control 20 minutes.

The Chair recognizes the gentlewoman from New York.

GENERAL LEAVE

Miss RICE of New York. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from New York?

There was no objection.

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

Mr. Speaker, I rise in support of H.R. 2539, the Strengthening Local Transportation Security Capabilities Act of 2019.

Every day, tens of millions of Americans rely on our Nation's vast transportation surface system. Securing that system must remain one of our top national security priorities.

H.R. 2539 will help bolster situational awareness about threats to these vital systems by requiring DHS to prioritize the assignment of officers and intelligence analysts to State, local, and regional fusion centers located in areas with high-risk surface transportation assets.

Further, H.R. 2539 authorizes a training program to enhance the effectiveness of law enforcement agencies that protect surface transportation assets.

I would like to thank my colleague, Ms. BARRAGÁN, for introducing this important bill. I urge my House colleagues to support H.R. 2539.

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

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

I rise today in support of H.R. 2539, the Strengthening Local Transportation Security Capabilities Act of 2019. This bill will provide important support to surface transportation security at a time when our transportation sector faces evolving threats.

This bill ensures that the Secretary of Homeland Security will prioritize the assignment of intelligence analysts to fusion centers in areas with high-risk surface transportation assets to bolster security, improve coordination, and enhance information sharing.

This bill underscores the critically important work of State, local, and regional fusion centers in protecting the homeland. These centers analyze current threats and push critical threat information to the front lines.

It is important that Congress pass bills like this to strengthen the relationships among Federal, State, and local jurisdictions so that relevant threat information reaches the right people in a timely manner.

I am pleased by the support of my Democratic colleagues for fusion centers and hope this will lead to quick

passage of another bill, introduced by Homeland Security Committee Ranking Member ROGERS, H.R. 480, the Homeland Threat Assessment Act.

Keeping transportation systems secure is part and parcel to protecting the American way of life and keeping America moving forward. I commend this legislation for raising the baseline on how the Department of Homeland Security supports the security of surface transportation systems, and I urge my colleagues to support this bill.

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

Miss RICE of New York. Mr. Speaker, I have no more speakers, and I am prepared to close after the gentleman from Texas closes.

I reserve the balance of my time.

Mr. CRENSHAW. Mr. Speaker, I urge adoption of the bill, and I yield back the balance of my time.

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

H.R. 2539 would be an important step toward securing some of our country's most important transportation systems.

DHS is faced with an enormous challenge of combating the constantly evolving threats facing our Nation's transportation systems. Timely information sharing about these systems is essential to counter any threat.

Last Congress, a similar measure passed the House with wide bipartisan support. I urge my colleagues to join me in supporting this important legislation.

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

Ms. BARRAGÁN. Mr. Speaker, terrorists continue to pose a significant threat to transportation systems.

Since 9/11, Congress has supported efforts to strengthen the security of our transportation systems.

Working with the private sector and state and local governments, we have invested substantial resources to prevent attacks and improve our intelligence around potential threats.

Still, terrorists continue to probe critical infrastructure—looking for “soft targets” to attack.

Worldwide, increasingly, terrorist have turned their attention to mass transit systems, bus stations, and freight and passenger rail systems.

In America, surface transportation systems transport millions of passengers and tons of freight every day.

In my district, my constituents rely on L.A. Metro rail and bus systems to get them to their offices, doctor's appointments, places of worship, and homes every day.

According to L.A. Metro Monthly Ridership stats, over 31 million riders travel by bus or rail each month.

Due to the high accessibility of transit systems, protecting passengers and personnel is difficult.

Law enforcement agencies rely on credible, timely intelligence to keep systems secure.

My bill seeks to enhance security in two key ways.

First, it requires DHS to prioritize the assignment of officers and intelligence analysts to

State, local, and regional fusion centers areas with a high-risk surface transportation asset.

Such deployments would help ensure that intelligence relating to threats is shared with appropriate stakeholders in a timely manner, improving the chances of preventing the next attack.

Second, my bill authorizes DHS to develop a training program to enhance the protection, preparedness, and response capabilities of law enforcement agencies that operate at surface transportation assets.

Surface transportation systems are unique in their layouts and use, and training tailored to the uniqueness of these systems would help improve law enforcement capabilities.

This transportation security bill is supported on a bipartisan basis and, when it was considered last month in the Committee on Homeland Security, was approved unanimously.

As such, I strongly urge my colleagues to support this bill.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from New York (Miss RICE) that the House suspend the rules and pass the bill, H.R. 2539.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Miss RICE of New York. 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.

HOMELAND PROCUREMENT REFORM ACT

Mr. CORREA. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2083) to amend the Homeland Security Act of 2002 regarding the procurement of certain items related to national security interests for Department of Homeland Security frontline operational components, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2083

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 “Homeland Procurement Reform Act” or the “HOPR Act”.

SEC. 2. REQUIREMENTS TO BUY CERTAIN ITEMS RELATED TO NATIONAL SECURITY INTERESTS ACCORDING TO CERTAIN CRITERIA.

(a) IN GENERAL.—Subtitle D of title VIII of the Homeland Security Act of 2002 (6 U.S.C. 391 et seq.) is amended by adding at the end the following new section:

“SEC. 836. REQUIREMENTS TO BUY CERTAIN ITEMS RELATED TO NATIONAL SECURITY INTERESTS.

“(a) REQUIREMENT.—The Secretary shall ensure that any procurement of covered items for a frontline operational component meets the following criteria:

“(1) To the maximum extent possible, not less than one-third of funds obligated in a specific fiscal year for the procurement of such covered items shall be covered items

that are manufactured in part or provided in the United States by entities that qualify as small business concerns (as such term is described under section 3 of the Small Business Act (15 U.S.C. 632)).

“(2) Each prime contractor, with respect to the procurement of such covered items, shall ensure, to the maximum extent practicable, the following:

“(A) Each first-tier subcontractor and end item manufacturer complies with the contractor code of business ethics and conduct under section 3509 of title 41, United States Code, and the Federal Acquisition Regulation.

“(B) Each first-tier subcontractor and end-item manufacturer is in compliance with a standard identified by the Secretary as appropriate for quality, such as ISO 9001:2015 of the International Organization for Standardization.

“(C) The ability of a first-tier subcontractor to fulfill the terms of the contract is verified.

“(3) Each supplier of such a covered item with an insignia (such as any patch, badge, or emblem) and each supplier of such an insignia, if such covered item with such insignia or such insignia, as the case may be, is not produced, applied, or assembled in the United States, shall—

“(A) store such covered item with such insignia or such insignia in a locked area;

“(B) report any pilferage or theft of such covered item with such insignia or such insignia occurring at any stage before delivery of such covered item with such insignia or such insignia; and

“(C) destroy any defective or unusable covered item with insignia or insignia in a manner established by the Secretary, and maintain records, for three years after the creation of such records, of such destruction that include the date of such destruction, a description of the covered item with insignia or insignia destroyed, the quantity of the covered item with insignia or insignia destroyed, and the method of destruction.

“(b) PRICING.—The Secretary shall ensure that covered items are purchased at a fair and reasonable price, consistent with the procedures and guidelines specified in the Federal Acquisition Regulation.

“(c) REPORT.—Not later than 180 days after the date of the enactment of this section and annually thereafter, the Secretary shall provide to the Committee on Homeland Security, the Committee on Oversight and Reform, and the Committee on Appropriations of the House of Representatives, and the Committee on Homeland Security and Governmental Affairs and the Committee on Appropriations of the Senate a report on the following:

“(1) Instances in which vendors have failed to meet deadlines for delivery of covered items and corrective actions taken by the Department in response to such instances.

“(2) The status of efforts to carry out paragraph (1) of subsection (a).

“(3) A description of how the Department ensures the compliance of each prime contractor with the requirements of paragraph (2) of subsection (a) and any instances of non-compliance.

“(d) DEPARTMENT FRONTLINE OPERATIONAL COMPONENT DESCRIBED.—In this section, the term ‘Department frontline operational component’ refers to any of the following components of the Department:

“(1) U.S. Customs and Border Protection.

“(2) U.S. Immigration and Customs Enforcement.

“(3) The United States Secret Service.

“(4) The Transportation Security Administration.

“(5) The Cybersecurity and Infrastructure Security Agency.