

“(B) small business concerns owned and controlled by veterans;

“(C) small business concerns owned and controlled by service-disabled veterans;

“(D) qualified HUBZone small business concerns;

“(E) small business concerns owned and controlled by socially and economically disadvantaged individuals;

“(F) women-owned small business concerns;

“(G) historically Black colleges and universities; and

“(H) minority institutions of higher education;

“(2) describes the type of assistance provided by mentor firms to protégé firms;

“(3) identifies contracts within the Department in which a mentor firm serving as the prime contractor provided subcontracts to a protégé firm under the Program; and

“(4) assesses the degree to which there has been—

“(A) an increase in the technical capabilities of protégé firms; and

“(B) an increase in the quantity and estimated value of prime contract and subcontract awards to protégé firms for the period covered by the report.

“(g) DEFINITIONS.—In this section:

“(1) HISTORICALLY BLACK COLLEGE OR UNIVERSITY.—The term ‘historically Black college or university’ means any of the historically Black colleges and universities referred to in section 2323 of title 10, United States Code, as in effect on March 1, 2018.

“(2) MENTOR FIRM.—The term ‘mentor firm’ means a for-profit business concern that is not a small business concern that—

“(A) has the ability to assist and commits to assisting a protégé to compete for Federal prime contracts and subcontracts; and

“(B) satisfies any other requirements imposed by the Secretary.

“(3) MINORITY INSTITUTION OF HIGHER EDUCATION.—The term ‘minority institution of higher education’ means an institution of higher education with a student body that reflects the composition specified in section 312(b) of the Higher Education Act of 1965 (20 U.S.C. 1058(b)).

“(4) PROTÉGÉ FIRM.—The term ‘protégé firm’ means a small business concern, a historically Black college or university, or a minority institution of higher education that—

“(A) is eligible to enter into a prime contract or subcontract with the Department; and

“(B) satisfies any other requirements imposed by the Secretary.

“(5) SMALL BUSINESS ACT DEFINITIONS.—The terms ‘small business concern’, ‘small business concern owned and controlled by veterans’, ‘small business concern owned and controlled by service-disabled veterans’, ‘qualified HUBZone small business concern’, and ‘small business concern owned and controlled by women’ have the meaning given such terms, respectively, under section 3 of the Small Business Act (15 U.S.C. 632). The term ‘small business concern owned and controlled by socially and economically disadvantaged individuals’ has the meaning given such term in section 8(d)(3)(C) of the Small Business Act (15 U.S.C. 637(d)(3)(C)).”

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Homeland Security Act of 2002 is amended by inserting after the item relating to section 890A the following new item:

“Sec. 890B. Mentor-protégé program.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Michigan (Ms. SLOTKIN) and the gentleman from Louisiana (Mr. HIGGINS) each will control 20 minutes.

The Chair recognizes the gentlewoman from Michigan.

GENERAL LEAVE

Ms. SLOTKIN. 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 Michigan?

There was no objection.

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

Mr. Speaker, I rise today in strong support of H.R. 4727, the Department of Homeland Security Mentor-Protege Program Act of 2019.

Since the very earliest days of the Department of Homeland Security, it has operated a mentor-protege program to encourage large businesses to help small businesses build their capacity to compete for government contracts. However, this important program was never codified into law. H.R. 4727 not only authorizes the existing program but improves it.

Small businesses, including women-, veteran-, and minority-owned firms, are the backbone of our economy, but far too often, complex Federal contracting requirements shut them out of the Federal marketplace.

Building and sustaining a reliable pool of small business vendors is critical to ensuring that DHS and its ever-evolving contracting needs are met and that America's security is enhanced. H.R. 4727 seeks to build and sustain this pool by incentivizing large businesses to provide technical, managerial, financial assistance, and subcontracting opportunities to small businesses. This bill requires participating businesses to commit to a mentor-protege relationship for 3 years to help establish long-term relationships between large and small contractors.

Additionally, to ensure that Congress can monitor the effectiveness of the program in an ongoing way, it requires DHS to annually report on program participation and the benefits conferred upon small businesses.

Enactment of H.R. 4727 will ensure the continued and lasting success of the mentor-protege program, a vital small business program.

Mr. Speaker, I urge my colleagues to pass this commonsense legislation, and I reserve the balance of my time.

Mr. HIGGINS of Louisiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 4727, the Department of Homeland Security Mentor-Protege Program Act of 2019.

The Department of Homeland Security has an important mission to protect this Nation, but they cannot do it on their own. For many functions, DHS relies on contractors to get the job done.

H.R. 4727 would expand the contractor pool that DHS relies on by cre-

ating a mentor-protege program to help small businesses grow their technical capabilities.

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I support the legislation and the creation of this program at DHS, modeled after a similar one at the Department of Defense. Under the program, larger contractors would develop agreements with smaller firms to provide assistance and to potentially involve the smaller firm in DHS contracts at a subcontractor level.

To provide transparency into this program, the Office of Small and Disadvantaged Business Utilization will report annually to Congress. This will allow us to evaluate the benefit of this program and its progress in developing the contractor base.

I would like to thank Representative MCEACHIN for introducing H.R. 4727 and for his work to grow the capability of small businesses that contract for the DHS.

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

Ms. SLOTKIN. Mr. Speaker, formally authorizing the Department of Homeland Security's mentor-protege program will ensure the continued success of this important small business program.

DHS is to be commended in its earliest days for setting this program up.

I thank the gentleman from Virginia (Mr. MCEACHIN) for introducing this bill to help grow partnerships between small businesses and DHS.

Mr. Speaker, I urge my colleagues to support H.R. 4727, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Michigan (Ms. SLOTKIN) that the House suspend the rules and pass the bill, H.R. 4727.

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.

EMERGING TRANSPORTATION SECURITY THREATS ACT OF 2019

Ms. SLOTKIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3318) to require the Transportation Security Administration to establish a task force to conduct an analysis of emerging and potential future threats to 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. 3318

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 “Emerging Transportation Security Threats Act of 2019”.

SEC. 2. EMERGING AND FUTURE THREATS TASK FORCE.

(a) **IN GENERAL.**—Not later than 90 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration, in consultation with the Director of National Intelligence and the intelligence community (as such term is defined in section 3(4) of the National Security Act of 1947 (50 U.S.C. 3003(4))) and the heads of other Federal agencies, as determined appropriate by the Administrator, shall establish a task force to conduct an analysis of emerging and potential future threats to transportation security.

(b) **MEMBERSHIP.**—The task force established under subsection (a) shall be comprised of employees of the Department of Homeland Security who, in carrying out the analysis required under such subsection, shall consult with the Director of National Intelligence and the intelligence community and the heads of Federal agencies, as determined appropriate by the Administrator.

(c) **DEADLINE.**—Not later than 270 days after the Administrator establishes the task force under subsection (a), the task force shall submit to the Administrator the analysis required under such subsection.

(d) **ELEMENTS.**—The analysis required under subsection (a) shall include emerging and potential future threats posed by the following:

(1) Evolving tactics by terrorist organizations that may pose a catastrophic risk to an aviation or surface transportation entity.

(2) Explosive and explosive devices or attacks involving the use of explosives that may cause catastrophic damage to an aviation or surface transportation system.

(3) Chemical or biological agents being released in either aviation or surface transportation systems.

(4) Cyberthreat actors seeking to undermine confidence in transportation systems or cause service disruptions that jeopardize transportation security.

(5) Unmanned aerial systems with the capability of inflicting harm on transportation targets.

(6) Individuals or groups seeking to attack soft targets, public areas, or crowded spaces of transportation systems, including attacks against Transportation Security Administration employees and other security personnel.

(7) Foreign actors seeking to exploit vulnerabilities posed by the inconsistent or inadequate security screening protocols at last point of departure airports with direct flights to the United States.

(8) Information sharing challenges within the Federal Government and among partner governments.

(9) Information sharing challenges between the Administration or other relevant Federal agencies and transportation stakeholders, including air carriers, airport operators, surface transportation operators, and State and local law enforcement.

(10) Growth in passenger volume in both the aviation and surface transportation sectors.

(e) **MITIGATION.**—Not later than 120 days after the completion of the analysis required under subsection (a), the Administrator of the Transportation Security Administration shall develop, as appropriate, a threat mitigation strategy for each of the threats examined in such analysis, and—

(1) assign appropriate resources of the Administration to address such threats, based on calculated risk; or

(2) provide recommendations through the Department of Homeland Security to the appropriate Federal department or agency responsible for addressing such threats.

(f) **STAKEHOLDER ENGAGEMENT.**—When carrying out the analysis required under subsection (a), the Administrator of the Transportation Security Administration shall engage transportation stakeholders referred to in subsection

(b)(9) and account for security concerns of transportation operators by—

(1) convening not fewer than three industry day events for such transportation stakeholders to hear from relevant public and private sector security partners and provide feedback on threats such transportation stakeholders identify as emerging;

(2) developing strategies to solicit feedback on a consistent basis from such transportation stakeholders across all modes of transportation and providing consistent responses to stakeholder concerns;

(3) improving the quality, timeliness, and relevancy of information sharing products disseminated by the Administration to such transportation stakeholders, including classified information sharing products;

(4) coordinating security incident response and communications drills, including tabletop exercises, to improve incident preparedness and response capabilities across transportation modes and among transportation systems;

(5) encouraging regular communication between Federal Security Directors, Field Intelligence Officers, Federal Air Marshal Special Agents in Charge, and such transportation stakeholders;

(6) establishing regular opportunities for senior Administration leadership to engage with such transportation stakeholders regarding changes in the threat environment and how the Administration can offer security support to address such changes; and

(7) briefing the Aviation Security Advisory Committee and the Surface Transportation Security Advisory Committee on the efforts of the task force established pursuant to subsection (a).

(g) **BRIEFING TO CONGRESS.**—The Administrator of the Transportation Security Administration shall brief the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the results of the analysis required under subsection (a) and relevant mitigation strategies developed in accordance with subsection (c).

(h) **NON-APPLICABILITY OF FACA AND PRA.**—The Federal Advisory Committee Act (5 U.S.C. App.) and the Paperwork Reduction Act (44 U.S.C. 3501 et seq.) shall not apply to the task force established under subsection (a).

SEC. 3. COMPTROLLER GENERAL STUDY.

(a) **IN GENERAL.**—Not later than one year after the date of the enactment of this Act, the Comptroller General of the United States shall conduct a review of the feasibility, risks, costs, and potential threat mitigation benefits of the Transportation Security Administration deploying the agency's passenger and property screening assets to conduct screening in areas or facilities prior to passenger arrival at airport terminals.

(b) **STAKEHOLDER ENGAGEMENT.**—In conducting the review required under subsection (a), the Comptroller General of the United States shall consult with the Transportation Security Administration, airport operators, air carriers, businesses that operate in airports, labor groups representing the Transportation Security Administration and transportation sector personnel, and other stakeholders.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from Michigan (Ms. SLOTKIN) and the gentleman from Louisiana (Mr. HIGGINS) each will control 20 minutes.

The Chair recognizes the gentlewoman from Michigan.

GENERAL LEAVE

Ms. SLOTKIN. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and to in-

clude extraneous material on this measure.

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

There was no objection.

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

Mr. Speaker, I rise today to support H.R. 3318, the Emerging Transportation Security Threats Act of 2019.

Millions of people travel every day and rely on a secure transportation system to get them to their destination safely. Terrorists and other nefarious actors are constantly looking for new ways to attack and disrupt our Nation's transportation systems. All it takes is one successful attack for the public to lose confidence in the system as a whole.

We must ensure that our security systems remain one step ahead of nefarious actors and that all entities responsible for transportation security are collaborating and sharing information in an effective manner to help prevent an attack. This bill is a good step in this direction.

Importantly, it requires the TSA, in consultation with the intelligence community and other relevant Federal agencies, to establish a task force to analyze emerging and future threats to transportation security. Having individuals from across the Federal Government work together to assess emerging threats will help promote collaboration and efficiency across the agencies.

After the analysis is complete, H.R. 3318 requires TSA to develop a threat mitigation strategy for each threat the task force identifies. These mitigation strategies will be important tools for TSA as they consider how best to prevent potential threats from occurring.

Finally, the bill requires the Government Accountability Office to conduct a review to determine the costs and benefits of conducting screening prior to passenger arrival at an airport terminal.

Mr. Speaker, we must do all that we can to prevent an attack on our transportation systems. This bill promotes collaboration to put our security agencies in a better position to identify and mitigate threats.

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

Mr. HIGGINS of Louisiana. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 3318, the Emerging Transportation Security Threats Act of 2019, sponsored by my good friend and colleague, the gentleman from Pennsylvania (Mr. JOYCE).

This legislation establishes a task force aimed at improving the security of the traveling public by bringing together relevant Federal authorities and transportation security stakeholders.

The task force established by this legislation will look at emerging and

potential future threats to transportation security from a number of threat vectors, including cybersecurity, explosives, public area security, and evolving terrorist attacks.

This bill also directs the Administrator of the TSA to develop relevant threat mitigation plans in close coordination with transportation security stakeholders and appropriate Federal agencies.

Mr. Speaker, I thank the gentleman from Pennsylvania for his leadership on this issue.

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

Ms. SLOTKIN. Mr. Speaker, I have no more speakers, and I am prepared to close after the gentleman from Louisiana closes.

Mr. HIGGINS of Louisiana. Mr. Speaker, I yield 3 minutes to the gentleman from Pennsylvania (Mr. JOYCE).

Mr. JOYCE of Pennsylvania. Mr. Speaker, I rise today in support of my bill, H.R. 3318, the Emerging Transportation Security Threats Act of 2019. This legislation will ensure that Homeland Security is forward-looking in regard to threats facing America's transportation systems.

My district, Pennsylvania's 13th, is home to the Flight 93 National Memorial in Somerset County, which serves as a stark reminder of the heroism of ordinary Americans and why, as a Congress, we must act to protect our Nation against threats to the homeland.

Oftentimes, the Transportation Security Administration faces criticism from Congress, stakeholders, and the traveling public that the agency is too reactionary to evolving threats and not proactive enough in mitigating emerging threats to transportation.

H.R. 3318 seeks to improve collaboration among the TSA, the intelligence community, other Federal agencies, and transportation security stakeholders by creating a task force to conduct an analysis of emerging threats to transportation security. Once established, this task force will examine threats posed by evolving terrorist tactics, explosive devices, chemical and biological agents, cyber actors, unmanned aerial systems, and inadequate information sharing, among other security challenges.

For each threat examined by the task force established in this legislation, the TSA is directed to develop a mitigation strategy to protect the traveling public and identify needed security enhancements. This bill ensures that each of these efforts will include close collaboration with transportation stakeholders on the development of security strategies, improved information sharing practices, and regular interactions with senior TSA leadership on security matters.

Finally, this legislation requires the Government Accountability Office to conduct a review ensuring that the TSA effectively implements the bill's requirements.

Mr. Speaker, I thank the gentleman from Louisiana, CLAY HIGGINS, for his support of this bill and for working to bring it to the floor today. I urge all of my colleagues to support this legislation.

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

Ms. SLOTKIN. Mr. Speaker, securing our Nation's transportation systems from successful attack requires the collaboration of all stakeholders responsible for transportation security.

I thank the gentleman from Pennsylvania (Mr. JOYCE) for bringing this legislation forward, and I urge passage of H.R. 3318.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from Michigan (Ms. SLOTKIN) that the House suspend the rules and pass the bill, H.R. 3318, 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.

DEPARTMENT OF HOMELAND SECURITY OFFICE OF CIVIL RIGHTS AND CIVIL LIBERTIES AUTHORIZATION ACT

Ms. SLOTKIN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 4713) to amend the Homeland Security Act of 2002 to make certain improvements in the Office for Civil Rights and Civil Liberties of the Department of Homeland 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. 4713

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 "Department of Homeland Security Office of Civil Rights and Civil Liberties Authorization Act".

SEC. 2. OFFICER FOR CIVIL RIGHTS AND CIVIL LIBERTIES.

(a) IN GENERAL.—Section 705 of the Homeland Security Act of 2002 (6 U.S.C. 345) is amended—

(1) in the section heading, by striking "ESTABLISHMENT OF"; and

(2) by striking subsections (a) and (b) and inserting the following new subsections:

"(a) IN GENERAL.—There is established within the Department an Office for Civil Rights and Civil Liberties. The head of such Office is the Officer for Civil Rights and Civil Liberties, who shall report directly to the Secretary.

"(b) RESPONSIBILITIES.—The Officer for Civil Rights and Civil Liberties shall carry out the following responsibilities:

"(1) Oversee compliance with constitutional, statutory, regulatory, policy, and other requirements relating to the civil rights and civil liberties of individuals affected by the programs and activities of the Department.

"(2) Integrate civil rights and civil liberties protections into all programs and activities of the Department.

"(3) Conduct civil rights and civil liberties impact assessments, as appropriate, including prior to the implementation of new Department regulations, initiatives, programs, or policies.

"(4) Conduct periodic reviews of policies, procedures, and activities of the Department relating to civil rights and civil liberties.

"(5) Provide policy advice, recommendations, and other technical assistance relating to civil rights and civil liberties to the Secretary and to heads of components, directorates, and offices and other personnel within the Department.

"(6) Review, assess, and investigate complaints, including complaints filed by members of the public, and information indicating possible abuses of civil rights or civil liberties at the Department, unless the Inspector General of the Department determines that any such complaint should be investigated by the Inspector General.

"(7) Initiate reviews, investigations, and assessments of the administration of the programs and activities by the Department relating to civil rights and civil liberties, as the Officer determines necessary.

"(8) Coordinate with the Privacy Officer to ensure that—

"(A) programs, policies, and procedures involving civil rights, civil liberties, and privacy considerations are addressed in an integrated and comprehensive manner; and

"(B) Congress receives appropriate reports regarding such programs, policies, and procedures.

"(9) Lead the equal employment opportunity programs of the Department, including complaint management and adjudication, workforce diversity, and promotion of the merit system principles.

"(10) Make publicly available through accessible communications channels, including the website of the Department—

"(A) information on the responsibilities and functions of, and how to contact, the Office; and

"(B) summary of reports of investigations that result in final recommendations that are issued by the Officer upon completion of investigations carried out pursuant to paragraph (6); and

"(C) summaries of impact assessments issued by the Officer and carried out pursuant to paragraph (3) or (7).

"(11) Engage with individuals and communities whose civil rights and civil liberties may be affected by programs and activities of the Department, including by informing such individuals and communities about report and redress processes and advising the Secretary and heads of components, directorates, offices, and other personnel within the Department of concerns raised by such individuals and communities.

"(c) COORDINATION WITH INSPECTOR GENERAL.—

"(1) AUTHORITY TO INVESTIGATE POSSIBLE ABUSES.—The Officer for Civil Rights and Civil Liberties may investigate any matter referred to in paragraph (6) or (7) of subsection (b) after fulfilling the coordination requirements under paragraph (2) with respect to such matter.

"(2) COORDINATION REQUIREMENTS.—

"(A) REFERRAL OF MATTERS TO INSPECTOR GENERAL.—Before initiating any investigation described under paragraph (1), the Officer for Civil Rights and Civil Liberties shall refer the matter and all related complaints to the Inspector General of the Department.

"(B) INSPECTOR GENERAL RESPONSIBILITIES.—