

is required under Chinese law to share information with the government and its institutions. There are real concerns that this app could also collect information on users in the United States to advance Chinese counterintelligence efforts. And because it could become a tool for surveilling U.S. citizens or Federal personnel, TikTok has no business being on U.S. Government-issued devices.

While entrusted with keeping Americans safe, our security personnel should not use apps that could compromise Federal Government data. There is always a threat that TikTok could be used to compromise government devices, including those used in our airports and among our airport personnel. That is why this amendment is so important and why we should pass it without delay.

Recently, the TSA announced a prohibition on employees using or downloading TikTok on their government-issued work phones, and my amendment would make this ban law. Other government agencies and departments have instituted a prohibition on the use of TikTok on government-issued phones including the U.S. Army, the State Department, and the Department of Homeland Security.

TSA is right to institute this policy, especially as TikTok refuses to provide more transparency into some of its more controversial practices and use.

Mr. Chairman, I urge my colleagues to vote "yes" on my amendment to keep our government devices and our airports safe from potential foreign surveillance, and I reserve the balance of my time.

Mr. ROGERS of Alabama. Mr. Chairman, I claim the time in opposition to the bill, although I am not opposed to the amendment.

The Acting CHAIR. Without objection, the gentleman is recognized for 5 minutes.

There was no objection.

Mr. ROGERS of Alabama. Mr. Chairman, as the gentlewoman from Virginia has just stated, the administration has already taken some proactive steps to deal with this threat; however, we need to remain vigilant when it comes to dealing with counterintelligence threats and concerns in the Federal workforce. I think this amendment does that.

Mr. Chairman, I urge my colleagues to support it, and I reserve the balance of my time.

Ms. SPANBERGER. Mr. Speaker, I yield 2 minutes to the gentleman from Mississippi (Mr. THOMPSON).

Mr. THOMPSON of Mississippi. Mr. Chairman, I compliment the gentlewoman from Virginia in offering this amendment.

Recently, the intelligence community raised national security concerns about the TikTok app and its ties to China. As we always and have been continuously informed, the Chinese are trying to get information on what we are doing every day of the week, every

month, all the year. In response to this, TSA banned the use of TikTok by TSA employees on government-provided devices.

Representative SPANBERGER's amendment is to be commended for recognizing that national security concerns about this app and successor apps will not go away over time and for authorizing this amendment to be codified in law.

With that, Mr. Chairman, I urge my colleagues to support this amendment.

Ms. SPANBERGER. Mr. Chairman, I urge my colleagues to support this amendment and to continue protecting our Nation, and I yield back the balance of my time.

Mr. ROGERS of Alabama. Mr. Chairman, I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Virginia (Ms. SPANBERGER).

The amendment was agreed to.

AMENDMENT NO. 9 OFFERED BY MS. MUCARSEL-POWELL

The Acting CHAIR. It is now in order to consider amendment No. 9 printed in House Report 116-411.

Ms. MUCARSEL-POWELL. Mr. Chairman, I rise as the designee of Ms. SCHRIER, and I have an amendment at the desk.

The Acting CHAIR. The Clerk will designate the amendment.

The text of the amendment is as follows:

Add at the end the following:

SEC. 7. PREVENTION AND PROTECTION AGAINST CERTAIN ILLNESS.

The Administrator of the Transportation Security Administration, in coordination with the Director of Centers for Disease Control and Prevention and the Director of the National Institute of Allergy and Infectious Diseases, shall ensure that covered employees are provided proper guidance regarding prevention and protections against coronavirus, including appropriate resources.

The Acting CHAIR. Pursuant to House Resolution 877, the gentlewoman from Florida (Ms. MUCARSEL-POWELL) and a Member opposed each will control 5 minutes.

The Chair recognizes the gentlewoman from Florida.

Ms. MUCARSEL-POWELL. Mr. Chairman, this amendment will ensure that the TSA Administrator works in coordination with the Directors of the Centers for Disease Control and the National Institute of Allergy and Infectious Diseases to ensure that TSA employees are provided the proper guidance regarding prevention and protections against coronavirus, including appropriate resources.

TSA employees are on the front lines of strengthening the safety of our transportation systems while ensuring the freedom of movement for people and commerce, which is why this underlying legislation is so important.

As part of their mission, TSA employees constantly come in close contact with countless people every day

from across the country and from around the world. This means that their potential risk and exposure to the virus is heightened.

Our TSA employees work every day to protect us as we travel. In turn, we must do all we can to protect them while they are on the job.

Mr. Chairman, I urge support of this amendment and underlying bill, and I reserve the balance of my time.

Mr. ROGERS of Alabama. Mr. Chairman, I claim the time in opposition to the amendment, although I am not opposed to it.

The Acting CHAIR. Without objection, the gentleman is recognized for 5 minutes.

There was no objection.

Mr. ROGERS of Alabama. Mr. Chairman, this amendment recognizes that the coronavirus is a serious public health threat and that the TSA has a responsibility to educate its personnel as to how they should protect themselves. I can't imagine why anybody would oppose it.

Mr. Chairman, I urge my colleagues to vote "yes," and I yield back the balance of my time.

Ms. MUCARSEL-POWELL. Mr. Chairman, I am in agreement. I urge the support of this agreement, and I yield back the balance of my time.

The Acting CHAIR. The question is on the amendment offered by the gentlewoman from Florida (Ms. MUCARSEL-POWELL).

The question was taken; and the Acting Chair announced that the ayes appeared to have it.

Mr. THOMPSON of Mississippi. Mr. Chairman, I demand a recorded vote.

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, further proceedings on the amendment offered by the gentlewoman from Florida will be postponed.

Mr. THOMPSON of Mississippi. Mr. Chairman, I move that the Committee do now rise.

The motion was agreed to.

Accordingly, the Committee rose; and the Speaker pro tempore (Ms. MUCARSEL-POWELL) having assumed the chair, Mr. BROWN of Maryland, Acting Chair of the Committee of the Whole House on the state of the Union, reported that that Committee, having had under consideration the bill (H.R. 1140) to enhance the security operations of the Transportation Security Administration and stability of the transportation security workforce by applying the personnel system under title 5, United States Code, to employees of the Transportation Security Administration who provide screening of all passengers and property, and for other purposes, had come to no resolution thereon.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 9 o'clock and 57 minutes a.m.), the House stood in recess.

Ms. JACKSON LEE. Mr. Chair, I rise to speak in strong support of H.R. 1140, the Rights for Transportation Security Officers Act of 2020, which will create civil service protections for TSA employees that are long overdue.

H.R. 1140, mandates the conversion of all covered employees and positions within the Transportation Security Administration (TSA) to the provisions of title 5, United States Code.

The bill represents a longstanding priority for Chairman THOMPSON, the bill's author, and my own as a former chair of the Homeland Security Committee's Subcommittee on Transportation Security to extend the rights and protections afford to all federal government employees to TSA personnel.

Several versions of the bill have been introduced over the past decade, but this Congress is the first time the bill has received overwhelming, bipartisan support, with 236 co-sponsors including 10 Republicans.

The legislation curtails TSA's broad authorities to create and control its personnel systems, instead requiring TSA to abide by the provisions of title 5 which regulate personnel systems for most Federal agencies.

The bill would provide TSA employees with the workforce protections and benefits available to most other Federal workers.

The bill sets forth transition rules to protect the rate of pay and other rights of TSA employees during a transition to title 5.

The bill also requires the Secretary of Homeland Security to consult with the appropriate labor organizations to carry out the transition.

This bill does not affect prohibitions against disloyalty and asserting the right to strike against the federal government.

The bill also extends the timeline for the transition from 60 days to a more realistic 180 days, and it contains language to protect employees with grievances or disciplinary actions pending during the transition.

On the morning of September 11, 2001, nearly 3,000 people were killed in a series of coordinated terrorist attacks in New York, Pennsylvania and Virginia.

The attacks resulted in the creation of the Transportation Security Administration, which was designed to prevent similar attacks in the future by removing the responsibility for transportation security from private entities.

The Aviation and Transportation Security Act, passed by the 107th Congress and signed on November 19, 2001, established TSA just 2 months following the September 11, 2001 attacks.

The urgent need to provide a response to the available security threat was facing meant that much of the work to provide administrative structure and integration measures that would have woven in the civil service protections now been added did not occur at that time.

The TSA's mission is to protect the nation's transportation systems to ensure freedom of movement for people and commerce.

The work of the TSA is a frontline Department of Homeland Security and it is not easy—it can in fact be very dangerous.

Like many of my colleagues, I recall the shooting incident at LAX that killed Gerardo Hernandez, who became the first TSA officer killed in the line of duty; and the machete attack at the Louis Armstrong New Orleans

International Airport that resulted in injuries to Senior Transportation Security Officer Carol Richel.

These incidents only highlight the difficult work that the men and women of the TSA must perform each day to keep our nation's airports and flights safe.

The Department of Homeland Security (DHS) supports several key parts of the U.S. coronavirus response.

The TSA is responsible for: enforcing the travel restrictions for all flights that are carrying individuals who have recently traveled from China, notifying passengers and travelers of risks of contracting the virus, and coordinating with air carriers and airports to discuss government actions and seek input (TSA).

Allegations about mismanagement, wasteful procedures, retaliation against whistleblowers, low morale, and security gaps within the Agency are causes for concern.

TSA has consistently struggled with low morale across the workforce, ranking 303 out of 305 government agencies in 2016.

Low morale has a nexus to the high turnover rate within the ranks of Transportation Security Officers (TSOs).

TSOs represent 70 percent of the TSA workforce, yet have been denied full collective bargaining rights, whistleblower protections, and opportunities to effectively raise issues in dispute to an independent third party, such as the Merit Systems Protection Board.

Additionally, TSOs are subject to a pay and performance system that does not track with the General Services (GS) wage system, the primary wage system for Federal workers.

It is past time to make the changes provided by H.R. 1140, so the TSA workforce is treated equally to other federal employees with the power to advance and expand their opportunities as government employees.

Finally I am excited to support the Mucarsel-Powell amendment regarding infectious disease preparation and protection for TSOs, and the Cisneros Amendment that is very important which requires the DHS to prioritize hiring veterans including disabled veterans and others associated with veterans.

I ask my colleagues to join me in voting for H.R. 1140.

□ 1015

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BROWN of Maryland) at 10 o'clock and 15 minutes a.m.

RIGHTS FOR TRANSPORTATION SECURITY OFFICERS ACT OF 2020

The SPEAKER pro tempore. Pursuant to House Resolution 877 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the state of the Union for the further consideration of the bill, H.R. 1140.

Will the gentleman from Colorado (Mr. NEGUSE) kindly take the chair.

□ 1015

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the state of the Union for the

further consideration of the bill (H.R. 1140) to enhance the security operations of the Transportation Security Administration and stability of the transportation security workforce by applying the personnel system under title 5, United States Code, to employees of the Transportation Security Administration who provide screening of all passengers and property, and for other purposes, with Mr. NEGUSE (Acting Chair) in the chair.

The Clerk read the title of the bill.

The Acting CHAIR. When the Committee of the Whole rose earlier today, amendment No. 9, printed in House Report 116-411 offered by the gentleman from Florida (Ms. MUCARSEL-POWELL) had been postponed.

ANNOUNCEMENT BY THE ACTING CHAIR

The Acting CHAIR. Pursuant to clause 6 of rule XVIII, proceedings will now resume on those amendments printed in House Report 116-411 on which further proceedings were postponed, in the following order:

Amendment No. 7 by Mr. CISNEROS of California.

Amendment No. 9 by Ms. MUCARSEL-POWELL of Florida.

The Chair will reduce to 2 minutes the minimum time for any electronic vote after the first vote in this series.

AMENDMENT NO. 7 OFFERED BY MR. CISNEROS

The Acting CHAIR. The unfinished business is the demand for a recorded vote on the amendment offered by the gentleman from California (Mr. CISNEROS) on which further proceedings were postponed and on which the ayes prevailed by voice vote.

The Clerk will redesignate the amendment.

The Clerk redesignated the amendment.

RECORDED VOTE

The Acting CHAIR. A recorded vote has been demanded.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 399, noes 1, not voting 35, as follows:

[Roll No. 87]

AYES—399

Abraham	Boyle, Brendan	Chu, Judy
Adams	F.	Cicilline
Aderholt	Brady	Cisneros
Aguilar	Brindisi	Clark (MA)
Allen	Brooks (AL)	Clarke (NY)
Allred	Brooks (IN)	Clay
Amodei	Brown (MD)	Cleaver
Armstrong	Brownley (CA)	Cline
Arrington	Buchanan	Cloud
Axne	Buck	Clyburn
Babin	Bucshon	Cohen
Bacon	Budd	Cole
Baird	Burchett	Collins (GA)
Balderson	Burgess	Comer
Banks	Bustos	Conaway
Barr	Butterfield	Connolly
Barragán	Byrne	Cook
Bass	Calvert	Cooper
Beatty	Carbajal	Correa
Bergman	Carson (IN)	Costa
Biggs	Carter (GA)	Courtney
Bilirakis	Carter (TX)	Cox (CA)
Bishop (NC)	Cartwright	Craig
Bishop (UT)	Case	Crawford
Blumenauer	Casten (IL)	Crenshaw
Blunt Rochester	Castor (FL)	Crist
Bonamici	Castro (TX)	Crow
Bost	Chabot	Cuellar