

BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1870, 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.

TRANSPORTATION SECURITY PREPAREDNESS ACT OF 2021

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1893) to direct the Transportation Security Administration to develop a transportation security preparedness plan in the event of a communicable disease outbreak, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1893

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 Preparedness Act of 2021”.

SEC. 2. SURVEY OF THE TRANSPORTATION SECURITY ADMINISTRATION WORKFORCE REGARDING COVID-19 RESPONSE.

(a) **SURVEY.**—Not later than 1 year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (referred to in this section as the “Administrator”), in consultation with the labor organization certified as the exclusive representative of full- and part-time non-supervisory Administration personnel carrying out screening functions under section 44901 of title 49, United States Code, shall conduct a survey of the Transportation Security Administration (referred to in this section as the “Administration”) workforce regarding the Administration’s response to the COVID-19 pandemic. Such survey shall be conducted in a manner that allows for the greatest practicable level of workforce participation.

(b) **CONTENTS.**—In conducting the survey required under subsection (a), the Administrator shall solicit feedback on the following:

(1) The Administration’s communication and collaboration with the Administration’s workforce regarding the Administration’s response to the COVID-19 pandemic and efforts to mitigate and monitor transmission of COVID-19 among its workforce, including through—

(A) providing employees with personal protective equipment and mandating its use;

(B) modifying screening procedures and Administration operations to reduce transmission among officers and passengers and ensuring compliance with such changes;

(C) adjusting policies regarding scheduling, leave, and telework;

(D) outreach as a part of contact tracing when an employee has tested positive for COVID-19; and

(E) encouraging COVID-19 vaccinations and efforts to assist employees that seek to be vaccinated such as communicating the availability of duty time for travel to vaccination sites and recovery from vaccine side effects.

(2) Any other topic determined appropriate by the Administrator.

(c) **REPORT.**—Not later than 30 days after completing the survey required under subsection (a), the Administration shall provide

a report summarizing the results of the survey to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

SEC. 3. TRANSPORTATION SECURITY PREPAREDNESS PLAN.

(a) **PLAN REQUIRED.**—Section 114 of title 49, United States Code, is amended by adding at the end the following new subsection:

“(x) **TRANSPORTATION SECURITY PREPAREDNESS PLAN.**—

“(1) **IN GENERAL.**—Not later than two years after the date of the enactment of this subsection, the Secretary of Homeland Security, acting through the Administrator, in coordination with the Chief Medical Officer of the Department of Homeland Security and in consultation with the partners identified under paragraphs (3)(A)(i) through (3)(A)(iv), shall develop a transportation security preparedness plan to address the event of a communicable disease outbreak. The Secretary, acting through the Administrator, shall ensure such plan aligns with relevant Federal plans and strategies for communicable disease outbreaks.

“(2) **CONSIDERATIONS.**—In developing the plan required under paragraph (1), the Secretary, acting through the Administrator, shall consider each of the following:

“(A) The findings of the survey required under section 2 of the Transportation Security Preparedness Act of 2021.

“(B) All relevant reports and recommendations regarding the Administration’s response to the COVID-19 pandemic, including any reports and recommendations issued by the Comptroller General and the Inspector General of the Department of Homeland Security.

“(C) Lessons learned from Federal interagency efforts during the COVID-19 pandemic.

“(3) **CONTENTS OF PLAN.**—The plan developed under paragraph (1) shall include each of the following:

“(A) Plans for communicating and collaborating in the event of a communicable disease outbreak with the following partners:

“(i) Appropriate Federal departments and agencies, including the Department of Health and Human Services, the Centers for Disease Control and Prevention, the Department of Transportation, the Department of Labor, and appropriate interagency task forces.

“(ii) The workforce of the Administration, including through the labor organization certified as the exclusive representative of full- and part-time non-supervisory Administration personnel carrying out screening functions under section 44901 of this title.

“(iii) International partners, including the International Civil Aviation Organization and foreign governments, airports, and air carriers.

“(iv) Public and private stakeholders, as such term is defined under subsection (b)(1)(C).

“(v) The traveling public.

“(B) Plans for protecting the safety of the Transportation Security Administration workforce, including—

“(i) reducing the risk of communicable disease transmission at screening checkpoints and within the Administration’s workforce related to the Administration’s transportation security operations and mission;

“(ii) ensuring the safety and hygiene of screening checkpoints and other workstations;

“(iii) supporting equitable and appropriate access to relevant vaccines, prescriptions, and other medical care; and

“(iv) tracking rates of employee illness, recovery, and death.

“(C) Criteria for determining the conditions that may warrant the integration of additional actions in the aviation screening system in response to the communicable disease outbreak and a range of potential roles and responsibilities that align with such conditions.

“(D) Contingency plans for temporarily adjusting checkpoint operations to provide for passenger and employee safety while maintaining security during the communicable disease outbreak.

“(E) Provisions setting forth criteria for establishing an interagency task force or other standing engagement platform with other appropriate Federal departments and agencies, including the Department of Health and Human Services and the Department of Transportation, to address such communicable disease outbreak.

“(F) A description of scenarios in which the Administrator should consider exercising authorities provided under subsection (g) and for what purposes.

“(G) Considerations for assessing the appropriateness of issuing security directives and emergency amendments to regulated parties in various modes of transportation, including surface transportation, and plans for ensuring compliance with such measures.

“(H) A description of any potential obstacles, including funding constraints and limitations to authorities, that could restrict the ability of the Administration to respond appropriately to a communicable disease outbreak.

“(4) **DISSEMINATION.**—Upon development of the plan required under paragraph (1), the Administrator shall disseminate the plan to the partners identified under paragraph (3)(A) and to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

“(5) **REVIEW OF PLAN.**—Not later than two years after the date on which the plan is disseminated under paragraph (4), and biennially thereafter, the Secretary, acting through the Administrator and in coordination with the Chief Medical Officer of the Department of Homeland Security, shall review the plan and, after consultation with the partners identified under paragraphs (3)(A)(i) through (3)(A)(iv), update the plan as appropriate.”.

(b) **COMPTROLLER GENERAL REPORT.**—Not later than one year after the date on which the transportation security preparedness plan required under subsection (x) of section 114 of title 49, United States Code, as added by subsection (a), is disseminated under paragraph (4) of such subsection (x), the Comptroller General of the United States 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 containing the results of a study assessing the transportation security preparedness plan, including an analysis of—

(1) whether such plan aligns with relevant Federal plans and strategies for communicable disease outbreaks; and

(2) the extent to which the Transportation Security Administration is prepared to implement the plan.

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

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days in which to

revise and extend their remarks and include extraneous material on the measure.

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

There was no objection.

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

Madam Speaker, I rise today in strong support of H.R. 1893, the Transportation Security Preparedness Act of 2021.

Since the start of the COVID-19 pandemic, more than 8,200 TSA employees have contracted coronavirus. Tragically, 17 hardworking frontline workers have lost their lives.

While TSA has taken steps to shield its workers and adjust security operations during the pandemic, its COVID-19 response was ranked low in employee surveys. More must be done to make sure TSA is adequately prepared for future disease outbreaks.

H.R. 1893 directs TSA to apply the lessons learned from the COVID-19 pandemic to protect its workforce and the traveling public during future disease outbreaks.

To do so, TSA is required to survey its workforce in more detail regarding pandemic response to ascertain areas for improvement that can be integrated into a transportation security preparedness plan for future pandemics. Specifically, the survey will examine TSA's efforts to communicate clearly with its workforce, protect employees with personal protective equipment, adjust workplace policies, engage in contact tracing, and facilitate COVID-19 vaccinations for workers.

TSA is then directed to integrate the information it collects into a transportation security preparedness plan that sets forth how TSA will respond to future pandemics, including how it will protect its workforce, communicate and collaborate with public and private entities, and adjust checkpoint operations to maintain security without compromising health and safety.

TSA is also required to assess what barriers remain to its ability to respond to the next disease outbreak.

H.R. 1893 will ensure that TSA will be able to respond quickly and effectively to prevent the next disease outbreak.

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

□ 1230

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

Madam Speaker, I rise today in support of H.R. 1893, the Transportation Security Preparedness Act of 2021.

Our dedicated TSA workforce is critical in protecting our Nation's transportation system. This legislation will ensure that the voices of those frontline workers who have served tirelessly during the COVID-19 pandemic are heard as TSA improves its prepared-

ness and protection of the transportation system in the face of future public health threats.

Madam Speaker, I urge all Members to join me in supporting H.R. 1893.

Madam Speaker, I have no further speakers. I urge Members to support the bill of my good friend, BONNIE WATSON COLEMAN, the sponsor of the bill, and I yield back the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, as the American people return to air travel in greater numbers, it is essential that TSA plan for the future and use the lessons we have learned during COVID-19 to ensure that TSA responds more quickly and effectively to the next major public health crisis.

H.R. 1893 will allow TSA to reflect on the successes and the missteps of the past year and a half and create a concrete plan of action to protect workers and passengers.

Madam Speaker, I urge my colleagues to support H.R. 1893, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms. BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1893.

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. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

TRANSPORTATION SECURITY PUBLIC HEALTH THREAT PREPAREDNESS ACT OF 2021

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1893) to enhance the preparedness of the Transportation Security Administration for public health threats to the transportation security system of the United States, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1893

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 Public Health Threat Preparedness Act of 2021".

SEC. 2. DEFINITIONS.

For purposes of this Act:

(1) ADMINISTRATOR.—The term "Administrator" means the Administrator of the Transportation Security Administration.

(2) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term "appropriate congressional committees" means—

(A) the Committee on Homeland Security of the House of Representatives; and

(B) the Committee on Homeland Security and Governmental Affairs and the Committee on Commerce, Science, and Transportation of the Senate.

(3) DEPARTMENT.—The term "Department" means the Department of Homeland Security.

(4) STERILE AREA.—The term "sterile area" has the meaning given such term in section 1540.5 of title 49, Code of Federal Regulations.

(5) TSA.—The term "TSA" means the Transportation Security Administration.

SEC. 3. AUTHORIZATION OF TSA PERSONNEL DETAILS.

(a) COORDINATION.—Pursuant to sections 106(m) and 114(m) of title 49, United States Code, the Administrator may provide TSA personnel, who are not engaged in front line transportation security efforts, to other components of the Department and other Federal agencies to improve coordination with such components and agencies to prepare for, protect against, and respond to public health threats to the transportation security system of the United States.

(b) BRIEFING.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall brief the appropriate congressional committees regarding efforts to improve coordination with other components of the Department and other Federal agencies to prepare for, protect against, and respond to public health threats to the transportation security system of the United States.

SEC. 4. TSA PREPAREDNESS.

(a) ANALYSIS.—

(1) IN GENERAL.—The Administrator shall conduct an analysis of preparedness of the transportation security system of the United States for public health threats. Such analysis shall assess, at a minimum, the following:

(A) The risks of public health threats to the transportation security system of the United States, including to transportation hubs, transportation security stakeholders, TSA personnel, and passengers.

(B) Information sharing challenges among relevant components of the Department, other Federal agencies, international entities, and transportation security stakeholders.

(C) Impacts to TSA policies and procedures for securing the transportation security system.

(2) COORDINATION.—The analysis conducted of the risks described in paragraph (1)(A) shall be conducted in coordination with the Chief Medical Officer of the Department of Homeland Security, the Secretary of Health and Human Services, and transportation security stakeholders.

(b) BRIEFING.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall brief the appropriate congressional committees on the following:

(1) The analysis required under subsection (a).

(2) Technologies necessary to combat public health threats at security screening checkpoints to better protect from future public health threats TSA personnel, passengers, aviation workers, and other personnel authorized to access the sterile area of an airport through such checkpoints, and the estimated cost of technology investments needed to fully implement across the aviation system solutions to such threats.

(3) Policies and procedures implemented by TSA and transportation security stakeholders to protect from public health threats TSA personnel, passengers, aviation workers, and other personnel authorized to access the sterile area through the security screening checkpoints, as well as future plans for