

Mr. Speaker, while DHS has made tremendous efforts to enhance its bio-detection capabilities, we still have a long way to go. That is why it is important to pass this legislation, H.R. 706, which will foster innovation in bio-detection and ultimately strengthen our ability to protect our communities from biological threats.

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

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

Mr. Speaker, I, again, urge my colleagues to support H.R. 706, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. GREEN) that the House suspend the rules and pass the bill, H.R. 706.

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. GREEN of Tennessee. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

TSA COMMUTING FAIRNESS ACT

Mr. GREEN of Tennessee. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 862) to reduce commuting burdens on Transportation Security Administration employees, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 862

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 "TSA Commuting Fairness Act".

SEC. 2. FEASIBILITY STUDY ON TSA COMMUTING BENEFITS.

(a) IN GENERAL.—Not later than 270 days 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 and the Committee on Homeland Security and Governmental Affairs of the Senate a study on the feasibility of treating as on-duty hours the time Transportation Security Administration employees working at airport locations spend traveling between regular duty locations and airport parking lots and bus and transit stops.

(b) CONSIDERATIONS.—In conducting the feasibility study required under subsection (a), the Administrator of the Transportation Security Administration shall consider the following with respect to Transportation Security Administration employees:

(1) The amount of time needed by such employees to travel between regular duty locations and airport parking lots and bus and

transit stops at small hub airports, medium hub airports, and large hub airports (as such terms are defined in section 40102 of title 49, United States Code).

(2) The amount of time such employees spend commuting, on average, exclusive of the time described in paragraph (1).

(3) The potential benefits to such employees and the Administration of treating as on-duty hours the time described in such paragraph.

(4) The feasibility of using mobile phones, location data, and any other means to allow such employees to report their arrival to and departure from the airport parking lots and bus and transit stops concerned.

(5) The estimated costs of treating as on-duty hours the time described in such paragraph, including by considering such hours creditable as basic pay for retirement purposes.

(6) Other considerations determined appropriate by the Administrator.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. GREEN) and the gentleman from California (Mr. CORREA) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee.

GENERAL LEAVE

Mr. GREEN of Tennessee. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and to include extraneous material on H.R. 862.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

Mr. GREEN of Tennessee. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 862, the TSA Commuting Fairness Act.

TSA often struggles to adequately employ enough personnel. Given the high cost of housing near airports, travel time to and from work may be an inhibitor for current or future employees. This bill would require the TSA administrator to conduct a feasibility study to address this issue.

Mr. Speaker, I appreciate the work of the gentleman from New York (Mr. KENNEDY) on this bill, and I reserve the balance of my time.

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

Mr. Speaker, the ability of the TSA, or Transportation Security Administration, to recruit and retain a highly skilled, well-trained workforce is critical to our national security.

Since the agency was created in the aftermath of 9/11, TSA has helped prevent terrorist attacks against U.S. aircraft from happening.

The jobs of TSA employees are difficult, from the Transportation Security officers' perspective who screen millions of passengers a day, to Federal air marshals providing in-flight security, to canine handlers, inspectors, and cybersecurity experts, all helping to secure our air transportation system.

In recent weeks, life has only become harder for this workforce, as proba-

tionary employees have been fired and TSOs' collective bargaining rights have also come under attack.

Thankfully, we have the opportunity today, Mr. Speaker, to make life a bit easier for the hardworking civil servants of TSA.

The TSA Commuting Fairness Act, offered by my colleagues from New York, Mr. KENNEDY and Mr. GARBARINO, would require TSA to study the possibility of allowing employees' shifts to start upon arrival at the airport's parking lot and bus and transit stops.

These employees often face long commutes to get to the airport from the parking lot and then must travel long distances from the airport parking lots and transit stops to get to the TSA checkpoints.

Letting employees clock in using cell phones and location data would help alleviate the stress caused by irregular shuttles and the traffic that is very unpredictable around the airport.

This is a sensible bill, Mr. Speaker, that would address important quality-of-life concerns for a very critical workforce and, ultimately, our national security when it comes to commercial airline security.

I thank my colleagues for working in a bipartisan fashion to advance this measure, and I am glad to support it.

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

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

Mr. CORREA. Mr. Speaker, I yield such time as he may consume to the gentleman from New York (Mr. KENNEDY), the author of this measure.

Mr. KENNEDY of New York. Mr. Speaker, I rise in support of my bill, H.R. 862, the TSA Commuting Fairness Act.

Year after year, through holiday seasons and spring breaks, air travel continues to break records. These numbers are at an all-time high and are expected to continue to increase this upcoming spring.

The Transportation Security Administration, or TSA, reported over 3 million travelers on the Sunday after Thanksgiving in 2024, with the 10 busiest days in TSA's history occurring last year.

Each day, we depend on hardworking TSA employees to keep our skies safe. Transportation Security officers, or TSOs, inspect travelers as they move through checkpoints; Federal air marshals ensure in-flight security; and canine handlers enhance the system's security.

However, TSA employees face unique challenges when commuting to work. Many employees find that the housing they can afford is far from airports, leading to long commutes with limited public transit options and heavy traffic. Airport employees often begin their workday by parking or being dropped off in a designated parking lot where they must then wait for inconsistent shuttle service to reach the terminal.

From there, they may face a lengthy trek to the security checkpoint where they officially then clock in for work.

According to the Government Accountability Office, TSOs have reported that just getting from the parking lot to the checkpoint to clock in for work can take as long as 45 minutes to an hour at some airports.

My bill, the TSA Commuting Fairness Act, will help improve conditions for these civil servants by directing TSA to conduct a feasibility study on using mobile location data to allow employees to clock in for work upon arrival at the airport transit stops instead of when they reach that security checkpoint.

Doing so will help reduce commuting costs and improve the quality of life for TSA employees, while allowing agency leadership to manage the workforce appropriately.

This study will also provide important insight for TSA and Congress as we collectively seek innovative ways to recruit and retain top talent to help secure our transportation systems. My bill will help us build the workforce we need to address evolving threats and keep air travel trusted and secure.

Now, more than ever, it is critical that we advance policies like the TSA Commuting Fairness Act to make it clear that we value the critical work of our transportation security workers.

Mr. Speaker, I thank Congressman GARBARINO and my colleagues on both sides of the aisle for working with me to develop this legislation.

Mr. GREEN of Tennessee. Mr. Speaker, I am prepared to close, and I reserve the balance of my time.

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

Mr. Speaker, given the recent attacks against our Federal workers, we must seek innovative ways to compete for the top talent. This bill would require a feasibility study to improve the quality of life for the TSA workforce, while ensuring that TSA leadership retains the ability to manage the workforce appropriately and maintain security standards.

Mr. Speaker, I urge all Members of Congress to support this measure, and I yield back the balance of my time.

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

Mr. Speaker, I again urge my colleagues to support H.R. 862, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. GREEN) that the House suspend the rules and pass the bill, H.R. 862.

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.

STRATEGIC HOMELAND INTELLIGENCE AND ENFORCEMENT LEGISLATION TO DEFEND AGAINST THE CCP ACT

Mr. GREEN of Tennessee. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 708) to establish in the Department of Homeland Security a working group relating to countering terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 708

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 “Strategic Homeland Intelligence and Enforcement Legislation to Defend Against the CCP Act” or the “SHIELD Against CCP Act”.

SEC. 2. WORKING GROUP TO COUNTER CERTAIN THREATS POSED TO THE UNITED STATES BY THE CHINESE COMMUNIST PARTY.

(a) ESTABLISHMENT.—

(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Secretary of Homeland Security shall establish in the Department of Homeland Security a working group (in this section referred to as the “Working Group”), which shall carry out the duties specified in subsection (b) relating to countering terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party.

(2) DIRECTOR.—

(A) APPOINTMENT.—The head of the Working Group shall be a Director (in this section referred to as the “Director”), who shall be appointed by the Secretary of Homeland Security.

(B) REPORTING.—The Director shall report to the Secretary of Homeland Security regarding all administrative, operational, and security matters of the Working Group.

(3) STAFFING.—The Secretary of Homeland Security shall ensure the Working Group is provided with the following:

(A) A sufficient number of employees to perform required duties.

(B) Not fewer than one employee dedicated to ensuring compliance with privacy laws and regulations.

(4) DETAILEES.—The Working Group may accept and employ detailees with expertise in countering terrorist, cybersecurity, border and port security, and transportation security threats posed by the Chinese Communist Party to the United States, or in related fields, from any element of the intelligence community or any other Federal agency the Director determines appropriate, with or without reimbursement, consistent with applicable laws and regulations regarding such employees.

(b) DUTIES.—The Working Group shall carry out the following:

(1) Examine, assess, and report upon efforts by the Department of Homeland Security to counter terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party, including efforts to counter the Chinese Communist Party’s—

(A) nontraditional tactics and exploitation of the United States immigration system through—

(i) identity theft;

(ii) the immigrant and nonimmigrant visa processes;

(iii) unlawful border crossings;

(iv) human smuggling; and

(v) human trafficking;

(B) predatory economic and trade practices, including the trafficking of counterfeit and pirated goods, the use of forced labor, labor exploitation for financial gain, customs fraud, and theft of intellectual property and technology;

(C) direct or indirect support for transnational criminal organizations trafficking in fentanyl, illicit drug precursors, or other controlled substances through—

(i) the United States border;

(ii) international mail shipments; or

(iii) express consignment operations; and

(D) support for illicit financial activity by Chinese Money Laundering Organizations, including any repatriation to China or any other country of the proceeds derived from the activities described in subparagraphs (A) through (C).

(2) Account for the resources of the Department that are dedicated to programs aimed at countering terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party, and any supporting information as to the efficacy of each such program.

(3) Build upon existing or ongoing evaluations and avoid unnecessary duplication by reviewing the findings, conclusions, and recommendations of other appropriate working groups, committees, commissions, or entities established by the Department related to efforts to counter terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party.

(4) Identify gaps in policies, processes, and activities of the Department to respond to terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party.

(5) Facilitate cooperation and coordination among offices and components of the Department on a holistic response to countering terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party.

(c) ADDITIONAL DUTY RELATING TO INFORMATION SHARING.—The Working Group shall review, in coordination with the Office of Intelligence and Analysis of the Department of Homeland Security, information relating to terrorist, cybersecurity, border and port security, and transportation security threats posed to the United States by the Chinese Communist Party that is gathered by Federal, State, local, Tribal, and territorial partners, and the National Network of Fusion Centers, and incorporate such information, as appropriate, into the Working Group’s own information relating to such threats. The Working Group, in coordination with the Office of Intelligence and Analysis, shall also ensure the dissemination to Federal, State, local, Tribal, and territorial partners, and the National Network of Fusion Centers, of information related to such threats.

(d) ANNUAL ASSESSMENTS.—

(1) IN GENERAL.—Not later than 180 days after the date of the enactment of this section and annually thereafter for five years, the Secretary of Homeland Security, in coordination with the Under Secretary for Intelligence and Analysis of the Department of Homeland Security, the Director of the Federal Bureau of Investigation, and the Director of National Intelligence, shall submit to the appropriate congressional committees a report that assesses terrorist, cybersecurity,