

114TH CONGRESS
2D SESSION

H. R. 5338

To reduce passenger wait times at airports, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

MAY 26, 2016

Mr. KATKO (for himself, Mr. McCAUL, Mr. KEATING, Mr. KING of New York, Miss RICE of New York, Mr. DONOVAN, Ms. McSALLY, Mr. MARCHANT, Mr. JOYCE, and Mr. DOLD) introduced the following bill; which was referred to the Committee on Homeland Security

A BILL

To reduce passenger wait times at airports, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Checkpoint Optimiza-
5 tion and Efficiency Act of 2016”.

6 **SEC. 2. SENSE OF CONGRESS.**

7 It is the sense of Congress that airport checkpoint
8 wait times should not take priority over the security of
9 passengers.

1 **SEC. 3. ENHANCED STAFFING ALLOCATION MODEL.**

2 (a) IN GENERAL.—Not later than 30 days after the
3 date of the enactment of this Act, the Administrator of
4 the Transportation Security Administration shall complete
5 an assessment of the Administration’s staffing allocation
6 model to determine the necessary staffing positions at all
7 airports in the United States at which the Administration
8 operates passenger checkpoints.

9 (b) APPROPRIATE STAFFING.—The staffing alloca-
10 tion model described in subsection (a) shall be based on
11 necessary staffing levels to maintain minimal passenger
12 wait times.

13 (c) ADDITIONAL RESOURCES.—In assessing nec-
14 essary staffing for minimal passenger wait times referred
15 to in subsection (b), the Administrator of the Transpor-
16 tation Security Administration shall include the use of ca-
17 nine explosives detection teams and technology to assist
18 screeners conducting security checks.

19 (d) TRANSPARENCY.—The Administrator of the
20 Transportation Security Administration shall share with
21 air carriers and airport operators the staffing allocation
22 model described in subsection (a).

23 (e) GAO REVIEW.—Not later than 180 days after the
24 date of the enactment of this Act, the Comptroller General
25 of the United States shall review the staffing allocation
26 model described in subsection (a) and report to the Com-

1 mittee on Homeland Security of the House of Representa-
2 tives and the Committee on Commerce, Science, and
3 Transportation of the Senate on the results of such review.

4 **SEC. 4. EFFECTIVE UTILIZATION OF STAFFING RE-**
5 **SOURCES.**

6 (a) IN GENERAL.—To the greatest extent practicable,
7 the Administrator of the Transportation Security Admin-
8 istration shall direct that Transportation Security Officers
9 are assigned to passenger and baggage security screening
10 functions and that other Administration and other appro-
11 priate personnel are utilized for tasks not directly related
12 to security screening, including restocking bins and pro-
13 viding instructions and support to passengers in security
14 lines.

15 (b) ASSESSMENT AND REASSIGNMENT.—The Admin-
16 istrator of the Transportation Security Administration
17 shall conduct an assessment of headquarters personnel
18 and reassign appropriate personnel to assist with airport
19 security screening activities on a permanent or temporary
20 basis.

21 **SEC. 5. TSA STAFFING AND RESOURCE ALLOCATION.**

22 (a) IN GENERAL.—Not later than 30 days after the
23 date of the enactment of this Act, the Administrator of
24 the Transportation Security Administration shall take the
25 following actions:

1 (1) Utilize the Administration’s Behavior De-
2 tection Officers to verify traveler documents, par-
3 ticularly at designated PreCheck lanes to ensure
4 that such lanes are operational for use and max-
5 imum efficiency.

6 (2) Make every practicable effort to grant addi-
7 tional flexibility and authority to Federal Security
8 Directors in matters related to checkpoint and
9 checked baggage staffing allocation and employee
10 overtime.

11 (3) Disseminate to air carriers, airport opera-
12 tors, and appropriate Administration personnel a list
13 of checkpoint optimization best practices.

14 (4) Expand efforts to increase the public’s par-
15 ticipation in the Administration’s PreCheck pro-
16 gram, including deploying Administration-approved
17 ready-to-market private sector solutions and offering
18 secure online and mobile enrollment opportunities.

19 (5) Direct the Aviation Security Advisory Com-
20 mittee (established pursuant to section 44946 of
21 title 49, United States Code) to provide rec-
22 ommendations within 60 days on checkpoint oper-
23 ations optimization.

24 (b) STAFFING ADVISORY COORDINATION.—Not later
25 than 30 days after the date of the enactment of this Act,

1 the Administrator of the Transportation Security Admin-
2 istration shall—

3 (1) in coordination with local representatives
4 from airports and air carriers, establish a staffing
5 advisory working group at each airport at which the
6 Administration oversees or performs passenger secu-
7 rity screening to coordinate a service level agreement
8 and minimum Administration staffing numbers to be
9 provided to each such airport;

10 (2) in coordination with representatives from
11 airports and air carriers, establish a staffing advi-
12 sory committee at the national level to coordinate
13 and share information relating to best practices con-
14 cerning Administration staffing numbers being pro-
15 vided to airports; and

16 (3) certify to the Committee on Homeland Se-
17 curity of the House of Representatives and the Com-
18 mittee on Commerce, Science, and Transportation of
19 the Senate that such staffing advisory committees
20 have been established.

21 (c) REPORTING.—Not later than 60 days after the
22 date of the enactment of this Act, the Administrator of
23 the Transportation Security Administration shall—

24 (1) report to the Committee on Homeland Se-
25 curity of the House of Representatives and the Com-

1 mittee on Commerce, Science, and Transportation of
2 the Senate regarding how the Administration’s Pas-
3 senger Screening Canine assets may be deployed and
4 utilized for maximum efficiency to mitigate risk and
5 optimize checkpoint operations; and

6 (2) report to the Committee on Homeland Se-
7 curity of the House of Representatives and the Com-
8 mittee on Commerce, Science, and Transportation of
9 the Senate on the status of the Administration’s
10 Credential Authentication Technology Assessment
11 program and how deployment of such program
12 might optimize checkpoint operations.

13 **SEC. 6. RULE OF CONSTRUCTION.**

14 Nothing in this Act may be construed as authorizing
15 or directing the Administrator of the Transportation Secu-
16 rity Administration to prioritize reducing wait times over
17 security effectiveness.

○