

other monetary instruments as the Secretary may describe in such order)" and inserting "funds (as the Secretary may describe in such order);"; and

(3) in subsection (b)—

(A) in paragraph (1)(A), by striking "coins or currency (or monetary instruments)" and inserting "funds"; and

(B) in paragraph (2), by striking "coins or currency (or such other monetary instruments as the Secretary may describe in the regulation or order)" and inserting "funds (as the Secretary may describe in the regulation or order)".

(b) CLERICAL AMENDMENT.—The table of contents for chapter 53 of title 31, United States Code, is amended in the item relating to section 5326 by striking "coin and currency".

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. FITZPATRICK) and the gentleman from Massachusetts (Mr. LYNCH) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

#### GENERAL LEAVE

Mr. FITZPATRICK. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and to include extraneous material on the bill.

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

There was no objection.

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

Mr. Speaker, H.R. 5602 amends the section of the United States Code that allows the Treasury Secretary to issue "geographical targeting orders," requiring more detailed information to be reported to the Treasury Department regarding certain types of transactions in a specific area for a limited amount of time.

These geographical targeting orders, or GTOs, allow the Treasury to seek more granular detail on a type of activity in a specific area believed to be used for some form of illicit finance. GTOs in the past have been used to identify trade-based money laundering in counterfeit electronics or garments, or to identify repatriation of drug sales proceeds to drug traffickers.

During a February task force hearing, former U.S. intelligence officer and Treasury special agent cited trade-based money laundering as an area of concern when dealing with illicit financing, stating that such techniques are allowing our adversaries to transfer value to one another right under our noses.

Current language allows the Secretary to seek more detailed reporting of coins, currency, or monetary instruments. But Treasury believes that language does not, in some instances, allow for requiring, or compelling the reporting of, information on some sorts of noncash transactions.

As illicit finance increasingly seeks to elude detection in the legal banking system, a slightly broader of what

sorts of transfers of value should be reported would make such GTOs more effective, in Treasury's view.

I reserve the balance of my time.

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

Mr. Speaker, I would like to start by thanking House Financial Services Committee Chairman HENSARLING of Texas and Ranking Member MAXINE WATERS of California for creating the Financial Services Committee's Task Force to Investigate Terrorism Financing, which is a 21-member bipartisan group charged with ensuring that our government is using every tool at its disposal to deprive groups like the Islamic State, Boko Haram, and other terrorist organizations of the funds they rely on to advance their destructive ideology.

I would also like to thank our chairman, the gentleman from Pennsylvania (Mr. FITZPATRICK); our vice chair, the gentleman from North Carolina (Mr. PITTENGER); and the rest of my colleagues on the Financial Services Committee for their work to improve our efforts to halt terrorist financing.

The bill I introduced that is before us today expands the Financial Crimes Enforcement Network's ability to collect information under geographic targeting orders. My colleagues on both sides of the aisle, including Mr. PETER KING of New York, Ms. MAXINE WATERS of California, Mr. MICHAEL FITZPATRICK of Pennsylvania, Mr. GREGORY MEEKS of New York, Mr. STEVE STIVERS of Ohio, Mr. BRUCE POLIQUIN of Maine, Mr. ROBERT PITTENGER of North Carolina, Mr. KEITH ELLISON of Minnesota, Mr. ANDY BARR of Kentucky, Mr. BILL FOSTER of Illinois, Mr. BRAD SHERMAN of California, Mr. FRENCH HILL of Arkansas, and Mr. AL GREEN of Texas, joined me in cosponsoring this important legislation.

During congressional delegations to foreign countries to deal with the central banks in other countries and also financial intelligence units from very difficult locations, we made it a priority to meet with regional financial intelligence units to get updates on efforts to combat terrorist financing. Witnessing the important work of the FIUs around the globe demonstrates the need for the United States to continue to support efforts to develop robust legal, regulatory, and operational frameworks to combat terrorist financing and money laundering.

In line with that, it is crucial that we work to strengthen the Financial Crimes Enforcement Network, FinCEN, the U.S. financial intelligence unit. By sharing financial intelligence with law enforcement, private industry, and its foreign counterparts, FinCEN supports financial crime investigations throughout the world. Terrorists' proven ability to move money through innovative means necessitates continued progress in this critical counterterrorism area.

The smart, brave Americans who serve at FinCEN work tirelessly every day to track and stop the flow of pro-

ceeds of crime and funds that would otherwise be used to aid terrorism in order to safeguard our financial system from evolving money laundering and national security threats.

FinCEN's critical role is evidenced through its recent support to the Paris and Belgium terrorist attack investigations, where FinCEN's expertise assisted in quickly identifying links between those two attacks. FinCEN published 51 intelligence reports related to the Paris attacks and two intelligence reports related to the Brussels attack. Moreover, FinCEN's financial intelligence played an important role in identifying potential Islamic State foreign terrorist fighters.

With increasingly complex and rapidly evolving terrorist networks, we need to ensure that we provide FinCEN with all of the tools and resources it needs to fight evolving terrorist threats.

The geographic targeting order expansion is a new device in the counterterrorism financing toolkit to catch bad actors that are adapting to our countermeasures. If enacted into law, this legislation will allow us to identify wider networks of terrorist financiers and their enablers. We introduced this legislation because the experts at FinCEN told us they need it to stop bad actors.

So on behalf of Representatives PETER KING, MAXINE WATERS, MIKE FITZPATRICK, GREG MEEKS, STEVE STIVERS, BRUCE POLIQUIN, BOB PITTENGER, KEITH ELLISON, ANDY BARR, BILL FOSTER, BRAD SHERMAN, FRENCH HILL, and AL GREEN, I urge my colleagues to support this important legislation.

I yield back the balance of my time.

Mr. FITZPATRICK. Mr. Speaker, I just want to, again, thank my colleague, Mr. LYNCH, for bringing this bill to the task force's attention and for authoring the bill. The bill is smart. It is targeted. It will help the United States Treasury Department do its job of rooting out those who finance terrorism so that we can all remain safe.

With that, I ask my colleagues to support and adopt H.R. 5602.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. FITZPATRICK) that the House suspend the rules and pass the bill, H.R. 5602.

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. AMASH. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

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

#### DHS STOP ASSET AND VEHICLE EXCESS ACT

Mr. PERRY. Mr. Speaker, I move to suspend the rules and pass the bill (HR.

4785) to amend the Homeland Security Act of 2002 to direct the Under Secretary for Management of the Department of Homeland Security to make certain improvements in managing the Department's vehicle fleet, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 4785

*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 “DHS Stop Asset and Vehicle Excess Act” or the “DHS SAVE Act”.

## **SEC. 2. DHS VEHICLE FLEETS.**

Section 701 of the Homeland Security Act of 2002 (6 U.S.C. 341) is amended—

(1) in subsection (a)(5), by inserting “vehicle fleets (under subsection (c)),” after “equipment,”;

(2) by redesignating subsections (c) and (d) as subsections (d) and (e), respectively; and

(3) by inserting after subsection (b) the following new subsection:

“(c) VEHICLE FLEETS.—

“(1) *IN GENERAL.*—In carrying out responsibilities regarding vehicle fleets pursuant to subsection (a)(5), the Under Secretary for Management shall be responsible for overseeing and managing vehicle fleets throughout the Department. The Under Secretary shall also be responsible for the following:

“(A) Ensuring that components are in compliance with Federal law, Federal regulations, executive branch guidance, and Department policy (including issuing guidance relating to such) relating to fleet management and use of vehicles from home to work.

“(B) Developing and distributing a standardized vehicle allocation methodology and fleet management plan for components to use to determine optimal fleet size in accordance with paragraph (4).

“(C) Ensuring that components formally document fleet management decisions.

“(D) Approving component fleet management plans, vehicle leases, and vehicle acquisitions.

“(2) *COMPONENT RESPONSIBILITIES.*—

“(A) *IN GENERAL.*—Component heads—

“(i) shall—

“(I) comply with Federal law, Federal regulations, executive branch guidance, and Department policy (including guidance relating to such) relating to fleet management and use of vehicles from home to work;

“(II) ensure that data related to fleet management is accurate and reliable;

“(III) use such data to develop a vehicle allocation tool derived by using the standardized vehicle allocation methodology provided by the Under Secretary for Management to determine the optimal fleet size for the next fiscal year and a fleet management plan; and

“(IV) use vehicle allocation methodologies and fleet management plans to develop annual requests for funding to support vehicle fleets pursuant to paragraph (6); and

“(ii) may not, except as provided in subparagraph (B), lease or acquire new vehicles or replace existing vehicles without prior approval from the Under Secretary for Management pursuant to paragraph (5)(B).

“(B) *EXCEPTION REGARDING CERTAIN LEASING AND ACQUISITIONS.*—If exigent circumstances warrant such, a component head may lease or acquire a new vehicle or replace an existing vehicle without prior approval from the Under Secretary for Management. If under exigent circumstances a component head so leases, acquires, or replaces a vehicle, such component head shall provide to the Under Secretary an explanation of such circumstances.

“(3) *ONGOING OVERSIGHT.*—

“(A) *QUARTERLY MONITORING.*—In accordance with paragraph (4), the Under Secretary for Management shall collect, on a quarterly basis, information regarding component vehicle fleets, including information on fleet size, composition, cost, and vehicle utilization.

“(B) *AUTOMATED INFORMATION.*—The Under Secretary for Management shall seek to achieve a capability to collect, on a quarterly basis, automated information regarding component vehicle fleets, including the number of trips, miles driven, hours and days used, and the associated costs of such mileage for leased vehicles.

“(C) *MONITORING.*—The Under Secretary for Management shall track and monitor component information provided pursuant to subparagraph (A) and, as appropriate, subparagraph (B), to ensure that component vehicle fleets are the optimal fleet size and cost effective. The Under Secretary shall use such information to inform the annual component fleet analyses referred to in paragraph (4).

“(4) *ANNUAL REVIEW OF COMPONENT FLEET ANALYSES.*—

“(A) *IN GENERAL.*—To determine the optimal fleet size and associated resources needed for each fiscal year beginning with fiscal year 2018, component heads shall annually submit to the Under Secretary for Management a vehicle allocation tool and fleet management plan using information described in paragraph (3)(A). Such tools and plans may be submitted in classified form if a component head determines that such is necessary to protect operations or mission requirements.

“(B) *VEHICLE ALLOCATION TOOL.*—Component heads develop a vehicle allocation tool in accordance with subclause (III) of paragraph (2)(A)(i) that includes an analysis of the following:

“(i) Vehicle utilization data, including the number of trips, miles driven, hours and days used, and the associated costs of such mileage for leased vehicles, in accordance with such paragraph.

“(ii) The role of vehicle fleets in supporting mission requirements for each component.

“(iii) Any other information determined relevant by such component heads.

“(C) *FLEET MANAGEMENT PLANS.*—Component heads shall use information described in subparagraph (B) to develop a fleet management plan for each such component. Such fleet management plans shall include the following:

“(i) A plan for how each such component may achieve optimal fleet size determined by the vehicle allocation tool required under such subparagraph, including the elimination of excess vehicles in accordance with paragraph (5), if applicable.

“(ii) A cost benefit analysis supporting such plan.

“(iii) A schedule each such component will follow to obtain optimal fleet size.

“(iv) Any other information determined relevant by component heads.

“(D) *REVIEW.*—The Under Secretary for Management shall review and make a determination on the results of each component's vehicle allocation tool and fleet management plan under this paragraph to ensure each such component's vehicle fleets are the optimal fleet size and that components are in compliance with applicable Federal law, Federal regulations, executive branch guidance, and Department policy pursuant to paragraph (2) relating to fleet management and use of vehicles from home to work. The Under Secretary shall use such tools and plans when reviewing annual component requests for vehicle fleet funding in accordance with paragraph (6).

“(5) *GUIDANCE TO DEVELOP FLEET MANAGEMENT PLANS.*—The Under Secretary for Management shall provide guidance, pursuant to paragraph (1)(B) on how component heads may achieve optimal fleet size in accordance with paragraph (4), including processes for the following:

“(A) Leasing or acquiring additional vehicles or replacing existing vehicles, if determined necessary.

“(B) Disposing of excess vehicles that the Under Secretary determines should not be reallocated under subparagraph (C).

“(C) Reallocating excess vehicles to other components that may need temporary or long-term use of additional vehicles.

“(6) *ANNUAL REVIEW OF VEHICLE FLEET FUNDING REQUESTS.*—As part of the annual budget process, the Under Secretary for Management shall review and make determinations regarding annual component requests for funding for vehicle fleets. If component heads have not taken steps in furtherance of achieving optimal fleet size in the prior fiscal year pursuant to paragraphs (4) and (5), the Under Secretary shall provide rescission recommendations to the Committee on Appropriations and the Committee on Homeland Security of the House of Representatives and the Committee on Appropriations and the Committee on Homeland Security and Governmental Affairs of the Senate regarding such component vehicle fleets.

“(7) *ACCOUNTABILITY FOR VEHICLE FLEET MANAGEMENT.*—

“(A) *PROHIBITION ON CERTAIN NEW VEHICLE LEASES AND ACQUISITIONS.*—The Under Secretary for Management and component heads may not approve in any fiscal year beginning with fiscal year 2019 a vehicle lease, acquisition, or replacement request if such component heads did not comply in the prior fiscal year with paragraph (4).

“(B) *PROHIBITION ON CERTAIN PERFORMANCE COMPENSATION.*—No Department official with vehicle fleet management responsibilities may receive annual performance compensation in pay in any fiscal year beginning with fiscal year 2019 if such official did not comply in the prior fiscal year with paragraph (4).

“(C) *PROHIBITION ON CERTAIN CAR SERVICES.*—Notwithstanding any other provision of law, no senior executive service official of the Department whose office has a vehicle fleet may receive access to a car service in any fiscal year beginning with fiscal year 2019 if such official did not comply in the prior fiscal year with paragraph (4).

“(8) *MOTOR POOL.*—

“(A) *IN GENERAL.*—The Under Secretary for Management may determine the feasibility of operating a vehicle motor pool to permit components to share vehicles as necessary to support mission requirements to reduce the number of excess vehicles in the Department.

“(B) *REQUIREMENTS.*—The determination of feasibility of operating a vehicle motor pool under subparagraph (A) shall—

“(i) include—

“(I) regions in the United States in which multiple components with vehicle fleets are located in proximity to one another, or a significant number of employees with authorization to use vehicles are located; and

“(II) law enforcement vehicles;

“(ii) cover the National Capital Region; and

“(iii) take into account different mission requirements.

“(C) *REPORT.*—The Secretary shall include in the Department's next annual performance report required under current law the results of the determination under this paragraph.

“(9) *DEFINITIONS.*—In this subsection:

“(A) *COMPONENT HEAD.*—The term ‘component head’ means the head of any component of the Department with a vehicle fleet.

“(B) *EXCESS VEHICLE.*—The term ‘excess vehicle’ means any vehicle that is not essential to support mission requirements of a component.

“(C) *OPTIMAL FLEET SIZE.*—The term ‘optimal fleet size’ means, with respect to a particular component, the appropriate number of vehicles to support mission requirements of such component.

“(D) *VEHICLE FLEET.*—The term ‘vehicle fleet’ means all owned, commercially leased, or Government-leased vehicles of the Department or of

a component of the Department, as the case may be, including vehicles used for law enforcement and other purposes.”

**SEC. 3. GAO REPORT AND INSPECTOR GENERAL REVIEW.**

(a) **GAO REPORT.**—Not later than one year after the date of the enactment of this Act, the Comptroller General of the United States shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs a report on the following:

(1) The status of efforts at achieving a capability to collect automated information as required under subsection (c)(3) of section 701 of the Homeland Security Act of 2002 (6 U.S.C. 341), as added by section 2 of this Act, and any challenges that remain with respect to achieving the capability to collect, assess, and report vehicle fleet (as such term is defined in subsection (c)(9) of such section 701) data for the purpose of determining vehicle utilization.

(2) The extent to which the Under Secretary for Management has identified and addressed any relevant security concerns, including cybersecurity risks, related to such automation.

(3) The extent to which the Under Secretary collects, assesses, and reports on vehicle fleet event data recorder data.

(b) **INSPECTOR GENERAL REVIEW.**—The Inspector General of the Department of Homeland Security shall—

(1) review implementation of subsection (c)(4) of section 701 of the Homeland Security Act of 2002 (6 U.S.C. 341), as added by section 2 of this Act, for fiscal years 2018 and 2020, and shall provide, upon request, to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate information regarding any such review; and

(2) submit to the committees specified in paragraph (1) a report, not later than six months after completion of the second review required under such paragraph, regarding the effectiveness of such subsection with respect to cost avoidance, savings realized, and component operations.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PERRY) and the gentlewoman from New Jersey (Mrs. WATSON COLEMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

GENERAL LEAVE

Mr. PERRY. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include any extraneous materials on the bill under consideration.

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

There was no objection.

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

Mr. Speaker, I rise in strong support of H.R. 4785, the DHS Stop Asset and Vehicle Excess Act, or the DHS SAVE Act, of 2016.

□ 1515

In October of 2015, the DHS inspector general released a scathing report of the Federal Protective Service's management of its vehicle fleet, a report that reads like a laundry list of poor management decisions. The IG found that the Federal Protective Service had more vehicles than officers, and of-

ficers were authorized to drive from home to work with government-owned vehicles, the bigger problem being that that was where they got the bulk of the mileage on the vehicles—from home to work and back—and not actually on the job. Additionally, the report stated that the FPS was not in compliance with Federal and departmental requirements, which is why I introduced the DHS SAVE Act.

This bill improves the management of DHS' vehicle fleets by authorizing the Under Secretary for Management at the headquarters level to oversee the components' vehicle fleets; it requires the components to evaluate their fleets on an ongoing basis; it includes penalties for the mismanagement of component fleets; and it requires the DHS to identify alternative methods for the management of component fleets. With the second largest civilian vehicle fleet in the Federal Government, the DHS must absolutely have stricter controls in place at the headquarters level in order to rein in rogue components.

I urge all Members to join me in supporting this important bipartisan legislation.

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

Mrs. WATSON COLEMAN. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 4785, the DHS Stop Asset and Vehicle Excess Act.

H.R. 4785 seeks to bolster how the Department of Homeland Security acquires, manages, and oversees its fleet of, roughly, 53,000 vehicles.

In 2014, the Department's inspector general found that the DHS did not adequately manage or have the enforcement authority to ensure that the composition of its motor vehicle fleet was right-sized. The inspector general observed that each DHS component managed decisionmaking about its own fleet, thereby making it difficult for the DHS fleet manager to provide adequate oversight and ensure compliance with Federal laws, regulations, policies, and directives.

One major issue that the inspector general identified is that, while the DHS fleet manager had decisionmaking authority regarding vehicle leases, it did not oversee and approve the acquisition of component-owned vehicles. Last year, the inspector general amplified concerns about how the DHS manages its vehicle fleet in a report that was focused on operations with the Federal Protective Service. In a review issued in October of 2015, the inspector general found that, among other things, the DHS was unable to oversee policies related to home-to-work vehicle use by FPS employees and that vehicle acquisition decisions by the FPS leadership were ad hoc.

H.R. 4785 seeks to improve the management of the DHS vehicle fleet by strengthening the oversight and management of the Department's fleet by the Under Secretary for Management

by requiring the Under Secretary to issue a standardized vehicle allocation methodology for use throughout the Department, to oversee vehicle acquisition and lease decisionmaking, and to ensure components compliance with Federal laws and Department policies that relate to fleet management.

The DHS has the second largest civilian vehicle fleet in the Federal Government at an operating cost of about \$462 million. As such, enhancing oversight and management should help the Department to more effectively spend limited taxpayer dollars on what the Department actually needs to carry out its missions.

I would note that H.R. 4785 includes language I authored to ensure that the inspector general's oversight of the DHS' management of its vehicle fleet continues by reviewing the development, use, and submission of vehicle allocation tools and fleet management plans as required. It requires the inspector general to specifically report to Congress on the effectiveness of the submission requirements with respect to cost avoidance, savings realized, and component operations.

As the IG has reported, the DHS' inability to adequately monitor and oversee the Department-wide vehicle fleet limits its ability to detect waste and abuse. Therefore, it is imperative that the DHS continue to work to develop proper processes for fleet management and to ensure that components heads utilize the appropriate procedures to inform efforts at achieving an optimal fleet size.

I commend my colleague from Pennsylvania (Mr. PERRY) for introducing this legislation and for working in a bipartisan fashion to advance it. I urge the passage of H.R. 4785.

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

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

Anecdotal, it has been some time since we had the hearing on this subject, but, as I recall, the vast majority of these vehicles in the Federal Protective Service were SUVs, including the ones that travel around Washington, D.C. Of those, the vast majority of them had an average of about 15,000 miles on them, and the fleet was generally turned over about 30 percent at a time almost on an annual basis. I just recall what 15,000 miles is to most people in America. That is a new vehicle, and it is an SUV. Do you really need an SUV? I understand it in parts of, maybe, the Midwest or in mountainous terrain or in swampy terrain or something—but, really, in Washington, D.C.? Folks at the FPS had absolutely no issue with the program, which is what prompted me to further this legislation and offer it.

I thank the gentlewoman from New Jersey for her collaborative help and for her willingness to work with me on this and for her support on this.

Once again, I urge my colleagues to support H.R. 4785.

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

Ms. JACKSON LEE. Mr. Speaker, I rise today in support of H.R. 4785, the Department of Homeland Security Stop Asset and Vehicle Excess (SAVE) Act.

H.R. 4785 will amend the Homeland Security Act of 2002 and direct the Under Secretary of Management for the Department of Homeland Security to oversee and manage vehicle fleets throughout the department.

As a senior member of the House Committee on Homeland Security and a senior member of the Committee on Homeland Security Subcommittee on Cybersecurity, Infrastructure Protection, and Security Technologies, I believe that authorizing the Under Secretary is important in ensuring that DHS is well-managed.

This bill improves the management of DHS fleets by authorizing the Under Secretary to impose penalties for the mismanagement of fleets and requires the DHS to identify alternative methods for management.

The Under Secretary shall also be responsible for ensuring that components are in compliance with federal law, federal regulations, executive branch guidance, and department policy.

This legislation also requires the DHS Under Secretary to monitor compliance with federal laws and regulations related to the use of government vehicles, develop a methodology to determine optimal fleet size, and approve vehicle leases and acquisitions.

In addition, H.R. 4785 requires DHS agencies to report data on vehicle use quarterly and submit fleet management plans, including cost-benefit analyses, annually to the Under Secretary.

Mr. Speaker, I am pleased that H.R. 4785 includes an amendment I offered during full committee markup that addresses the management of the fleet vehicles used by protective services under the purview of DHS.

The Jackson Lee Amendment requires a GAO report on the status of efforts to achieve capability to collect automated information as required by the bill, and to assess the ability of Under Secretary for Management to identify and address any relevant security concerns regarding vehicles used by protective services.

It is of the utmost importance that DHS have stricter controls in place in order to reign in the cost of fleet management.

H.R. 4785 will provide better management and oversight of the second largest civilian vehicle fleet in the federal government, and thus save millions of taxpayer dollars.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. PERRY) that the House suspend the rules and pass the bill, H.R. 4785, 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.

#### QUADRENNIAL HOMELAND SECURITY REVIEW TECHNICAL CORRECTION ACT OF 2016

Mr. PERRY. Mr. Speaker, I move to suspend the rules and pass the bill

(H.R. 5385) to amend the Homeland Security Act of 2002 to make technical corrections to the requirement that the Secretary of Homeland Security submit quadrennial homeland security reviews, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5385

*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 “Quadrennial Homeland Security Review Technical Correction Act of 2016”.*

#### SEC. 2. TECHNICAL CORRECTIONS TO QUADRENNIAL HOMELAND SECURITY REVIEW.

(a) *IN GENERAL.*—Section 707 of the Homeland Security Act of 2002 (6 U.S.C. 347) is amended—

(1) in subsection (a)(3)—

(A) in subparagraph (B), by striking “and”;

(B) by redesignating subparagraph (C) as subparagraph (D); and

(C) by inserting after subparagraph (B) the following new subparagraph (C):

“(C) representatives from appropriate advisory committees established pursuant to section 871 of this Act, including the Homeland Security Advisory Council and the Homeland Security Science and Technology Advisory Committee, or otherwise established, including the Aviation Security Advisory Committee established pursuant to section 44946 of title 49, United States Code; and”;

(2) in subsection (b)—

(A) in paragraph (2), by inserting before the semicolon at the end the following: “based on the risk assessment required pursuant to subsection (c)(2)(B)”;

(B) in paragraph (3)—

(i) by inserting “, to the extent practicable,” after “describe”; and

(ii) by striking “budget plan” and inserting “resources required”;

(C) in paragraph (4)—

(i) by inserting “, to the extent practicable,” after “identify”;

(ii) by striking “budget plan required to provide sufficient resources to successfully” and inserting “resources required to”; and

(iii) by striking the semicolon after “paragraph (2)” and inserting “, including any resources identified from redundant, wasteful, or unnecessary capabilities and capacities that can be redirected to better support other existing capabilities and capacities; and”;

(D) in paragraph (5), by striking “; and” and inserting a period; and

(E) by striking paragraph (6);

(3) in subsection (c)—

(A) in paragraph (1)—

(i) by striking “December 31 of the year” and inserting “60 days after the date of the submittal of the President’s budget for the fiscal year after the fiscal year”; and

(ii) by striking “conducted” and inserting “required under subsection (a)(1)”;

(B) in paragraph (2)—

(i) in subparagraph (B), by striking “description of the threats to” and inserting “risk assessment of”;

(ii) in subparagraph (C), by inserting “, as required under subsection (b)(2)” before the semicolon at the end;

(iii) in subparagraph (D), by inserting “to the extent practicable,” before “a description”;

(iv) in subparagraph (F)—

(I) by inserting “to the extent practicable,” before “a discussion”; and

(II) by striking “the status of”;

(v) in subparagraph (G)—

(I) by inserting “to the extent practicable,” before “a discussion”;

(II) by striking “the status of”;

(III) by inserting “and risks” before “to national homeland”; and

(IV) by inserting “and” after the semicolon;

(vi) by striking subparagraph (H); and

(vii) by redesignating subparagraph (I) as subparagraph (H);

(C) by redesignating paragraph (3) as paragraph (4); and

(D) by inserting after paragraph (2) the following new paragraph (3):

“(3) *DOCUMENTATION.*—The Secretary shall retain and, upon request, provide to Congress the following documentation regarding the quadrennial homeland security review:

“(A) Records regarding the consultation carried out the pursuant to subsection (a)(3), including—

“(i) all written communications, including communications sent out by the Secretary and feedback submitted to the Secretary through technology, online communications tools, in-person discussions, and the interagency process; and

“(ii) information on how feedback received by the Secretary informed the quadrennial homeland security review.

“(B) Information regarding the risk assessment, as required under subsection (c)(2)(B), including—

“(i) the risk model utilized to generate the risk assessment;

“(ii) information, including data used in the risk model, utilized to generate the risk assessment;

“(iii) sources of information, including other risk assessments, utilized to generate the risk assessment; and

“(iv) information on assumptions, weighing factors, and subjective judgments utilized to generate the risk assessment, together with information on the rationale or basis thereof.”;

and

(4) by adding at the end the following new subsection:

“(e) *REVIEW.*—Not later than 90 days after the submission of the report pursuant to subsection (c)(1), the Secretary shall provide to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate information on the degree to which the findings and recommendations developed in the review were integrated into the acquisition strategy and expenditure plans for the Department.”.

(b) *EFFECTIVE DATE.*—The amendments made by this Act shall apply with respect to a quadrennial homeland security review required to be submitted after December 31, 2017.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Pennsylvania (Mr. PERRY) and the gentlewoman from New Jersey (Mrs. WATSON COLEMAN) each will control 20 minutes.

The Chair recognizes the gentleman from Pennsylvania.

#### GENERAL LEAVE

Mr. PERRY. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days within which to revise and extend their remarks and to include any extraneous materials on the bill under consideration.

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

There was no objection.

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

I rise in strong support of H.R. 5385, the Quadrennial Homeland Security Review Technical Correction Act of 2016.