

RESIGNATION AS MEMBER OF  
COMMITTEE ON SCIENCE, SPACE,  
and TECHNOLOGY

The SPEAKER pro tempore laid before the House the following resignation as a member of the Committee on Science, Space, and Technology:

CONGRESS OF THE UNITED STATES,  
HOUSE OF REPRESENTATIVES,  
Washington, DC.

Hon. PAUL D. RYAN,  
Speaker, House of Representatives,  
Washington, DC.

DEAR SPEAKER RYAN: I write to respectfully tender my resignation as a member of the Science, Space, and Technology Committee. It has been an honor to serve on the Committee under the leadership of Chairman Smith.

Sincerely,

BARRY LOUDERMILK.

The SPEAKER pro tempore. Without objection, the resignation is accepted. There was no objection.

ANNOUNCEMENT BY THE SPEAKER  
PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on additional motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or votes objected to under clause 6 of rule XX.

The House will resume proceedings on postponed questions at a later time.

PRECHECK IS PRECHECK ACT OF  
2018

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6265) to ensure that only travelers who are members of a trusted traveler program use Transportation Security Administration security screening lanes designated for trusted travelers, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6265

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 “PreCheck is PreCheck Act of 2018”.

**SEC. 2. ELIGIBILITY FOR TSA PRECHECK EXPEDITED SCREENING.**

(a) ELIGIBILITY.—

(1) IN GENERAL.—Not later than one year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (TSA) shall ensure that only travelers who are members of a trusted traveler program specified in subsection (b) are permitted to use TSA PreCheck security screening lanes at Transportation Security Administration checkpoints.

(2) CERTAIN TRAVELERS.—Any traveler who is 12 or under or 75 or over who is not a member of a trusted traveler program specified in subsection (b) shall be permitted to utilize TSA PreCheck security screening lanes at Transportation Security Administration checkpoints when traveling on the same itinerary as a member of such a program.

(b) TRUSTED TRAVELER PROGRAMS.—Trusted traveler programs referred to in subsection (a) include the following:

(1) Programs implemented by the Transportation Security Administration under section 109(a)(3) of the Aviation and Transportation Security Act (Public Law 107–71; 49 U.S.C. 114 note).

(2) Any other United States Government program that issues unique identifiers, such as a known traveler number, that the Transportation Security Administration accepts as validating that the person holding such identifier is a member of a known low-risk population.

(c) EXEMPTIONS.—Nothing in this section shall affect—

(1) the ability of the Transportation Security Administration to carry out expedited screening for severely injured or disabled members of the Armed Forces and severely injured or disabled veterans, as set forth in section 44927 of title 49, United States Code; or

(2) the Honor Flight program, set forth in section 44928 of such title.

**SEC. 3. RISK MODIFIED SCREENING.**

(a) IN GENERAL.—Not later than 60 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall commence a pilot program regarding a risk modified screening protocol for lanes other than designated TSA PreCheck security screening lanes at Transportation Security Administration checkpoints, in airports of varying categories, to further segment passengers based on risk. Such pilot program shall conclude on the date that is 120 after such date of commencement.

(b) REPORT; IMPLEMENTATION.—Not later than 30 days after the conclusion of the pilot program required under subsection (a), 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 of the Senate a report on the finding of such pilot program, including information relating to the security effectiveness and passenger facilitation effectiveness of the risk modified screening protocol that was the subject of such pilot program and, in the event that the Administrator is satisfied with the effectiveness of such protocol, information relating to plans to deploy such protocol at as many Transportation Security Administration checkpoints as practicable, taking into consideration the level of risk at the airport at issue, the available space at such airport, passenger throughput levels at such airport, and checkpoint configuration at such airport, while maintaining adequate resources to appropriately serve passengers in TSA PreCheck security screening lanes at Transportation Security Administration checkpoints.

(c) ELIGIBILITY.—Only low-risk passengers shall be eligible to undergo risk modified screening at Transportation Security Administration checkpoints described in subsection (a). Such low-risk passengers are those passengers who—

(1) meet risk-based, intelligence-driven criteria outlined by the Administrator of the Transportation Security Administration; or

(2) have undergone canine enhanced screening upon arrival at a Transportation Security Administration checkpoint.

(d) WORKING GROUP.—

(1) IN GENERAL.—In carrying out subsections (a) and (b), the Administrator of the Transportation Security Administration shall establish and utilize a working group comprised of individuals from or representatives of Category X, 1, 2, 3, and 4 airports and air carriers (as such term is defined in section 40102 of title 49, United States Code) to inform the piloting and development of plans to deploy the risk modified screening protocol described in such subsections for lanes other than designated TSA PreCheck security screening lanes at Transportation Security Administration checkpoints in a manner which ensures maximum security effectiveness and efficiency.

(2) NON-APPLICABILITY OF FACA.—The Federal Advisory Committee Act (5 U.S.C. App.) shall

not apply to the working group established under this subsection.

**SEC. 4. CONGRESSIONAL REPORTS.**

(a) IN GENERAL.—Beginning with the first full calendar quarter after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall brief, on a quarterly basis, the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the implementation of section 2.

(b) CERTIFICATION.—Upon a determination by the Administrator of the Transportation Security Administration that only travelers who are members of a trusted traveler program specified in section 2(b) are permitted to use TSA PreCheck security screening lanes at Transportation Security Administration checkpoints in accordance with subsection (a) of such section, the Administrator 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 written certification relating to such determination.

(c) SUNSET.—The briefings required under subsection (a) shall terminate at the time the certification described in subsection (b) is submitted.

**SEC. 5. INSPECTOR GENERAL ASSESSMENTS.**

After the Administrator of the Transportation Security Administration submits the certification described in section 4(b), the Inspector General of the Department of Homeland Security shall, beginning in the first calendar year after such certification and in each of the next three subsequent calendar years, conduct an assessment to determine if there has been a systematic pattern of violations of section 2(a) during the previous calendar year. The Inspector General shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate the results of each such assessment.

**SEC. 6. PRECHECK PROGRAM EXPANSION.**

(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall develop and begin the implementation of a long-term strategy to increase enrollment in the TSA PreCheck Program and expand the total population of members of trusted traveler programs specified in section 2(b).

(b) ENROLLMENT.—In carrying out the long-term strategy referred to in subsection (a), the Administrator of the Transportation Security Administration shall—

(1) seek to partner with air carriers (as such term is defined in section 40102 of title 49, United States Code) to incorporate PreCheck Program promotion opportunities in the reservation process described in section 1560.101 of title 49, Code of Federal Regulations;

(2) seek to include in the PreCheck Program individuals who—

(A) hold a Secret, Top Secret, or Top Secret/Sensitive Compartmented Information clearance, unless such an individual has had his or her clearance revoked or did not pass a periodic re-investigation; or

(B) are current, full-time Federal law enforcement officers;

(3) increase PreCheck Program enrollment flexibility by offering a secure mobile enrollment platform that facilitates in-person identity verification and application data collection, such as biometrics;

(4) develop initiatives to minimize the amount of travel to PreCheck Program enrollment centers for applicants, including—

(A) adjusting the locations and schedules of existing PreCheck Program enrollment centers to accommodate demand;

(B) seeking to collocate such enrollment centers with existing facilities that support the issuance of—

(i) United States passports; and  
 (ii) Security Identification Display Area credentials (as such term is defined in section 1540.5 of title 49, Code of Federal Regulations) located in public, non-secure areas of airports, provided that no systems of an airport operator are used in support of enrollment activities for such credentials; and

(C) increasing the availability of PreCheck Program enrollment platforms, such as kiosks, tablets, or staffed laptop stations;

(5) assess the feasibility of providing financial or other incentives for PreCheck Program enrollment for—

(A) children between the ages of 12 and 18;

(B) families of five or more individuals;

(C) private sector entities, including small businesses, that establish PreCheck Program enrollment centers in their respective facilities; and

(D) private sector entities, including small business concerns (as such term is described under section 3 of the Small Business Act (15 U.S.C. 632)), that reimburse employees for the cost of the PreCheck Program application; and

(6) explore the possibility of combining the PreCheck Program with other trusted traveler programs specified in section 2(b).

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

The Chair recognizes the gentleman from New York.

#### GENERAL LEAVE

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

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

There was no objection.

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

Mr. Speaker, I rise today in strong support of H.R. 6265, the PreCheck is PreCheck Act of 2018. The name of this bipartisan legislation demonstrates my belief that the Transportation Security Administration should use its PreCheck screening lanes at airport checkpoints as they were originally intended.

This bipartisan bill codifies a solution to a longstanding frustration that I and others have reiterated to TSA on many occasions: PreCheck lanes should not be used as tools to manage congestion for passengers in an airport. Instead of employing a one-size-fits-all approach to passenger security screening, the concept underlying TSA's PreCheck program is one of risk-based security.

This should, when applied as intended, save taxpayer dollars and result in an enhanced security checkpoint experience for all travelers. However, the stated benefits of the PreCheck program have been consistently undermined by TSA's practice of moving unvetted passengers into PreCheck lanes for the sake of expediency.

I have said it before and I will say it again: Security cannot be sacrificed for expediency.

This legislation will require TSA to ensure that only travelers who are members of trusted traveler programs are permitted to use PreCheck security screening lanes at TSA checkpoints throughout the country.

To address the issue of passenger throughput, H.R. 6265 also provides a framework for TSA to expedite screening for passengers who have been determined to pose a lower risk to aviation security.

The effects of this legislation will be far-reaching. By restoring the PreCheck program to its original purpose, passengers who have elected to participate will experience a shorter checkpoint process they were promised when they first enrolled in the program. Additionally, passengers will be more incentivized to enroll in a trusted traveler program when it is working as it should.

To achieve TSA's stated goal of enrolling 25 million passengers by the end of 2019, restricting PreCheck expedited screening lanes to vetted, enrolled passengers is a necessity.

Mr. Speaker, I thank the ranking member of the subcommittee, my friend, the gentlewoman from New Jersey (Mrs. WATSON COLEMAN), for co-sponsoring this bill and for her leadership on this issue. I also thank my good friend Congressman KEATING for his bipartisan support of this legislation.

Mr. Speaker, I strongly urge my colleagues to support this act, and I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 6265, the PreCheck is PreCheck Act of 2018.

Mr. Speaker, in 2011, the Transportation Security Administration launched the PreCheck program to expedite vetted, known travelers through airport checkpoint screening. Today, TSA PreCheck is in more than 200 airports nationwide, improving security by allowing TSA to focus resources on the passengers it knows the least about who may pose a higher risk to the aviation system.

While PreCheck has generally proven popular with passengers, there is a concern that TSA has strayed from the program's original intent. In an effort to manage checkpoint wait times, TSA has pushed travelers who are not enrolled in PreCheck into expedited screening lanes.

While I recognize that large crowds of passengers waiting at checkpoints could pose a security risk, the way to prevent long lines is to staff checkpoints sufficiently, not to abuse the availability of expedited screening lanes.

H.R. 6265 seeks to address this issue by requiring that PreCheck lanes be used only by trusted travelers, with limited exceptions.

It also requires TSA to pilot a risk-modified screening concept under

which a new level of screening, somewhere between PreCheck expedited screening and standard screening, could be provided to passengers who TSA deems to pose a lower risk to security.

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Finally, this bill pushes TSA to grow participation in the PreCheck program by providing more innovative and convenient enrollment opportunities for passengers.

This bill is a result of bipartisan work and builds upon legislation that the Committee on Homeland Security ranking member, Mr. THOMPSON, advanced in the last Congress; and it is my delight to work with the current sponsor of this bill, Mr. KATKO, as we move forward to ensure that traveling passengers are always safe. I thank Mr. KATKO for his collaboration on this bill.

Mr. Speaker, in closing, Members on both sides of the aisle have been frustrated by not only TSA's use of PreCheck lanes to address wait times, but its failure to make significant progress in improving PreCheck enrollment opportunities. Enactment of H.R. 6265 should help TSA achieve its original vision for the PreCheck program.

Mr. Speaker, I urge my colleagues to support the bill, and I yield back the balance of my time.

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

Mr. Speaker, I want to echo the sentiments of my colleague from New Jersey, the gentlewoman, Mrs. WATSON COLEMAN. She is exactly right. This program is not being used like it is supposed to be used.

The idea of PreCheck was to have a known, trusted traveler program, a traveler program where someone walks through and gets a different level of scrutiny because you know enough about them in advance. When you put people through that same lane and they get a different level of scrutiny that they shouldn't have because you don't know about them, it entirely defeats the purpose of the bill. With terrorism what it is today and the zest to try to attack our aviation industry, it is not a time we should be cutting corners to manage traffic.

Mrs. WATSON COLEMAN is exactly right. We need to have more people staffing these lanes, and we need to have a better running of the PreCheck program itself. If they did those two things, then we would be okay; but we cannot cut corners when it comes to security, especially in the aviation sector.

Mr. Speaker, I urge my colleagues to support H.R. 6265, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KATKO) that the House suspend the rules and pass the bill, H.R. 6265, 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.

**REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 1635, EMPOWERING STUDENTS THROUGH ENHANCED FINANCIAL COUNSELING ACT, AND PROVIDING FOR CONSIDERATION OF H.R. 4606, ENSURING SMALL SCALE LNG CERTAINTY AND ACCESS ACT**

Ms. CHENEY, from the Committee on Rules, submitted a privileged report (Rept. No. 115-919) on the resolution (H. Res. 1049) providing for consideration of the bill (H.R. 1635) to amend the loan counseling requirements under the Higher Education Act of 1965, and for other purposes, and providing for consideration of the bill (H.R. 4606) to provide that applications under the Natural Gas Act for the importation or exportation of small volumes of natural gas shall be granted without modification or delay, which was referred to the House Calendar and ordered to be printed.

**TSA NATIONAL DEPLOYMENT FORCE ACT**

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 6461) to amend title 49, United States Code, to establish in the Transportation Security Administration a National Deployment Office, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6461

*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 National Deployment Force Act”.

**SEC. 2. NATIONAL DEPLOYMENT OFFICE.**

(a) IN GENERAL.—Subchapter II of chapter 449 of title 49, United States Code, is amended by adding at the end the following new section:

**“§ 44947. National Deployment Office**

“(a) ESTABLISHMENT.—There is established within the Transportation Security Administration a National Deployment Office, to be headed by an individual with supervisory experience. Such individual shall be designated by the Administrator of the Transportation Security Administration.

“(b) DUTIES.—The individual designated as the head of the National Deployment Office shall be responsible for the following:

“(1) Maintaining a National Deployment Force within the Transportation Security Administration that is comprised of transportation security officers, including supervisory transportation security officers and lead transportation security officers, to provide the Administration with rapid and efficient response capabilities and augment the Department of Homeland Security’s homeland security operations to mitigate and reduce risk, including for the following:

“(A) Airports temporarily requiring additional security personnel due to an emer-

gency, seasonal demands, hiring shortfalls, severe weather conditions, passenger volume mitigation, equipment support, or other reasons.

“(B) Special events requiring enhanced security including National Special Security Events, as determined by the Secretary of Homeland Security.

“(C) Response in the aftermath of any manmade disaster, including any terrorist attack.

“(D) Other such situations, as determined by the Administrator.

“(2) Educating transportation security officers regarding how to participate in the Administration’s National Deployment Force.

“(3) Recruiting officers to serve on the National Deployment Force, in accordance with a staffing model to be developed by the Administrator.

“(4) Approving one-year appointments for officers to serve on the National Deployment Force, with an option to extend upon officer request and with the approval of the appropriate Federal Security Director.

“(5) Training officers to serve on the National Deployment Force.”.

(b) CLERICAL AMENDMENT.—The analysis for subchapter II of chapter 449 of title 49, United States Code, is amended by adding at the end the following new item:

“44947. National Deployment Office.”.

**SEC. 3. CONFORMING AMENDMENT.**

Subsection (f) of section 114 of title 49, United States Code, is amended—

(1) in paragraph (14), by striking “and” after the semicolon at the end;

(2) by redesignating paragraph (15) as paragraph (16); and

(3) by inserting after paragraph (14) the following new paragraph:

“(15) establish and maintain a National Deployment Office as required under section 44947 of this title; and”.

**SEC. 4. CAREER DEVELOPMENT.**

The Administrator of the Transportation Security Administration may consider service in the National Deployment Force as a positive factor when evaluating applicants for promotion opportunities within the Transportation Security Administration.

**SEC. 5. ANNUAL REPORT.**

Not later than one year after the date of enactment of this Act and annually thereafter for five years, the Administrator of the Transportation Security Administration shall submit to the Committee on Homeland Security of the House of Representatives and Committee on Commerce, Science, and Transportation of the Senate a report regarding activities of the National Deployment Office, including the National Deployment Force, established under section 44947 of title 49, United States Code, as added by section 2 of this Act. Each such report shall include information relating to the following:

(1) When, where, why, how many, and for how long the National Deployment Force was deployed throughout the 12-month period covered by such report and the costs associated with such deployment.

(2) A description of collaboration between the National Deployment Office and other components of the Department of Homeland Security, other Federal agencies, and State and local transportation security stakeholders.

(3) The size of the National Deployment Force, including information on the staffing model of such Force and adherence to such model as established by the Administrator.

(4) Information on recruitment, appointment, and training activities, including processes utilized to attract, recruit, appoint, and train officers to serve on the National Deployment Force.

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

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

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

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

There was no objection.

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

Mr. Speaker, I rise today in support of H.R. 6461, the TSA National Deployment Force Act, sponsored by my good friend and the ranking member of the Subcommittee on Transportation and Protective Security, Mrs. WATSON COLEMAN.

TSA security operations happen 365 days per year at nearly 440 federalized airports. Our Nation depends on the professionals at TSA who are on the front lines every single day to keep our transportation systems moving and secure.

In testimony before the committee, Administrator Pekoske has stated that TSA’s greatest assets are its people, and I could not agree more. Transportation security officers are tasked with a zero-fail mission, and their dedication to duty is what helps keep traveling Americans secure when they fly within our civil aviation system.

With a strengthening economy, passenger volume has surged over the past few years and is expected to go much higher in the years to come, and TSA has often struggled to accommodate massive traveler volume increases at checkpoints. However, one of the most practical, useful, and helpful tools in TSA’s toolbox, the National Deployment Force, helps TSA alleviate long lines at airport checkpoints, providing both a national security value by minimizing public area security risk and providing efficiency by reducing passenger wait times.

This legislation authorizes the National Deployment Force, or NDF, within TSA to provide rapid and efficient response capabilities.

The NDF is comprised of transportation security officers who may be deployed across the country to supplement existing TSA staffing during periods of high seasonal demand, natural disasters, national special security events, or other scenarios requiring additional security screening support.

Recently, the NDF has provided critical screening support for large-scale events requiring additional security, such as the Super Bowl and in the wake of Hurricane Harvey. Given the anticipated increases in passenger growth, this bipartisan legislation will help ensure that TSA has the resources