All of these findings individually are concerning and, in the aggregate, shake public's confidence and only further display the need for this legislation.

Aviation workers are supposed to be thoroughly vetted due to their continuing access to sensitive areas of airports and the fact that they hold a position of trust within the transportation system. However, the findings by the inspector general and the dozens of arrests of aviation workers this year demonstrate that the status quo is not working.

The insider threat is the hardest threat to combat, and while this bill will not eliminate this threat, H.R. 2750 will indeed give TSA and the airports the ability to more thoroughly vet these employees and have a better understanding of whom we are granting secured access to.

The reality is that, in this post-9/11 world, the terrorist threat is metastasizing; and we, as a Nation, must remain responsive to any holes in the security of our transportation systems and ensure that protocols keep place with the ever-evolving threat landscape.

Improving the vetting of the aviation workers who have access to sensitive areas of airports can help close another backdoor vulnerability at our Nation's airports.

I would like to thank Chairman MCCAUL, Ranking Member RICE, Congresswoman MCSALLY, Congressman KEATING, and Congressman PAYNE for joining me as cosponsors of this bill. I urge my other colleagues to join me in supporting this critical piece of legislation.

I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume.

I rise in strong support of H.R. 2750, the Improved Security Vetting for Aviation Workers Act of 2015.

Mr. Speaker, a recent review by the Department of Homeland Security's inspector general found that, although TSA's multilayered process for vetting airport workers is generally effective, there were instances where the process did not detect airport workers with potential links to terrorism.

In total, the inspector general identified 73 aviation workers with possible links to terrorism after running data against the so-called TIDE database, which is maintained by the National Counterterrorism Center.

TSA does not have access to this database under current interagency watch listing policies. Chairman KATKO introduced H.R. 2750 to rectify this situation, and I am proud to be an original cosponsor of this bipartisan bill.

H.R. 2750 will put TSA on a path to accessing terrorism-related data in order to more effectively vet employees who work in our Nation's airports. In addition, this bill will require TSA to conduct an annual review of the procedures for issuing security credentials to employees seeking to work in highly sensitive, secure areas of our airports.

Lastly, under H.R. 2750, TSA is authorized to pilot the FBI's Rap Back Service, which provides near real-time information about changes in an airport worker's criminal history. The possibility of someone with ties to terrorism getting a job in an American airport is a very real threat, one of many that we live with every day and one that we must do everything in our power to prevent. H.R. 2750 will help neutralize that threat. I urge my colleagues to give it their full support.

Mr. Speaker, in closing, together with Chairman KATKO, I am proud of the work that we have done on the Subcommittee on Transportation Security to address this and other pressing transportation security issues within TSA in a constructive, bipartisan way.

The four bipartisan TSA bills that we are considering today are a testament to that effort and to what we can accomplish when we work together to solve real problems. I hope that we will continue to make progress together, and I urge my colleagues to support H.R. 2750.

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

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

Mr. Speaker, I once again urge my colleagues to support this strong, bipartisan piece of legislation.

I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in strong support of H.R. 2750, the Improved Security Vetting for Aviation Workers Act, which directs the Transportation Security Administrator to annually review airport badging office procedures for applicants seeking access to sensitive areas of airports.

I commend the bipartisan work of Chairman MCSALLY and Ranking Member PAYNE for their work on this bill.

The bill would direct the Transportation Security Administrator to coordinate with the Secretary of Homeland Security and consult with the Federal Bureau of Investigation to conduct a pilot program of the Rap Back Service in preparation for possible full implementation.

The Administrator is further directed to determine the lawful status of aviation workers in order to identify airports with specific weaknesses.

The Administrator will brief the House Committees on Homeland Security and Transportation and Infrastructure as well as the Senate Committees on Homeland Security and Government Affairs and Commerce, Science, and Transportation on the results of the determinations and reviews.

This is a good step forward in support of security at our nation's airports.

As the Committee charged with the responsibility of improving security at our nation's airports this forward looking bill will allow a pilot program to determine if there are better resources for assuring the security of the traveling public.

I ask my colleagues to join me in voting in favor of H.R. 2750.

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. 2750, 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.

KEEPING OUR TRAVELERS SAFE AND SECURE ACT

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2770) to amend the Homeland Security Act of 2002 to require certain maintenance of security-related technology at airports, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2770

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 ''Keeping our Travelers Safe and Secure Act''.

SEC. 2. FINDINGS.

Congress finds the following:

(1) The Administrator of the Transportation Security Administration has stated that the maintenance of security-related technology such as x-rays, explosive trace detection systems, explosive detection systems, liquid scanners, and enhanced walk-through metal detectors, is central to the execution of Transportation Security Administration's mission to protect United States transportation systems.

(2) Preventive and corrective maintenance is essential to ensuring and extending the service lives of security-related technology.

(3) In May 2015, the Inspector General of the Department of Homeland Security, reporting on the results of a performance audit conducted between December 2013 and November 2014, concluded that because the Transportation Security Administration did not properly manage the maintenance of its security-related technology deployed to airports, it cannot be assured that routine preventive maintenance is performed or that equipment is repaired and ready for operational use.

(4) Specifically, the Inspector General found that the Transportation Security Administration did not issue adequate policies and procedures to document, track, and maintain preventive maintenance actions at the airport level and oversight of contractor-performed maintenance needed to be strengthened.

(5) According to the Inspector General, if the equipment is not fully operational, the Transportation Security Administration may have to use other screening measures that may be less effective at detecting dangerous items, thereby potentially jeopardizing passenger safety and security.

SEC. 3. MAINTENANCE OF SECURITY-RELATED TECHNOLOGY.

(a) IN GENERAL.—Title XVI of the Homeland Security Act of 2002 (6 U.S.C. 561 et seq.) is amended by adding at the end the following:

''Subtitle C—Maintenance of Security-Related Technology

''SEC. 1621. MAINTENANCE VALIDATION AND OVERSIGHT.

''(a) IN GENERAL.—Not later than 180 days after the date of the enactment of this subtitle, the Administrator shall develop and

implement a preventive maintenance validation process for security-related technology deployed to airports.

''(b) MAINTENANCE BY ADMINISTRATION PERSONNEL AT AIRPORTS.—For maintenance to be carried out by Administration personnel at airports, the process referred to in subsection (a) shall include the following:

''(1) Guidance to Administration personnel, equipment maintenance technicians, and other personnel at airports specifying how to conduct and document preventive maintenance actions.

''(2) Mechanisms for the Administrator to verify compliance with the guidance issued pursuant to paragraph (1).

''(c) MAINTENANCE BY CONTRACTORS AT AIRPORTS.—For maintenance to be carried out by a contractor at airports, the process referred to in subsection (a) shall require the following:

''(1) Provision of monthly preventive maintenance schedules to appropriate Administration personnel at each airport that includes information on each action to be completed by a contractor.

''(2) Notification to appropriate Administration personnel at each airport when maintenance action is completed by a contractor.

''(3) A process for independent validation by a third party of contractor maintenance.

''(d) PENALTIES FOR NONCOMPLIANCE.—The Administrator shall require maintenance contracts for security-related technology deployed to airports to include penalties for noncompliance when it is determined that either preventive or corrective maintenance has not been completed according to contractual requirements and manufacturers' specifications.''.

(b) CLERICAL AMENDMENT.—The table of contents of the Homeland Security Act of 2002 is amended by inserting after the item relating to section 1616 the following:

''Subtitle C—Maintenance of Security-Related Technology

''Sec. 1621. Maintenance validation and oversight.''.

SEC. 4. INSPECTOR GENERAL ASSESSMENT.

Not later than one year after the date of the enactment of this Act, the Inspector General of the Department of Homeland Security shall assess implementation of the requirements under this Act and the amendments made by this Act, and provide findings and recommendations with respect to the provision of training to Administration personnel, equipment maintenance technicians, and other personnel under section 1621 of the Homeland Security Act of 2002 (as added by section 3 of this Act) and the availability and utilization of equipment maintenance technicians employed by the Administration.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentlewoman from New York (Miss RICE) 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 in strong support of H.R. 2770, the Keeping Our Travelers Safe and Secure Act, sponsored by my colleague, Miss RICE. This legislation will strengthen TSA's management of its screening equipment maintenance contracts and related maintenance activities.

The Department of Homeland Security Office of Inspector General released a report in May that found that TSA is not properly managing the maintenance of its critical airport screening equipment. Because TSA does not adequately oversee this equipment, it cannot be assured that the routine preventive maintenance is performed or that equipment is repaired and ready for operational use.

This bill codifies the three recommendations made by the IG, all of which TSA concurred with. I am pleased to join Miss RICE; Mr. THOMPSON; my fellow New York delegation members Mr. KING, Mr. DONOVAN, and Mr. HIGGINS; along with Mr. PAYNE; Mr. KEATING; and Mr. RICHMOND as cosponsors of this important legislation.

I urge my other colleagues to join me in supporting H.R. 2770.

I reserve the balance of my time.

Miss RICE of New York. Mr. Speaker, I yield myself such time as I may consume, and I rise in strong support of H.R. 2770, the Keeping Our Travelers Safe and Secure Act.

Mr. Speaker, last May, the Department of Homeland Security inspector general released a report with a blunt and revealing title: ''The Transportation Security Administration Does Not Properly Manage Its Airport Screening Equipment Maintenance Program.''

The report revealed that TSA lacks strict policies and procedures for maintaining critical screening technology, including x-ray machines and explosive detection equipment. The consequences of this deficiency could be severe.

First, as the inspector general's report noted, the lack of regular maintenance reduces the life of screening equipment, which means TSA would have to incur the cost of new equipment. That is a problem for American taxpayers.

Even more importantly, the inspector general also noted that, if screening equipment becomes less than fully operational, TSA will be forced to rely on alternative screening measures that may not be as effective at detecting dangerous items. That creates serious risks for passengers, risks that we can and must eliminate.

As threats to our homeland evolve, particularly threats to our commercial aviation sector, we cannot afford to be complacent about maintaining screening equipment.

This legislation, which I introduced with Ranking Member THOMPSON, Chairman KATKO, and Representative PAYNE, requires TSA to get serious about maintaining security-related technology in our Nation's airports.

Specifically, it requires TSA, within 180 days of enactment, to develop and implement a comprehensive preventive maintenance validation process. This process must include strict maintenance schedules, clear guidance for TSA personnel and contractors on how to conduct and document maintenance actions, mechanisms to ensure compliance, and penalties for noncompliance.

These measures are common sense. This is a threat that we can neutralize. I urge my colleagues to do so by supporting this bipartisan legislation.

Mr. Speaker, in closing, I would like to thank members of the Committee on Homeland Security for supporting this legislation. There was truly a constructive bipartisan effort to make this legislation what it is today, and because of it, the commercial aviation sector will be more secure.

I once again urge all of my colleagues to support this legislation. I thank Chairman KATKO for his support.

I yield back the balance of my time.

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

Mr. Speaker, I once again urge my colleagues to support this strong, bipartisan piece of legislation.

I yield back the balance of my time.

Ms. JACKSON LEE. Mr. Speaker, I rise in support to H.R. 2770, the ''Keeping Our Travelers Safe and Secure Act of 2015'', which would amend the Homeland Security Act of 2002 to require improvements in the maintenance of security-related technology located at airports.

I commend my colleague's bill, which would outline specific requirements and procedures that the Transportation Security Administration (TSA) must follow in maintaining security-related technology deployed at airports.

I strongly support the measures that would be implemented in this bill in light of the Homeland Security Department's Inspector General Examination of the Transportation Security Administration's (TSA's) airport screening equipment maintenance program, which determined that adequate policies and procedures had not been implemented.

Mr. Speaker, as a senior Member of the Homeland Security Committee and former chair of the Subcommittee on Transportation Security, I strongly support measures to improve aviation security.

The Inspector General, report focused on concerns in the security technologies maintenance processes of our airports.

The report said that TSA did not have sufficient policies to oversee whether routine preventative maintenance was accomplished.

Mr. Speaker, in my hometown of Houston, nearly 40 million passengers traveled through Bush International Airport (IAH) and an additional 10 million traveled through William P. Hobby (HOU).

This makes my city one of the busiest traveled cities in the country, and as TSA is the first line of defense in safeguarding transportation throughout the nation, we as a Congress should make sure we do all we can to support their needs.

This bill will ensure that these imperative steps in the upkeep of TSA equipment are not overlooked any more, as the agency must provide a monthly preventive maintenance schedule to appropriate airport personnel, streamlining the communication process amongst contractors and the airports themselves.

Also, this bill requires that the TSA must impose penalties for noncompliance when preventative and/or corrective maintenance does not meet contractual requirements or manufacturer specifications.

Mr. Speaker, we must provide the guidance and tools needed by the TSA to ensure the safety of the millions that travel through our nation's airports.

H.R. 2770, the "Keeping Our Travelers Safe and Secure Act of 2015" is a positive step forward in handling the issues raised by the Inspector General's report on our country's airports security systems.

I urge my colleagues to join me in voting in support of H.R. 2770.

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. 2770, as amended.

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. KATKO. 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.

TSA PRECHECK EXPANSION ACT

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2843) to require certain improvements in the Transportation Security Administration's PreCheck expedited screening program, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 2843

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 PreCheck Expansion Act".

SEC. 2. DEFINITIONS.

In this Act:

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

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

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

SEC. 3. ENROLLMENT EXPANSION.

(a) IN GENERAL.—Not later than 90 days after the date of the enactment of this Act, the Administrator shall publish PreCheck application enrollment standards to add multiple private sector application capabilities for the TSA PreCheck program to increase the public's enrollment access to such program, including standards that allow the use of secure technologies, including online enrollment, kiosks, tablets, or staffed laptop stations at which individuals can apply for entry into such program.

(b) REQUIREMENTS.—Upon publication of the PreCheck program application enrollment standards pursuant to subsection (a), the Administrator shall—

(1) coordinate with interested parties to deploy TSA-approved ready-to-market private sector solutions that meet the TSA PreCheck application enrollment standards described in paragraph (1), make available additional PreCheck enrollment capabilities, and offer secure online and mobile enrollment opportunities;

(2) partner with the private sector to collect biographic and biometric identification information via kiosks, mobile devices, or other mobile enrollment platforms to reduce the number of instances in which passengers need to travel to enrollment centers;

(3) ensure that the kiosks, mobile devices, or other mobile enrollment platforms referred to in paragraph (3) are certified as secure and not vulnerable to data breaches;

(4) ensure that any biometric and biographic information is collected in a manner which is comparable with the National Institute of Standards and Technology standards and ensures privacy and data security protections, including that applicants' personally identifiable information is collected, retained, used, and shared in a manner consistent with section 552a of title 5, United States Code (commonly known as "Privacy Act of 1974"), and agency regulations;

(5) ensure that an individual who wants to enroll in the PreCheck program and has started an application with a single identification verification at one location will be able to save such individual's application on any kiosk, personal computer, mobile device, or other mobile enrollment platform and be able to return within a reasonable time to submit a second identification verification; and

(6) ensure that any enrollment expansion using a private sector risk assessment instead of a fingerprint-based criminal history records check is determined, by the Secretary of Homeland Security, to be equivalent to a fingerprint-based criminal history records check conducted through the Federal Bureau of Investigation.

(c) MARKETING OF PRECHECK PROGRAM.—Upon publication of PreCheck program application enrollment standards pursuant to subsection (a), the Administrator shall—

(1) in accordance with the standards described in paragraph (1) of subsection (a), develop and implement—

(A) a process, including an associated timeframe, for approving private sector marketing of the TSA PreCheck program; and

(B) a strategy for partnering with the private sector to encourage enrollment in such program; and

(2) submit to Congress a report on any PreCheck fees collected in excess of the costs of administering such program, including recommendations for using such amounts to support marketing of such program under this subsection.

(d) IDENTITY VERIFICATION ENHANCEMENT.—Not later than 90 days after the date of the enactment of this Act, the Administrator shall—

(1) coordinate with the heads of appropriate components of the Department to leverage Department-held data and technologies to verify the citizenship of individuals enrolling in the TSA PreCheck program; and

(2) partner with the private sector to use advanced biometrics and standards comparable with National Institute of Standards and Technology standards to facilitate enrollment in such program.

(e) PRECHECK LANE OPERATION.—The Administrator shall—

(1) ensure that TSA PreCheck screening lanes are open and available during peak and high-volume travel times at airports to individuals enrolled in the PreCheck program; and

(2) make every practicable effort to provide expedited screening at standard screening lanes during times when PreCheck screening lanes are closed to individuals enrolled in such program in order to maintain operational efficiency.

(f) VETTING FOR PRECHECK PARTICIPANTS.—Not later than 90 days after the date of the enactment of this Act, the Administrator shall initiate an assessment of the security vulnerabilities in the vetting process for the PreCheck program that includes an evaluation of whether subjecting PreCheck participants to recurrent fingerprint-based criminal history records checks, in addition to recurrent checks against the terrorist watchlist, could be done in a cost-effective manner to strengthen the security of the PreCheck program.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentlewoman from New York (Miss RICE) 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 in strong support of H.R. 2843, the TSA PreCheck Expansion Act. This piece of legislation serves as an important driving force to advance risk-based security and better secure our Nation's aviation sector.

TSA's PreCheck program, which grants expedited security screening to passengers at airports nationwide, has been an incredibly popular tool used by the Agency to improve the traveling public's airport screening experience, while moving away from a one-size-fits-all approach to security screening by identifying trusted travelers.

Risk-based security hinges on the ability to deploy our resources on those passengers whom we have not thoroughly vetted. However, the effectiveness and integrity of this program depends on TSA's ability to better market this program and increase passenger enrollment.

As the Agency has become overly dependent on alternate methods of expedited screening, such as managed inclusion, a problem addressed by Ranking Member THOMPSON's bill, which I cosponsored, H.R. 2127, TSA has become ineffective in prioritizing enrollment and partnering with the private sector.

Only the level of innovation found in the private sector will be able to assist TSA in driving continued enrollment in PreCheck. That being said, it is important that any expansion of the PreCheck program be conducted in a secure and responsible manner, which ensures the public's security and privacy.

This bill before the Congress right now does just that. Specifically, this