

and will chart the course that challenges all Americans to reach their full potential.

The American Dream should be true for everyone. All should have a chance to make the most of their lives no matter how they start. The optimistic agenda of creating jobs will get America back on track while addressing some of the most serious challenges of our time. I appreciate Speaker RYAN's work to make this a positive and inclusive process by collecting feedback from citizens across the country for A Better Way.

In conclusion, God bless our troops, and may the President, by his actions, never forget September the 11th in the global war on terrorism.

REMEMBERING COY LUTZ

(Mr. THOMPSON of Pennsylvania asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMPSON of Pennsylvania. Mr. Speaker, I rise in recognition of the tragic loss and in memory of 19-year-old Coy Lutz, a young man from my hometown of Howard, Pennsylvania, who was killed in a New Jersey rodeo accident.

Coy was a four-time national qualifier and a two-time Pennsylvania State champion in High School Rodeo Associations. He was also a 2015 graduate of the Central Pennsylvania Institute of Science and Technology. He continued his education at the University of Tennessee at Martin, where he was majoring in criminal justice.

At the University of Tennessee, Coy was also pursuing his passion for rodeo. Following his death, the university's rodeo coach, John Luthi, said, "Even though he was only here for 1 year, his impact will always be felt here at UT Martin. He was a super human being who always took care of his business. It's hard to imagine why something like this had to happen, but we have faith that God is in control."

My thoughts and prayers remain with the Lutz family, including Coy's parents, Doug and Sabine, along with his sisters, Melanie and Laura.

PFEIFER KIWANIS CAMP AND EXECUTIVE DIRECTOR SANFORD TOLLETTE

(Mr. HILL asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. HILL. Mr. Speaker, I rise to recognize the dedicated and exceptional work of Mr. Sanford Tollette, the executive director of the Joseph Pfeifer Kiwanis Camp in Arkansas.

The camp provides at-risk and underprivileged children throughout Arkansas with the opportunity to enhance their education while experiencing nature and the great outdoors. Originally a summer camp, Mr. Tollette has transformed it into a year-round resi-

dential academic intervention program.

A grateful mother from Arkansas recently shared with me the powerful impact that the camp has had on her daughter's development, allowing her to better interact with her friends and her classmates. Further, the camp has provided critical guidance and information to the mother to help her with her child's development.

Under his leadership, the camp has provided thousands of young Arkansans with the opportunity to grow, learn, and build lasting friendships. I commend Mr. Tollette for his fruitful efforts, and I look forward to his continued success.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess until approximately 3:45 p.m. today.

Accordingly (at 2 o'clock and 10 minutes p.m.), the House stood in recess.

□ 1545

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. FARENTHOLD) at 3 o'clock and 45 minutes p.m.

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 motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

CHECKPOINT OPTIMIZATION AND EFFICIENCY ACT OF 2016

Mr. KATKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5338) to reduce passenger wait times 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. 5338

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 "Checkpoint Optimization and Efficiency Act of 2016".

SEC. 2. SENSE OF CONGRESS.

It is the sense of Congress that airport checkpoint wait times should not take priority over the security of the Nation's aviation system.

SEC. 3. ENHANCED STAFFING ALLOCATION MODEL.

(a) IN GENERAL.—Not later than 30 days after the date of the enactment of this Act, the Administrator of the Transportation Se-

curity Administration shall complete an assessment of the Administration's staffing allocation model to determine the necessary staffing positions at all airports in the United States at which the Administration operates passenger checkpoints.

(b) APPROPRIATE STAFFING.—The staffing allocation model described in subsection (a) shall be based on necessary staffing levels to maintain minimal passenger wait times and maximum security effectiveness.

(c) ADDITIONAL RESOURCES.—In assessing necessary staffing for minimal passenger wait times and maximum security effectiveness referred to in subsection (b), the Administrator of the Transportation Security Administration shall include the use of canine explosives detection teams and technology to assist screeners conducting security checks.

(d) TRANSPARENCY.—The Administrator of the Transportation Security Administration shall share with aviation security stakeholders the staffing allocation model described in subsection (a), as appropriate.

(e) EXCHANGE OF INFORMATION.—The Administrator of the Transportation Security Administration shall require each Federal Security Director to engage on a regular basis with the appropriate aviation security stakeholders to exchange information regarding airport operations, including security operations.

(f) GAO REVIEW.—Not later than 180 days after the date of the enactment of this Act, the Comptroller General of the United States shall review the staffing allocation model described in subsection (a) and report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the results of such review.

SEC. 4. EFFECTIVE UTILIZATION OF STAFFING RESOURCES.

(a) IN GENERAL.—To the greatest extent practicable, the Administrator of the Transportation Security Administration shall direct that Transportation Security Officers with appropriate certifications and training are assigned to passenger and baggage security screening functions and that other Administration personnel who may not have certification and training to screen passengers or baggage are utilized for tasks not directly related to security screening, including restocking bins and providing instructions and support to passengers in security lines.

(b) ASSESSMENT AND REASSIGNMENT.—The Administrator of the Transportation Security Administration shall conduct an assessment of headquarters personnel and reassign appropriate personnel to assist with airport security screening activities on a permanent or temporary basis, as appropriate.

SEC. 5. TSA STAFFING AND RESOURCE ALLOCATION.

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

(1) Utilize the Administration's Behavior Detection Officers for passenger and baggage security screening, including the verification of traveler documents, particularly at designated PreCheck lanes to ensure that such lanes are operational for use and maximum efficiency.

(2) Make every practicable effort to grant additional flexibility and authority to Federal Security Directors in matters related to checkpoint and checked baggage staffing allocation and employee overtime in furtherance of maintaining minimal passenger wait times and maximum security effectiveness.

(3) Disseminate to aviation security stakeholders and appropriate Administration personnel a list of checkpoint optimization best practices.

(4) Expand efforts to increase the public's participation in the Administration's PreCheck program, including deploying Administration-approved ready-to-market private sector solutions and offering secure online and mobile enrollment opportunities.

(5) Request the Aviation Security Advisory Committee (established pursuant to section 44946 of title 49, United States Code) provide recommendations on best practices for checkpoint security operations optimization.

(b) STAFFING ADVISORY COORDINATION.—Not later than 30 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall—

(1) direct each Federal Security Director to coordinate local representatives of aviation security stakeholders to establish a staffing advisory working group at each airport at which the Administration oversees or performs passenger security screening to provide recommendations to the Administrator on Transportation Security Officer staffing numbers, for such airport; and

(2) certify to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate that such staffing advisory working groups have been established.

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

(1) report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate regarding how the Administration's Passenger Screening Canine assets may be deployed and utilized for maximum efficiency to mitigate risk and optimize checkpoint operations; and

(2) report to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate on the status of the Administration's Credential Authentication Technology Assessment program and how deployment of such program might optimize checkpoint operations.

SEC. 6. AVIATION SECURITY STAKEHOLDERS DEFINED.

For purposes of this Act, the term "aviation security stakeholders" shall mean, at a minimum, air carriers, airport operators, and labor organizations representing Transportation Security Officers or, where applicable, contract screeners.

SEC. 7. RULE OF CONSTRUCTION.

Nothing in this Act may be construed as authorizing or directing the Administrator of the Transportation Security Administration to prioritize reducing wait times over security effectiveness.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. KATKO) and the gentleman from Mississippi (Mr. THOMPSON) 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 to include any extraneous materials 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.

We have all seen, heard about, or even experienced for ourselves the recent crisis of wait times at TSA checkpoints at airports across this great Nation. With record passenger volumes, inefficient staffing models, and collaboration challenges with airports and airlines, the TSA has found itself stretched way too thin. The fact of the matter is that security effectiveness and efficiency are not mutually exclusive.

Now that the summer holiday season is upon us, it is imperative that we move to alleviate the nightmarish scenarios that have been playing out at airports across the United States in recent months. Passengers should not be missing flights due to long security lines when they are arriving to the airport 2 hours prior to their flights. Similarly, airports should not be approaching an operational ground stop related to TSA checkpoint lines. Also, they should not be having to sleep overnight on cots, in airports, because of TSA snafus.

The House has already passed important legislation to expand TSA PreCheck, which is still awaiting passage in the Senate. Getting more passengers enrolled in PreCheck is essential to security and efficiency by identifying low-risk travelers and expediting them through screening. Today, we have the opportunity to act again and swiftly. When I came to Congress, I made a commitment to my constituents to tackle problems head-on and get things done.

A few weeks ago, my colleagues and I had convened representatives from airports and airlines from across this country to discuss this wait time crisis and to hear directly from them what they think needs to be done to help. The message was consistent, and it was loud: the TSA needs to collaborate with individual airlines and airport authorities to coordinate sufficient staffing levels on a local basis.

We heard their message. This bill will require the TSA to maximize all of its available resources and give airports, airlines, and labor organizations a seat at the table to ensure those resources are being utilized and allocated in the most effective and efficient manner.

The Checkpoint Optimization and Efficiency Act will make a meaningful impact in shortening the burdensome security wait times being experienced by Americans who travel through airports across this country. It is critical that Congress act to swiftly get this bill to the President's desk.

Specifically, this legislation redeploys TSA assets, such as behavior detection officers, of which there are 3,000, and K-9 teams so that more personnel are made available to perform screening functions. Further, the bill grants additional flexibility to local TSA supervisors in order to empower them to make decisions on an airport-

by-airport basis, rather than a top-down approach from TSA headquarters.

This bill will also direct the TSA to undergo a comprehensive workforce assessment and report to Congress to ensure that the agency is deploying personnel in the most risk-based manner. The TSA must also share its staffing practices with airport operators, airlines, and labor organizations in order to enhance the coordination between peak travel times, flight schedules, and TSA checkpoint staffing.

Mr. Speaker, this wait time crisis is an issue that touches airports across this great country, and a swift response to problems like this is what the American people sent us here to accomplish. This legislation implements commonsense practices while preventing a one-size-fits-all approach to aviation security. Above all, the bill explicitly states that security is paramount and that wait times should not be prioritized at the expense of effective security screening.

I thank the chairman of the full committee, Mr. MCCAUL, for his strong support of this legislation and for ensuring that it was a top priority for the committee. Additionally, I thank Ranking Member RICE and Representative KEATING for their bipartisan support on this bill. I also thank the ranking minority member on the Homeland Security Committee, my colleague who works with us hand in hand again and again on these matters, Mr. THOMPSON. We are here, before Congress, passing yet another bill in a bipartisan manner. This is what Congress is supposed to do, and I thank Mr. THOMPSON for his support. I also express thanks to each of the bill's cosponsors for recognizing the importance of this issue.

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

Mr. THOMPSON of Mississippi. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 5338, the Checkpoint Optimization and Efficiency Act of 2016.

Over the past few months, the Transportation Security Administration has been scrutinized and criticized regarding wait times. As the peak travel season began, there were several reports of wait times that exceeded 2 hours. Those lengthy waits caused anxiety and disappointment among travelers. At times, the prolonged wait times caused many passengers to miss their flights.

In response to this crisis, the Department of Homeland Security and the Transportation Security Administration took a series of actions. The TSA deployed additional K-9 teams to screen passengers at checkpoints; it intensified its efforts to promote participation in the PreCheck program; it partnered more closely with airlines and airports; and it increased research and development efforts for technologies that will improve screening. This bill codifies many of those actions. However, it does not encompass

the entirety of the Department's efforts to address the wait times crisis.

DHS Secretary Johnson also requested that \$34 million in appropriations be reprogrammed from other TSA accounts to help cover the costs for overtime, converting part-time workers to full-time, and expediting the hiring of new transportation security officers. DHS' request was approved. Just 2 weeks after the reprogramming, Secretary Johnson requested an additional infusion of cash to TSA operations of \$28 million. That reprogramming request is pending. The infusion of \$34 million in additional resources into TSA security operations has had a tremendous impact on wait times at the Nation's airports. In fact, during the Memorial Day weekend, most airports reported wait times of less than 30 minutes during peak time.

If the TSA is to maintain the operational gains that have been realized in recent weeks and keep wait times down, it will require Congress' stepping up and providing resources. Even though the measures within this bill will codify much of what the TSA and the DHS are already doing to address the issue, the only way to achieve long-term, measurable success is by giving the TSA the resources it needs on an ongoing basis.

The TSA's current staffing is out of step with its own projection for volumes in fiscal year 2016. As you can see from the poster, the TSA's staffing in fiscal year 2016 was 42,525 TSOs, which is nearly 2,500 fewer frontline staff than in fiscal year 2011. The TSA is expected to screen nearly 100 million more passengers in FY 2016, with about 2,500 fewer staff.

That is why I joined with Representative DEFazio and Representative DOLD in introducing H.R. 5340, the FASTER Act, which is bipartisan legislation that directs the money that is collected from the flying public through the September 11 Security Fee to actually be used to secure the Nation's commercial aviation system. Unfortunately, a significant portion of the funds collected, which has totaled \$12.6 billion over 10 years, is being diverted to offset the Federal budget. I urge Members to support H.R. 5340, the FASTER Act.

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

Mr. KATKO. Mr. Speaker, I yield 1 minute to the distinguished gentleman from Ohio (Mr. JOYCE).

Mr. JOYCE. Mr. Speaker, I rise in support of H.R. 5338, the Checkpoint Optimization and Efficiency Act of 2016.

Every week, when I come and go from the Cleveland airport, I worry about the chaotic lines and the long wait times in security. I am glad for the opportunity to speak in support of legislation that intends to alleviate this ever-growing problem. I am increasingly hearing from constituents about the frustration of subjecting oneself to air travel. Traveling with chil-

dren is even more stressful, as my wife and I can empathize with. Missing a flight because of ridiculously long lines at security is unacceptable. At the same time, we need a system that guarantees passenger safety.

It is all of our jobs here in Congress to ensure that our constituents are safe, and it is the responsibility of TSA officers to ensure travelers are thoroughly screened. This legislation will boost their efficiency in doing so. Reviewing the TSA's staffing model is necessary to determine best practices and implement them as soon as possible. This legislation increases transparency and accountability. Examining big-picture problems with the current system and tackling the issues at the source will help to reduce passenger wait times and will ensure the safety of all of our constituents.

This legislation presents a common-sense approach in addressing the airport wait times issue, and I urge my colleagues to support H.R. 5338.

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

Mr. KATKO. Mr. Speaker, I yield 3 minutes to the distinguished gentleman from Illinois (Mr. DOLD).

Mr. DOLD. I, certainly, thank my good friend from New York for yielding the time.

I thank my friend from Mississippi, who talked a little bit before about the bill that we are working on together, that being the FASTER Act, which I do believe is a step in the right direction.

Mr. Speaker, I represent a district just north of Chicago, so the airport that I go in and out of right now is Chicago's O'Hare—the busiest airport in the country. In fact, we believe about 77 million passengers are going to go through O'Hare this year—77 million. It is not uncommon, obviously, for me to go there and have extremely long wait times at the TSA. Unfortunately, what we have seen more recently is these wait times continuing to build—to build so much that, actually, the wait time is longer than the flight, itself, which, to me, is completely unacceptable. Frankly, the American public deserves a little bit more accountability.

Over the past few weeks, these long wait times, obviously, have been exacerbated, so we have put on a Band-Aid—a patch—to try to make sure that we have a little bit more staffing at some of these busiest of airports around the country, and we have seen those wait times come down. Yet what we do know is that people are missing their flights. People who have missed their flights, at least in the last couple of weeks, have been able to be put on flights without too much inconvenience. If this were to happen this summer, the chances are, at least from the airlines, they wouldn't be able to get on their flights for a week or more, which could completely disrupt family vacations and the like.

The current screening procedures need to be updated to ensure that we

protect passengers from terrorist threats and to make sure that passengers are screened in the most efficient manner possible. This is, really, a two-pronged approach. In one, my friend from Mississippi talked about the FASTER Act, which is, again, trying to make sure that the resources that passengers pay are actually going toward the TSA to make sure that it has the manpower necessary to do the screening.

Today's bill, the Checkpoint Optimization and Efficiency Act, will go a long way towards ensuring that the TSA updates the screening procedures to improve customer service at the Nation's busiest airports. This bill will ensure that TSA position screeners are where they are needed most, which, I think, is absolutely critical. The bill will allow the TSA to reallocate K-9 teams to the Nation's busiest airports or where they are needed. K-9 detecting teams are a vital tool in ensuring the quick and effective screening of passengers.

Mr. Speaker, just this last week, I was at O'Hare. I went down and had an opportunity to talk with some of the K-9 screeners in Chicago. One actually came from Fairbanks, Alaska, and the other one came in from Cincinnati.

□ 1600

There is no question that there was a huge issue at O'Hare that needed to be rectified, and what this legislation does—and the gentleman from New York proposes—will allow that flexibility to happen.

Finally, I want to just talk about the TSA's Federal Security Directors and making sure that they are placed at the busiest airports and have some of the flexibility that they need to make the staffing decisions that are best for the people.

The bill today, I believe, will go a long way toward alleviating the crisis at our busiest airports around the country and will help make sure that our hours-long wait times will be reduced and diminished.

I certainly hope my colleagues on both sides of the aisle will support this legislation.

Mr. THOMPSON of Mississippi. Mr. Speaker, I yield myself the balance of my time to close.

Mr. Speaker, the measure under consideration will codify much of what the Department and TSA have been doing to address wait times at our Nation's airports. Thankfully, through bipartisan negotiations on this measure, we were able to ensure that when local airport working groups are stood up, the voices of the airport operators, air carriers, and those who represent the men and women on the front lines of aviation security would be heard.

Also, I am pleased that the bill, as amended, takes a broader view on how behavior detection officers could be used at our airports. I have long been skeptical of TSA's investment in the Behavior Detection Officer program,

given the risks of racial or ethnic profiling and the lack of science to back TSA's claim of this security effectiveness.

I am pleased that Chairman KATKO was receptive to repurposing this position, at the Federal Security Director's discretion, to any alternate position within TSA's checkpoint screening functions.

I, once again, urge Members to support H.R. 5340, the FASTER Act, as it will ensure that TSA receives funding it needs to acquire and maintain staff and resources to efficiently carry out its mission without compromising security effectiveness.

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

The threats facing our Nation's aviation system are constantly changing and adapting. For this reason, TSA's mission is not only difficult, but critical to the national security of the United States and the safety of traveling Americans.

I, again, wish to thank all of the bipartisan cosponsors of this legislation, and I urge my colleagues to support this bill.

I yield back the balance of my time.

Mr. MCCAUL. Mr. Speaker, the traveling public is suffering from staggeringly long airport wait times. As the busy summer travel season has begun, I am consistently hearing reports of missed flights, delays, and two-hour plus wait times at TSA security checkpoints. This bipartisan legislation includes meaningful reforms that the Homeland Security Committee has identified to address wait times, while making sure that the traveling public remains safe. I also want to encourage the Senate to act on other House-passed bills that would help alleviate checkpoint wait times.

TSA's Admiral Neffenger testified before my committee that the provisions outlined in H.R. 5338 would help optimize checkpoints and reduce the burden on TSA and passengers. Our bill has also received overwhelming support from transportation stakeholders, such as the airport and airline community.

The Checkpoint Optimization and Efficiency Act redeploys TSA personnel to enhance staffing and increase operational capability, allowing more screening lanes to be open. The bill ushers in a new era of transparency and accountability between TSA and its airport and airline stakeholders, while pushing continued expansion of TSA's PreCheck program, which the House has already sought to expand with the passage of the TSA PreCheck Expansion Act.

Mr. Speaker, the President's recent budget requests have failed to predict the resources that were needed to mitigate this problem before it started. In fact, last year, TSA gave \$100 million back to the U.S. Treasury. Now, Secretary Johnson has had to ask Congress for reprogramming requests to alleviate the burden placed on TSA operations. While these reprogramming requests were necessary, I am pleased that this legislation will go a step further by reallocating existing assets in a much more effective manner.

I wish to thank Chairman KATKO for his leadership on this important issue, as well as each of the cosponsors of the bill. In par-

ticular, I wish to thank Ranking Member RICE and Representative KEATING for lending their support to the bill and for their engagement and work on enhancing transportation security. I urge my colleagues to support this critical legislation.

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. 5338, 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.

HELPING HOSPITALS IMPROVE PATIENT CARE ACT OF 2016

Mr. TIBERI. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5273) to amend title XVIII of the Social Security Act to provide for regulatory relief under the Medicare program for certain providers of services and suppliers and increased transparency in hospital coding and enrollment data, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5273

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE; TABLE OF CONTENTS.

(a) SHORT TITLE.—This Act may be cited as the "Helping Hospitals Improve Patient Care Act of 2016".

(b) TABLE OF CONTENTS.—The table of contents for this Act is as follows:

Sec. 1. Short title; table of contents.

TITLE I—PROVISIONS RELATING TO MEDICARE PART A

Sec. 101. Development of Medicare study for HCPCS version of MS-DRG codes for similar hospital services.

Sec. 102. Establishing beneficiary equity in the Medicare hospital readmission program.

Sec. 103. Five-year extension of the rural community hospital demonstration program.

Sec. 104. Regulatory relief for LTCHs.

Sec. 105. Savings from IPPS MACRA pay-for-through not applying documentation and coding adjustments.

TITLE II—PROVISIONS RELATING TO MEDICARE PART B

Sec. 201. Continuing Medicare payment under HOPD prospective payment system for services furnished by mid-build off-campus outpatient departments of providers.

Sec. 202. Treatment of cancer hospitals in off-campus outpatient department of a provider policy.

Sec. 203. Treatment of eligible professionals in ambulatory surgical centers for meaningful use and MIPS.

TITLE III—OTHER MEDICARE PROVISIONS

Sec. 301. Delay in authority to terminate contracts for Medicare Advantage plans failing to achieve minimum quality ratings.

Sec. 302. Requirement for enrollment data reporting for Medicare.

Sec. 303. Updating the Welcome to Medicare package.

TITLE I—PROVISIONS RELATING TO MEDICARE PART A

SEC. 101. DEVELOPMENT OF MEDICARE STUDY FOR HCPCS VERSION OF MS-DRG CODES FOR SIMILAR HOSPITAL SERVICES.

Section 1886 of the Social Security Act (42 U.S.C. 1395ww) is amended by adding at the end the following new subsection:

“(t) RELATING SIMILAR INPATIENT AND OUTPATIENT HOSPITAL SERVICES.—

“(1) DEVELOPMENT OF HCPCS VERSION OF MS-DRG CODES.—

“(A) IN GENERAL.—Not later than January 1, 2018, the Secretary shall develop HCPCS versions for MS-DRGs that is similar to the ICD-10-PCS for such MS-DRGs such that, to the extent possible, the MS-DRG assignment shall be similar for a claim coded with the HCPCS version as an identical claim coded with a ICD-10-PCS code.

“(B) COVERAGE OF SURGICAL MS-DRGS.—In carrying out subparagraph (A), the Secretary shall develop HCPCS versions of MS-DRG codes for not fewer than 10 surgical MS-DRGs.

“(C) PUBLICATION AND DISSEMINATION OF THE HCPCS VERSIONS OF MS-DRGS.—

“(i) IN GENERAL.—The Secretary shall develop a HCPCS MS-DRG definitions manual and software that is similar to the definitions manual and software for ICD-10-PCS codes for such MS-DRGs. The Secretary shall post the HCPCS MS-DRG definitions manual and software on the Internet website of the Centers for Medicare & Medicaid Services. The HCPCS MS-DRG definitions manual and software shall be in the public domain and available for use and redistribution without charge.

“(ii) USE OF PREVIOUS ANALYSIS DONE BY MEDPAC.—In developing the HCPCS MS-DRG definitions manual and software under clause (i), the Secretary shall consult with the Medicare Payment Advisory Commission and shall consider the analysis done by such Commission in translating outpatient surgical claims into inpatient surgical MS-DRGs in preparing chapter 7 (relating to hospital short-stay policy issues) of its 'Medicare and the Health Care Delivery System' report submitted to Congress in June 2015.

“(D) DEFINITION AND REFERENCE.—In this paragraph:

“(i) HCPCS.—The term 'HCPCS' means, with respect to hospital items and services, the code under the Healthcare Common Procedure Coding System (HCPCS) (or a successor code) for such items and services.

“(ii) ICD-10-PCS.—The term 'ICD-10-PCS' means the International Classification of Diseases, 10th Revision, Procedure Coding System, and includes a subsequent revision of such International Classification of Diseases, Procedure Coding System.”.

SEC. 102. ESTABLISHING BENEFICIARY EQUITY IN THE MEDICARE HOSPITAL READMISSION PROGRAM.

(a) TRANSITIONAL ADJUSTMENT FOR DUAL ELIGIBLE POPULATION.—Section 1886(q)(3) of the Social Security Act (42 U.S.C. 1395ww(q)(3)) is amended—

(1) in subparagraph (A), by inserting “subject to subparagraph (D),” after “purposes of paragraph (1),”; and

(2) by adding at the end the following new subparagraph:

“(D) TRANSITIONAL ADJUSTMENT FOR DUAL ELIGIBLES.—

“(i) IN GENERAL.—In determining a hospital's adjustment factor under this paragraph for purposes of making payments for discharges occurring during and after fiscal