needed to address poverty and expand opportunities for children and families. CSBG is a targeted program with strong oversight and a solid track record of success. And because no two communities are the same, CSBG gives organizations the flexibility to create new and locally tailored solutions.

CSBG is also bipartisan. This year, I was honored to join with more than 100 House Members from both sides of the aisle to advocate for an increase in funding to the program. More resources will allow great organizations in my community, like the Mohawk Valley Community Action Agency, to improve and increase their services.

For over 50 years, MVCAA has served the residents of Oneida, Herkimer, and Madison Counties providing important services, and supporting education, employment, childcare, and family needs. In 2018 alone, they assisted 9,210 individuals, including 3,649 children.

I am so grateful that the Committee on Appropriations met our fiscal year 2021 requests of $800 million for CSBG, which will ensure that even more families and children have access to the tools they need to realize their potential.

I thank my good friend, ranking member of the Committee on Appropriations, TOM COLE, as well as Chairwoman ROSA DELAURO for their leadership and commitment to this program.

□ 1215

RECOGNIZING THOMAS GILMAN

(Mrs. MILLER-MEEKS asked and was given permission to address the House for 1 minute and to revise and extend her remarks.)

Mrs. MILLER-MEEKS. Madam Speaker, I rise today to recognize a young man in my district who will represent Iowa on the world stage.

Thomas Gilman, a University of Iowa alumni, has qualified for the U.S. Olympic team for freestyle wrestling and will be competing in this summer's Olympic Games in Tokyo, Japan, later this month.

As a former Hawkeye, Thomas was a force to be reckoned with in the 125-pound weight division, finishing his career in Iowa City with an impressive record of 107–12 and a Big Ten Conference title. He was also named the Outstanding Wrestler of the 2017 Midlands Championships.

His other athletic accomplishments include a silver medal at the World Wrestling Championships in Paris in 2017 and another silver medal at the U.S. National Championships in Las Vegas in 2019.

I wish Thomas the best of luck as he goes on to represent the great State of Iowa and the United States in the Olympic Games. Bring home the gold.

HELP CUBAN PEOPLE ORGANIZE

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

Mr. LAMALFA. Madam Speaker, the Communist Party is afraid. They are seeing their ideas collapse. They are seeing that people will no longer wait for the countless empty promises of the Castro years to be fulfilled.

This is why we are seeing thousands of unarmed protesters being arrested, beaten, and killed all across the island of Cuba.

If the Communist Party of Cuba had their way, if they were successful in blocking the communications of their people as they intended to do with their power outages and censorship, then we wouldn't even be able to see these abuses.

Cuba's Communist Government has had 62 years to prove that it could provide health, housing, education, work, food, and security to its people. Instead, we see buildings collapsing on the heads of Cuban citizens. We see that the government provided food full of gravel. We see security forces firing live rounds into crowds that are not allowed to be armed.

The White House needs to act soon to help the Cuban people organize and communicate freely, and let the rest of the world know what is really happening only 90 miles from our border.

Where is the United Nations?

I call on President Biden to unblock and expand uncensored internet access. We have the technology to do it now and guarantee cellular service to their island.

The embargo is not the problem. People need to be liberated. They are political prisoners. Provide independent and free press.

Madam Speaker, which of these do the Cuban people not deserve?

VOTING RIGHTS SHOULD NOT BE DENIED

(Ms. JACKSON LEE asked and was given permission to address the House for 1 minute.)

Ms. JACKSON LEE. Madam Speaker, I want to rise today to inform everyone who might be listening that the filibuster is not in this little book that has governed this great Nation, the Constitution of the United States.

In fact, the 15th Amendment, as it relates to voting, says: ''The right of citizens of the United States to vote should not be denied or abridged by the United States or any State on account of race, color, or previous condition of servitude,'' which means we should move forward with certain things.

One, we need to move forward with the infrastructure bill. We must move forward with the budget and budget reconciliation. We must ensure that voting rights are protected in this Nation. Again, the filibuster is not a constitutional provision, and therefore, we must govern.

Madam Speaker, I want to express my knowledge and concern of the crime and violence across America. It is facing us in Houston as well. I was delighted to bring almost a million dollars to help our victims of crimes and the victim advocates program for HPD. It is time now to stand up for America.

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 the yeas and nays are ordered.

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

STRENGTHENING LOCAL TRANSPORTATION SECURITY CAPABILITIES ACT OF 2021

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1870) to require the Secretary of Homeland Security to prioritize strengthening of local transportation security capabilities by assigning certain officers and intelligence analysts to State, local, and regional fusion centers in jurisdictions with a high-risk surface transportation asset and improving the timely sharing of information regarding threats of terrorism and other threats, including targeted violence, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1870

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 ''Strengthening Local Transportation Security Capabilities Act of 2021''.

SEC. 2. DEFINITIONS.

In this Act:

(1) DOMESTIC TERRORISM.—The term ''domestic terrorism'' has the meaning given such term in section 2331 of title 18, United States Code.

(2) INTERNATIONAL TERRORISM.—The term ''international terrorism'' has the meaning given such term in section 2331 of title 18, United States Code.

(3) PUBLIC AND PRIVATE SECTOR STAKEHOLDERS.—The term ''public and private sector stakeholders'' has the meaning given such term in section 114(u)(1)(c) of title 49, United States Code.

(4) SURFACE TRANSPORTATION ASSET.—The term ''surface transportation asset'' includes facilities, equipment, or systems used to provide transportation services by—

(A) a public transportation agency (as such term is defined in section 1402(5) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110–53; 6 U.S.C. 1131(5)));

(B) a railroad carrier (as such term is defined in section 20102(3) of title 49, United States Code);

(C) an owner or operator of—

(I) an entity offering scheduled, fixed-route transportation services by over-the-road bus (as such term is defined in section 1501(4) of the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110–53; 6 U.S.C. 1151(4))); or

(ii) a bus terminal; or

(D) other transportation facilities, equipment, or systems, as determined by the Secretary.

(5) TARGETED VIOLENCE.—The term ''targeted violence'' means an incident of violence in which an attacker selected a particular target in order to inflict mass injury or death with no discernable political or ideological motivation beyond mass injury or death.

(6) TERRORISM.—The term ''terrorism'' means domestic terrorism and international terrorism.

SEC. 3. THREAT INFORMATION SHARING.

(a) PRIORITIZATION.—The Secretary of Homeland Security shall prioritize the assignment of officers and intelligence analysts under section 210A of the Homeland Security Act of 2002 (6 U.S.C. 124h) from the Transportation Security Administration and, as appropriate, from the Office of Intelligence and Analysis of the Department of Homeland Security, to locations with participating State, local, and regional fusion centers in jurisdictions with a high-risk surface transportation asset in order to enhance the security of such assets, including by improving timely sharing, in a manner consistent with the protection of privacy rights, civil rights, and civil liberties, of information regarding threats of terrorism and other threats, including targeted violence.

(b) INTELLIGENCE PRODUCTS.—Officers and intelligence analysts assigned to locations with participating State, local, and regional fusion centers under this section shall participate in the generation and dissemination of transportation security intelligence products, with an emphasis on such products that relate to threats of terrorism and other threats, including targeted violence, to surface transportation assets that—

(1) assist State, local, and Tribal law enforcement agencies in deploying their resources, including personnel, most efficiently to help detect, prevent, investigate, apprehend, and respond to such threats;

(2) promote more consistent and timely sharing with and among jurisdictions of threat information; and

(3) enhance the Department of Homeland Security's situational awareness of such threats.

(c) CLEARANCES.—The Secretary of Homeland Security shall make available to appropriate owners and operators of surface transportation assets, and to any other person that the Secretary determines appropriate to foster greater sharing of classified information relating to threats of terrorism and other threats, including targeted violence, to surface transportation assets, the process of application for security clearances under Executive Order No. 13549 (75 Fed. Reg. 162; relating to a classified national security information program) or any successor Executive order.

(d) GAO REPORT.—Not later than two years 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 of the Senate a review of the implementation of this section, together with any recommendations to improve information sharing with State, local, Tribal, territorial, and private sector entities to prevent, identify, and respond to threats of terrorism and other threats, including targeted violence, to surface transportation assets.

SEC. 4. LOCAL LAW ENFORCEMENT SECURITY TRAINING.

(a) IN GENERAL.—The Secretary of Homeland Security, in consultation with public and private sector stakeholders, may in a manner consistent with the protection of privacy rights, civil rights, and civil liberties, develop, through the Federal Law Enforcement Training Centers, a training program to enhance the protection, preparedness, and response capabilities of law enforcement agencies with respect to threats of terrorism and other threats, including targeted violence, at a surface transportation asset.

(b) REQUIREMENTS.—If the Secretary of Homeland Security develops the training program described in subsection (a), such training program shall—

(1) be informed by current information regarding tactics used by terrorists and others engaging in targeted violence;

(2) include tactical instruction tailored to the diverse nature of the surface transportation asset operational environment; and

(3) prioritize training officers from law enforcement agencies that are eligible for or receive grants under sections 2003 or 2004 of the Homeland Security Act of 2002 (6 U.S.C. 604 and 605) and officers employed by railroad carriers that operate passenger service, including interstate passenger service.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gentleman from New York (Mr. KATKO) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on this measure.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from California?

There was no objection.

Ms. BARRAGÁN. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise today in support of H.R. 1870, the Strengthening Local Transportation Security Capabilities Act of 2021.

This legislation I introduced seeks to improve information sharing between the Department of Homeland Security and State and local law enforcement in areas with high-risk surface transportation assets.

This bill will enhance security in two key ways.

First, it requires DHS to prioritize the assignment of officers and intelligence analysts to State, local, and regional fusion centers in jurisdictions with a high-risk surface transportation asset. To mitigate threats to our critical surface transportation assets, we must ensure that intelligence regarding threats to surface transportation are shared with appropriate stakeholders in a timely manner. This important provision meets that mission, improving the chances of preventing the next attack.

Second, the bill authorizes DHS to develop a training program to enhance the protection, preparedness, and response capabilities of law enforcement agencies that operate at surface transportation assets. Surface transportation systems are unique in their layouts and use, and this training would improve law enforcement capabilities in these settings in a manner that protects civil rights and liberties.

Considering the increase in terrorist attacks in recent years against mass transit systems, bus stations, and passenger rail systems, it is crucial that timely information be shared with local law enforcement and security personnel at transit centers. These surface transportation systems are critical to our way of life, and an attack against one could be devastating.

Enactment of H.R. 1870 would be a significant step toward ensuring we are prepared to mitigate such risk by supplying DHS and State and local law enforcement with the resources they need to meet this homeland security challenge.

Madam Speaker, I urge my colleagues to support this legislation, and I reserve the balance of my time.

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

Madam Speaker, I rise today in support of H.R. 1870, the Strengthening Local Transportation Security Capabilities Act of 2021.

It is simply not enough for our Federal Government to be prepared for an attempted terrorist attack. We must ensure that our State and local partners are prepared as well.

Nowhere else is this more apparent than in the case of surface transportation. This legislation ensures that the Federal Government is providing sufficient information, intelligence, and training to State and local partners to better defend surface transportation assets.

Madam Speaker, I urge all Members to join me in supporting H.R. 1870, and I reserve the balance of my time.

Ms. BARRAGÁN. Madam Speaker, I have no more speakers, and I am prepared to close after the gentleman from New York closes.

Madam Speaker, I reserve the balance of my time.

Mr. KATKO. Madam Speaker, I have no further speakers. I urge Members to support this bill, and I congratulate my colleague on it.

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

Ms. BARRAGÁN. Madam Speaker, I yield myself the balance of my time.

Madam Speaker, H.R. 1870 is a timely measure, as attackers remain intent on targeting surface transportation systems at this time of heightened threat.

Enacting H.R. 1870 will improve information sharing among DHS and State and local law enforcement agencies, increasing our ability to stop or significantly decrease the harm caused by such attacks.

Madam Speaker, for this reason, I urge my colleagues to support H.R. 1870, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from California (Ms.

BARRAGÁN) that the House suspend the rules and pass the bill, H.R. 1870, 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.

TRANSPORTATION SECURITY PREPAREDNESS ACT OF 2021

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1893) to direct the Transportation Security Administration to develop a transportation security preparedness plan in the event of a communicable disease outbreak, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1893

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 ''Transportation Security Preparedness Act of 2021''.

SEC. 2. SURVEY OF THE TRANSPORTATION SECURITY ADMINISTRATION WORKFORCE REGARDING COVID–19 RESPONSE.

(a)SURVEY.—Not later than 1 year after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (referred to in this section as the ''Administrator''), in consultation with the labor organization certified as the exclusive representative of full- and part-time non-supervisory Administration personnel carrying out screening functions under section 44901 of title 49, United States Code, shall conduct a survey of the Transportation Security Administration (referred to in this section as the ''Administration'') workforce regarding the Administration's response to the COVID–19 pandemic. Such survey shall be conducted in a manner that allows for the greatest practicable level of workforce participation.

(b)CONTENTS.—In conducting the survey required under subsection (a), the Administrator shall solicit feedback on the following:

(1) The Administration's communication and collaboration with the Administration's workforce regarding the Administration's response to the COVID–19 pandemic and efforts to mitigate and monitor transmission of COVID–19 among its workforce, including through—

(A) providing employees with personal protective equipment and mandating its use;

(B) modifying screening procedures and Administration operations to reduce transmission among officers and passengers and ensuring compliance with such changes;

(C) adjusting policies regarding scheduling, leave, and telework;

(D) outreach as a part of contact tracing when an employee has tested positive for COVID–19; and

(E) encouraging COVID–19 vaccinations and efforts to assist employees that seek to be vaccinated such as communicating the availability of duty time for travel to vaccination sites and recovery from vaccine side effects.

(2) Any other topic determined appropriate by the Administrator.

(c)REPORT.—Not later than 30 days after completing the survey required under subsection (a), the Administration shall provide a report summarizing the results of the survey to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

SEC. 3. TRANSPORTATION SECURITY PREPAREDNESS PLAN.

(a)PLAN REQUIRED.—Section 114 of title 49, United States Code, is amended by adding at the end the following new subsection:

''(x)TRANSPORTATION SECURITY PREPAREDNESS PLAN.—

''(1)IN GENERAL.—Not later than two years after the date of the enactment of this subsection, the Secretary of Homeland Security, acting through the Administrator, in coordination with the Chief Medical Officer of the Department of Homeland Security and in consultation with the partners identified under paragraphs (3)(A)(i) through (3)(A)(iv), shall develop a transportation security preparedness plan to address the event of a communicable disease outbreak. The Secretary, acting through the Administrator, shall ensure such plan aligns with relevant Federal plans and strategies for communicable disease outbreaks.

''(2)CONSIDERATIONS.—In developing the plan required under paragraph (1), the Secretary, acting through the Administrator, shall consider each of the following:

''(A) The findings of the survey required under section 2 of the Transportation Security Preparedness Act of 2021.

''(B) All relevant reports and recommendations regarding the Administration's response to the COVID–19 pandemic, including any reports and recommendations issued by the Comptroller General and the Inspector General of the Department of Homeland Security.

''(C) Lessons learned from Federal interagency efforts during the COVID–19 pandemic.

''(3)CONTENTS OF PLAN.—The plan developed under paragraph (1) shall include each of the following:

''(A) Plans for communicating and collaborating in the event of a communicable disease outbreak with the following partners:

''(i) Appropriate Federal departments and agencies, including the Department of Health and Human Services, the Centers for Disease Control and Prevention, the Department of Transportation, the Department of Labor, and appropriate interagency task forces.

''(ii) The workforce of the Administration, including through the labor organization certified as the exclusive representative of full- and part-time non-supervisory Administration personnel carrying out screening functions under section 44901 of this title.

''(iii) International partners, including the International Civil Aviation Organization and foreign governments, airports, and air carriers.

''(iv) Public and private stakeholders, as such term is defined under subsection (t)(1)(C).

''(v) The traveling public.

''(B) Plans for protecting the safety of the Transportation Security Administration workforce, including—

''(i) reducing the risk of communicable disease transmission at screening checkpoints and within the Administration's workforce related to the Administration's transportation security operations and mission;

''(ii) ensuring the safety and hygiene of screening checkpoints and other workstations;

''(iii) supporting equitable and appropriate access to relevant vaccines, prescriptions, and other medical care; and

''(iv) tracking rates of employee illness, recovery, and death.

''(C) Criteria for determining the conditions that may warrant the integration of additional actions in the aviation screening system in response to the communicable disease outbreak and a range of potential roles and responsibilities that align with such conditions.

''(D) Contingency plans for temporarily adjusting checkpoint operations to provide for passenger and employee safety while maintaining security during the communicable disease outbreak.

''(E) Provisions setting forth criteria for establishing an interagency task force or other standing engagement platform with other appropriate Federal departments and agencies, including the Department of Health and Human Services and the Department of Transportation, to address such communicable disease outbreak.

''(F) A description of scenarios in which the Administrator should consider exercising authorities provided under subsection (g) and for what purposes.

''(G) Considerations for assessing the appropriateness of issuing security directives and emergency amendments to regulated parties in various modes of transportation, including surface transportation, and plans for ensuring compliance with such measures.

''(H) A description of any potential obstacles, including funding constraints and limitations to authorities, that could restrict the ability of the Administration to respond appropriately to a communicable disease outbreak.

''(4)DISSEMINATION.—Upon development of the plan required under paragraph (1), the Administrator shall disseminate the plan to the partners identified under paragraph (3)(A) and to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation of the Senate.

''(5)REVIEW OF PLAN.—Not later than two years after the date on which the plan is disseminated under paragraph (4), and biennially thereafter, the Secretary, acting through the Administrator and in coordination with the Chief Medical Officer of the Department of Homeland Security, shall review the plan and, after consultation with the partners identified under paragraphs (3)(A)(i) through (3)(A)(iv), update the plan as appropriate.''.

(b)COMPTROLLER GENERAL REPORT.—Not later than one year after the date on which the transportation security preparedness plan required under subsection (x) of section 114 of title 49, United States Code, as added by subsection (a), is disseminated under paragraph (4) of such subsection (x), the Comptroller General of the United States 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 containing the results of a study assessing the transportation security preparedness plan, including an analysis of—

(1) whether such plan aligns with relevant Federal plans and strategies for communicable disease outbreaks; and

(2) the extent to which the Transportation Security Administration is prepared to implement the plan.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from California (Ms. BARRAGÁN) and the gentleman from New York (Mr. KATKO) each will control 20 minutes.

The Chair recognizes the gentlewoman from California.

GENERAL LEAVE

Ms. BARRAGÁN. Madam Speaker, I ask unanimous consent that all Members have 5 legislative days in which to