

revise and extend their remarks and include extraneous material on the 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 strong support of H.R. 1893, the Transportation Security Preparedness Act of 2021.

Since the start of the COVID-19 pandemic, more than 8,200 TSA employees have contracted coronavirus. Tragically, 17 hardworking frontline workers have lost their lives.

While TSA has taken steps to shield its workers and adjust security operations during the pandemic, its COVID-19 response was ranked low in employee surveys. More must be done to make sure TSA is adequately prepared for future disease outbreaks.

H.R. 1893 directs TSA to apply the lessons learned from the COVID-19 pandemic to protect its workforce and the traveling public during future disease outbreaks.

To do so, TSA is required to survey its workforce in more detail regarding pandemic response to ascertain areas for improvement that can be integrated into a transportation security preparedness plan for future pandemics. Specifically, the survey will examine TSA's efforts to communicate clearly with its workforce, protect employees with personal protective equipment, adjust workplace policies, engage in contact tracing, and facilitate COVID-19 vaccinations for workers.

TSA is then directed to integrate the information it collects into a transportation security preparedness plan that sets forth how TSA will respond to future pandemics, including how it will protect its workforce, communicate and collaborate with public and private entities, and adjust checkpoint operations to maintain security without compromising health and safety.

TSA is also required to assess what barriers remain to its ability to respond to the next disease outbreak.

H.R. 1893 will ensure that TSA will be able to respond quickly and effectively to prevent the next disease outbreak.

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

□ 1230

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

Madam Speaker, I rise today in support of H.R. 1893, the Transportation Security Preparedness Act of 2021.

Our dedicated TSA workforce is critical in protecting our Nation's transportation system. This legislation will ensure that the voices of those frontline workers who have served tirelessly during the COVID-19 pandemic are heard as TSA improves its prepared-

ness and protection of the transportation system in the face of future public health threats.

Madam Speaker, I urge all Members to join me in supporting H.R. 1893.

Madam Speaker, I have no further speakers. I urge Members to support the bill of my good friend, BONNIE WATSON COLEMAN, the sponsor of the bill, and I yield back the balance of my time.

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

Madam Speaker, as the American people return to air travel in greater numbers, it is essential that TSA plan for the future and use the lessons we have learned during COVID-19 to ensure that TSA responds more quickly and effectively to the next major public health crisis.

H.R. 1893 will allow TSA to reflect on the successes and the missteps of the past year and a half and create a concrete plan of action to protect workers and passengers.

Madam Speaker, I urge my colleagues to support H.R. 1893, 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. 1893.

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. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

TRANSPORTATION SECURITY PUBLIC HEALTH THREAT PREPAREDNESS ACT OF 2021

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1893) to enhance the preparedness of the Transportation Security Administration for public health threats to the transportation security system of the United States, 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 Public Health Threat Preparedness Act of 2021".

SEC. 2. DEFINITIONS.

For purposes of this Act:

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

(2) APPROPRIATE CONGRESSIONAL COMMITTEES.—The term "appropriate congressional committees" means—

(A) the Committee on Homeland Security of the House of Representatives; and

(B) the Committee on Homeland Security and Governmental Affairs and the Committee on Commerce, Science, and Transportation of the Senate.

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

(4) STERILE AREA.—The term "sterile area" has the meaning given such term in section 1540.5 of title 49, Code of Federal Regulations.

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

SEC. 3. AUTHORIZATION OF TSA PERSONNEL DETAILS.

(a) COORDINATION.—Pursuant to sections 106(m) and 114(m) of title 49, United States Code, the Administrator may provide TSA personnel, who are not engaged in front line transportation security efforts, to other components of the Department and other Federal agencies to improve coordination with such components and agencies to prepare for, protect against, and respond to public health threats to the transportation security system of the United States.

(b) BRIEFING.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall brief the appropriate congressional committees regarding efforts to improve coordination with other components of the Department and other Federal agencies to prepare for, protect against, and respond to public health threats to the transportation security system of the United States.

SEC. 4. TSA PREPAREDNESS.

(a) ANALYSIS.—

(1) IN GENERAL.—The Administrator shall conduct an analysis of preparedness of the transportation security system of the United States for public health threats. Such analysis shall assess, at a minimum, the following:

(A) The risks of public health threats to the transportation security system of the United States, including to transportation hubs, transportation security stakeholders, TSA personnel, and passengers.

(B) Information sharing challenges among relevant components of the Department, other Federal agencies, international entities, and transportation security stakeholders.

(C) Impacts to TSA policies and procedures for securing the transportation security system.

(2) COORDINATION.—The analysis conducted of the risks described in paragraph (1)(A) shall be conducted in coordination with the Chief Medical Officer of the Department of Homeland Security, the Secretary of Health and Human Services, and transportation security stakeholders.

(b) BRIEFING.—Not later than 180 days after the date of the enactment of this Act, the Administrator shall brief the appropriate congressional committees on the following:

(1) The analysis required under subsection (a).

(2) Technologies necessary to combat public health threats at security screening checkpoints to better protect from future public health threats TSA personnel, passengers, aviation workers, and other personnel authorized to access the sterile area of an airport through such checkpoints, and the estimated cost of technology investments needed to fully implement across the aviation system solutions to such threats.

(3) Policies and procedures implemented by TSA and transportation security stakeholders to protect from public health threats TSA personnel, passengers, aviation workers, and other personnel authorized to access the sterile area through the security screening checkpoints, as well as future plans for

additional measures relating to such protection.

(4) The role of TSA in establishing priorities, developing solutions, and coordinating and sharing information with relevant domestic and international entities during a public health threat to the transportation security system, and how TSA can improve its leadership role in such areas.

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 may have 5 legislative days to revise and extend their remarks and to 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 strong support of H.R. 1895, the Transportation Security Public Health Threat Preparedness Act of 2021.

Protecting our Nation's transportation workforce and the traveling public is front of mind as we attempt to emerge from the COVID-19 pandemic with the looming threat of new variants of the virus.

H.R. 1895 seeks to ensure U.S. transportation systems are better prepared for public health threats by having TSA conduct a study on public health risks in concert with other agencies within the Department of Homeland Security, the Department of Health and Human Services, and industry stakeholders.

Specifically, this bill enhances these efforts, requiring TSA to assess the risk of public health threats to the Nation's transportation security systems and analyze the agency's preparedness to respond to them.

The bill also allows TSA to reassign personnel not engaged in frontline transportation security efforts to other government agencies to improve intergovernmental coordination and response efforts.

I applaud my colleague from Florida (Mr. GIMENEZ) for this timely legislation that prioritizes the health and safety of the traveling public and frontline transportation workers, and I urge my colleagues to support this legislation.

Madam Speaker, 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 strong support of H.R. 1895, the Transportation Security Public Health Threat Preparedness Act of 2021.

The COVID-19 pandemic tested every aspect of our Nation's infrastructure. The nature of a global pandemic has

brought into focus the impact that transportation systems can have on the spread or control of such pandemics.

This legislation, sponsored by my friend and colleague, Mr. GIMENEZ, ensures that the risks of the COVID-19 pandemic are analyzed by TSA and that it takes the appropriate steps to be prepared should another public health emergency ever occur.

Given the importance of the transportation system in the economy and everyday life of this country, it is paramount that the Federal Government ensure better preparedness and resilience of the system.

Madam Speaker, I urge all Members to join me in support of H.R. 1895.

Madam Speaker, I yield 2 minutes to the gentleman from Florida (Mr. GIMENEZ).

Mr. GIMENEZ. Madam Speaker, I rise today in support of my legislation, H.R. 1895, the Transportation Security Public Health Threat Preparedness Act. This is an important piece of legislation that will help ensure America's transportation systems are better prepared for future public health threats. The current COVID-19 pandemic has only further underscored the importance of keeping our TSA officers safe.

Specifically, this bill directs TSA to conduct an analysis of looming public health risks to all components of our transportation systems, working with the Chief Medical Officer at the Department of Homeland Security, the Department of Health and Human Services, and its transportation stakeholders. The analysis will describe TSA's security checkpoint policies and procedures to protect TSA personnel, passengers, aviation workers, and airport personnel from public health threats.

Additionally, this bill instructs TSA to brief Congress on this analysis following its conclusion so that we may rectify or codify any important recommendations so we can protect our officers and our transportation systems from public health risks.

Madam Speaker, I thank my colleagues who joined me on this legislation, and I urge the House to swiftly pass this bill.

Ms. BARRAGÁN. 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 yield back the balance of my time.

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

Madam Speaker, enactment of H.R. 1895 will support our efforts to mitigate future public health threats to our Nation's transportation systems.

We have witnessed the daunting effects of the pandemic over the past year and must be prepared for future public health threats to avoid repeating the same tragedies again.

Ensuring TSA is equipped with the right information on public health

threats and prepared to combat them with interagency coordination will be essential to protecting our transportation system, transportation workers, and the traveling public. This bill furthers that effort.

Madam Speaker, I urge my colleagues to support H.R. 1895, 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. 1895.

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. MOORE of Alabama. Madam Speaker, on that I demand the yeas and nays.

The SPEAKER pro tempore. Pursuant to section 3(s) of House Resolution 8, the yeas and nays are ordered.

Pursuant to clause 8 of rule XX, further proceedings on this motion are postponed.

SECURITY SCREENING DURING COVID-19 ACT

Ms. BARRAGÁN. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 1877) to require the Transportation Security Administration to issue a plan to improve security screening procedures at airports during the COVID-19 national emergency, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 1877

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 "Security Screening During COVID-19 Act".

SEC. 2. PLAN.

(a) *IN GENERAL.*—Not later than 90 days after the date of the enactment of this Act, the Administrator, in coordination with the Chief Medical Officer of the Department of Homeland Security, and in consultation with the Secretary of Health and Human Services and the Director of the Centers for Disease Control and Prevention, shall issue and commence implementing a plan to enhance, as appropriate, security operations at airports during the COVID-19 national emergency in order to reduce risk of the spread of the coronavirus at passenger screening checkpoints and among the TSA workforce.

(b) *CONTENTS.*—The plan required under subsection (a) shall include the following:

(1) An identification of best practices developed in response to the coronavirus among foreign governments, airports, and air carriers conducting aviation security screening operations, as well as among Federal agencies conducting similar security screening operations outside of airports, including in locations where the spread of the coronavirus has been successfully contained, that could be further integrated into the United States aviation security system.

(2) Specific operational changes to aviation security screening operations informed by the identification of best practices under paragraph (1) that could be implemented without degrading aviation security and a corresponding timeline and costs for implementing such changes.

(c) *CONSIDERATIONS.*—In carrying out the identification of best practices under subsection