

under subsection (b), the Under Secretary for Intelligence and Analysis of the Department shall submit to the appropriate congressional committees the findings and results of such audit.

“(2) GAO REVIEW.—Not later than 4 years after the date of the enactment of this section, the Comptroller General of the United States shall provide the appropriate congressional committees a review of the implementation of the annual audit requirement under subsection (b), challenges to the implementation of such requirement, and recommendations for improving such audits.”.

(b) CLERICAL AMENDMENT.—The table of contents in section 1(b) of the Homeland Security Act of 2002 (Public Law 107-296; 116 Stat. 2135) is amended by inserting after the item relating to section 210G the following:

“Sec. 210H. Annual audit of information systems and bulk data.”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. GREEN) and the gentleman from New York (Mr. KENNEDY) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee.

GENERAL LEAVE

Mr. GREEN of Tennessee. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 8664.

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

There was no objection.

Mr. GREEN of Tennessee. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 8664, the DHS Intelligence and Analysis Oversight and Transparency Act introduced by the gentlewoman from Florida (Ms. LEE).

DHS' Office of Intelligence and Analysis, or I&A, is required to audit bulk data transferred to or from I&A to appropriately limit intrusion into information related to the civil rights and liberties and other privacy concerns of Americans.

A recent GAO study found I&A has not implemented guidelines to address this issue. Ms. LEE's bill would amend the Homeland Security Act to require I&A to conduct an annual audit and report to Congress on its progress.

I thank the gentlewoman from Florida for her commonsense legislation, and I reserve the balance of my time.

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

Mr. Speaker, I rise in support of H.R. 8664, the DHS Intelligence and Analysis Oversight and Transparency Act.

H.R. 8664 would require the Undersecretary for Intelligence and Analysis at the Department of Homeland Security to annually audit and report to Congress on the information systems and bulk data of the Office of Intelligence and Analysis, or I&A.

The bill would ensure such systems and data are consistent with oversight guidelines.

Last year, at the request of Ranking Member THOMPSON, the Government

Accountability Office issued a report that found that I&A is not auditing its information systems and bulk data.

Such audits are necessary to ensure, for example, that information pertaining to U.S. persons that is collected, stored, shared, and managed in information systems is protected.

The GAO report recommended that the Undersecretary identify who is responsible for conducting the audits of information systems and that the responsible official actually conduct them. This bill would simply codify the recommendations made in the GAO report.

Mr. Speaker, I support this commonsense legislation, and I reserve the balance of my time.

Mr. GREEN of Tennessee. Mr. Speaker, I yield such time as she may consume to the gentlewoman from Florida (Ms. LEE).

Ms. LEE of Florida. Mr. Speaker, I rise today in support of H.R. 8664, the DHS Intelligence and Analysis Oversight and Transparency Act.

Our public servants must carefully protect the personal information and data of Americans.

Unfortunately, time and again, we have seen examples of agencies and bureaucrats who have failed to secure and protect our most sensitive information.

A recent report from the Government Accountability Office found that the Department of Homeland Security's Office of Intelligence and Analysis, I&A, has not fully implemented oversight guidelines pertaining to bulk data collection activities and has not conducted an audit as outlined in the intelligence oversight guidelines.

To ensure transparency and to protect Americans' civil liberties, privacy, and civil rights, my bill, the DHS Intelligence and Analysis Oversight and Transparency Act, will require DHS' I&A to conduct an annual audit to assess whether access to and searches of Americans' data are appropriately limited and in line with the I&A's intelligence guidelines.

To further conduct oversight, this bill will require the Undersecretary for Intelligence and Analysis to submit a report to Congress that outlines the findings of every annual audit to ensure transparency for the American people.

Americans deserve to know what data and information is being accessed by government agencies. This bill will make sure that entities responsible for conducting audits of information systems and bulk data are carrying out their duties in accordance with I&A's oversight guidelines.

Mr. Speaker, I urge my colleagues to vote “yes” on H.R. 8664.

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

Mr. Speaker, this bill would ensure that DHS' Office of Intelligence and Analysis audits their systems and data, and that personnel follow policies to protect the privacy, civil rights, and civil liberties of United States persons.

I thank the gentlewoman from Florida (Ms. LEE) for introducing the bill in response to oversight done by Democrats on the committee.

Mr. Speaker, I urge my colleagues to support H.R. 8664, and I yield back the balance of my time.

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

Mr. Speaker, I, again, urge my colleagues to support H.R. 8664, and I thank Ms. LEE for her hard work on this bill.

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

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Tennessee (Mr. GREEN) that the House suspend the rules and pass the bill, H.R. 8664, 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.

TSA COMMUTING FAIRNESS ACT

Mr. GREEN of Tennessee. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 8662) to reduce commuting burdens on Transportation Security Administration employees, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 8662

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 Commuting Fairness Act”.

SEC. 2. FEASIBILITY STUDY ON TSA COMMUTING BENEFITS.

(a) IN GENERAL.—Not later than 270 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration shall submit to the Committee on Homeland Security of the House of Representatives and the Committee on Commerce, Science, and Transportation and the Committee on Homeland Security and Governmental Affairs of the Senate a study on the feasibility of treating as on-duty hours the time Transportation Security Administration employees working at airport locations spend traveling between regular duty locations and airport parking lots and bus and transit stops.

(b) CONSIDERATIONS.—In conducting the feasibility study required under subsection (a), the Administrator of the Transportation Security Administration shall consider the following with respect to Transportation Security Administration employees:

(1) The amount of time needed by such employees to travel between regular duty locations and airport parking lots and bus and transit stops at small hub airports, medium hub airports, and large hub airports (as such terms are defined in section 40102 of title 49, United States Code).

(2) The amount of time such employees spend commuting, on average, exclusive of the time described in paragraph (1).

(3) The potential benefits to such employees and the Administration of treating as on-duty hours the time described in such paragraph.

(4) The feasibility of using mobile phones, location data, and any other means to allow such employees to report their arrival to and departure from the airport parking lots and bus and transit stops concerned.

(5) The estimated costs of treating as on-duty hours the time described in such paragraph, including by considering such hours creditable as basic pay for retirement purposes.

(6) Other considerations determined appropriate by the Administrator.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. GREEN) and the gentleman from New York (Mr. KENNEDY) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee.

GENERAL LEAVE

Mr. GREEN of Tennessee. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 8662.

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

There was no objection.

Mr. GREEN of Tennessee. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 8662, the TSA Commuting Fairness Act.

TSA often struggles to adequately employ enough personnel, and given the high cost of housing near airports, travel time to and from work may be an inhibitor for current and future employees.

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This bill would require the TSA administrator to conduct a feasibility study to address this issue. I thank my colleague from New York (Mr. KENNEDY) for bringing this legislation forward.

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

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

Mr. Speaker, over the next couple of weeks, millions of Americans will travel through our Nation's airports for the holidays.

Air travel is at an all-time high, with the 10 busiest days in the Transportation Security Administration's history all occurring this year.

Throughout this busy travel period, the efforts of TSA employees are critical to keeping the aviation system secure.

Transportation security officers, or TSOs, screen travelers as they pass through checkpoints. Federal air marshals provide an in-flight security presence. K9 handlers add an extra layer of security to the system.

TSA employees face some unique challenges when commuting to work, however. Many employees find housing they can afford far from the airports, leading to long commutes with limited public transit options and heavy traffic.

Upon arrival at the airport, employees often must park in an employee lot and wait on irregular shuttles to bring them to the airport terminal where they may have to walk a long distance to a security checkpoint just to clock in for work.

According to the Government Accountability Office, TSOs have reported that just getting from the parking lot to the checkpoint to clock in for work can take as long as 45 minutes. If these hardworking civil servants are just a few minutes late to clock in, they can face discipline and punishment.

My bill, the TSA Commuting Fairness Act, would help provide fairer conditions for these employees as they commute to work to secure our transportation systems.

This bill would direct TSA to conduct a feasibility study on using mobile phones and location data to allow employees to clock in for work upon arrival at the airport parking lots and bus transit stops.

Doing so would reduce commuting costs and improve quality of life for TSA employees while allowing TSA leadership to manage the workforce appropriately and maintain order and discipline.

This study will provide insight for TSA and Congress as we collectively seek innovative ways to recruit and retain top talent to help secure our transportation systems.

I thank my colleagues on both sides of the aisle for working with me to develop this legislation.

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

Mr. GREEN of Tennessee. Mr. Speaker, I have no further speakers, I am prepared to close after the gentleman from New York closes, and I reserve the balance of my time.

Mr. KENNEDY. Mr. Speaker, I have no further speakers, and I yield myself the balance of my time.

Mr. Speaker, as we advance our efforts to recruit and retain a skilled and well-trained workforce to secure our Nation's aviation system, we must seek new ways to compete for top talent.

Studying ways to address some of the TSA's workforce's greatest frustrations will allow TSA to continue to build the workforce it needs to counter evolving threats and keep air travel moving.

This bill will push TSA to consider ways to improve the quality of life for its workforce, which will ultimately help our national security.

I urge all Members to support this measure, and I yield back the balance of my time.

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

I again urge my colleagues to support H.R. 8662, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by

the gentleman from Tennessee (Mr. GREEN) that the House suspend the rules and pass the bill, H.R. 8662.

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. GREEN of Tennessee. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this question will be postponed.

The point of no quorum is considered withdrawn.

TRANSPORTATION SECURITY SCREENING MODERNIZATION ACT OF 2024

Mr. GREEN of Tennessee. Mr. Speaker, I move to suspend the rules and pass the bill (S. 3959) to require the Transportation Security Administration to streamline the enrollment processes for individuals applying for a Transportation Security Administration security threat assessment for certain programs, including the Transportation Worker Identification Credential and Hazardous Materials Endorsement Threat Assessment programs of the Administration, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

S. 3959

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 Screening Modernization Act of 2024".

SEC. 2. DEFINITIONS.

In this Act:

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

(2) HAZMAT ENDORSEMENT.—The term "HAZMAT Endorsement" means the Hazardous Materials Endorsement Threat Assessment program authorized under section 5103a of title 49, United States Code.

(3) STATE.—The term "State" means each of the several States, the District of Columbia, and the territories and possessions of the United States.

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

(5) TWIC.—The term "TWIC" means the Transportation Worker Identification Credential authorized under section 70105 of title 46, United States Code.

SEC. 3. STREAMLINING OF APPLICATIONS FOR CERTAIN SECURITY THREAT ASSESSMENT PROGRAMS OF THE TRANSPORTATION SECURITY ADMINISTRATION.

(a) STREAMLINING.—

(1) IN GENERAL.—Not later than 2 years after the date of the enactment of this Act, the Administrator shall take such actions as are necessary, including issuance of an interim final rule if needed, to streamline the procedures for individuals applying for or renewing enrollment in more than one TSA security threat assessment program, in particular, the TWIC and HAZMAT Endorsement programs, and any other credentialing