

(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.

□ 1445

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

programs as determined by the Administrator, by—

(A) permitting an individual to enroll at any TSA authorized enrollment center once for a threat assessment program endorsement and use the application, including associated biometric and biographic data, as well as information generated by TSA's vetting, for one of such programs to enroll in any other of such programs;

(B) permitting an individual to visit any TSA authorized enrollment center and enroll in more than one TSA security threat assessment program at the same time for a fee that is less than the cumulative fee that would otherwise be incurred for each such program separately;

(C) permitting an individual to undergo a streamlined and expeditious renewal process;

(D) aligning the expiration of an individual's successful, valid eligibility determination with the expiration of that individual's eligibility to participate in subsequent TSA security threat assessment programs to which the individual applies;

(E) providing to States the expiration dates for each individual's TSA security threat assessment to ensure a commercial driver's license of an individual who holds a HAZMAT Endorsement does not indicate the individual is authorized to transport hazardous materials after the expiration date of the enrollment of the individual in the HAZMAT Endorsement security threat assessment program if such commercial driver's license has an expiration date that is different from the expiration date of such enrollment; and

(F) enrolling an individual in a subsequent TSA security threat assessment program at the minimum cost necessary for the TSA to cover printing, issuance, and case management costs, costs associated with the collection of any additional biometric and biographic data in accordance with paragraph (3), and other costs that are not duplicative.

(2) **STATE REQUIREMENTS FOR STREAMLINING.**—Not later than 6 months after the date of the enactment of this Act, the States shall carry out the responsibilities of the States pursuant to section 5103a of title 49, United States Code.

(3) **SPECIAL RULE.**—If an individual under this subsection is at different times applying for or renewing enrollment in more than one TSA security threat assessment program, such individual may be required to revisit a TSA authorized enrollment center for the collection of additional data, such as biometrics, necessary for any such program that were not so collected in connection with any other such program.

(b) **PUBLICATION.**—The Administrator shall post on a publicly available website of the TSA information relating to the streamlining of the enrollment processes for individuals applying for more than one TSA security threat assessment program described in subsection (a).

(c) **EXPEDITED RULEMAKING.**—Notwithstanding sections 551 through 559 of title 5, United States Code, nothing in this section shall require notice and comment rulemaking, and to the extent it is necessary to add additional requirements for which limited rulemaking may be advisable, the Administrator shall implement such requirements through publication of an interim final rule.

(d) **BRIEFING.**—Not later than 180 days after the date of the enactment of this Act, the Administrator shall brief Congress on progress made toward the implementation of this section.

SEC. 4. ELIMINATING DUPLICATIVE COSTS.

(a) **AUDIT.**—Not later than 1 year after the date of the enactment of this Act, the Com-

troller General of the United States shall audit the administration of the security threat assessment programs by the TSA and the States, including the TWIC and HAZMAT Endorsement programs.

(b) **ELEMENTS.**—

(1) **TSA AUDIT.**—In conducting the audit of the TSA required by subsection (a), the Comptroller General shall—

(A) identify any redundancies and duplications in costs and administration of security threat assessment programs that if eliminated would not impact national security and any benefits of eliminating such redundancies and duplications and improving the experiences for individuals applying for or renewing enrollment in more than one TSA security threat assessment program;

(B) review the impacts of the implementation by the TSA of recommendations from previous studies conducted by the Comptroller General, including GAO-07-756 and GAO-17-182, on increasing the efficiency and effectiveness, and reducing costs, of processing applications for enrollment and renewal in TSA security threat assessment programs;

(C) review the findings of the assessment required by section 1(b) of the Act entitled “An Act to require the Secretary of Homeland Security to prepare a comprehensive security assessment of the transportation security card program, and for other purposes”, approved December 16, 2016 (46 U.S.C. 70105 note; Public Law 114-278) and determine whether the TSA has implemented any remedies to redundancies and duplication identified by that assessment and whether such implementation impacted national security;

(D) determine whether there are unique challenges rural applicants have with accessing TSA security threat assessment programs;

(E) assess the numbers and locations of enrollment centers for meeting the needs of such programs, including determining the access provided to rural applicants;

(F) identify potential opportunities that exist to improve the enrollment center operations and of customer experience with such programs;

(G) identify potential opportunities to harmonize the enrollment, vetting, and renewal processes of such programs in which similar information is collected for similar security threat assessment processes for different vetted credentials while not impacting national security;

(H) identify other ways the TSA can reduce the costs of the TSA security threat assessment programs while not impacting national security; and

(I) review the vetting, application, and enrollment processes of each TSA security threat assessment program.

(2) **STATE AUDIT.**—In conducting the audit of the States required by subsection (a), the Comptroller General shall review—

(A) the administration of the HAZMAT Endorsement program by the States;

(B) methods by which the States could streamline the HAZMAT Endorsement program; and

(C) any potential barriers States face administering TSA security threat assessment programs for individuals applying to TWIC and the HAZMAT Endorsement program or individuals that already have a TWIC credential.

(c) **REPORT AND RECOMMENDATIONS.**—Not later than 180 days after the date of the completion of the audit required by subsection (a), the Comptroller General of the United States shall submit to the Administrator, the Committee on Commerce, Science, and Transportation of the Senate, and the Committee on Homeland Security of the House of Representatives a report that includes—

(1) a summary and analysis of the costs associated with the operation and administration of each individual TSA security threat assessment program;

(2) a summary and analysis of the application and enrollment costs associated with providing an individual multiple credentials under TSA security threat assessment programs;

(3) an identification of any potential duplicative processes associated with an applicant applying for, or the vetting or enrollment by the TSA of an individual in, a subsequent or multiple TSA security threat assessment programs;

(4) a breakdown of costs borne by applicants for current enrollment and renewal processes of such programs;

(5) ways to improve access to such programs, including for rural applicants;

(6) any potential recommendations to the TSA for reducing costs and streamlining the administration and operation of each TSA security threat assessment program while not impacting national security;

(7) any potential recommendations for the TSA to administer such programs in a way that would improve national security; and

(8) any potential recommendations for ways States can improve their role in administering the HAZMAT Endorsement program and streamline the application process or reduce costs for individuals seeking multiple transportation security credentials.

(d) **IMPLEMENTATION.**—

(1) **IN GENERAL.**—Not later than 1 year after the date of the receipt of the report required by subsection (c), the Administrator shall—

(A) implement the recommendations from such report;

(B) provide to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives a written notification detailing—

(i) the timeline for implementation of each recommendation from the report;

(ii) justifications for any implementation timeline lasting longer than 2 years; and

(iii) justifications for recommendations that the Administrator has declined to pursue or implement.

(2) **BRIEFINGS.**—Not later than 60 days after the date of the receipt of the report required by subsection (c), and annually thereafter until the date that the TSA has implemented each recommendation made in such report, the Administrator shall brief the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Homeland Security of the House of Representatives on the implementation of recommendations from the report.

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 have 5 legislative days in which to revise extend their remarks and to include extraneous material on S. 3959.

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.

I rise today in support of S. 3959, the Transportation Security Screening Modernization Act of 2024, which will streamline the background check and credentialing processes for American truck drivers across the United States. Truck drivers are a vital element of the U.S. supply chain that touch every sector of our economy.

From the food on your table to the lifesaving medicine at the pharmacy to the gas pump, truck drivers are an essential part of our daily lives that often go overlooked.

As it currently stands, truck drivers who transport hazardous materials or require access to secure areas of regulated maritime facilities in the United States must undergo separate background checks for the credentials they need to do their jobs, even though the background checks are the exact same.

This bill would streamline credentialing for America's truck drivers by eliminating duplicative background checks administered by the TSA.

S. 3959 will allow truck drivers to apply for and enroll in any security threat assessment program administered by the TSA for the credentials they need based on only one background check, not multiple threat assessment programs.

We depend on our truck drivers every day, and I firmly believe that we should make their lives easier by streamlining their credentialing process.

I am proud to be an original cosponsor of the House companion to this bill, H.R. 5840, and I am grateful to the gentleman from Louisiana (Mr. GRAVES) for his leadership in the House, as well as Senator WICKER of Mississippi for bringing forth this important piece of legislation.

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

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

Mr. Speaker, many U.S. truck drivers and other transportation workers must undergo Transportation Security Administration background checks as a requirement for employment.

Workers requiring access to secure areas within maritime posts must undergo a background check to receive a Transportation Worker Identification Credential known as a TWIC.

Likewise, truck drivers authorized to transport hazardous materials must undergo a background check to receive hazardous materials or hazmat endorsement.

In fact, many workers with both a TWIC and a hazmat endorsement—and though TSA has made some progress in reducing requirements for such workers—they are still subject to far too many duplicative burdens and costs.

The Transportation Security Screening Modernization Act of 2024 would help eliminate and ease those burdens by streamlining requirements and reducing costs.

Importantly, the bill will push TSA and the Federal Bureau of Investiga-

tion to allow truck drivers and other individuals to visit a TSA enrollment center once and use their application to enroll in multiple programs.

This bill will reduce barriers to employment for these essential workers who are keeping our economy moving.

I urge my colleagues to support this bill.

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

Mr. GREEN of Tennessee. Mr. Speaker, I yield such time as he may consume to the gentleman from Louisiana (Mr. GRAVES), the sponsor and author of the House version of this bill.

Mr. GRAVES of Louisiana. Mr. Speaker, this legislation is common sense. Why does a patient not go through the same open heart surgery twice? Because you fixed it, you addressed the problem.

In this case, if you have someone that is a truck driver, someone that is a port worker, and they have to get a TWIC card, they have to go through a background check. If they also have to get a hazardous materials endorsement, they have to go through a background check, the same background check.

Einstein is often credited with the quote that the definition of insanity is expecting a different outcome from the same process. I know that a lot of people have said he didn't really say that, but accuracy has never ever prevented anyone on the House floor from saying something.

The reality is why would you do it twice? It costs additional money, and it takes additional time to do that.

In my home State of Louisiana, one in every five jobs are tied back to our waterways, one in every five. If you are going to delay these workers, the availability of workers, that impacts our supply chain by making them go through this same process twice, by delaying them months, by costing them additional dollars, it simply doesn't make sense.

I thank Chairman MARK GREEN for working with us on this. I thank Ranking Member ADAM SMITH. I thank Ms. TITUS from Nevada, Mr. CARBAJAL, and many others that worked with us on a bipartisan basis to apply this common-sense legislation and fix this problem, help with government efficiency, and get our supply chain back in order.

Mr. Speaker, I urge adoption of the legislation.

Mr. KENNEDY. Mr. Speaker, I yield 5 minutes to the gentleman from Washington (Mr. SMITH) an original cosponsor of the House version of this legislation.

Mr. SMITH of Washington. Mr. Speaker, I thank Chairman GREEN, Mr. GRAVES, and all the people that have been involved in this process. It is, as has been described, a very common-sense fix that really affects a lot of blue-collar workers.

If you work in a job that takes you into secure transportation environments, you are required to go through

a very cumbersome process and also pay fees to get the security clearance to do that job. The fees are redundant, the process is redundant, and it is an incredible burden on workers just trying to do their job. This bill makes a ton of sense, fixes the process, reduces the fees, streamlines the process, is going to make it easier for workers all across the country, and it is something we need to work on.

In my own world in the Department of Defense we have a similar problem with security clearances taking forever and in many cases being redundant, so I hope this is an idea that will spread. We need workers to go to work for us. Yes, we need security, but the process takes too long, it is redundant, and it costs too much. I hope this can be an inspiration to fix it.

The last thing I want to say is that I first heard about this issue—and I think this is the coolest thing about this legislation—from a constituent, Van Hurst, who was a Teamster and a truck driver at the time, who experienced this process, alerted my office to the problem, and it led to our involvement in this legislation.

A lot of people say that the system doesn't work; nobody ever listens to us. This is an average constituent, a truck driver in my district, who had a problem and brought it to us. We worked through the process, and now today we are about to pass the Senate bill, solve the problem, send it off to the President where it will be signed, and the problem will be fixed.

For all constituents out there frustrated, irritated, aggravated about all the things that aren't happening, bring your problems to us. We will do our level best to listen and try to solve them. It doesn't always work. It is a big, complicated democracy, a lot of people with a lot of voices, but it works far more often than people realize.

I will close with another shout-out to Van Hurst, a Teamster from the city of Kent in the Ninth Congressional District who brought this to my attention, and we are now working to solve the problem.

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

Mr. Speaker, TSA's vetting programs are critical to ensuring the security of our Nation's transportation systems. At the same time, we must ensure these programs do not place unnecessary burdens on frontline workers.

The Transportation Security Screening Modernization Act of 2024 will help reduce these burdens while upholding security.

Mr. Speaker, 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, too, want to thank Mr. GRAVES and Ranking Member SMITH. I urge my colleagues to support S. 3959, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. MOLINARO). The question is on the motion offered by the gentleman from Tennessee (Mr. GREEN) that the House suspend the rules and pass the bill, S. 3959.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 2 o'clock and 58 minutes p.m.), the House stood in recess.

□ 1800

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. MOLINARO) at 6 p.m.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, December 18, 2024.

Hon. MIKE JOHNSON,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on December 18, 2024, at 3:15 p.m.

That the Senate passed without amendment H.R. 1607.

That the Senate passed without amendment H.R. 1727.

That the Senate passed without amendment H.R. 2468.

That the Senate passed without amendment H.R. 3324.

That the Senate passed without amendment H.R. 4094.

That the Senate passed without amendment H.R. 4385.

That the Senate passed without amendment H.R. 5770.

That the Senate passed without amendment H.R. 6826.

That the Senate passed without amendment H.R. 6843.

That the Senate passed without amendment H.R. 7332.

That the Senate passed without amendment H.R. 9566.

With best wishes, I am,
Sincerely,

KEVIN F. MCCUMBER,
Acting Clerk.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, December 18, 2024.

Hon. MIKE JOHNSON,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on December 18, 2024, at 3:15 p.m.

That the Senate passed S. 1097.

That the Senate passed S. 1144.

That the Senate passed S. 1277.

That the Senate passed S. 1299.

That the Senate passed S. 3022.

That the Senate passed S. 3373.

That the Senate passed S. 3502.

That the Senate passed S. 3543.

That the Senate passed S. 4181.

That the Senate passed S. 4576.

With best wishes, I am,

Sincerely,

KEVIN F. MCCUMBER,
Acting Clerk.

COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore laid before the House the following communication from the Clerk of the House of Representatives:

OFFICE OF THE CLERK,
HOUSE OF REPRESENTATIVES,
Washington, DC, December 18, 2024.

Hon. MIKE JOHNSON,
Speaker, House of Representatives,
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 2(h) of Rule II of the Rules of the U.S. House of Representatives, the Clerk received the following message from the Secretary of the Senate on December 18, 2024, at 3:15 p.m.

That the Senate passed S. 4654.

That the Senate passed S. 5005.

That the Senate passed S. 5130.

That the Senate passed S. 5398.

That the Senate passed S. 5575.

That the Senate agreed to S. Con. Res. 44.

That the Senate agree to the amendment of the House of Representatives to the amendment of the Senate H.R. 5009.

That the Senate passed without amendment H.R. 663.

With best wishes, I am,

Sincerely,

KEVIN F. MCCUMBER,
Acting Clerk.

DIRECTING THE CLERK OF THE HOUSE OF REPRESENTATIVES TO MAKE A CORRECTION IN THE ENROLLMENT OF THE BILL H.R. 5009

Mr. ROGERS of Alabama. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the concurrent resolution (S. Con. Res. 44) directing the Clerk of the House of Representatives to make a correction in the enrollment of the bill H.R. 5009, and ask for its immediate consideration in the House.

The Clerk read the title of the concurrent resolution.

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

There was no objection.

The text of the concurrent resolution is as follows:

S. CON. RES. 44

Resolved by the Senate (the House of Representatives concurring), That in the enrollment of the bill H.R. 5009, the Clerk of the House of Representatives shall make the following corrections:

(1) In the table of contents in section 2(b), strike the item relating to section 5705 and insert the following:

Sec. 5705. Readmission requirements for servicemembers.

(2) In the table of section 601 regarding basic pay for enlisted members, in the entry relating to a member in pay grade E-5 with over 2 years, strike "3,317.10" and insert "3,466.50".

(3) In such table, in the entry relating to a member in such pay grade with over 3 years, strike "3,480.90" and insert "3,637.50".

(4) In such table, in the entry relating to a member in such pay grade with over 4 years, strike "3,638.40" and insert "3,802.20".

(5) In such table, in the entry relating to a member in such pay grade with over 6 years, strike "3,789.00" and insert "3,959.40".

(6) In such table, in the entry relating to a member in such pay grade with over 8 years, strike "3,964.20" and insert "4,142.40".

(7) In the table of contents preceding section 5701, strike the item relating to section 5705 and insert the following:

Sec. 5705. Readmission requirements for servicemembers.

(8) Strike section 5705 and insert the following:

SEC. 5705. READMISSION REQUIREMENTS FOR SERVICEMEMBERS.

Subsection (a) of section 484C of the Higher Education Act of 1965 (20 U.S.C. 1091c(a)) is amended to read as follows:

“(a) DEFINITION OF SERVICE IN THE UNIFORMED SERVICES.—In this section, the term ‘service in the uniformed services’ means service (whether voluntary or involuntary) on active duty in the Armed Forces, including such service by a member of the National Guard or Reserve.”

(9) Amend the title so as to read: “An Act to authorize appropriations for fiscal year 2025 for military activities of the Department of Defense, for military construction, and for defense activities of the Department of Energy, to prescribe military personnel strengths for such fiscal year, and for other purposes.”

The concurrent resolution was concurred in.

A motion to reconsider was laid on the table.

COMMUNICATION FROM THE DEMOCRATIC LEADER

The SPEAKER pro tempore laid before the House the following communication from the Honorable HAKEEM JEFFRIES, Democratic Leader:

December 18, 2024.

HON. MIKE JOHNSON,
Speaker, House of Representatives,
Washington, DC.

DEAR SPEAKER JOHNSON: Pursuant to section 1092(b)(2) of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117-263), I am pleased to announce the joint appointment, together with the Majority Leader of the Senate, of the Honorable Filemon Vela of Houston, Texas to serve as a Co-Chairperson of the Commission on the Future of the Navy.