

Schmidt	Space	Velázquez
Schock	Speier	Visclosky
Schrader	Spratt	Walden
Schwartz	Stearns	Walz
Scott (GA)	Stupak	Wamp
Scott (VA)	Sutton	Wasserman
Sensenbrenner	Tanner	Schultz
Serrano	Tauscher	Waters
Sessions	Taylor	Watson
Shadegg	Teague	Watt
Shea-Porter	Terry	Waxman
Sherman	Thompson (CA)	Weiner
Shimkus	Thompson (MS)	Welch
Shuler	Thompson (PA)	Westmoreland
Shuster	Thornberry	Wexler
Simpson	Tiahrt	Whitfield
Sires	Tiberi	Wilson (SC)
Skelton	Tierney	Wittman
Slaughter	Titus	Wolf
Smith (NE)	Tonko	Woolsey
Smith (NJ)	Towns	Wu
Smith (TX)	Tsongas	Yarmuth
Smith (WA)	Turner	Young (AK)
Snyder	Upton	Young (FL)
Souder	Van Hollen	

NOT VOTING—16

Alexander	Johnson (GA)	Sánchez, Linda
Bralley (IA)	Pallone	T.
Conyers	Polis (CO)	Sestak
Cooper	Price (NC)	Stark
Edwards (TX)	Ruppersberger	Sullivan
Honda		Wilson (OH)

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (during the vote). There are 2 minutes remaining in the vote.

□ 1223

So (two-thirds being in the affirmative) the rules were suspended and the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

GENERAL LEAVE

Mr. THOMPSON of Mississippi. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and insert extraneous material on H.R. 2200.

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

There was no objection.

TRANSPORTATION SECURITY ADMINISTRATION AUTHORIZATION ACT

The SPEAKER pro tempore. Pursuant to House Resolution 474 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 2200.

□ 1225

IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H.R. 2200) to authorize the Transportation Security Administration's programs relating to the provision of transportation security, and for other purposes, with Mr. HASTINGS of Florida in the chair.

The Clerk read the title of the bill.

The CHAIR. Pursuant to the rule, the bill is considered read the first time.

The gentleman from Mississippi (Mr. THOMPSON) and the gentleman from New York (Mr. KING) each will control 30 minutes.

The Chair recognizes the gentleman from Mississippi.

Mr. THOMPSON of Mississippi. Mr. Chairman, I yield myself as much time as I may consume.

I rise today in support of H.R. 2200, the Transportation Security Administration Authorization Act. This legislation is a product of months of negotiations, and includes significant contribution from Republicans, industry stakeholders, labor, the Government Accountability Office and the Department of Homeland Security's Inspector General.

I want to recognize the bipartisan efforts of my colleagues on the committee, most especially, Ms. JACKSON-LEE, the chair, and Mr. DENT, the ranking member. They worked hard to produce a thorough, comprehensive, well-considered bill.

H.R. 2200 is the first measure to come to the House floor that fully authorizes the Transportation Security Administration since its establishment in 2001. Since that time, TSA has made significant strides and rolled out several important programs to address security challenges. As a result, today our transportation systems are more secure than they were on September 11, 2001. However, they are not as secure as they need to be.

With the change in administrations, TSA is at a critical crossroads in its 8-year history. H.R. 2200 steers TSA on a course to becoming an effective agency that works to enhance security in all our transportation sectors, partners with key stakeholders, and does a better job of utilizing technology to address gaps in security.

Mr. Chairman, this bill fulfills our constitutional responsibility to provide a thorough road map to TSA on where it should go the next 2 years. H.R. 2200 authorizes \$15.6 billion for TSA for fiscal year 2010 and fiscal year 2011. With these resources, the bill directs TSA, for the first time, to work to achieve greater parity between security efforts to protect aviation and surface transportation systems.

In the past few years, attacks on rail stations worldwide have underscored the vulnerabilities to these systems. In response, H.R. 2200 triples funding for surface transportation over what was provided in fiscal year 2009, and authorizes 300 more surface transportation inspectors.

Among its key provisions is the creation of a Transit Security Advisory Committee to provide greater stakeholder input and a Surface Transportation Security Inspection Office to train and manage inspectors.

The bill also strengthens security training for transportation security officers, flight attendants, all cargo pilots, surface transportation workers, and Federal flight deck officers.

I'm particularly pleased that we were able to include provisions to enhance

flight attendants' training and reimbursement for pilots participating in Federal flight deck officers recurrent training.

To bolster airport security and screening, H.R. 2200 authorizes a demonstration project and plan for the implementation of a secure verification system for law enforcement officers flying while armed.

Further, it directs TSA to develop a strategic risk-based plan to enhance security of airport perimeter access controls and a demonstration program for biometric-based access control systems.

For too long we've been told that the wide-scale deployment of biometrics is too difficult and impractical. But just last week, Mr. Chairman, I saw biometrics, including readers, in use in Argentina at a port and a federal building. This bill embraces the promise of this and other 21st-century technologies to address our security challenges.

Additionally, there are a number of other noteworthy provisions that grew out of extensive committee oversight that covers such programs as Registered Traveler, Secure Flight, and the TWIC program.

□ 1230

For example, the bill directs DHS to work with port operators to help workers who are waiting for TWIC cards to be escorted so they can continue to work. The TWIC provision also puts in place strict timelines and flexibility on how cards are transmitted.

A key theme that runs throughout the bill is greater stakeholder participation.

The Aviation Security Advisory Committee is codified in this bill. So, too, is the Air Cargo and General Aviation Working Groups.

General aviation, in particular, gets a great deal of attention in this bill. Members from both sides of the aisle have expressed serious concern about TSA's approach when it comes to general aviation. Until recently, TSA displayed a lack of understanding of the uniqueness of the general aviation environment. H.R. 2200 takes some major steps forward, with the authorization of a strong General Aviation Working Group and the establishment of a new grant program for security improvements to general aviation airports.

Finally, H.R. 2200 makes key improvements to air cargo and checked baggage security. Specifically, H.R. 2200 eliminates the use of bag match as an alternative means of checked baggage screening.

It also directs TSA to develop a process to consider reimbursement claims by airports who invested in in-line explosive detection equipment on a promise that TSA would defray the costs.

With respect to air cargo, it requires TSA to report on the status of the Certified Cargo Screening Program.

TSA, Mr. Chairman, has testified that the 100 percent screening requirement for passenger planes will not be