

Mr. Speaker, H.R. 3140, as introduced by our former committee colleague, Ms. SPEIER, is a needed, commonsense piece of legislation with a history of bipartisan support. I urge my colleagues to support this measure and the security of our mass transit systems.

With that, I yield back the balance of my time.

Mr. KING of New York. Mr. Speaker, I come from a region which has almost 6 million daily passengers on subway and commuter lines. This legislation is absolutely vital, I urge its adoption, and I yield back the balance of my time.

Ms. RICHARDSON. Mr. Speaker, today I rise in support of H.R. 3140, the Mass Transit Intelligence Prioritization Act. Since the catastrophic events of September 11th, 2001 the United States has gone to every possible length to prevent another terrorist attack.

Unfortunately, our enemies cannot be deterred through logic and reason. No matter how secure we make our borders they will always be developing new ways to threaten our citizens. For this reason it is vital that America continues to improve its security and intelligence capabilities.

Since 9/11 mass transit attacks against the West have been on the rise. In 2004 a terrorist cell of Al Qaeda detonated multiple explosives on packed trains in Madrid, Spain, killing 191 people. Only a year later London was attacked by another cell linked to Al Qaeda. Four suicide bombers, all of whom were on public transportation killed more than fifty people. The Mumbai attacks followed, which killed over 200 people during evening rush hour on the local train network.

Mr. Speaker, if there is one lesson to take away from all of these horrific events, it is that America is still frighteningly vulnerable to a mass transit attack. Terrorists continue to develop methods to get around our security systems and inflict as much damage as possible.

As a member of the House Committee on Homeland Security it is my duty to ensure everything possible is being done to prevent another attack on U.S. soil. In my own district in California there are multiple systems that could be prone to attack, but across the country there are systems that have little protection.

The Metropolitan Transportation Authority is North America's largest public transportation system. It serves a population of 14.6 million people in the 5,000-square-mile area fanning out from New York City through Long Island, southeastern New York State, and Connecticut. Each weekday an average of 8,487,642 use this system. If this system is targeted, they have little security or defense and millions of people could be at risk.

The Mass Transit Intelligence Prioritization Act aims to direct the Secretary of Homeland Security to prioritize intelligence officers and analysts, including those from the Transportation Security Administration to high-risk jurisdictions with mass transit systems. The bill also requires the officers assigned to these areas to develop mass transit intelligence products as a primary responsibility.

This bill offers a way to promote the timely sharing of information between Federal, State and local partners, with the ultimate goal of preventing any attack against an American mass transit system.

Mr. Speaker, I fully support H.R. 3140 and the added security it brings to American citizens, and all those using our public transportation systems.

Ms. JACKSON LEE of Texas. Mr. Speaker, I rise today in support of H.R. 3140, "Mass Transit Intelligence Prioritization Act." This legislation would amend the Homeland Security Act of 2002. It calls for the Secretary of Homeland Security (DHS) to make it a priority to assign DHS officers and intelligence analysts, including from the Transportation Security Administration (TSA), to participating state and urban area fusion centers located in high-risk jurisdictions with mass transit systems to enhance the security of these systems. These officers would help local enforcement authorities identify and investigate any threats to homeland security.

The DHS officers and analysts will also be responsible for creating mass transit intelligence products that will: (1) assist law enforcement agencies in deploying their resources most efficiently to help detect and interdict terrorists, weapons of mass destruction, and contraband at U.S. mass transit systems; (2) promote more consistent and timely dissemination of mass transit security-relevant information among jurisdictions with such systems; and (3) enhance DHS's situational awareness with respect to the threat of terrorist acts at or involving U.S. mass transit systems.

As a Ranking Member on the Subcommittee for Transportation, ensuring the safety and security of the nation's public transportation system is one of my top priorities.

Mass transit systems across the world have continually been a target for terrorist threats, namely the 2004 terrorist attack on a packed commuter train in Madrid, Spain that killed 191 people. There was also the suicide bombing attack in London that left 50 dead in 2005.

While we have so far been fortunate to have not had any incidents of terrorism in our mass transit systems, we know of the threat planned by al-Qaeda to commemorate the 10th anniversary of 9/11 by attacking US mass transit systems. Thankfully, a Naval SEALs raid on Osama bin Laden's compound discovered and thwarted this plot.

Rising gas prices have caused metro transportation systems to be used now more than ever, creating an additional urgency to keep citizens safe on the daily commute.

According to the American Public Transportation Association (APTA), Americans made 10.4 billion trips on public transportation in 2011. This is the second highest annual ridership since 1957. Houston's Metropolitan Transit Authority of Harris County accounted for 5.2 percent of that gain and has seen six consecutive months of increased ridership. In Houston, we understand the importance of a secured public transportation system.

Our metro transit system is closely partnered with the US Department of Homeland Security. It is equipped with surveillance capabilities and our officers are trained in counterterrorism measures as well as in the latest law enforcement techniques. In addition officers regularly check bus and rail lines and perform sweeps through the Transit Center as well as through the Park & Ride lots and bus stops.

As the city grows and new metro employees are hired, it is my goal that the Houston public transportation system maintains its high level

of security and a strong relationship with Homeland Security. I desire this same level of security for all of the public transportation systems in the US.

I urge my colleagues to join me in supporting H.R. 3140 "Mass Transit Intelligence Prioritization Act."

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. KING) that the House suspend the rules and pass the bill, H.R. 3140.

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.

REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 5743, INTELLIGENCE AUTHORIZATION ACT FOR FISCAL YEAR 2013; PROVIDING FOR CONSIDERATION OF H.R. 5854, MILITARY CONSTRUCTION AND VETERANS AFFAIRS AND RELATED AGENCIES APPROPRIATIONS ACT, 2013; PROVIDING FOR CONSIDERATION OF H.R. 5855, DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS ACT, 2013; AND PROVIDING FOR CONSIDERATION OF H.R. 5325, ENERGY AND WATER DEVELOPMENT AND RELATED AGENCIES APPROPRIATIONS ACT, 2013

Mr. NUGENT, from the Committee on Rules, submitted a privileged report (Rept. No. 112-504) on the resolution (H. Res. 667) providing for consideration of the bill (H.R. 5743) to authorize appropriations for fiscal year 2013 for intelligence and intelligence-related activities of the United States Government, the Community Management Account, and the Central Intelligence Agency Retirement and Disability System, and for other purposes; providing for consideration of the bill (H.R. 5854) making appropriations for military construction, the Department of Veterans Affairs, and related agencies for the fiscal year ending September 30, 2013, and for other purposes; providing for consideration of the bill (H.R. 5855) making appropriations for the Department of Homeland Security for the fiscal year ending September 30, 2013, and for other purposes; and providing for consideration of the bill (H.R. 5325) making appropriations for energy and water development and related agencies for the fiscal year ending September 30, 2013, and for other purposes, which was referred to the House Calendar and ordered to be printed.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, proceedings will resume on motions to suspend the rules previously postponed.

Votes will be taken in the following order: