



One Hundred Eleventh Congress
U.S. House of Representatives
Committee on Homeland Security
Washington, DC 20515

May 14, 2009

H.R. 2200

THE TRANSPORTATION SECURITY ADMINISTRATION AUTHORIZATION ACT

- H.R. 2200, Transportation Security Administration Authorization Act, authorizes over \$15.6 billion in appropriations for the Transportation Security Administration's (TSA) activities and programs for fiscal years 2010 and 2011 and includes provisions on a range of security issues. The amounts authorized in H.R. 2200 do not include funds collected by TSA through its fee authority.
- H.R. 2200 is the first measure to fully authorize the Transportation Security Administration since enactment of the Aviation and Transportation Security Act of 2001.
- H.R. 2200 was introduced on April 30, 2009 by Reps. Sheila Jackson-Lee (D-TX) and Charlie Dent (R-PA), the Chairwoman and Ranking Member of the Transportation Security and Infrastructure Protection Subcommittee of the Committee on Homeland Security. Full Committee Chairman Bennie Thompson (D-MS) is an original cosponsor.
- It is the product of months of bipartisan negotiations and was drafted with significant contributions from Republicans and stakeholders, including labor organizations, industry groups, the Government Accountability Office and the Department of Homeland Security's Inspector General's Office.
- On May 6, 2009, H.R. 2200, as amended, was approved by a vote of 12-0 by the Committee on Homeland Security's Subcommittee on Transportation Security and Infrastructure Protection.
- On May, 14, 2009, the Full Committee will consider my amendment-in-the-nature-of-a-substitute to H.R. 2200. The wide range of issues addressed by this legislation include:
 - **SURFACE TRANSPORTATION SECURITY ENHANCEMENTS:** Title III of the bill--
 - triples the funding available for surface transportation security over the FY 2009 level (Sec. 101);
 - authorizes an additional 200 surface transportation security inspectors for 2010 and an additional 100 inspectors for 2011 (Sec. 302);
 - establishes the Surface Transportation Security Inspection Office within TSA to train and manage inspectors deployed to the field to assist mass transit operators with security operations (Sec. 302);

- directs TSA to put performance measures in place for Visible Intermodal Prevention and Response Teams (Sec. 303);
 - creates a Transit Security Advisory Committee to provide stakeholder input to TSA on surface transportation policy (Sec. 304);
 - directs DHS to conduct demonstration projects for underwater tunnel security and passenger rail security (Sec. 309); and
 - directs GAO to conduct a study of efforts undertaken in foreign countries in response to the threat of terrorist attacks in the surface transportation environment (Sec. 308).
- **SECURITY TRAINING AND PERFORMANCE ENHANCEMENTS:** The bill
 - directs TSA to establish an oversight program of carrier-provided basic security training for flight attendants/crews (Sec. 211);
 - requires each flight attendant to receive 5 hours of TSA-provided self defense training over a 2-year period (Sec. 211);
 - authorizes standing resources for the administration of the Federal Flight Deck Officer (FFDO) program and requires additional training sites for recurring training (Sec. 205);
 - directs TSA to develop a plan for security training for flight crews of all-cargo planes (Sec. 236);
 - creates an Ombudsman for the Federal Air Marshals (Sec. 204);
 - requires TSA to submit a report Congress on the status of implementation for surface transportation security training for workers in the rail and mass transit environment, as mandated in the 9/11 Act (Sec. 306); and
 - requires TSA to establish recurrent training for Transportation Security Officers (screeners), in response to weaknesses identified in covert testing (Sec.224).
- **AIRPORT SECURITY AND SCREENING ENHANCEMENTS:** The bill--
 - authorizes a demonstration project and plan for implementation of a secure verification system for law enforcement officers flying armed (Sec. 203);
 - directs TSA to develop a strategic, risk-based plan to enhance security of airport perimeter access controls (Sec. 221);
 - authorizes a demonstration program for biometric-based security access control systems at seven airports. (Sec. 223);
 - prohibition of Federal employees and contractors from providing advance notice of covert testing to security screeners (Sec. 202);
 - directs TSA to evaluate whether the Registered Traveler program as an element of layered airport security (Sec. 234);
 - requires GAO to monitor the progress of the implementation of the Secure Flight program (Sec. 222);
 - directs TSA to develop a plan for security screening air travelers with metal implants (Sec. 212).
- **FOREIGN REPAIR STATION SECURITY:** The bill requires TSA to issue regulations on security standards for foreign repair stations that are comparable to the standards applied domestically (Sec. 206).

- **TRANSPORTATION SECURITY CREDENTIAL IMPROVEMENTS:** The bill
 - prohibits TSA from requiring animal-propelled vessel operators working that are not allowed unescorted access to secure or sterile areas from the requirements of the TWIC program if certain other licensing is in place (Sec. 402); and
 - requires GAO to review security credentialing programs administered by State and local agencies and make recommendations to eliminate duplication (Sec.401).

- **DOMESTIC AIR CARGO AND CHECKED BAGGAGE SECURITY:** The bill—
 - eliminates the use of “bag match” as an alternative means of checked baggage screening (Sec. 201);
 - directs TSA to report to Congress on its progress on certifying the screening methods of shippers for the Certified Cargo Screening Program (Sec. 230); and
 - directs TSA to establish a system to screen in-bound (foreign-originating) cargo within two years of enactment, thereby allowing TSA (DHS’ domestic aviation security agency) to focus on fulfilling the 100% air cargo screening mandate on all domestic, point-to-point flights by 2010, as required in the 9/11 Act (Sec. 201).

- **RESOLUTION OF IN-LINE SCREENING REIMBURSEMENT CLAIMS:** The bill requires TSA to establish a process to resolve outstanding reimbursement claims from airports that installed in-line explosive detection equipment before TSA had a reimbursement system in place (Sec. 237).

- **GENERAL AVIATION ENHANCEMENTS:** The bill establishes a General Aviation Working Group and a grant program (authorized at \$10 million) to help general aviation airports with the cost of security improvements (Sec. 210).

- **CANINE DETECTION RESOURCES:** The bill increases the number of TSA explosive detection canine teams deployed to protect surface transportation to 100 teams by the end of FY 2011 (Sec. 311) and sets a minimum of 250 TSA-certified canine detection teams to be deployed in airports (Sec. 230).

- **ENHANCEMENTS TO RESEARCH & DEVELOPMENT OF TRANSPORTATION SECURITY TECHNOLOGIES:** The bill requires the Secretary of Homeland Security to develop a strategic plan for the certification and integration of transportation security technologies that DHS tests (Sec. 225).

