

.....
(Original Signature of Member)

117TH CONGRESS
1ST SESSION

H. R. 1895

To enhance the preparedness of the Transportation Security Administration for public health threats to the transportation security system of the United States, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. GIMENEZ introduced the following bill; which was referred to the Committee on Homeland Security

A BILL

To enhance the preparedness of the Transportation Security Administration for public health threats to the transportation security system of the United States, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transportation Secu-
5 rity Public Health Threat Preparedness Act of 2021”.

6 **SEC. 2. DEFINITIONS.**

7 For purposes of this Act:

1 (1) ADMINISTRATOR.—The term “Adminis-
2 trator” means the Administrator of the Transpor-
3 tation Security Administration.

4 (2) APPROPRIATE CONGRESSIONAL COMMIT-
5 TEES.—The term “appropriate congressional com-
6 mittees” means—

7 (A) the Committee on Homeland Security
8 of the House of Representatives; and

9 (B) the Committee on Homeland Security
10 and Governmental Affairs and the Committee
11 on Commerce, Science, and Transportation of
12 the Senate.

13 (3) DEPARTMENT.—The term “Department”
14 means the Department of Homeland Security.

15 (4) STERILE AREA.—The term “sterile area”
16 has the meaning given such term in section 1540.5
17 of title 49, Code of Federal Regulations.

18 (5) TSA.—The term “TSA” means the Trans-
19 portation Security Administration.

20 **SEC. 3. AUTHORIZATION OF TSA PERSONNEL DETAILS.**

21 (a) COORDINATION.—Pursuant to sections 106(m)
22 and 114(m) of title 49, United States Code, the Adminis-
23 trator may provide TSA personnel, who are not engaged
24 in front line transportation security efforts, to other com-
25 ponents of the Department and other Federal agencies to

1 improve coordination with such components and agencies
2 to prepare for, protect against, and respond to public
3 health threats to the transportation security system of the
4 United States.

5 (b) BRIEFING.—Not later than 180 days after the
6 date of the enactment of this Act, the Administrator shall
7 brief the appropriate congressional committees regarding
8 efforts to improve coordination with other components of
9 the Department and other Federal agencies to prepare for,
10 protect against, and respond to public health threats to
11 the transportation security system of the United States.

12 **SEC. 4. TSA PREPAREDNESS.**

13 (a) ANALYSIS.—

14 (1) IN GENERAL.—The Administrator shall con-
15 duct an analysis of preparedness of the transpor-
16 tation security system of the United States for pub-
17 lic health threats. Such analysis shall assess, at a
18 minimum, the following:

19 (A) The risks of public health threats to
20 the transportation security system of the
21 United States, including to transportation hubs,
22 transportation security stakeholders, TSA per-
23 sonnel, and passengers.

24 (B) Information sharing challenges among
25 relevant components of the Department, other

1 Federal agencies, international entities, and
2 transportation security stakeholders.

3 (C) Impacts to TSA policies and proce-
4 dures for securing the transportation security
5 system.

6 (2) COORDINATION.—The analysis conducted of
7 the risks described in paragraph (1)(A) shall be con-
8 ducted in coordination with the Chief Medical Offi-
9 cer of the Department of Homeland Security, the
10 Secretary of Health and Human Services, and trans-
11 portation security stakeholders.

12 (b) BRIEFING.—Not later than 180 days after the
13 date of the enactment of this Act, the Administrator shall
14 brief the appropriate congressional committees on the fol-
15 lowing:

16 (1) The analysis required under subsection (a).

17 (2) Technologies necessary to combat public
18 health threats at security screening checkpoints to
19 better protect from future public health threats TSA
20 personnel, passengers, aviation workers, and other
21 personnel authorized to access the sterile area of an
22 airport through such checkpoints, and the estimated
23 cost of technology investments needed to fully imple-
24 ment across the aviation system solutions to such
25 threats.

1 (3) Policies and procedures implemented by
2 TSA and transportation security stakeholders to
3 protect from public health threats TSA personnel,
4 passengers, aviation workers, and other personnel
5 authorized to access the sterile area through the se-
6 curity screening checkpoints, as well as future plans
7 for additional measures relating to such protection.

8 (4) The role of TSA in establishing priorities,
9 developing solutions, and coordinating and sharing
10 information with relevant domestic and international
11 entities during a public health threat to the trans-
12 portation security system, and how TSA can im-
13 prove its leadership role in such areas.