

HR 5338

Checkpoint Optimization and Efficiency Act of 2016

Congress: 114 (2015–2017, Ended)

Chamber: House

Policy Area: Transportation and Public Works

Introduced: May 26, 2016

Current Status: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transp

Latest Action: Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation. (Jun 8, 2016)

Official Text: <https://www.congress.gov/bill/114th-congress/house-bill/5338>

Sponsor

Name: Rep. Katko, John [R-NY-24]

Party: Republican • **State:** NY • **Chamber:** House

Cosponsors (12 total)

Cosponsor	Party / State	Role	Date Joined
Rep. Dold, Robert J. [R-IL-10]	R · IL		May 26, 2016
Rep. Donovan, Daniel M., Jr. [R-NY-11]	R · NY		May 26, 2016
Rep. Joyce, David P. [R-OH-14]	R · OH		May 26, 2016
Rep. Keating, William R. [D-MA-9]	D · MA		May 26, 2016
Rep. King, Peter T. [R-NY-2]	R · NY		May 26, 2016
Rep. Marchant, Kenny [R-TX-24]	R · TX		May 26, 2016
Rep. McCaul, Michael T. [R-TX-10]	R · TX		May 26, 2016
Rep. McSally, Martha [R-AZ-2]	R · AZ		May 26, 2016
Rep. Rice, Kathleen M. [D-NY-4]	D · NY		May 26, 2016
Rep. LaMalfa, Doug [R-CA-1]	R · CA		May 31, 2016
Rep. Payne, Donald M., Jr. [D-NJ-10]	D · NJ		Jun 7, 2016
Rep. Ratcliffe, John [R-TX-4]	R · TX		Jun 7, 2016

Committee Activity

Committee	Chamber	Activity	Date
Commerce, Science, and Transportation Committee	Senate	Referred To	Jun 8, 2016
Homeland Security Committee	House	Referred to	Jun 2, 2016

Subjects & Policy Tags

Policy Area:

Transportation and Public Works

Related Bills

No related bills are listed.

Checkpoint Optimization and Efficiency Act

(Sec. 2) This bill expresses the sense of Congress that airport checkpoint wait times should not take priority over the security of the nation's aviation system.

(Sec. 3) The Transportation Security Administration (TSA) of the Department of Homeland Security shall begin and complete, within 30 days after enactment of this bill, an assessment of its staffing allocation model to determine the necessary staffing positions, including use of canine explosives detection teams and technology, at all U.S. airports at which the TSA operates passenger checkpoints.

The staffing allocation model shall be based on staffing levels necessary to maintain minimal passenger wait times and maximum security effectiveness.

The TSA shall require each Federal Security Director to engage regularly with appropriate aviation security stakeholders to exchange information regarding airport and security operations.

The Government Accountability Office shall review the assessment.

(Sec. 4) The TSA shall also:

- require Transportation Security Officers with appropriate certifications and training to be assigned to passenger and baggage security screening functions;
- use other TSA personnel who may not have certification and training to screen passengers or baggage for tasks not directly related to security screening, including restocking bins and giving instructions and support to passengers in security lines;
- assess headquarters personnel; and
- reassign appropriate personnel to assist with airport security screening activities on a permanent or temporary basis.

(Sec. 5) Within 30 days after enactment of this bill the TSA shall:

- utilize TSA Behavior Detection Officers for passenger and baggage security screening, including the verification of traveler documents, particularly at designated PreCheck lanes to ensure that they are operational for use and maximum efficiency;
- make every practicable effort to grant additional flexibility and authority to Federal Security Directors in matters related to checkpoint and checked baggage staffing allocation and employee overtime in furtherance of maintaining minimal passenger wait times and maximum security effectiveness;
- disseminate to aviation security stakeholders and appropriate TSA personnel a list of checkpoint optimization best practices;
- expand efforts to increase the public's participation in the TSA PreCheck program; and
- request the Aviation Security Advisory Committee to make recommendations on best practices for checkpoint operations optimization.

By the same 30-day deadline the TSA shall direct each Federal Security Director to coordinate local representatives of aviation security stakeholders to establish a staffing advisory working group at each airport at which the TSA oversees or

performs passenger security screening to give recommendations to TSA on Transportation Security Officer staffing numbers.

(Sec. 6) The bill defines the term "aviation security stakeholders" to mean air carriers, airport operators, and labor organizations representing Transportation Security Officers or contract screeners.

Actions Timeline

- **Jun 8, 2016:** Received in the Senate and Read twice and referred to the Committee on Commerce, Science, and Transportation.
- **Jun 7, 2016:** Mr. Katko moved to suspend the rules and pass the bill, as amended.
- **Jun 7, 2016:** Considered under suspension of the rules. (consideration: CR H3467-3470)
- **Jun 7, 2016:** DEBATE - The House proceeded with forty minutes of debate on H.R. 5338.
- **Jun 7, 2016:** Passed/agreed to in House: On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote.(text: CR H3467-3468)
- **Jun 7, 2016:** On motion to suspend the rules and pass the bill, as amended Agreed to by voice vote. (text: CR H3467-3468)
- **Jun 7, 2016:** Motion to reconsider laid on the table Agreed to without objection.
- **Jun 2, 2016:** Referred to the Subcommittee on Transportation Security.
- **May 26, 2016:** Introduced in House
- **May 26, 2016:** Referred to the House Committee on Homeland Security.

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