

INTRODUCTION OF THE “RIGHTS FOR TRANSPORTATION SECURITY OFFICERS ACT OF 2016”

HON. BENNIE G. THOMPSON

OF MISSISSIPPI

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. THOMPSON of Mississippi. Mr. Speaker, today, I join with Representative NITA LOWEY (D-NY) to introduce the “Rights for Transportation Security Officers Act of 2016,” legislation to ensure that the dedicated men and women that serve on the frontlines at our Nation’s airports have receive the rights and protections afforded to their counterparts within the Department and the Federal government.

When the Transportation Security Administration (TSA) was established in 2002, in response to the September 11th attacks, Congress acted swiftly to transfer responsibility for security screening at airports from the private sector to the Federal government. We did so with the expectation that a system-wide approach would be taken to protecting our Nation’s vital aviation sector and the passengers that are its lifeblood. Over the years, Congress has come to realize that some of the flexibilities that were provided to TSA when it was established were too broad and warranted refinement. For instance, when Congress recognized that TSA’s exercise of acquisition flexibilities was not yielding the outcomes that TSA and the flying public need, TSA was required to comply with the Federal Acquisition Regulation, just like most other Federal agencies. We are introducing the “Rights for Transportation Security Officers Act of 2016,” because we believe that the time has come for TSA’s personnel and labor management systems to be brought into compliance with the longstanding Federal systems and protections afforded to Federal workers under Title 5.

TSA has had its fair share of challenges, particularly with respect to its personnel services. Repeatedly, there have been instances where TSA’s personnel system at attracting, retaining, and developing talent has fallen short. And with respect to labor management, the promise of the 2011 determination by then-TSA Administrator John Pistole has not lived up to its promise, insofar as the labor union that was elected as the exclusive representative for the Transportation Security Officer workforce can only bargain and represent workers in limited cases and issues in dispute that may be raised to a neutral third party are limited.

The fight for basic worker protections for Transportation Security Officers has been a long one. These dedicated individuals serve honorably on the front lines, protecting us from those who want to do us harm through our aviation sector. Back in 2007, we came close to ensuring that Transportation Security Officers would be put under Title 5 but a veto threat from then-President Bush all but closed the door to getting the fix. When President Obama took office, the TSA workforce and many of us in Congress were hopeful that under new leadership, workers would get the rights and protections that had been denied to them for years. However, now that we have seen successive TSA Administrators fail to address longstanding unsettled workforce issues, it is imperative that Congress come together

and enact legislation that will grant the workforce rights and benefits that they deserve.

I hope that other Members will join myself and Representative LOWEY and support this important legislation.

INTRODUCTION OF SEAT EGRESS IN AIR TRAVEL (SEAT) ACT

HON. STEVE COHEN

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. COHEN. Mr. Speaker, today, I introduce the Seat Egress in Air Travel (SEAT) Act. This bill would direct the Federal Aviation Administration (FAA) to establish minimum seat size standards for passenger seats on aircrafts operated by carriers in the U.S. for the health and safety of passengers.

Consumers are tired of being squeezed—both physically and fiscally. The average distance between rows of seats has dropped from 35 inches before airline deregulation in the 1970s to about 31 inches today. The average width of an airline seat has also shrunk from 18 inches to about 16½.

This isn’t just a matter of comfort. It is about safety and health. The FAA requires that planes be capable of evacuation in 90 seconds or less, but the FAA hasn’t conducted emergency evacuation tests on airlines with a distance between rows of less than 29 inches. Some airlines fly with rows as close as 28 inches apart. Furthermore, doctors warn of deep vein thrombosis which can afflict passengers who don’t move their legs enough on longer flights.

Moreover, average seat sizes have been shrinking while the average size of Americans has been growing. According to the Centers for Disease Control and Prevention, the average man in 1960 weighed 166, and the average woman weighed 140 pounds. Now the average man is 196 pounds and the average woman is 166 pounds—and both are about an inch taller.

This just doesn’t make any sense. I hope that Congress will quickly act on this bill to direct the FAA to establish minimum seat size standards to provide appropriately for the safety and health of airline passengers.

INTRODUCTION OF THE “MAKING YOUR RETIREMENT ACCESSIBLE ACT” OR THE “MYRA ACT”

HON. JOSEPH CROWLEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Monday, February 8, 2016

Mr. CROWLEY. Mr. Speaker, I am proud to introduce, along with Congressman KEITH ELLISON, the “Making Your Retirement Accessible Act,” also known as the “myRA Act,” to help address the savings and retirement security crisis in America.

Here are a few startling facts:

According to a 2015 Federal Reserve Report, 31 percent of non-retired individuals said they have no retirement savings or pension whatsoever.

Among workers who do not participate in a 401(k) or other defined contribution plan, 42

percent say that is because their employer does not offer one.

For part-time workers, it can be even more difficult, as a 2015 BLS Economic Release found that 62 percent of part-time workers don’t have access to a retirement plan at work.

To address this looming crisis, the Obama Administration recently launched the myRA program to help workers who face obstacles to saving, such as by not having access to an employer-sponsored retirement plan or not having enough in personal funds to purchase and contribute to their own IRA.

The myRA program allows workers to open their own retirement savings account with as little as \$1, and gives them the ability to make automatic payments every pay period.

Employers would only be responsible for setting up a payroll deduction for employees to create and deposit funds into their individualized myRA accounts.

myRA accounts not only encourage workers to build a nest egg for their future, but also give workers peace of mind that they can access these funds in emergencies.

Under the myRA program, participants can withdraw funds from their account tax-free and penalty-free—so these funds can be used as an emergency rainy-day fund as well as a future retirement account, further breaking down a barrier against savings.

The funds invested go solely into U.S. Government savings bonds, ensuring these accounts remain stable, not at risk in the market.

Further, the accounts do not have any associated maintenance charges or fees, which means every dollar that is invested will be returned—plus interest—to the account holder.

Recognizing most Americans will have a number of jobs in their lifetime; myRA accounts are also portable, allowing employees to change jobs while still being able to easily maintain their accounts.

The Administration has taken an important step forward by using their existing legal authority to create this program. I salute them for their actions in creating this program.

The myRA program represents an important saving tool, and as such it should be welcomed as more than just an administrative program—it should be codified into law.

Today, Congressman ELLISON and I are taking that next step to ensure this worthwhile program can continue, allowing everyone in our country to plan ahead for a secure retirement for themselves and their families.

SENATE COMMITTEE MEETINGS

Title IV of Senate Resolution 4, agreed to by the Senate of February 4, 1977, calls for establishment of a system for a computerized schedule of all meetings and hearings of Senate committees, subcommittees, joint committees, and committees of conference. This title requires all such committees to notify the Office of the Senate Daily Digest—designated by the Rules Committee—of the time, place and purpose of the meetings, when scheduled and any cancellations or changes in the meetings as they occur.

As an additional procedure along with the computerization of this information, the Office of the Senate Daily Digest will prepare this information for