



(Original Signature of Member)

119TH CONGRESS
2D SESSION

H. R. _____

To ensure the passenger security fee paid by airline passengers is used exclusively for aviation security, establish a Transportation Security Trust Fund to support the operations and personnel of the Transportation Security Administration, and ensure continuity of aviation security operations during a lapse in appropriations, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

Mr. LANGWORTHY introduced the following bill; which was referred to the Committee on _____

A BILL

To ensure the passenger security fee paid by airline passengers is used exclusively for aviation security, establish a Transportation Security Trust Fund to support the operations and personnel of the Transportation Security Administration, and ensure continuity of aviation security operations during a lapse in appropriations, 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,*

1 **SECTION 1. SHORT TITLE.**

2 This Act may be cited as the "~~Transportation Security~~
3 ~~Funding Stability Act of 2026~~". → *Pay TSA Act of 2026*

4 **SEC. 2. TRANSPORTATION SECURITY FUNDING.**

5 (a) REPEAL OF DIVERSION OF PASSENGER SECURITY FEES.—Section 44940 of title 49, United States
6 Code, is amended—

8 (1) by striking subsection (f); and

9 (2) by striking subsection (i).

10 (b) TRANSPORTATION SECURITY TRUST FUND.—

11 (1) ESTABLISHMENT.—There is established in
12 the Department of Homeland Security a fund to be
13 known as the "Transportation Security Trust Fund"
14 (referred to in this Act as the "Fund").

15 (2) DEPOSITS.—Amounts collected from fees
16 imposed under section 44940 of title 49, United
17 States Code (commonly known as the "9/11 Security
18 Fee"), shall be deposited into the Fund and avail-
19 able without further appropriation and without fiscal
20 year limitation.

21 (3) USE OF FUNDS.—Amounts in the Fund
22 shall be available to the Administrator of the Trans-
23 portation Security Administration for activities to
24 strengthen aviation security, including relating to
25 the following:

1 (A) Salaries, benefits, training, and work-
2 force support for Administration personnel.

3 (B) Passenger and baggage screening op-
4 erations.

5 (C) Aviation security checkpoint and
6 screening technology.

7 (D) Airport security infrastructure and
8 equipment.

9 (E) Research, development, and deploy-
10 ment of advanced aviation security systems.

11 (4) RESTRICTION ON DIVERSION OF FUNDS.—
12 Amounts deposited in the Fund—

13 (A) shall be used only for the aviation se-
14 curity purposes specified in paragraph (3); and

15 (B) may not be transferred to the general
16 fund of the Treasury or used for deficit reduc-
17 tion or other non-aviation security purposes.

18 (c) AVAILABILITY OF FUNDS DURING A LAPSE IN
19 APPROPRIATIONS.—

20 (1) AVAILABILITY.—

21 (A) IN GENERAL.—If during any period
22 during any fiscal year the discretionary appro-
23 priations Act providing funding for the Trans-
24 portation Security Administration, or con-
25 tinuing appropriations for the Transportation

1 Security Administration, are not enacted into
2 law, amounts in the Fund shall be available
3 without further appropriation or fiscal year lim-
4 itation to the Administrator of the Transpor-
5 tation Security Administration for the continu-
6 ation of programs, projects, and activities nec-
7 essary to maintain aviation security operations.

8 (B) AVIATION SECURITY CAPITAL FUND.—
9 Notwithstanding section 44923(h) of title 49,
10 United States Code, during any period de-
11 scribed in subparagraph (A), amounts available
12 in the Aviation Security Capital Fund estab-
13 lished under such section 44923(h) shall be
14 available to the Administrator of the Transpor-
15 tation Security Administration to carry out the
16 activities described in such subparagraph, sub-
17 ject to the priorities described in this sub-
18 section.

19 (2) PRIORITY FOR TSA PERSONNEL.—

20 (A) IN GENERAL.—In carrying out para-
21 graph (1), the Administrator of the Transpor-
22 tation Security Administration shall prioritize
23 the use of funds made available pursuant to
24 paragraph (1) for the following:

1 (i) Salaries, benefits, and overtime
2 compensation of Transportation Security
3 Officers and other personnel necessary to
4 conduct passenger and baggage screening
5 and aviation security operations.

6 (ii) Staffing levels required to main-
7 tain the safe and efficient operation of
8 aviation security screening checkpoints and
9 related security functions.

10 (iii) Other operational expenses di-
11 rectly supporting frontline aviation security
12 personnel.

13 (B) APPLICATION.—Amounts made avail-
14 able under this paragraph shall first be applied
15 to carry out subparagraph (A)(i).

16 (3) SECONDARY USES FOR SECURITY INFRA-
17 STRUCTURE AND TECHNOLOGY.—After the funding
18 requirements described in paragraph (2) have been
19 satisfied, remaining amounts made available pursu-
20 ant to paragraph (1) may be used for the following:

21 (A) The procurement, deployment, and
22 sustainment of aviation security checkpoint
23 technology.

24 (B) Baggage screening equipment and re-
25 lated aviation security infrastructure.

1 (C) Maintenance and modernization of air-
2 port security systems.

3 (D) Grants to airports for aviation security
4 technology improvements.

5 (4) RATE FOR OPERATIONS.—Funds made
6 available under this subsection shall be provided at
7 a rate for operations not greater than the rate for
8 operations provided for the Transportation Security
9 Administration programs, projects, and activities de-
10 scribed in this subsection during the immediately
11 preceding fiscal year.

12 (5) DURATION OF AUTHORITY.—The authority
13 provided under this subsection shall remain in effect
14 for the period beginning on the first day of a lapse
15 in appropriations and ending on the date on which—

16 (A) the applicable regular appropriation
17 Act providing funding for the Transportation
18 Security Administration is enacted into law; or

19 (B) continuing appropriations for the
20 Transportation Security Administration are en-
21 acted into law.

22 (6) TERMS AND CONDITIONS.—Funds made
23 available under this subsection shall be subject to
24 the terms, conditions, and limitations applicable to
25 the Transportation Security Administration pro-

1 grams, projects, and activities on the date imme-
2 diately preceding the date on which the applicable
3 lapse of appropriations occurs for the immediately
4 preceding fiscal year.

5 (d) AVIATION SECURITY TECHNOLOGY AND INFRA-
6 STRUCTURE ACCOUNT.—

7 (1) ESTABLISHMENT.—There is established in
8 the Fund an account to be known as the “Aviation
9 Security Technology and Infrastructure Account”
10 (referred to in this subsection as the “Account”).

11 (2) PURPOSE.—The purpose of the Account is
12 to support the modernization, procurement, deploy-
13 ment, and sustainment of aviation security tech-
14 nology and infrastructure necessary to enhance the
15 safety and efficiency of passenger and baggage
16 screening operations.

17 (3) AVAILABILITY OF FUNDS.—Amounts in the
18 Account shall be available until expended to the Ad-
19 ministrator of the Transportation Security Adminis-
20 tration for aviation security technology and infra-
21 structure investments only after the funding require-
22 ments necessary to support Transportation Security
23 Administration personnel and operational aviation
24 security activities have been satisfied, including the

1 compensation and staffing requirements described in
2 subsection (c)(2).

3 (4) AUTHORIZED USES.—Amounts made avail-
4 able under this subsection may be used for the fol-
5 lowing:

6 (A) Procurement, deployment, and
7 sustainment of aviation security checkpoint
8 technology.

9 (B) Computed tomography screening sys-
10 tems and related screening equipment.

11 (C) Credential authentication technology
12 and related passenger screening systems.

13 (D) Airport security screening infrastruc-
14 ture and associated equipment.

15 (E) Exit lane and perimeter security tech-
16 nology.

17 (F) Grants to airports for aviation security
18 technology deployment and modernization.