

He later went on to engage in several major battles during the American Civil War, eventually becoming the first officer appointed as lieutenant general of the United States Army.

Grant became the 18th President of the United States in 1869 and served two terms as President of the United States of America.

Over his time in office, President Grant established the Department of Justice and oversaw the adoption of the 15th Amendment and other Reconstruction efforts that were important to this fledgling young Nation. He is remembered as one of the great military geniuses and a symbol of national unity.

I am pleased not only on behalf of Chairman JAMES COMER to bring this bill forward but also the important parts of this that come from the delegation from the great State of Ohio. We will be hearing from them in just a few minutes.

Mr. Speaker, I reserve the balance of my time.

Mr. WALKINSHAW. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, some of my Virginia ancestors are rolling over in their graves today, but I am very happy to be here to speak in support of H.R. 7809 to designate the facility of the United States Postal Service located at 201 East Grant Avenue in Georgetown, Ohio, as the Ulysses S. Grant Post Office Building.

Ulysses S. Grant was an American hero who helped lead the United States Army to victory against the Confederacy in the Civil War before serving as President of the United States.

After graduating from West Point, Grant served in the Mexican-American war under the leadership of General Zachary Taylor, who would later become the 12th President of the United States.

Grant initially resigned from the Army in 1854, but at the outbreak of the Civil War, he served as commander of a volunteer regiment and was quickly promoted to brigadier general.

Throughout the war, he fought and won numerous battles. His victories included the capture of Fort Henry and Fort Donelson and the defeat of rebel forces at Shiloh and Vicksburg.

As the war progressed, his military leadership played an instrumental role in enforcing President Lincoln's Emancipation Proclamation and advancing the United States' commitment to ending slavery.

In March 1864, President Lincoln designated Grant as the general-in-chief of the U.S. Army Forces, ultimately leading to a Union victory in April 1865 with the surrender of Confederate General Lee at Appomattox in Virginia.

After the war, Ulysses S. Grant served two terms as President of the United States. During his time in office, he pushed forward the Reconstruction agenda, advocating for civil rights and protection from political violence for Black Americans.

I encourage my colleagues to join us in honoring the life and legacy of President Grant by naming this post office in his hometown of Georgetown, Ohio, after him.

Mr. Speaker, I reserve the balance of my time.

Mr. SESSIONS. Mr. Speaker, the Ohio delegation supports this effort we are undertaking today.

Mr. Speaker, I yield 5 minutes to the gentleman from Ohio (Mr. TAYLOR).

□ 1550

Mr. TAYLOR. Mr. Speaker, I thank the gentleman for yielding me the time.

Mr. Speaker, I rise today in support of my bill to rename the Georgetown, Ohio, post office the Ulysses S. Grant Post Office Building.

President Grant was born on April 27, 1822, in Point Pleasant, Ohio. He spent his childhood in Georgetown, Ohio, a small town in Brown County, in what is today Ohio's Second Congressional District, before attending the United States Military Academy at West Point in 1839.

Grant's time at West Point kicked off a legendary military career, beginning in the Mexican-American War and ending with the rank of general of the Army of the United States, the position he held until he became President.

His accomplishments in the Civil War are too numerous to list, but after winning the battles at Fort Donelson, Shiloh, Vicksburg, Chattanooga, and Petersburg, he eventually accepted Robert E. Lee's surrender at Appomattox Court House, ending the Civil War and keeping the Union intact.

Following his military service, on March 4, 1869, Grant was sworn in as the 18th President of the United States, becoming the second Ohioan to serve as President. Throughout his two terms as President, Grant worked on civil rights issues, including the establishment of the Department of Justice, the adoption of the 15th Amendment, and other Reconstruction efforts.

Ulysses S. Grant was an extraordinary American worthy of being remembered. At a time when our Nation was divided, much more divided than we are now, he was instrumental in bringing us back together. Without him, our Nation and world would be a much different place.

By renaming the post office in his hometown of Georgetown after him, we are further solidifying his profound legacy.

I thank the entire Ohio delegation for supporting this legislation, and I thank Chairman COMER's staff for working with us throughout this process.

Mr. Speaker, I urge all of my colleagues to support this bill.

Mr. WALKINSHAW. Mr. Speaker, I have no further speakers, and I yield back the balance of my time.

Mr. SESSIONS. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, at this time, I join Mr. TAYLOR in thanking the Ohio delega-

tion and really all of our Members for their recognition of service to this great Nation in the naming of this post office.

The effort that the President made to represent the United States, the unity that you heard about his service to the United States military, his service to the Department of Justice, his service to the people of the country to bring them together at a time when many thought we could not survive as a nation, to honor him now is, without question, the right thing to do. Naming this post office in his hometown of Georgetown, Ohio, is a high honor to the people of that town also.

Mr. Speaker, I encourage my colleagues to support this bill, naming a post office for our 18th President of the United States, Ulysses S. Grant.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Texas (Mr. SESSIONS) that the House suspend the rules and pass the bill, H.R. 7809.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

SPENDING AVIATION FEES FOR EQUIPMENT, GUARANTEEING UPGRADED AND ADVANCED RISK DETECTION AND SAFETY ACT OF 2026

Mr. GARBARINO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 8770) to amend title 49, United States Code, to establish funds for investments in aviation security, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 8770

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Spending Aviation Fees for Equipment, Guaranteeing Upgraded and Advanced Risk Detection and Safety Act of 2026" or the "SAFEGUARDS Act of 2026".

SEC. 2. SENSE OF CONGRESS.

It is the sense of Congress that—

(1) the fee collected in accordance with section 44940 of title 49, United States Code (commonly known as the "9/11 Security Fee"), is an airline passenger-paid fee established with the express purpose of sustaining the safety and security of the aviation system of the United States;

(2) revenue generated from the 9/11 Security Fee should be used exclusively to fund activities, programs, equipment, and initiatives that directly improve the security of commercial aviation, including passenger and baggage screening, security technology upgrades, and the support of personnel responsible for aviation security;

(3) the use of the 9/11 Security Fee for purposes unrelated to aviation security undermines public trust and the original intent of the fee, and all proceeds from the fee should

be reserved and expended solely for measures that strengthen the safety and security of the traveling public within the aviation sector; and

(4) the diversion of 9/11 Security Fee revenue to other purposes should be ended no later than 2027, in accordance with section 44940(i)(4) of title 49, United States Code, as it read on the date of the enactment of this Act.

SEC. 3. AVIATION SECURITY FUNDS.

(a) IMPROVING THE AVIATION SECURITY CAPITAL FUND.—Subsection (h) of section 44923 of title 49, United States Code (relating to the Aviation Security Capital Fund), is amended—

(1) in paragraph (1), by striking the second, third, and fourth sentences and inserting the following new sentences: “Beginning in fiscal year 2028 and for each fiscal year thereafter, the first \$500,000,000 derived from fees received under section 44940(a)(1) shall be available to be deposited in the Fund. The Administrator of the Transportation Security Administration shall impose the fee authorized by such section so as to collect at least \$500,000,000 in each of such fiscal years for deposit into the Fund, subject to the prior termination of any of the fees authorized under such section being credited as offsetting receipts and deposited in the general fund of the Treasury.”; and

(2) by striking paragraphs (2) and (3) and inserting the following new paragraph:

“(2) DISBURSEMENT AUTHORITY.—Amounts in the Fund shall be available to the Administrator of the Transportation Security Administration to make grants under this section or enter into related agreements to carry out this section.”.

(b) ESTABLISHMENT OF THE AVIATION SECURITY CHECKPOINT TECHNOLOGY FUND.—Section 44923 of title 49, United States Code, is amended by—

(1) by redesignating subsection (i) as subsection (j); and

(2) by inserting after subsection (h) the following new subsection:

“(i) AVIATION SECURITY CHECKPOINT TECHNOLOGY FUND.—

“(1) IN GENERAL.—There is established within the Department of Homeland Security a fund to be known as the ‘Aviation Security Checkpoint Technology Fund’ (in this subsection referred to as the ‘ASCT Fund’).

“(2) FUNDING.—Beginning in fiscal year 2028 and for each fiscal year thereafter, after the first \$500,000,000 is deposited into the Aviation Security Capital Fund pursuant to subsection (h)(2), the next \$250,000,000 from fees received under section 44940(a)(1) shall be available to be deposited in the ASCT Fund. The Administrator of the Transportation Security Administration shall impose the fee authorized by such section so as to collect not less than \$250,000,000 in each of such fiscal years for deposit into the ASCT Fund. Amounts in the ASCT Fund shall be available until expended to the Administrator of the Transportation Security Administration to fund the testing, procurement, deployment, installation, and sustainment of aviation security checkpoint technology, subject to the prior termination of any of the fees authorized under such section being credited as offsetting receipts and deposited in the general fund of the Treasury.

“(3) DISBURSEMENT AUTHORITY.—Amounts in the ASCT Fund shall be available to the Administrator of the Transportation Security Administration to make grants under this section or enter into related agreements to carry out this section.”.

(c) CONFORMING AMENDMENT.—Paragraph (1) of section 44940(i) of title 49, United States Code, is amended by striking “section

44923(h)” and inserting “subsections (h) and (i) of section 44923”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. GARBARINO) and the gentleman from Virginia (Mr. WALKINSHAW) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. GARBARINO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 8770.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. GARBARINO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 8770, the SAFEGUARDS Act. This legislation establishes a sense of Congress that 9/11 passenger security fee revenue should be put toward TSA security screening purposes following the end of the current fee diversion at the end of fiscal year 2027.

Additionally, this bill directs funds collected from this fee to modernize and sustain explosive detection systems and technology at TSA security checkpoints beginning in fiscal year 2028.

The SAFEGUARDS Act will strengthen aviation security by ensuring passenger security fee revenue is used for its intended purpose: providing additional resources to protect the traveling public.

I thank Representative STRONG for his leadership, and I look forward to continuing our engagement on both sides of the aisle and with our colleagues on the Appropriations Committee to ensure that this bill improves deployment timelines for critical aviation security technology without any unintended consequences for the TSA workforce or any other TSA operations.

Mr. Speaker, I urge my colleagues to support this bill, and I reserve the balance of my time.

Mr. WALKINSHAW. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, since the Transportation Security Administration was created after the 9/11 attacks, the agency has been working to deploy the latest innovative security screening technology to ensure prohibited items carried inside bags and on individuals do not make it past a security checkpoint and onto an aircraft.

However, with thousands of TSA screening lanes across the country in need of technology, Congress has at times struggled to provide funding to recapitalize technology expeditiously across all airports.

H.R. 8770, the SAFEGUARDS Act, would ensure there are increased dedicated funds available to TSA to pro-

cure the latest screening technology so that the agency can replace aging technology deployed at airports at a more rapid pace.

Although speeding up the deployment of new screening technology is an important goal, I do have some reservations about the bill. The increased investments in technology are not paid for, and I am concerned that these increases could result in cuts to funding for TSA workforce salaries and benefits if TSA's overall budget does not increase.

Although the bill does contain language reinforcing the sense of Congress that diversions of passenger security fees away from TSA's coffers should end, the bill does not actually do anything to end those diversions sooner than already scheduled under current law or otherwise to bring in more money to TSA.

House Democrats have long been supportive of investments in new and innovative security technologies, but we must also make sure that we are supporting the workforce that operates those technologies.

To start, the House should take up Ranking Member THOMPSON's bill, H.R. 2086, the Rights for the TSA Workforce Act, which would codify fair pay and collective bargaining rights for this critical workforce. This bill has more than 185 bipartisan cosponsors, and the Republican majority should bring it to this floor.

In the meantime, I look forward to working with my colleagues on both sides of the aisle, as well as our colleagues in the Senate, to ensure that the SAFEGUARDS Act, if enacted, drives investments in technology without causing cuts to pay, benefits, or staffing at TSA.

Mr. Speaker, I reserve the balance of my time.

Mr. GARBARINO. Mr. Speaker, I yield such time as he may consume to the gentleman from Alabama (Mr. STRONG).

Mr. STRONG. Mr. Speaker, I rise today in support of my bill, the SAFEGUARDS Act.

When Americans purchase an airline ticket, they pay a passenger security fee with an expectation that those dollars will be used to strengthen aviation security.

That is what Congress intended when the fee was created, and that is exactly what this bill restores. For years, revenue from the passenger security fee has been directed away from its intended purpose. Meanwhile, our airports continue to face evolving threats and increasing demand on the systems and technologies that help keep travelers safe.

The SAFEGUARDS Act restores accountability by directing this revenue back toward critical aviation security priorities following the expiration of the current fee diversion.

This legislation invests \$500 million annually in checked baggage screening technology and \$250 million annually

in checkpoint technology upgrades. This will help modernize screening capability, strengthen security operations, and ensure our aviation system remains prepared to meet current and future threats.

Let me be clear. This is not a new fee that will be placed on flyers, and it does not raise taxes. The SAFE-GUARDS Act simply ensures that the fees travelers currently pay are used for their original purpose and in line with the expectation of the traveling public.

Anytime a fee is collected from the American people, it should be carefully scrutinized. I take that responsibility seriously, which is why, when I examined the intent of this fee, I first asked whether the original purpose behind it remains important today. I believe it does.

The fee was established in the aftermath of September 11, one of the darkest days in our Nation's history. In the years that followed, Congress recognized that maintaining a safe and secure aviation system would require a long-term commitment to aviation security and continued investments in the technologies that help protect the traveling public.

The passenger security fee was created to support that mission, and travelers have paid it with the expectation that those dollars would be used to strengthen aviation security.

I am proud to reaffirm our commitment to the traveling public today with this bill. The SAFEGUARDS Act is about restoring trust, improving transparency and accountability, and ensuring the aviation security dollars are spent on aviation security.

I am proud that this legislation has earned bipartisan support and the backing of airports, airlines, and the travel organizations across the country.

□ 1600

I want to thank Chairman GARBARINO for his leadership and support in advancing this legislation. I also want to thank Mr. KENNEDY of New York for partnering with me on this effort, as well as my colleagues who have joined as cosponsors.

Mr. Speaker, I urge all Members to support the SAFEGUARDS Act.

Mr. WALKINSHAW. Mr. Speaker, I have no further speakers. I am prepared to close when the chairman is prepared to close, and I reserve the balance of my time.

Mr. GARBARINO. Mr. Speaker, I yield such time as he may consume to the gentleman from Colorado (Mr. EVANS).

Mr. EVANS of Colorado. Mr. Speaker, today I rise in support of the SAFEGUARDS Act of which I am a proud original cosponsor.

As my colleagues mentioned, this bill ensures that all revenue collected through the 9/11 Passenger Security Fee are invested back into aviation and airport security consistent with the fee's original intent.

Just last year, this \$5.60 fee on your plane ticket brought in over \$4.5 billion from U.S. passengers. The upcoming 25th anniversary of September 11 reminds us how important it is to use those resources to strengthen our national security systems today to prevent future tragedies tomorrow.

My district also borders Denver International Airport. Thousands of airport, airline, and TSA employees in that airport are my constituents—the third busiest in the Nation. To keep them and all U.S. passengers safe, it is critical that TSA receives every dollar possible to properly update security screening equipment and stop emerging threats.

Mr. Speaker, I urge my colleagues to join me in supporting this bipartisan bill.

Mr. WALKINSHAW. Mr. Speaker, I yield myself the balance of my time.

Mr. Speaker, H.R. 8770 will help ensure TSA's frontline staff get more of the tools they need to keep travelers safe, and at a faster pace.

I look forward to working with our colleagues on both sides of the aisle to ensure there are no unintended consequences for TSA's workforce if this bill becomes law.

Mr. Speaker, I yield back the balance of my time.

Mr. GARBARINO. Mr. Speaker, I yield myself the balance of my time.

As you heard from my colleague from Colorado, \$4.5 billion was brought in last year under the 9/11 Passenger Security Fee. What passengers don't know is that the first \$1.6 billion last year was diverted to something else other than passenger security.

This bill would say the first \$750 million of that passenger security fee would go directly to equipment, and then the balance of that money would go to the TSA discretionary fund, which actually would allow the TSA to get access to this money.

Last year, the TSA discretionary fund didn't have access to this money until the first \$1.85 billion was spent. Now, they are going to get access, if this bill becomes law, after the first \$750 million is spent on security equipment to make our traveling public safe.

Mr. Speaker, I urge my colleagues to support H.R. 8770, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. BABIN). The question is on the motion offered by the gentleman from New York (Mr. GARBARINO) that the House suspend the rules and pass the bill, H.R. 8770, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

IMPROVING TRAVEL FOR MILITARY MEMBERS ACT

Mr. GARBARINO. Mr. Speaker, I move to suspend the rules and pass the

bill (H.R. 9328) to improve travel for active-duty personnel and accompanying family, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 9328

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Improving Travel for Military Members Act".

SEC. 2. IMPROVING TRAVEL FOR ACTIVE-DUTY MILITARY PERSONNEL AND ACCOMPANYING FAMILY.

(a) IN GENERAL.—Not later than 60 days after the date of the enactment of this Act, the Administrator of the Transportation Security Administration (in this section referred to as the "Administrator") may establish a pilot program at airports to expedite access to security screening for traveling active-duty military personnel and accompanying family members to support and facilitate the ease of travel for such personnel and family members. The Administrator may carry out this subsection only to the extent such access does not compromise security protocols.

(b) SECURITY REQUIREMENTS.—If the Administrator establishes the pilot program under subsection (a), the Administrator shall carry out the following:

(1) Ensure each passenger described in such subsection is screened in accordance with the vetting status of such passenger under the Secure Flight program of the Transportation Security Administration, in accordance with paragraph (2) of section 44903(j) of title 49, United States Code.

(2) Prevent individuals carrying out screening functions under section 44901 of such title from allowing any passenger into a TSA PreCheck or other expedited security screening lane unless such passenger has received a boarding pass indicating eligibility for TSA PreCheck or such other expedited security screening.

(3) Permit local Administration management to open or close checkpoint lanes and reallocate available resources as needed to maximize security effectiveness and efficiency based on passenger volume.

(c) SELECTION OF AIRPORTS.—If the Administrator establishes the pilot program under subsection (a), in selecting airports for such pilot program, the Administrator shall—

(1) give priority to an airport that is not more than a certain distance, as determined by the Administrator, from a military installation (as such term is defined in section 2801 of title 10, United States Code) to which not fewer than a certain number, as determined by the Administrator, of active-duty military personnel are stationed;

(2) consider airports with adequate space to accommodate dedicated screening lanes for traveling active-duty military personnel and accompanying family members; and

(3) use any other consideration the Administrator determines necessary.

(d) BRIEFING.—If the Administrator establishes the pilot program under subsection (a), not later than nine months after such establishment, the Administrator shall provide to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs and the Committee on Commerce, Science, and Transportation of the Senate a briefing on such pilot program.

(e) SUNSET.—If the Administrator establishes the pilot program under subsection (a), the Administrator shall carry out such pilot program for a period of three years.