

This legislation requires DHS to provide a report to Congress every 3 years on the Homeland Security capabilities of urban areas that have previously received funding through the Urban Area Security Initiative, or UASI.

The FEMA Grant Programs Directorate provides preparedness funding to assist States, localities, urban areas, and Tribal and territorial governments and strengthen the Nation's ability to prevent, protect against, respond to, and recover from terrorist attacks, major disasters, and other emergencies.

Every year, FEMA determines eligible high-risk urban areas for UASI funding through analysis of relative risk of terrorism experienced by urban areas in the United States. As relative terrorism risk undertaken by urban area jurisdictions changes every year, this can sometimes lead to urban areas that were once eligible for UASI funding in one year no longer being eligible in future years.

This legislation will provide consistent information to Congress on the ability of urban areas at risk of terrorism threats to maintain their Homeland Security capabilities.

I encourage my colleagues to support this bill, and I reserve the balance of my time.

Mr. WALKINSHAW. Mr. Speaker, I yield such time as he may consume to the gentleman from Louisiana (Mr. CARTER), the sponsor of this bill.

Mr. CARTER of Louisiana. Mr. Speaker, I thank Representative WALKINSHAW for yielding.

I rise today in support of my bill, H.R. 8874, the Homeland Security Capabilities Preservation Reporting Act of 2026.

In the aftermath of the September 11 attacks, it became evident that cities across the United States could become targets for terrorist attacks and that they lacked the capacity and resources to independently build the critical capabilities needed to prevent, protect against, and respond to terrorist attacks and other catastrophic events.

Beginning in 2003, urban areas across the Nation began receiving dedicated counterterrorism grants from the Department of Homeland Security through the Urban Area Security Initiative, or UASI.

For more than two decades, this program has equipped our local first responders with advanced tools, equipment, and training necessary to protect their communities. These investments have built critical capabilities that strengthen preparedness and emergency responses across the region.

However, maintaining these capabilities cannot be sustained by locals alone. They require reliable, predictable Federal funding. Unfortunately, unpredictable changes to DHS' risk formula, which determines which areas receive funding, have often created year-to-year uncertainty, leaving many cities wondering whether their counterterrorism funding will suddenly

disappear. Recently, these funding changes have been politically arbitrary.

We saw this danger firsthand last year, when under the leadership of former Secretary Kristi Noem, the Department of Homeland Security attempted to abruptly remove historically funded cities—including, in my district, the city of New Orleans—from this program.

Former Secretary Noem tried to cut our Federal counterterrorism funding support in the same year our community suffered the horrific attack on Bourbon Street in New Orleans on New Year's Day, which killed 14 people and injured dozens more. It took a lawsuit to stop them.

Here is the bottom line: Expecting locals to independently finance the massive security required for everyday safety—let alone high-profile events like Mardi Gras, the World Cup, or Super Bowl—is unrealistic and unfair. Abruptly turning off these resources is dangerous.

Congress previously acknowledged the value of UASI funding to communities by requiring a one-time report in the 2023 National Defense Authorization Act, examining how DHS could help cities transition when they lose grant eligibility.

I am grateful to former Congresswoman Val Demings for championing this previous NDAA provision and for her leadership in recognizing the need to support communities if they transition out of the UASI program. However, a one-time report leaves Congress in the dark going forward. We need ongoing data to monitor vulnerable communities after they are removed from the program and identify whether their security capabilities are at risk of degrading.

That is why I introduced H.R. 8874, the Homeland Security Capabilities Preservation Reporting Act of 2026. This bipartisan bill closes this oversight gap by requiring FEMA to submit recurring reports every 3 years on how cities manage and maintain their federally funded counterterrorism and security capabilities after they lose UASI funding.

This bill will improve public safety across the Nation and ensure our communities are never left defenseless, which is why it is endorsed by the Major Cities Chiefs Association, the U.S. Conference of Mayors, the National League of Cities, and the National Fusion Center Association, to name a few.

I thank Ranking Member BENNIE THOMPSON and Representative GIMENEZ for their partnership on this bill. I urge all my colleagues to support this vital, commonsense legislation.

Mr. WALKINSHAW. Mr. Speaker, I yield myself the balance of my time. I thank the gentleman from Louisiana (Mr. CARTER) for his work on this legislation. I also thank the chairman for his work.

UASI grants have played a critical role in my region, the D.C. metropoli-

tan region, in protecting Northern Virginia, Maryland, and the District of Columbia, including this Capitol complex. This bill that will improve transparency, strengthen congressional oversight, and ensure that important security investments made over many years are not lost is a wonderful piece of legislation.

Passage of H.R. 8874 will ensure that Congress has the information needed to understand the impact of UASI transitions and help preserve the critical Homeland Security capabilities our communities rely on. It will strengthen oversight, support our local partners, and help ensure that years of Federal investment and preparedness are not lost.

I applaud Congressman CARTER for his leadership on this issue and strongly urge my colleagues to support H.R. 8874. I yield back the balance of my time.

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

I also applaud the gentleman from Louisiana (Mr. CARTER) for his leadership on this piece of legislation.

As a Member from New York, I have seen firsthand the benefits and the need for UASI grants. I think it is very important that Congress be kept informed of decisions being made when it comes to these grants.

I urge my colleagues to support this bill, H.R. 8874, and I yield back the balance of my time.

The SPEAKER pro tempore. 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. 8874.

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.

REIMBURSABLE SCREENING SERVICES PROGRAM EXTENSION ACT OF 2026

Mr. GARBARINO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 9391) to authorize an extension and expansion of the Reimbursable Screening Services Program of the Transportation Security Administration, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 9391

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 "Reimbursable Screening Services Program Extension Act of 2026".

SEC. 2. EXTENSION AND EXPANSION OF REIMBURSABLE SCREENING SERVICES PROGRAM.

(a) EXTENSION.—Subsection (e) of section 225 of division A of the Consolidated Appropriations Act, 2019 (Public Law 116-6; 49 U.S.C. 44901 note), is amended by striking

“for fiscal years 2019 through 2026” and inserting “through fiscal year 2031”.

(b) EXPANSION.—Subsection (e) of section 225 of division A of the Consolidated Appropriations Act, 2019, as amended by subsection (a), is further amended by striking “not more than eight” and inserting “not more than 14”.

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 have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 9391.

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. 9391, the Reimbursable Screening Services Program Extension Act of 2026.

First established in 2019, the Reimbursable Screening Services Program is a pilot program that allows screening services to be conducted outside the primary passenger terminal screening area. This pilot program has helped provide TSA with reliable streams of revenue while at the same time maintaining a safe and efficient screening environment.

This bill extends the Reimbursable Screening Services Program through fiscal year 2031 and increases the number of allowable participating entities from 8 to 14.

The Reimbursable Screening Services Program Extension Act provides increased certainty for this pilot program to ensure it can continue to develop while Congress assesses its long-term viability.

Mr. Speaker, I thank the gentleman from New Jersey, Representative POU, for cosponsoring this important legislation. 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, I rise in support of H.R. 9391, the Reimbursable Screening Services Program Extension Act of 2026.

The TSA Reimbursable Screening Services Program, or RSSP, is a pilot program that permits TSA to conduct passenger screening outside primary airport terminal screening areas under reimbursable agreements with up to eight TSA-regulated entities, such as an airport operator.

RSSP facilities are located at airports across the country, including in Los Angeles, Atlanta, and New York City, and the newest location recently opened in Boston.

The pilot program is set to expire at the end of September 2026. H.R. 9391 would extend the pilot program until the end of September 2031 and expand the number of pilot program locations to 14 to allow the program to grow and bring new RSSP concepts online.

Passing this bill would provide important clarity for a program that has been operating under repeated short-term extensions.

Mr. Speaker, as I said, this bill ensures the RSSP at TSA can continue to operate and develop additional passenger screening locations at airports across the country to improve the travel experience.

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

Mr. GARBARINO. Mr. Speaker, I urge my colleagues to support H.R. 9391, and I yield back the balance of my time.

The SPEAKER pro tempore. 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. 9391, 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.

ONE-STOP PILOT PROGRAM EXTENSION ACT

Mr. GARBARINO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 9388) to amend title 49, United States Code, to authorize an extension of a program to permit screened passengers and their property arriving on direct flights or flight segments originating at certain foreign last point of departure airports to continue on additional flights or flight segments originating in the United States without additional screening, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 9388

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 “One-Stop Pilot Program Extension Act”.

SEC. 2. ONE-STOP PROGRAM.

(a) CHECKED BAGGAGE RE-SCREENING.—Subsection (d) of section 7132 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 (Public Law 117-263; 49 U.S.C. 44901 note) is amended to read as follows:

“(d) RE-SCREENING OF CHECKED BAGGAGE.—Subject to subsection (f), the Administrator, in coordination with the Commissioner of U.S. Customs and Border Protection (CBP), may permit checked baggage arriving on direct flights or flight segments arriving from participating foreign last point of departure airports referred to in subsection (b) to continue on additional flights or flight segments originating in the United States without additional TSA security re-screening if the following requirements are satisfied:

“(1) The initial checked baggage screening at such an airport was conducted using an explosives detection system in accordance with an aviation security screening agreement described in subsection (e).

“(2) Passengers arriving from such airports are unable to access their checked baggage until arrival at their final destination.

“(3) CBP has received timely images of such baggage prior to the arrival in the United States of such passengers and baggage that satisfy CBP requirements from such an airport corresponding to the checked baggage of such passengers to ensure appropriate border security enforcement can be completed in an efficient manner.

“(4) CBP has not identified any such passenger or baggage for further inspection.”.

(b) EXTENSION.—Subsection (k) of section 7132 of the James M. Inhofe National Defense Authorization Act for Fiscal Year 2023 is amended by striking “six” and inserting “ten”.

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 have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 9388.

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. 9388, the One-Stop Pilot Program Extension Act.

This legislation extends the one-stop security pilot program for an additional 4 years. The one-stop security pilot program is operated by TSA and aims to streamline travel for passengers returning to the United States from international travel who have domestic connections.

Under the usual screening process, passengers coming from outside the United States undergo inspections by Customs and Border Protection, collect their checked bags, and exit the sterile area of the airport. Under the one-stop security screening process, passengers undergo security screening at their departure airport and fly to a one-stop participating airport where they are cleared by CBP, but they can be routed straight to the sterile area of the airport instead.

In doing so, passengers are not required to reenter through TSA screening, as they have already been screened at their departure airport using the same standards and technologies required by TSA.

If additional airports were to join this pilot program, passengers would be able to continue on their journey with greater ease and efficiency once they return to the United States.