

“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.

I thank Representative GIMENEZ, the chairman of our committee's Transportation and Maritime Security Subcommittee, for his leadership.

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, I rise in support of H.R. 9388.

TSA's one-stop pilot program enables passengers arriving from certain foreign airports to be exempt from re-screening by TSA prior to connecting to domestic flights.

The one-stop program requires those foreign airports to meet certain standards deemed comparable to TSA's, which helps improve aviation security at those airports.

As more international airports start participating in the program, H.R. 9388 will ensure the program can continue to operate until December 2032, while Congress evaluates and makes any necessary changes to improve the program for the traveling public.

These changes will help advance this pilot program to improve the travel experience for passengers.

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 Florida (Mr. GIMENEZ).

Mr. GIMENEZ. Mr. Speaker, I rise today in support of my bipartisan One-Stop Pilot Program Extension Act.

In south Florida, Miami International Airport is one of the busiest international gateways in the United States. Every day, millions of passengers pass through airports like Miami International Airport throughout the country. We have a responsibility to keep those passengers and our airports moving efficiently while maintaining the highest security standards. This bill does exactly that.

By extending this successful pilot program, passengers arriving from trusted foreign airports can connect to their final destination without unnecessary duplicate baggage screening.

Security is never compromised. Every participating airport must meet strict TSA standards. Customs and Border Protection retains full oversight, and any passenger or bag identified as a security concern receives additional inspection.

This commonsense, bipartisan legislation will reduce delays, ease congestion, improve the travel experience, and strengthen our aviation system while protecting our homeland.

Mr. Speaker, I thank Chairman GARBARINO for his leadership. Also, I thank the gentleman from Louisiana (Mr. CARTER) for cosponsoring this legislation.

Mr. Speaker, I urge my colleagues to support the One-Stop Pilot Program Extension Act.

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

the gentleman from Louisiana (Mr. CARTER), who is the Democratic co-lead on this bill.

□ 1630

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

Mr. Speaker, I rise in support of H.R. 9388, the One-Stop Pilot Program Extension Act, which I am proud to co-lead with Congressman GIMENEZ. This bipartisan measure will modernize our aviation system, reduce unnecessary delays, and strengthen our international security partnership that keeps our skies safe.

Today, the international passengers connecting to domestic flights must often retrieve their checked bags, clear customs, and undergo yet another screening process through TSA before re-entering the terminal, creating congestion, long connection times, and avoidable operational strain on airports and the airlines.

The One-Stop Security program is a current TSA pilot initiative that streamlines this process for travelers arriving from trusted foreign airports that meet strict U.S. security standards, allowing them and their baggage to connect directly to domestic flights without duplicative screening.

The One-Stop Pilot Program Extension Act extends authorization for the One-Stop Security program for four more years, giving TSA, Customs and Border Protection, and participating airports time to scale the program, expand international partnerships, and evaluate the infrastructure needed for broader implementation.

This extension will not only improve efficiency and reduce costs but also strengthen the competitiveness of our domestic travel and tourism industries.

Cities where tourism is a major economic engine—like New Orleans in my district—stand to benefit from smoother, international-to-domestic connections that make the U.S. a more attractive destination and keep visitor spending flowing into local economies and supporting our communities.

Mr. Speaker, I thank Representative GIMENEZ for his leadership on this bill, and I urge favorable passage.

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

Mr. Speaker, this bill will continue operations for this growing TSA pilot program, helping to improve the travel experience for inbound passengers on international flights. I urge my colleagues to support this measure, and I yield back the balance of my time.

Mr. GARBARINO. Mr. Speaker, I urge my colleagues to support H.R. 9388, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. STRONG). 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. 9388.

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.

WEATHERIZING INFRASTRUCTURE IN THE NORTH AND TERRORISM EMERGENCY READINESS ACT OF 2025

Mr. GARBARINO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 3106) to require the Secretary of Homeland Security to conduct a collective response to a terrorism exercise that includes the management of cascading effects on critical infrastructure during times of extreme cold weather, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 3106

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 "Weatherizing Infrastructure in the North and Terrorism Emergency Readiness Act of 2025".

SEC. 2. EXERCISE ON TERRORIST ATTACK DURING EXTREME COLD.

(a) IN GENERAL.—In addition to, or as part of exercise programs currently carried out by the Department of Homeland Security, to enhance domestic preparedness for terrorism, promote the dissemination of homeland security information, and test the homeland security posture of the United States, the Secretary of Homeland Security, acting through appropriate offices and components of the Department, shall develop and conduct a collective response to terrorism exercise that includes management of cascading effects on critical infrastructure (as such term is defined in section 1016(e) of Public Law 107-56 (42 U.S.C. 5195c(e))) in accordance with the requirements relating to a scenario specified in subsection (b).

(b) EXERCISE REQUIREMENTS.—The requirements relating to a scenario specified in this subsection are the following:

(1) An extreme cold weather event, such as an event caused by a polar vortex, with respect to access to critical services.

(2) Any cascading effects on critical infrastructure.

(3) How the effects of a successful terrorist attack against critical infrastructure could be mitigated by emergency managers, State officials, and appropriate private sector and community stakeholders.

(4) How the resilience of communities that could be impacted by such an attack could be bolstered.

(5) Coordination with appropriate Federal departments and agencies, and State, local, Tribal, and territorial agencies.

(6) Coordination with appropriate private sector and community stakeholders.

(c) REPORT.—Not later than 60 days after the completion of the exercise required under subsection (a), the Secretary of Homeland Security shall, consistent with the protection of classified information, submit to the Committee on Homeland Security of the House of Representatives and the Committee on Homeland Security and Governmental Affairs of the Senate an after-action report presenting the initial findings of such exercise, any immediate and longer-term plans for incorporating lessons learned into future operations of the Department of Homeland Security, and any proposed legislative changes informed by such exercise.