

119TH CONGRESS  
2D SESSION

# H. R. 7941

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.

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## IN THE HOUSE OF REPRESENTATIVES

MARCH 16, 2026

Mr. LANGWORTHY (for himself, Mr. LAWLER, and Ms. MALLIOTAKIS) introduced the following bill; which was referred to the Committee on Homeland Security

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## 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 “Pay TSA Act of  
3 2026”.

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

5 (a) REPEAL OF DIVERSION OF PASSENGER SECUR-  
6 RITY FEES.—Section 44940 of title 49, United States  
7 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.

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