



TESTIMONY OF

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Senior Official Performing the Duties of the Administrator

Transportation Security Administration

U.S. Department of Homeland Security

BEFORE

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**U.S. House of Representatives**

ON

*“Oversight of the Department of Homeland Security: CISA, TSA, S&T”*

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## **Introduction**

Good morning, Chairman Garbarino, Ranking Member Thompson, and distinguished Members of the Committee. Thank you for the invitation to testify before you today on behalf of the Transportation Security Administration (TSA). I am honored to be here and grateful for the longstanding and productive partnership TSA shares with this Committee.

I would like to start by thanking TSA's employees for their unrelenting efforts day in and day out to secure the Nation's transportation systems. TSA is an agile security agency, embodied by a dedicated and professional workforce that works tirelessly to outmatch an increasingly sophisticated and dynamic threat.

Under the Trump Administration and Department of Homeland Security (DHS) Secretary Kristi Noem, TSA is laser-focused on delivering for the American people, fortifying travel security, renewing its commitment to the traveler experience, and serving as a responsible steward of the American tax dollar. This starts with deploying upgraded, state-of-the-art technology to airports nationwide, renewing our commitment to the American taxpayer, returning to our core mission, leveraging public-private partnerships, and enhancing hospitality and the passenger experience.

## **TSA Priorities**

With the transportation sector remaining a top target for malign actors, and passenger volumes at airports reaching record highs in 2025—including eight out of the top ten busiest travel days on record—it is more critical than ever to have a technologically advanced, seamless, and secure aviation security system. In 2025 alone, TSA screened 906.7 million passengers, 480 million checked bags, and 2.1 billion carry-on bags.

The upcoming 2026 World Cup, America250 events, and 2028 Summer Olympics present an enormous opportunity to boldly transform transportation security in the United States. Through new policies, legislation, and private-sector partnerships that support technological innovation and modernizing the screening process, we can usher in President Trump's vision for a new Golden Age of American travel.

## **Leveraging Public-Private Partnerships to Advance the Mission**

TSA's mission is supported by critical public-private partnerships, and the Trump Administration, DHS, and TSA are strongly committed to working more collaboratively with industry stakeholders than ever before, utilizing their expertise and efficiency, to strengthen aviation security and improve the passenger experience. On that note, I would like to thank this Committee for ensuring TSA and our critical interagency, state, local, and private sector partners have the resources needed to mitigate the evolving threat landscape, which includes the proliferating cybersecurity and Counter-Unmanned Aircraft Systems (C-UAS) threats.

### *Screening Partnership Program*

Under the Screening Partnership Program (SPP), TSA contracts with qualified private companies to provide personnel to perform security screening operations at commercial airports. TSA is working closely with Congressional and industry partners to modernize SPP to incentivize airports and industry to invest in more tailored and innovative solutions faster, to optimize security operations, while maintaining the Agency's rigorous regulatory oversight and outcome-based security standards.

### *One-Stop Security*

In close partnership with the Department of State, industry, and international partners, TSA is advancing the One-Stop Security (OSS) pilot program. OSS improves international aviation security, streamlines the transfer process for passengers inbound to the United States with connecting flights, and eliminates the need for passengers and their bags to go through screening again. Last summer, TSA launched its first OSS pilot location at London-Heathrow Airport (LHR), demonstrating an immediate success for all stakeholders. Currently, there are seven OSS flights per day from LHR into Hartsfield-Jackson International Airport (ATL) and Dallas-Fort Worth International Airport (DFW), saving each OSS passenger up to two hours that he or she can now use to relax, shop, and dine at the airport.

### *Reimbursable Screening Services Program*

Another critical pilot program that Congress has afforded us to explore with industry partners is the Reimbursable Screening Services Program (RSSP). RSSP enables TSA to work with industry to screen passengers in a location separate from the checkpoint, such as an off-airport cruise or VIP terminal. RSSP is an innovative public-private partnership to alleviate congestion at the checkpoint and offset TSA costs. Permanently authorizing RSSP, which is set to expire on January 30 of this year, will provide certainty and unlock innovation, further increasing industry interest and participation.

### **Investing in Modernizing Security Technology**

Starting in 2004, Congress authorized the first \$250 million in revenue collected each year from the Passenger Security Fee to go to the Aviation Security Capital Fund (ASCF), to be used for checked baggage technology. Along with amounts provided in annual appropriations, amounts in the ASCF were meant to recapitalize and modernize TSA screening technology, but unfortunately this level of investment has not kept pace with changing technology and the evolution of the threat landscape.

Over the past several years, Congress has diverted approximately \$1.6 billion in TSA Passenger Security Fee revenue each year for deficit reduction purposes. The President's FY 2026 Budget proposes to eliminate the deficit reduction contributions and instead direct Passenger Security Fee amounts to their intended purpose of bolstering TSA aviation screening operations. The FY

2026 Budget also includes proposed additional investments in aviation screening technology, such as Computed Tomography (CT) technology, that can supplement ASCF amounts to make improvements to both security and the passenger experience at the checkpoints. TSA encourages Congress to act on the President's FY 2026 Budget request so that the ASCF is not the only source of funding for modernizing TSA security technology.

## **Renewing Focus on Core Mission and Serving the American Taxpayer**

### *REAL ID*

Under the leadership of Secretary Noem, since May 2025, TSA is fully enforcing its statutory requirements under the *REAL ID Act of 2005*. The legislation was enacted in response to the 9/11 Commission Report recommendations aimed at combatting fraudulent identity documents (IDs) and ensuring passengers are who they say they are. As the 9/11 Commission Report stated, "For terrorists, travel documents are as important as weapons." This Administration acted swiftly to enforce the law to ensure TSA maintains the highest standards of aviation security for the American taxpayer and traveler.

Currently, most travelers (about 94 percent) present either a REAL ID-compliant or another acceptable form of ID. However, we must ensure that everyone who flies is who they say they are. TSA ConfirmID is a new modernized alternative identity verification system to enhance and streamline identity verification for travelers that do not have an acceptable form of ID.

Starting February 1, 2026, travelers who do not present an acceptable form of ID at TSA checkpoints and still want to fly, have the option of paying a \$45 fee and undergoing the TSA ConfirmID process. The fee ensures that the cost to cover verification of an unacceptable ID will be borne by the non-compliant traveler, not the American taxpayer, and prevents malign actors from getting on a plane. TSA will continue working closely with all states to increase adoption of REAL IDs and urges all travelers to obtain a REAL ID, or other acceptable form of ID, as soon as possible to avoid delays and potentially missing flights.

### *Improving the Travel Experience for Our Military and American Families*

TSA is committed to making the airport experience as smooth and stress free for active-duty military personnel and their families, and American families traveling with children. To honor those who protect our Nation and to recognize their service and sacrifices, TSA has established the "Serve with Honor, Travel with Ease" program, which provides dedicated screening lanes for active-duty military personnel and their families at airports near the Nation's largest military bases. Similarly, the Agency is actively working to create a welcoming environment for families with children. TSA's new "Families on the Fly" program provides dedicated lanes for families at select airports to create a welcoming environment and ease stress for families traveling with children.

## **Conclusion**

Today, TSA is at a strategic crossroads. With continued support from Congress and industry partners, a screening process that is more efficient, technologically integrated, secure, and affordable to the American taxpayer, is within our grasp. Chairman Garbarino, Ranking Member Thompson, and distinguished members of the Committee, it is a privilege to testify before you today.

I thank you for your support of TSA and look forward to your questions.