Passenger Screening Program

Program Specific Recovery Act Plan

May 24, 2010

Homeland Security

Transportation Security Administration

Executive Summary

The Transportation Security Administration (TSA) Passenger Screening Program (PSP) Recovery Act Plan provides a summary of the specific projects and activities planned under the American Recovery and Reinvestment Act (ARRA). It fulfills the reporting requirement specified in Section 2.8 of the Office of Management and Budget (OMB) memorandum dated April 3, 2009 (Updated Implementing Guidance for the American Recovery and Reinvestment Act of 2009, M-09-15).

TSA's PSP supports the Department of Homeland Security's (DHS) goals of protecting our Nation from dangerous people and dangerous goods, and protecting our Nation's critical transportation infrastructure by strengthening screening of travelers and their carry-on baggage to reduce the probability of a successful terrorist or other criminal attack to the air transportation system. PSP's objective is to prevent the entry of explosives, firearms, and other prohibited items on commercial aircraft, while ensuring freedom of movement for people and commerce. To that end, PSP provides efficient life cycle management of security technology solutions and processes for the screening of passengers at security checkpoints at our Nation's airports.

PSP was allocated $266million of the $1 billion in ARRA funding appropriated to Aviation Security. The funds will be obligated between Q3 FY09 and Q4 FY10. PSP will use the funding provided to accelerate its planned deployment schedule for new equipment by more than three years and strengthen PSP's ability to meet its objectives and achieve the following benefits:

- Enhanced detection capability
- Improved checkpoint efficiency
- Preserved passenger privacy and dignity

Specifically, PSP will deploy the following enhanced checkpoint screening equipment: Advanced Technology (AT) X-ray, Bottled Liquid Scanners (BLS), Advanced Imaging Technology (AIT), Chemical Analysis Devices (CADs), and Next-Generation Explosive Trace Detectors (ETD).

In addition, PSP will provide funding to TSA's Advanced Surveillance Program (ASP), which partners with airport authorities to enhance current/existing closed circuit surveillance systems at passenger checkpoints and checked baggage screening areas.

Finally, PSP will allocate ARRA funding to additional operational activities required to support the successful deployment of new technology including: systems integration support, testing and evaluation, maintenance, engineering changes, and program management.

A combination of project awards using Other Transaction Agreements (OTAs) and competitively awarded contracts will be used to fulfill the activities required.

The critical milestones to deploy new technology include contract awards and deployment. As shown in the table below, the majority of contract awards for new technology are expected in Q4 FY09 with deployment expected to begin in Q3 FY09 through Q4 FY10.

Table 1: Critical PSP Milestones

Activity	Planned Contract Award Date	Actual Contract Award Date	Planned Deployment Date
AT	Q4 FY09		Q1 FY10 - Q3 FY11
AIT	Q4 FY09		Q1 FY10 – Q1 FY11
BLS	Q4 FY09	Q4 FY09	Q1 FY10 - Q3 FY10
CAD	Q2 FY10	Q2 FY10	Q3 FY10
Next Generation ETD	Q3 FY09		Q1 FY10 – Q1 FY11
ASP	Q3 FY09		Q3 FY09 - Q3 FY10

PSP has also identified numerous performance measures, reporting procedures, and accountability measures to ensure ARRA funding is managed appropriately.

While several barriers to effective implementation of this plan exist, PSP has prepared mitigation strategies for each. The most immediate barrier PSP faces at this time is that vendors may not be able to successfully complete qualification test and evaluation (QT&E) and operational test and evaluation (OT&E) in time for planned contract awards in Q4 FY09. PSP is working with vendors and its testing support groups to expedite testing processes and resolve issues as quickly as possible. A second critical, but longer-term barrier to effective implementation is the expected sharp increase in equipment replacement costs required in future years as a large quantity of equipment purchased in FY09/FY10 reaches the end of its life cycle at nearly the same time. PSP plans to work with the vendors to explore ways to extend the life cycles of specific equipment and spread out the number of life cycle replacements over time.

Passenger Screening Program Recovery Act Plan

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I. Legislative Requirement

This document has been prepared by the Transportation Security Administration and responds to the requirements set forth in the American Recovery and Reinvestment Act ("ARRA," P.L. 111-5), which includes the following among other provisions:

> For an additional amount for "Aviation Security", $1,000,000,000 for procurement and installation of checked baggage explosives detection systems and checkpoint explosives detection equipment: Provided, That the Assistant Secretary of Homeland Security (Transportation Security Administration) shall prioritize the award of these funds to accelerate the installations at locations with completed design plans: Provided further, That no later than 45 days after the date of enactment of this Act, the Secretary of Homeland Security shall submit to the Committees on Appropriations of the Senate and the House of Representatives a plan for the expenditure of these funds.

and,

> Sec. 1603. All funds appropriated in this Act shall remain available for obligation until September 30, 2010, unless expressly provided otherwise in this Act.

This document also responds to the requirements set forth in the Office of Management and Budget Memorandum M-09-15, *Updated Implementing Guidance for the American Recovery and Reinvestment Act of 2009*, which includes the following among other provisions:

> Agencies will also submit separate plans for each program funded by the Recovery Act. Draft Agency Program plans will be due to OMB no later than May 1st, and must be finalized no later than May 15th. Agencies should work with their OMB representative to set an appropriate submission date and review process.

II. Funding

On February 17, 2009, the American Recovery and Reinvestment Act (ARRA) of 2009 (Public Law 111-5) was enacted to assist those most impacted by the recession by creating and preserving jobs and promoting economic recovery. The funding was specified for multiple areas of national interest. The Transportation Security Administration (TSA) received $1 billion to invest in the procurement and installation of checked baggage explosives detection systems and checkpoint explosives detection equipment to accelerate these installations at locations with completed design plans and to be obligated by September 30, 2010. Of the available funds, TSA has allocated $266 million to the Passenger Screening Program (PSP) to accelerate investment and deployment of screening technology to improve efficiency and explosives detection capabilities in people screening.

Treasury Account Funding Symbol: 70 0556 09/10
Program Name: DHS Aviation Security (Passenger Screening Program)
Amount Appropriated: $1B ($266M for Passenger Screening Program)

III. Objectives

Program Purpose

The TSA Passenger Screening Program (PSP) supports the Department of Homeland Security's (DHS) goals of protecting our Nation from dangerous people and dangerous goods, and protecting our Nation's critical transportation infrastructure by strengthening screening of travelers and their carry-on baggage to reduce the probability of a successful terrorist or other criminal attack to the air transportation system. PSP's objective is to prevent the entry of explosives, firearms, and other prohibited items on commercial aircraft, while ensuring freedom of movement for people and commerce. To that end, PSP provides efficient life cycle management of security technology solutions and processes for the screening of passengers at security checkpoints at our Nation's airports.

PSP was established to deploy innovative, multi-layered security measures to mitigate known and emerging threats at the Nation's security checkpoints. Today, PSP is responsible for checkpoint security technologies that screen over 700,000,000 passengers per year. This includes identifying, testing, procuring, deploying, and providing full life cycle support for the security equipment and systems that identify threats concealed on people and their carry-on items as they pass through the security checkpoint. In addition, PSP also works closely with industry and with the National Laboratories to continually advance the capabilities of our screening technologies.

In 2008, TSA launched its Checkpoint Evolution initiative (http://www.tsa.gov/evolution), which focuses on reinventing the security checkpoint by continually introducing innovations in TSA's people, process, and technology. The initiative takes a fresh look at checkpoint operations, incorporating collaborative input from the intelligence and law enforcement communities, airline and airport personnel, Transportation Security Officers (TSOs), and passengers in order to create

a blueprint for a more secure checkpoint environment. PSP contributes significantly to the Checkpoint Evolution initiative by delivering proven technologies that allow TSOs to detect threats in the most efficient and effective means possible.

Approximately $266 million in ARRA funds will be used to deploy state-of-the-art checkpoint screening equipment including Advanced Technology (AT) X-ray, Bottled Liquid Scanners (BLS), Advanced Imaging Technology (AIT), Chemical Analysis Devices (CADs), and Next-Generation Explosive Trace Detectors (ETD). This investment will accelerate TSA's planned checkpoint screening technology deployment schedule by more than three years and strengthen the PSP's ability to meet their objectives including:

- detecting explosive threats, weapons, and prohibited items concealed on passengers and their carry-on items;
- improving checkpoint efficiency through technology and process automation;
- preserving passenger privacy and dignity while increasing passenger safety; and
- providing layered security.

Public Benefits

ARRA funding invested in PSP will directly benefit the traveling public, air carriers, airport authorities, and our Nation as a whole, by strengthening our critical transportation infrastructure and ensuring freedom of movement for people and commerce. Specifically, the investment will enhance TSA's current threat detection capabilities and improve the efficiency of the screening process, while preserving – to the greatest extent possible – passenger dignity and privacy.

Enhanced Threat Detection Capability

State-of-the-art screening technology purchased with ARRA funds will enable TSA to accelerate, by as much as three years, the deployment of enhanced screening technology at passenger checkpoints throughout the country. For example, ARRA funding will expedite the deployment of:

- Advanced Technology X-ray (AT) – Advanced Technology systems are penetration X-ray based technologies that provide an enhanced view of a bag's contents through improved image resolution. AT systems are upgradeable, offering a cost-effective platform to develop enhanced detection capabilities. The development of technologies to support liquids detection is occurring in parallel with the deployment of baseline ATs. Once complete and tested, these algorithms could be integrated with the deployed ATs to allow passengers to carry liquids through the checkpoint.

- Advanced Imaging Technology (AIT) – AIT is a new imaging capability that will be used to inspect a passenger's body for concealed weapons (metal and non-metal), explosives, and other prohibited items. In addition, the AIT offers operators the opportunity to review anomalies on an individual, to determine if a hand wand and/or physical pat-down inspection is required.

- Bottle Liquid Scanner (BLS) – BLS is used by TSOs to discriminate explosive or flammable liquids from common, benign liquids carried by passengers. The devices analyze substances within a container, measuring particular characteristics of the content's and distinguishing between benign and hazardous liquids in a matter of seconds.

- Chemical Analysis Devices (CAD) – CADs are portable systems that can be used to identify a range of chemical agents, precursors, and explosives threats. These devices will be used to assess suspicious substances in the possession of passengers traveling through the security checkpoints.

- Explosive Trace Detectors (ETD) – ETDs provides a means for TSOs to examine articles for explosives residue. A swab is used to collect samples, which are then analyzed for traces of explosives residue. Next Gen ETDs will have enhanced explosive detection capability, both in sensitivity and ability to detect new threats, and will identify a larger range of explosives.

Improved Efficiency

Examples of improved efficiency include:

- AT X-ray provides a clearer view of content within carry-on baggage enabling TSOs to screen and clear carry-on items with fewer physical bag checks. As the capabilities of this equipment evolve, ATs may permit TSA to reduce the passenger divesture requirements including removing liquids from bags for separate screening.

- AITs will allow TSOs to better discern anomalies on passengers without requiring the lengthy pat-down or hand-wanding processes used today for passengers who alarm on the metal detectors.

Privacy

AIT technology coupled with TSA's remote screening process will preserve passenger dignity and privacy by providing passengers with an alternative to physical contact by our TSOs, which occurs during screening with a hand-held metal detector or performing a pat-down.

IV. Activities

PSP ARRA activities are focused on expediting the procurement and deployment of passenger screening technology to security checkpoints including:

- Advanced Technology (AT) X-ray,
- Advanced Imaging Technology (AIT),
- Bottled Liquid Scanners (BLS),
- Chemical Analysis Device (CAD), and
- Next Generations Explosive Trace Detectors (ETD).

Advanced Technology
TSA intends to allocate nearly $72.7 million in ARRA funds and award one or more contracts via a competitive process for the purchase and installation of AT X-ray systems at passenger checkpoints.

AT refers to the next generation of X-ray equipment including the ability to examine dimensions and density of objects within a carry-on bag. AT systems will enable TSA to attain a higher level of threat detection while sustaining checkpoint throughput and personnel/staffing requirements.

The advantages of AT X-ray include: multiple views/angles; clearer and more detailed images; a stable, low maintenance platform; and a smaller profile than existing Explosive Detection System (EDS) equipment. These new machines are also programmable and upgradeable, allowing them to evolve as threats evolve. Another important feature for the future is an option for a motorized Universal Conveyor System (UCS), attached to the AT that will automatically divert bags requiring a secondary search. This will assist in maintaining positive control and tracking of all passengers' carry-on baggage until a clear decision is made by the screening technology and/or TSO before delivering to the passenger. This functionality will improve overall throughput and minimize congestion on the exit side of the AT system.

The following table summarizes key milestones for the AT project.

Table 2: AT Key Milestones

Key Milestones	Planned Completion Date	Updated Completion Date	Actual Completion Date
AT Contract Award	Q4 FY09	Q4 FY10	TBD
Deployment	Q1 FY10 - Q3 FY10	Q1 FY11 – Q3 FY11	TBD

Advanced Imaging Technology

Over $77.9 million in ARRA funds will be allocated via one or more competitively awarded contracts for the purchase and installation of Advanced Imaging Technology.

AITs generate high-resolution images that allow TSOs to screen a passenger for all types of concealed weapons (metal and non-metal) in place of a metal detection wand inspection and physical pat-down. Whereas metal detectors only note the presence of metal, AITs show the TSO where any potential threat items are on a passenger's body. These technologies will enable TSA to screen simultaneously and more thoroughly for both weapons and explosives, while protecting passengers' privacy. To ensure privacy, the officer viewing the image is in a separate room and will never see the passenger being screened while the officer attending to the passenger will never see the image. The officers have two-way radios to communicate with each other when a threat object is detected. Further, the AIT technology used by TSA has zero storage capacity. Images cannot be printed, stored, exported, or transmitted. Once the TSO has viewed the image and resolved anomalies, the image is erased from the screen and permanently lost.

Over the last two years, TSA has piloted AITs at large airports across the country in order to examine the operational impact, privacy considerations, training, safety of use, and perceptions by the traveling public.

The following table summarizes key milestones for the AIT project.

Table 3: AIT Key Milestones

Key Milestones	Planned Completion Date	Actual Completion Date
AIT Contract Award	Q4 FY09	Q3 FY10
Deployment	Q1 FY10 - Q1 FY11	TBD

Bottled Liquid Scanners

A Bottled Liquids Scanner (BLS) is a hand-held or table-top device with the capability to discriminate liquid explosives or flammable liquids from common, benign liquids carried by passengers.

Following the unsuccessful August 2006 United Kingdom liquid explosives plot, TSA immediately banned all liquids because current X-ray systems were unable to distinguish liquid explosives from common liquids. Based on a risk assessment, the ban was later modified to TSA's 3-1-1 policy which limits volumes of liquids in carry-on bags. Today, TSA deploys BLSs capable of analyzing substances within a bottle by aiming sensors at the bottle opening and analyzing the intake of vapors to screen allowable liquids in excess of the volume limits including medications, baby food, and baby formula.

Since 2006, TSA has worked with manufacturers, the DHS Science & Technology Directorate, and the national labs to further develop and enhance BLS technologies. Earlier this year, TSA initiated a new contract solicitation for BLS technology and will allocate approximately $22 million in ARRA funds through competitively awarded contracts for the purchase of mobile BLSs.

The following table summarizes key milestones for the BLS project.

Table 4: BLS Key Milestones

Key Milestones	Planned Completion Date	Actual Completion Date
BLS Contract Award	Q4 FY09	Q4 FY09
Deployment	Q1 FY10 - Q3 FY10	TBD

Chemical Analysis Device (CAD)

TSA will allocate approximately $7 million to the purchase and deployment of Chemical Analysis Devices (CAD). CADs are portable systems that can be used by BAOs and Explosives Security Specialists to identify a range of chemical agents, precursors, and explosives threats quickly. These devices will be used to assess suspicious substances in the possession of passengers traveling through the security checkpoints.

The following table summarizes key milestones for the CAD project.

Table 5: CAD Key Milestones

Key Milestones	Planned Completion Date	Actual Completion
CAD Contract Award	Q2 FY10	Q2 FY10
Deployment	Q3 FY10	TBD

Next Generation Explosive Trace Detectors

TSA will allocate approximately $18.5 million to support the replacement of legacy Explosives Trace Detectors (ETDs) reaching the end of their useful life cycle.

TSOs use ETDs to examine articles for explosives residue. A swab is used to collect samples, which are then analyzed for traces of explosives residue. Next Generation ETD equipment purchased with ARRA funding has enhanced explosive detection capabilities including greater sensitivity and a larger range of detectable explosives. The equipment will be able to generate displays and printouts that will be encoded for explosive substances. Next Gen ETDs will also have a Field Data Reporting System that is capable of connecting to and providing data over TSA's internal network.

The following table summarizes key milestones for the Next Gen ETD project.

Table 6: ETD Key Milestones

Key Milestones	Planned Completion Date	Actual Completion Date
Next Gen ETD Contract Award	Q3 FY10	TBD
Deployment	Q1 FY10 – Q1 FY11	TBD

Operations and Management

PSP will allocate $49.4 million in ARRA funds for additional activities required to successfully procure and deploy the technology outlined above including:

Systems Integration Support Services – Additional support required to complete design, integration, and installation tasks associated with the deployment of screening technology equipment including performing airport site surveys and design work to determine and plan for construction changes, electrical work, etc. at airports before equipment can be deployed, as well as integration activities including completing permitting, hiring and managing sub-contractors to complete construction/electrical work, and rigging required for the movement of heavy equipment.

Testing and Evaluation Support Services – Testing and evaluation support including Independent Verification and Validation (IV&V), modeling and simulation, and special studies.

Maintenance Services – Movement and disposal of equipment as required for security needs.

Checkpoint Screening Equipment – Support for engineering changes to meet new requirements for already-deployed technology.

Program Management Support Services – Program management activities in the areas of acquisition, budget and finance, test and evaluation planning, communications, industry outreach, integrated logistics support, contracting officer technical representative support, deployment, program control, and operational support.

Table 7: Operations and Management Key Milestones

Key Milestones	Planned Completion Date	Actual Completion Date
System Integration Support Services Awards	Q3 FY09	Q2 FY10
Testing and Evaluation Support Services Awards	Q4 FY09	Q4 FY09
Program Management Support Services Award	TBD	Q4 FY09

Advanced Surveillance Program (Closed Circuit Television)

TSA partners with airport authorities to acquire surveillance capabilities by enhancing the airport's current/existing surveillance system with additional equipment necessary to achieve TSA's security and recordation requirements of passenger checkpoints and checked baggage areas.

These closed circuit surveillance systems are an integral component in both TSA and airport operations, providing value in terms of threat detection, personnel and facility security, loss prevention, emergency response, risk mitigation, employee performance, and other legal and investigative purposes. Remote monitoring enables TSOs to detect and prevent the placement or transport of explosives/devices and other threats by increasing situational awareness of activities occurring in critical airport locations.

Additionally, these partnerships promote sharing of information between federal and local authorities and provide an invaluable source of data for command and control coordination, as well as for first responders dealing with an incident or threat.

TSA will provide approximately $18.5 million in ARRA funding to the Advanced Surveillance Program (ASP). This funding will be awarded to 14 airport authorities through project awards for facility modification projects to support the implementation of advanced surveillance equipment. Projects were selected using a risk based prioritization model which also accounts for airport readiness to ensure timely obligation of ARRA funds.

Table 8: ASP Key Milestones

Key Milestones	Planned Completion Date	Actual Completion Date
ASP Facility Modification Project Awards	Q3 FY10	TBD

V. Characteristics

To obligate the ARRA funds, TSA will use a combination of competitive contract awards and project awards using OTAs.

Competitive Contract Awards

Checkpoint Screening Equipment – Competitively competed Indefinite Delivery Indefinite Quantity (IDIQ) contracts have been awarded to Advanced Technology (AT) X-ray vendors for the baseline ATs and to one Next Generation Explosives Trace Detectors (ETD) vendor who successfully passed testing. A small number of baseline ATs were purchased using ARRA funds to obtain full-operating capability of baseline ATs. Competitively competed IDIQ contracts will also be awarded to multiple qualified original equipment manufacturer (OEM) providers for the purchase and installation the technologies including: AT X-ray, Bottled Liquid Scanners (BLS), Advanced Imaging Technology (AIT), and Next Generation ETDs (for additional vendors).

Qualified products are determined through a competitive process in which prospective vendors build technologies according to specifications provided by TSA, and then successfully pass through a rigorous testing process. Once the technology passes testing, it is placed on the Qualified Product List (QPL) and a contract is awarded to the vendors for those qualified products. Once the contracts are awarded, an order is competed among the qualified providers of each technology and placed for the delivery of the equipment. The anticipated award date to begin funding these state-of-the-art technologies will begin in Q3 FY09, and continue as qualified providers are added to the QPL for each of the technologies. The award process is scheduled to continue through FY10, as vendors submit additional products for testing and the QPL for each technology expands. The recipients of these awards will be large and small businesses.

Program Management Support Services – Contractor support is required for functional support in the areas of acquisitions, budget and finance, test and evaluation, communications, industry outreach, integrated logistics support, COTR support, deployment, human resources, program control, program review, and operational support. A contract task order will be awarded to a large business on an existing competitively awarded contract.

Testing and Evaluation Support Services – Contractor support is required for data collection, evaluation, and analysis support to include supporting testing, modeling and simulation, and special studies associated with the security of transportation systems. A full and open competition is in process and currently in the evaluation phase with an anticipated award date in Q4 FY09 to multiple vendors. Following award of the multiple contracts, specific requirements will be competed among the awardees.

System Integration Support Services – Contractor support is required to support a variety of tasks associated with the installation of security technology equipment at geographically dispersed airports nationwide. A full and open competition is in process and currently in the evaluation phase with an anticipated award date in Q3 FY09 to multiple vendors. Following award of the multiple contracts, specific requirements will be competed among the awardees.

Advanced Surveillance Program Project Awards (OTAs)

TSA expects to award OTAs for facility modification projects to 14 airports for the installation of advanced surveillance systems.

Prior to negotiating an OTA with an airport authority, a cost estimate provided by the airport will be compared to the TSA independent cost estimate to determine cost reasonableness. The OTA will establish a funding cost share percentage between TSA and the airport authority, define the roles and responsibilities of TSA and the airport, as well as serve as the contract vehicle to reimburse the airport for approved project costs.

The burden of the construction management, logistics, and work performance is placed upon the airport. The airport uses established contracting processes to award contracts to perform the structural, electrical, and mechanical work necessary to support the installation of the surveillance equipment.

A TSA Contracting Officer's Technical Representative (COTR) will be assigned to provide program coordination, project oversight, and review of incurred project costs. Payment will be made to the airport on a documented cost basis. Costs will be reviewed for allocability, allowability, and reasonableness. The OTA allows the airport to manage the acquisition and logistics issues involved with airport construction changes and still provides TSA oversight of the project and input into how the reimbursement funds are expended.

Any property improvements to the airport facilities that are installed to support the operating environment of the surveillance equipment will be owned by the airport and will be the airport's responsibility to operate, maintain, and repair as needed.

Personnel Compensation and Benefits

Approximately $1.8M of PSP's Operations and Management allocation will be used for personnel compensation and benefits for additional Federal employees. These new full-time employees are needed to support a surge in program activities. As ARRA-funded projects are completed, TSA intends to retain these new Federal employees by fully offsetting their costs through the elimination of full-time contractor positions, thus reducing TSA's reliance on contractor resources.

VI. Delivery Schedule

The following table outlines the milestones and planned completion dates for the activities identified above.

Checkpoint Screening Technology

The majority of contract awards for new technology are expected by Q3 FY10 with deployment expected to begin in Q1 FY10 through Q1 FY11.

Table 9: PSP Delivery Schedule

Activity	Planned Contract Award Date	Actual Contract Award Date	Planned Deployment Date
AT	Q4 FY09		Q1 FY10 - Q3 FY11
AIT	Q4 FY09		Q1 FY10 – Q1 FY11
BLS	Q4 FY09	Q4 FY09	Q1 FY10 - Q3 FY10
CAD	Q2 FY10	Q2 FY10	Q3 FY10
Next Generation ETD	Q3 FY09		Q1 FY10 – Q1 FY11
ASP	Q3 FY09		Q3 FY09 - Q3 FY10

Advanced Surveillance Program

TSA is working with airport authorities to complete negotiations for advanced surveillance projects at five airports and expects to award OTAs by the end of Q3 FY09. The selected airport projects and their expected award dates are subject to change based on airport schedules and contract negotiations. Because each project is unique and negotiations have not yet been completed, specific project plans and schedules are not yet available. Most projects will take several years to complete.

VII. Environmental Review Compliance and Federal Infrastructure Investments

Environmental Review Compliance

The National Environmental Policy Act (NEPA) requires that Federal agencies consider the potential for impacts to the quality of the human environment during the planning and development of proposed actions. DHS Management Directive 023-01, Environmental Planning Program, establishes procedures for DHS and its components to comply with NEPA. The environmental planning process provides for three levels of evaluation: categorical exclusion, environmental assessment, and environmental impact statement.

A NEPA and the National Historic Preservation Act (NHPA) compliance review was completed on July 31, 2008 for the installation of checkpoint screening technology. TSA applied a program-wide categorical exclusion (B8) from DHS MD 023-01 which states:

B8. Acquisition, installation, maintenance, operation, or evaluation of security equipment to screen for or detect dangerous or illegal individuals or materials at existing facilities and the eventual removal and disposal of that equipment in compliance with applicable requirements to protect the environment. Examples of the equipment include, but are not limited to:
(a) Low-level x-ray devices,
(b) Cameras and biometric devices,
(c) Passive inspection devices,
(d) Detection or security systems for explosive, biological, or chemical substances, and
(e) Access controls, screening devices, and traffic management systems.

If there is the potential for a particular installation to have extraordinary circumstances related to historical preservation, TSA will conduct an environmental review of the identified installation on a case-by-case basis.

ARRA Environmental Compliance

The checkpoint screening equipment identified for purchase and installation by PSP does not have an EPEAT certification, an Energy Star certification, a FEMP certification, nor does it fall under any of the green purchasing preference programs stated in Executive Order 13423. These screening technologies are specialized equipment that serve a mission-critical function and do not currently have energy saving alternatives.

Table 10: Environmental Compliance

PROJECT NAME	DHS Aviation Security PSP – Checkpoint Screening Technology
ARRA Unique ID Number	70 0556 09/10
Project Objective	Enhance aviation security efforts
Project Description	Install checkpoint screening equipment
ELECTRONIC PRODUCT ENVIRONMENTAL ASSESSMENT TOOL (EPEAT)	
Bronze	0
Silver	0
Gold	0
Non EPEAT purchases where EPEAT products were available	0
ENERGY STAR PRODUCTS	
Quantity	0
Costs	$0
Non Energy Star purchases where Energy Star products were available (Quantity)	0
Non Energy Star purchases where Energy Star products were available (Costs)	$0
FEMP LABELED/APPROVED PRODUCTS	
Quantity	0
Costs	$0
Non FEMP purchases where FEMP products were available (Quantity)	0
Non FEMP purchases where FEMP products were available (Costs)	$0
GREEN PURCHASING	
Recycled content products	$0
USDA designated bio-based products	$0
Alternative fuels	$0
Environmentally Preferable Products	$0
Hybrid and alternative fuel vehicles	0
Non-ozone depleting substances	$0
Renewable Energy	$0

Federal Infrastructure Investments

The purchase and installation of checkpoint screening equipment is not a Federal Infrastructure Investment project.

Table 11: Sustainability

PROJECT NAME	DHS Aviation Security PSP – Checkpoint Screening Technology
ARRA Unique ID Number	70 0556 09/10
Project Objective	Enhance aviation security efforts
Project Description	Install checkpoint screening equipment
SUSTAINABILITY REQUIREMENTS- apply to all construction, renovations, and leases	
Employ Integrated Design Principles	
Optimize Energy Performance	
Protect and Conserve Water	
Enhance Indoor Environmental Quality	
Reduce Environmental Impact of Materials	
ENERGY REQUIREMENTS- apply to all construction and renovations	
Energy Efficient Buildings	
Energy Efficient Capital Equipment	
Metering	
Solar Hot Water	
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)	
Registration goal	
Registration attained	
LEED POINTS EARNED	
LEED points goal	
LEED points attained	
Site credits	
Indoor Air Quality	
Materials	
Water	
Energy	
Innovation	

VIII. Measures

TSA will use the following measures to track progress in meeting its performance targets and achievement of its strategic goals and objectives.

Number of ARRA-funded Advanced Technology X-Ray (AT) Units Deployed
Term: Quarterly
Type: Output

This measure captures the number of Advanced Technology (AT) X-Ray units purchased and deployed with ARRA funding.

Quarter	Target	Updated Target	Actual
FY10 Q1	156		44
FY10 Q2	321		0
FY10 Q3	278	0	
FY10 Q4		0	
FY11 Q1		159	
FY11 Q2		200	
FY11 Q3		200	

Number of ARRA-funded Advanced Imaging Technology (AIT) Units Deployed
Term: Quarterly
Type: Output

This measure captures the number of Advanced Imaging Technology (AIT) units purchased and deployed with ARRA funding.

Quarter	Target	Updated Target	Actual
FY10 Q1	40		0
FY10 Q2	74		7
FY10 Q3	86	93	
FY 10 Q4		250	
FY11 Q1		100	

Number of ARRA-funded Bottled Liquid Scanners (BLS) Units Deployed
Term: Quarterly
Type: Output

This measure captures the number of Bottled Liquid Scanners (BLS) units purchased and deployed with ARRA funding.

Quarter	Target	Updated Target	Actual
FY10 Q1	95		29
FY10 Q2	230		350
FY10 Q3	175	121	

Number of ARRA-funded Chemical Analysis Device (CAD) Units Deployed
Term: Quarterly
Type: Output

This measure captures the number of Chemical Analysis Device (CAD) units purchased and deployed with ARRA funding.

Quarter	Target	Actual
FY10 Q3	140	

Number of ARRA-funded Next Gen Explosive Trace Detectors (ETD) Units Deployed
Term: Quarterly
Type: Output

This measure captures the number of Next Generation Explosives Trace Detectors (ETD) units purchased and deployed with ARRA funding.

Quarter	Target	Updated Target	Actual
FY10 Q1	75		155
FY10 Q2	75		81
FY10 Q3	75	75	
FY10 Q4	75	75	
FY11 Q1		114	

IX. Monitoring/Evaluation

TSA will utilize several processes to ensure that cost, schedule, and program performance is assessed, that areas of high risk are identified and addressed, and that the expected outcomes are being achieved.

Program Management Reviews

The Assistant Administrator (AA) for the Office of Process and Technology (OPT) will continue to conduct quarterly Program Management Reviews (PMRs) of the program. During the PMRs, the Program Manager (PM) reiterates the program description and reviews a mapping of office, program, and project goals. A comprehensive progress report is presented, including resource utilization, budget execution, spend plan changes, schedule updates, completed and upcoming milestones, procurement statuses, project statuses, and high-level program risks. Open discussions are held and any necessary corrective actions are assigned and initiated.

AA Weekly Reporting

Weekly reports are submitted to the OPT AA, including a summary of key accomplishments, outstanding risks and issues, financial status, deployment status of equipment purchased, and project schedules.

TSA ARRA Guidance Team / Senior Accountable Official

TSA has chartered an ARRA Guidance Team comprised of senior agency executives and chaired by the agency's Senior Accountable Official for ARRA. The Team meets routinely to monitor, direct, and prioritize efforts at TSA and to ensure the successful implementation of all guidance, policies, and procedures set forth in the ARRA, as well as those required by OMB, DHS, and other applicable laws, policies, and regulations. Further, the ARRA Guidance Team will ensure that all activities and outcomes are consistent with the transparency and accountability tenets of the ARRA and that TSA meets or exceeds the expectations of DHS, the Administration, and Congress related to the implementation of the ARRA.

TSA ARRA Working Group / Senior Accountable Official Designee

TSA has established an intra-agency working group including subject matter experts (SMEs) and the key individuals responsible for the planning, prioritization, execution, reporting, and auditing of ARRA programs, projects, and related activities within TSA. The group is chaired by the Senior Accountable Official Designee and will meet on a regular basis to share information and coordinate tasks and activities associated with the implementation of the ARRA at TSA.

DHS Acquisition Management System

DHS Acquisition Directive 102 (AD-102) establishes and defines the acquisition management system for all types of acquisitions. The policy outlines the review processes, Acquisition Decision Authorities, framework, documentation, and common acquisition standards and practices required to successfully manage acquisition programs. PSP follows the AD-102 policy for all projects and will continue to do so for ARRA-funded activities.

Next Generation Periodic Reporting System

The Next Generation Periodic Reporting System (nPRS) is a key monthly reporting system that gives DHS leadership oversight over program management and investments. The nPRS allows leadership to monitor and evaluate current program and project activity in areas of budget/funding, performance, program baselines, risks, and shortfalls. These monthly updates are reported through a comprehensive set of measures and data at the contract, project, and program level. The system incorporates key artifacts and forms, creating a single source for program life cycle documentation. Additionally, program risk is monitored through the quarterly submission of the Probability of Program Success (PoPS) that assesses the effectiveness and efficiency of a program's performance through a holistic approach of scores weighted by elements, metrics, and criteria questions. Additional program assessment and evaluation can be conducted internally using a variety of tools that can measure program trends and scores in areas of managerial concern. This tool will continue to be used to track PSP projects including ARRA-funded activities.

Contract Program Management Reviews

TSA conducts regular contract PMRs for all contracts to review progress to date, planned activities, financial issues, and schedules. Contracting Officers (COs) and Contracting Officer Technical Representatives (COTRs) conduct these meetings with the contractor.

Financial Reporting

TSA will augment existing standard procedures to record, track, report, and audit all financial transactions associated with the ARRA funds. Weekly financial reports produced from data in TSA's general ledger will be used to track progress against planned obligations and expenditures and to reconcile discrepancies.

X. Transparency

TSA will promote the transparency objectives of the ARRA to the maximum extent practicable, consistent with national security interests and restrictions on release of proprietary information.

Communication

TSA will use Recovery.gov and the DHS Recovery Web site (www.dhs.gov/recovery) as primary locations for posting ARRA related reports and information. ARRA data will also be made available on Recovery.gov through system integrations with existing federal financial systems including FBO.gov, Grants.gov, and USAspending.gov. In addition, TSA will communicate through press releases and other media outreach.

Program Performance

TSA will report on an on-going basis, but not less than weekly, program performance including all major actions taken to date or major planned projects and activities, and major milestones reached. Report will be posted on the DHS Recovery Web site and will include a link from Recovery.gov.

Financial Information

To the greatest extent practical, TSA will make the recipients and uses of all ARRA funds transparent to the public, reported in a clear, accurate, and in a timely manner. TSA will identify all obligations and expenditures in existing financial and procurement systems with the unique treasury symbol to easily identify all transactions involving ARRA funds. TSA will provide total, cumulative obligation and gross outlay data in Weekly Financial and Activity Reports.

Contracts and Other Transaction Agreements

TSA will comply with all of the applicable requirements of the ARRA with respect to:

- posting of presolicitation notices;
- announcing contract awards;
- entering award-level transaction data into Federal Procurement Data System (FPDS);
- required actions for awards that are not fixed-price or competitive; and
- recipient reporting.

Accessibility

TSA will ensure that all content, including printable reports, are accessible to people with disabilities and meets requirements of Section 508 of the Rehabilitation Act of 1973. Content will be published in standard, open document formats.

XI. Accountability

TSA has designated the Acting Assistant Administrator for the Office of Process and Technology/Chief Technology Officer as the Senior Accountable Official (SAO) for ARRA activities at TSA. The SAO has ultimate responsibility for the ensuring the successful achievement of the ARRA goals identified in this document.

To that end, the SAO will use existing processes described in *Section IX. Monitoring/Evaluation*, to hold managers accountable for their performance and the performance of the program. These measures help ensure that cost, schedule, and program performance is continually assessed, that areas of high risk are quickly identified and addressed, and that expected outcomes are being achieved.

In addition, employee Performance Agreements will be modified to include both organizational and individual goals aligned with the goals and objectives of this recovery plan. Progress made toward the achievement of these goals will be reviewed and assessed the supervisor as part of the employee's annual and mid-cycle performance review.

XII. Barriers to Effective Implementation

Table 12: Barriers to Effective Implementation

Potential Barrier	Mitigation Strategy
Production capabilities of vendors may be less than demand.	Communicate production needs to vendors as soon as contract is awarded to provide vendors with as much ramp up time as possible to meet production needs.
A large quantity of units deployed with ARRA funding will all reach their end of estimated useful life at similar times without sufficient budget in place to replace this equipment at one time.	Develop a waterfall strategy to adequately plan for life cycle replacement. Work with vendors to identify technology improvements to extend the useful life of the equipment so replacements are not required all at once.
Vendors may not be successful in completing qualification test and evaluation and operational test and evaluation in time for planned contract awards in Q4 FY09.	Work with laboratory and field testing support to expedite testing and conduct activities in parallel where feasible.
Maintenance costs will increase significantly beyond the current budget forecasts after the 1st year of OEM warranties expire due to the increased quantities of units deployed in the airports.	Work with OMB to identify the budget deficiencies and secure proper funding increases.

XIII. Appendices

Appendix A: List of Acronyms

Table 13: List of Acronyms

Abbreviation	Term
AIT	Advanced Imaging Technology
ARRA	American Recovery and Reinvestment Act of 2009
ASP	Advanced Surveillance Program
AT	Advanced Technology X-ray
BLS	Bottled Liquids Scanner
BTS	Bureau of Transportation Statistics
CAD	Chemical Analysis Device
COTR	Contracting Officer's Technical Representative
DHS	Department of Homeland Security
EDS	Explosive Detection System
ETD	Explosives Trace Detection
FY	Fiscal Year
FOC	Full Operating Capability
IV&V	Independent Verification and Validation
MD	Management Directive
nPRS	Next Generation Periodic Reporting System
OMB	Office of Management and Budget
OPT	Office of Process and Technology
OT&E	Operational Testing and Evaluation
OTA	Other Transactional Agreement
PoPS	Probability of Program Success
PSP	Passenger Screening Program
QT&E	Qualification Testing and Evaluation
SAO	Senior Accountable Official
TSA	Transportation Security Administration
TSO	Transportation Security Officer