

ACC Security Capabilities Workshop

Overview of TSA Modernization Act Implementation Efforts

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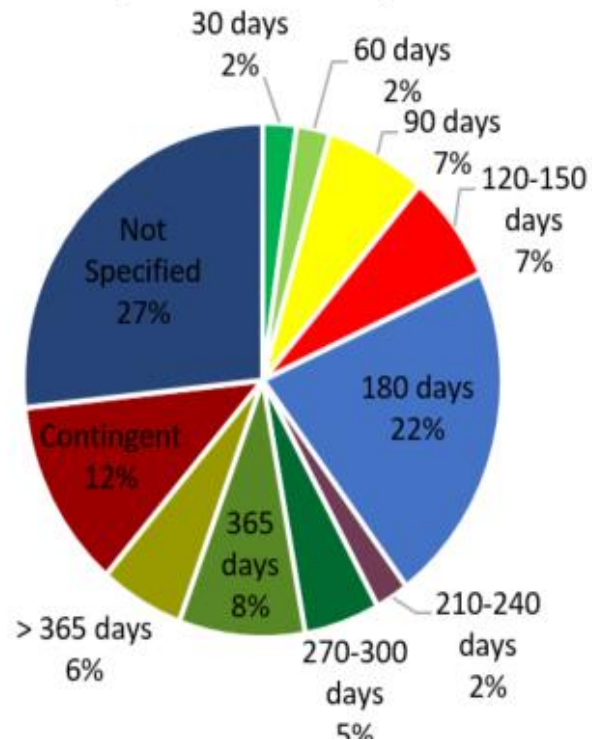


**Transportation
Security
Administration**



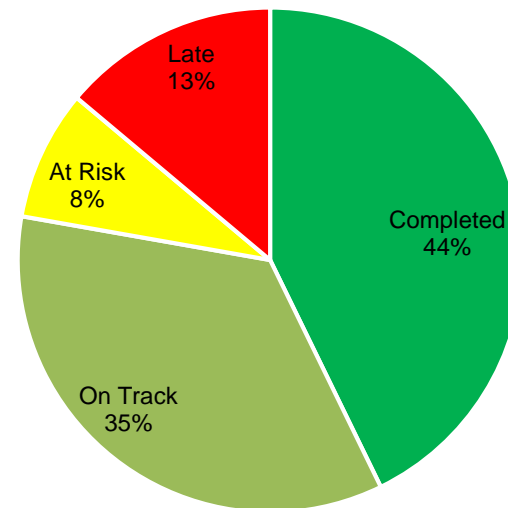
Current Status of Implementation Efforts

Total Requirements by Due Date



Total Requirements

Status as of 22-Jul-19



Security Technology

- Section 1913 *Opportunities to Pursue Expanded Networks for Business* - Directs TSA to develop a strategy to promote a diverse security technology industry marketplace for the acquisition of advanced transportation security technologies or capabilities.
- Section 1916 *Innovation Task Force* – Authorizes the ITF and mandates quarterly meetings and an annual report.
- Section 1917 *5-Year Technology Investment Plan Update* – Requires TSA to collaborate with stakeholders to submit an annual update to the 5-year technology investment plan.

Security Technology (continued)

- Section 1919 *Biometrics Expansion* – Requires assessment of –
 - Operational/security impact of using biometric technology to identify travelers;
 - Potential privacy impacts and ways to analyze and address matching performance errors related to race, gender, or age; and
 - The biometric entry-exit program.
- Section 1920 *Pilot Program for Automated Exit Lane Technology* – Requires -
 - TSA to establish a pilot program to evaluate the use of automated exit lane technology at small hub and non-hub airports.
 - GAO to review the program and submit a report to Congress.

Security Technology (continued)

- Section 1922 *Real-Time Security Checkpoint Wait Times*
 - Mandates TSA make airport security wait times publicly available in real time unless it creates a security risk
 - Defines "wait time" as beginning when passengers enter the screening checkpoint queue and ending upon leaving it.
- Section 1925 *Computed Tomography Pilot Programs* – Requires TSA to:
 - Conduct a feasibility study on expanding the use of CT technology for screening air cargo passenger aircrafts.
 - Initiate a 2 year pilot program to enhance air cargo screening through new or emerging technology.

Public Area Security

- Section 1927 *Explosives Detection Canine Capacity* – Requires TSA to establish a working group to create a domestic canine breeding network to produce high quality explosives detection canines and modernize training.
- Section 1933 *Airport Worker Access Controls Cost and Feasibility Study* – Directs TSA to examine the cost feasibility to airports, airlines, and TSA of implementing enhanced employee inspection measures at all access points between non-secured areas and secured areas at federalized airports.

Passenger and Cargo Security

- Section 1938 *Precheck Expedited Screening* – Requires TSA to
 - Ensure that within 18 months only members of a trusted traveler program uses TSA PreCheck security screening lanes; and
 - Establish a 120-day pilot program on risk modified screening protocol at non-PreCheck security screening lanes at airports of varying categories to further segment passengers

Questions

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