Key Topics

- Checked Baggage Overview
- Funding Priorities
- FY19-24 Funding Outlook
- FY19-21 Planned Funding Activities
- Airport Reimbursement
- Airport Projects Overview
- False Alarm Reduction
- Cybersecurity Compliance
- EDS-Competitive Procurement 2 (CP2) Requirements and Schedule
Checked Baggage Overview

EBSP Strategic Priorities

1. Comply with Congressional Mandates
2. Screen for Advanced Threat Detection
3. Enhance Detection Capabilities
4. Improve Operational Efficiency and Future Capabilities

1. Comply with Congressional Mandates
   - **Airport Reimbursement**
     Received $40M of FY19 Omnibus Appropriations to disperse to airports, with $127.88M remaining to reimburse
   - **Cybersecurity**
     Upon availability of resources, define and map FISMA boundaries and applicable cyber controls, obtain ATO for legacy equipment in FY21, and manage compliance

2. Screen for Advanced Threat Detection
   - **Algorithms**
     Complete testing and deploying of enhanced detection algorithms
   - **Upgrades**
     Continue deployment of OEM upgrades to enable enhanced detection capability
   - **Recapitalization**
     Through OTAs, recap specific EDS unable to meet the next level of detection requirements
   - **Streamlined Processes**
     Received USM approval for delegation acquisition authority to the TSA CAE and decoupled Detection Functional Requirements Documents (DFRD) from Detection Standards

3. Enable Full-time Enhanced Screening:
   - **Algorithm Development**
     Exercise full-time enhanced detection capability at select airports
   - **OEM Specific Machine Learning**
     Implement OEM developed machine learning solution
   - **3rd Party Machine Learning**
     Assess machine learning capabilities
   - **Non-Materiel Solutions (Common GUI & OIC)**
     Utilize Tactics, Techniques, and Procedures (TTP) to more efficiently and effectively resolve alarms

4. Improve Operational Efficiency and Future Capabilities
   - **New in-line and airport efficiency projects**
     Evaluation of all in-line systems to identify potential installations or CBIS improvements to provide efficiency benefits
   - **Additional unplanned/unfunded requirements**
     Upon availability of resources, pursue projects including machine learning, imaging improvements, and new alarm resolution technology

- **1,665** deployed units
- **265** planned FY19-24 EDS purchases
- **Implemented 2** improved acquisition processes
# Funding Priorities

<table>
<thead>
<tr>
<th>Priority</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td><strong>1. Program Operations and Management</strong></td>
<td>Managing the program including staffing, training, and other critical costs required to execute the program.</td>
</tr>
<tr>
<td><strong>2. Equipment to Ensure 100% Screening Compliance</strong></td>
<td>Procurement and deployment of TSE (including EDS and Explosives Trace Detection units) to maintain 100% screening compliance (exclusively limited to P&amp;I).</td>
</tr>
<tr>
<td><strong>3. Critical Operational Projects</strong></td>
<td>Urgent projects funded by EBSP to quickly remedy issues which inhibit 100% screening compliance.</td>
</tr>
<tr>
<td><strong>4. Fulfillment of Existing Obligations</strong></td>
<td>Fulfillment of existing commitments to airport operators for projects with executed OTAs. This is limited to the purchase and installation of equipment required for those projects.</td>
</tr>
<tr>
<td><strong>5. Threat Detection Capability Development</strong></td>
<td>Development of threat detection capabilities in support of new threat detection standards. Such capabilities can be achieved through software and/or minor hardware field upgrades for currently deployed TSE. This does not include the deployment of these capabilities.</td>
</tr>
<tr>
<td><strong>6. Recapitalization or Upgrade of Equipment Due for Useful Life Replacement</strong></td>
<td>The replacement or upgrade of TSE which have reached end of useful life, based on technical obsolescence and other program drivers. This includes funding the design and construction associated with recapitalization, deployment of new threat detection capabilities, deployment of program milestone capabilities, and required network upgrades.</td>
</tr>
<tr>
<td><strong>7. System-Level Capability and Operational Efficiencies (SLCOE)</strong></td>
<td>Development and deployment of TSE system-level advancements, process improvement efforts, and operational efficiencies. This only includes TSE-related efficiencies.</td>
</tr>
<tr>
<td><strong>8. Airport-Level Capability and Operational Efficiencies (ALCOE)</strong></td>
<td>Installation of new in-line systems or CBIS improvements to meet PGDS requirements. CBIS improvements encompass the identification and implementation of screening efficiencies from both a system and resource perspective, which can include the removal and reinstallation of BHS components, consolidation of BHS and CBRA matrices, and increases to CBIS sizes.</td>
</tr>
<tr>
<td><strong>9. Reimbursement of Systems Completed without a TSA Funding Agreement</strong></td>
<td>Reimbursement to airport operators who had a reasonable expectation of reimbursement for costs with the construction and deployment of in-line screening systems incurred in the absence of a LOI or OTA with TSA. Requests for reimbursement must be evaluated and validated in accordance to the current EBSP Reimbursement Review and Validation Plan.</td>
</tr>
</tbody>
</table>
FY19-24 Lifecycle Cost Estimate

- _1_PO&M
- _2_Screening_Compliance
- _3_Critical_Operations
- _4_Existing_Obligations
- _5_Threat_Detection
- _6_Recap
- _7_SLCOE
- _8_ALCOE_Efficiency
- _8_ALCOE_InLine
- _9_Reimbursements
FY19 Funding Activities

PO&M
- Travel, Training and Supplies
- Project Management Support Services
- Contract Support
- Engineering Support

Purchase and Installation
- Purchase: 64 EDS
  - Recap of CTX-9000/9400s

Facility Modifications (OTAs)
- New In-line and Recap Projects
  - Designs: 9
  - Facility Modifications: 11

Capability Initiatives
- Develop enhanced threat detection algorithms
- Upgrade In-line EDS networks
- Deploy information technology security enhancements
FY20 Planned Activities

FY20 Planned Funding

- PO&M
- Purchase and Installation
- Facility Modifications (OTAs)
- Capability Initiatives

PO&M
- Travel, Training and Supplies
- Project Management Support Services
- Contract Support
- Engineering Support

Purchase and Installation
- Planned Purchases: 44 EDS
- Recap of CTX-9000/9400s

Facility Modifications (OTAs)
- New In-line and Recap Projects
  - Planned Designs: 10
  - Planned Facility Modifications: 17

Capability Initiatives
- Develop and deploy enhanced threat detection algorithms
- Deploy EDS upgrade kits and network upgrades
- Enhance alarm resolution capabilities
FY21 Planned Activities

FY21 Planned Funding

- **PO&M**
  - Travel, Training and Supplies
  - Project Management Support Services
  - Contract Support
  - Engineering Support

- **Purchase and Installation**
  - Planned Purchases: 39 EDS
    - Recap of CTX-9000/9400s

- **Facility Modifications (OTAs)**
  - New In-line and Recap Projects
    - Planned Designs: 8
    - Planned Facility Modifications: 14

- **Capability Initiatives**
  - Develop and deploy enhanced threat detection algorithms
  - Deploy EDS upgrade kits and network upgrades
  - Enhance alarm resolution capabilities
Airport Reimbursement

- Omnibus Appropriations provided $40M towards reimbursement in FY19, leaving a remaining balance of $127.88M
- EBSP requested airport reimbursement funding in the annual PPB&E process
- EBSP will continue to distribute funding in accordance with the Reimbursement Funding Execution Plan

### Total Eligible Amount

<table>
<thead>
<tr>
<th>Airport</th>
<th>FY18 Proportional Allocation</th>
<th>FY19 Proportional Allocation</th>
<th>Remaining Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nantucket (ACK) II</td>
<td>$259,344.34</td>
<td>$207,475.48</td>
<td>$663,293.98</td>
</tr>
<tr>
<td>Atlantic City (ACY) II</td>
<td>$553,094.21</td>
<td>$442,475.37</td>
<td>$1,414,582.84</td>
</tr>
<tr>
<td>Anchorage (ANC) I</td>
<td>$2,702,052.63</td>
<td>$2,161,642.11</td>
<td>$6,910,716.51</td>
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<tr>
<td>Indianapolis (IND) I</td>
<td>$2,492,091.88</td>
<td>$1,993,673.50</td>
<td>$6,373,725.04</td>
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<tr>
<td>Jacksonville (JAX) I</td>
<td>$3,755,283.24</td>
<td>$3,004,226.59</td>
<td>$9,604,438.33</td>
</tr>
<tr>
<td>Orlando (MCO) X</td>
<td>$6,424,973.62</td>
<td>$5,139,978.89</td>
<td>$16,432,385.79</td>
</tr>
<tr>
<td>Harrisburg (MDT) II</td>
<td>$1,263,044.30</td>
<td>$1,010,435.44</td>
<td>$3,230,337.19</td>
</tr>
<tr>
<td>Chicago Midway (MDW) I</td>
<td>$3,414,467.70</td>
<td>$2,731,574.15</td>
<td>$8,732,775.23</td>
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<tr>
<td>Pittsburgh (PIT) I</td>
<td>$1,187,795.48</td>
<td>$950,236.38</td>
<td>$3,037,882.29</td>
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<tr>
<td>Theodore Francis Green (PVD) I</td>
<td>$6,952,134.94</td>
<td>$5,561,707.95</td>
<td>$17,780,643.20</td>
</tr>
<tr>
<td>Richmond (RIC) I</td>
<td>$917,893.73</td>
<td>$734,314.99</td>
<td>$2,347,586.90</td>
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<tr>
<td>Southwest Florida (RSW) I</td>
<td>$4,061,697.53</td>
<td>$3,249,358.02</td>
<td>$10,388,117.49</td>
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<tr>
<td>Sarasota-Bradenton (SRQ) II</td>
<td>$103,545.26</td>
<td>$82,836.21</td>
<td>$264,825.30</td>
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<tr>
<td>Tampa (TPA) I</td>
<td>$15,912,581.14</td>
<td>$12,730,064.92</td>
<td>$40,697,703.66</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$50,000,000.00</strong></td>
<td><strong>$40,000,000.00</strong></td>
<td><strong>$127,879,013.75</strong></td>
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</table>
Airport Projects Detail

New In-Line Screening Systems
From FY19-24, 86 EDS units will be purchased for new in-line systems.

EDS and ETD Recapitalization
From FY19-24, 135 EDS units will be purchased for recapitalization and 1898 ETD units.

Recap Guiding Principles
1. Replace technically obsolete or non-serviceable EDS and ETD
2. Ensure no negative impact to existing operations and capabilities
3. Maintain current system’s designed footprint
4. Use competitive bidding by qualified vendors, where applicable, to reduce costs and improve performance of checked baggage screening systems

New In-Line Projects
1. Replace technically obsolete or non-serviceable EDS and ETD
2. Ensure no negative impact to existing operations and capabilities
3. Maintain current system’s designed footprint
4. Use competitive bidding by qualified vendors, where applicable, to reduce costs and improve performance of checked baggage screening systems

Project Forecast

<table>
<thead>
<tr>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>FY24</th>
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<tr>
<td>9</td>
<td>10</td>
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<td>11</td>
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<td>64</td>
<td>44</td>
<td>39</td>
<td>36</td>
<td>16</td>
<td>22</td>
</tr>
</tbody>
</table>

Legend:
- Design
- FacMod
- #EDS Quantity
Enhanced detection capabilities have resulted in increases to false alarms and an increased workload for Transportation Security Officers (TSOs). TSA is working to identify methods to increase security effectiveness, reduce false alarms, and improve operational efficiency.

**Solutions**

**Materiel Solution (Machine Learning)**
- Implement machine learning between Levels 1 and 2 with new hardware and software
- **Estimated Timeframe:** 2 - 4 Years

**Non-Materiel Solutions**
- Utilize Tactics, Techniques, and Procedures (TTP) to resolve alarms at Level 2 more efficiently and effectively
- **Examples:**
  - Improve Alarm Resolution Tools
  - Update SOPs and Training
- **Estimated Timeframe:** 0.5 - 2 Years

**Next Steps**

**Screening Level:** Level 1
TSA is working to manage cyber compliance under the Federal Information Technology Acquisition Reform Act (FITARA) and ensure IT investments of the TSA meet the requirements of applicable cybersecurity laws, policies, and directives.

**Guiding Principles**

1. Define Federal Information Security Management Act (FISMA) boundaries and applicable cyber requirements
2. Obtain Authority to Operate (ATO) and manage compliance

**Cyber Compliance Roadmap**

<table>
<thead>
<tr>
<th>Phase</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
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<tr>
<td>Planning</td>
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<tr>
<td>1. Initiate working group &amp;</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>define scope of effort</td>
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<tr>
<td>2. Request &amp; obtain resources</td>
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<td>(ISSOs)</td>
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<tr>
<td>Discovery</td>
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<tr>
<td>3. Define and map FISMA</td>
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<td>boundaries &amp; applicable cyber controls</td>
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<td>4. Incorporate cyber into</td>
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<td>program requirements</td>
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<tr>
<td>Execution</td>
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<tr>
<td>5. Conduct security audit</td>
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<tr>
<td>and acquire ATO approval</td>
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<tr>
<td>6. Manage compliance and</td>
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<td>periodic ATO renewals</td>
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**Key**
- Current Date
- Execution
- Sustainment
- ATO Milestone

**Related Projects**

- Airport High Availability Level (HAL) Study
- OEM Network Asset & Inventory Reviews
- OEM Network Remediation
- Connectivity through TSA Security Technology Integrated Program
CP2 is a new procurement strategy that updates functional requirements, transitions from EDS speed and size designators to Type 1 (In-line) and Type 2 (Stand-alone and Mini In-line) functional categories, and focuses on improving security effectiveness through incremental capability enhancements. CP2 is not a new acquisition program.

**Requirements**

**Track 0: Baseline**

CP2 encompasses the existing CP1 requirements by establishing thresholds and objectives and includes the following changes:
- Elimination of Non-min Shalls
- Removal of Shoulds, obsolete items, and ambiguity

**Track 1: Incremental Improvements**

Future capability enhancements:
- Reduced False Alarm Capabilities
- Cyber Security
- STIP Connectivity
- ANSI N42.45-2015
- Common Image Format

**Future Tracks**

Planned Solicitation Windows

<table>
<thead>
<tr>
<th>EDS-CP2 Type &amp; Track</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Q3</td>
<td>Q4</td>
<td>Q1</td>
</tr>
<tr>
<td>Type II (Stand-alone &amp; Mini In-line)</td>
<td>Track 0</td>
<td>Window Open</td>
<td>Window Close</td>
</tr>
<tr>
<td>Type I (In-Line) &amp; Type II</td>
<td>Track 1</td>
<td></td>
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</tr>
</tbody>
</table>

**Key**
- **Window Open**
- **Window Close**
- **Current Date**
Way Ahead

1. Comply with Congressional Mandates
   - Incrementally disburse remaining Airport Reimbursement funds
   - Continue to collaborate with IT to define FISMA boundaries and applicable cyber controls

2. Screen for Advanced Threat Detection
   - Complete testing and deploying of enhanced algorithms
   - Deploy upgrades to enable enhanced detection capability
   - Recap specific EDS unable to meet the next level of detection requirements
   - Execute delegated acquisition authority to the TSA CAE and decouple DFRD from Detection Standards

3. Enable Full-time Enhanced Screening
   - Exercise and consider expanding full-time enhanced detection capability at select airports
   - Reduce false alarms and resolve alarms more efficiently to operate enhanced detection full-time without increasing staffing levels
   - Implement OEM machine learning solution
   - Utilize Tactics, Techniques, and Procedures (TTP) to more efficiently and effectively resolve alarms

4. Improve Operational Efficiency and Future Capabilities
   - Evaluation of new in-line systems or CBIS improvements to improve efficiency
   - Pursue projects including machine learning, imaging improvements, and new alarm resolution technology, as funding is available
   - Update Roadmap in coordination with S&T and RCA
Questions?