



Expedited Passenger Screening

First Half, Fiscal Year 2015

May 5, 2015

Fiscal Year 2015 Report to Congress



Homeland
Security

Transportation Security Administration

Message from the Acting Administrator

May 5, 2015

I am pleased to present the following report, “Expedited Passenger Screening” for the first half of Fiscal Year (FY) 2015, as prepared by the Transportation Security Administration (TSA).

This report was compiled pursuant to a requirement in the *FY 2015 Department of Homeland Security Appropriations Act* (P.L. 114-4) and accompanying House Report 113-481 and Senate Report 113-198. It provides a semiannual update on TSA’s strategy to increase the number of air passengers eligible for expedited screening.



Pursuant to congressional requirements, this report is being provided to the following Members of Congress:

The Honorable John R. Carter
Chairman, House Appropriations Subcommittee on Homeland Security

The Honorable Lucille Roybal-Allard
Ranking Member, House Appropriations Subcommittee on Homeland Security

The Honorable John Hoeven
Chairman, Senate Appropriations Subcommittee on Homeland Security

The Honorable Jeanne Shaheen
Ranking Member, Senate Appropriations Subcommittee on Homeland Security

If I may be of further assistance, please do not hesitate to contact me at (571) 227-2801 or the Department’s Chief Financial Officer, Chip Fulghum, at (202) 447-5751.

Sincerely yours,

A handwritten signature in black ink that reads "Melvin J. Carraway". The signature is written in a cursive style with a long, sweeping tail on the letter "y".

Melvin J. Carraway
Acting Administrator



Expedited Passenger Screening First Half, Fiscal Year 2015

Table of Contents

I.	Legislative Requirement	1
II.	Background	3
III.	Discussion	6
	Part I – Benchmarks and Performance Measures Driving Participation	6
	Part II – Enrollment Strategies to Drive Enrollment	7
	Part III – Private-Sector Expansion	9
	Part IV – Pre-vetted Populations.....	9
	Part V – Resource Implications	10
	Part VI – Enrollment and Participation Performance Measures	10
IV.	Conclusion.....	13

I. Legislative Requirement

This document is submitted pursuant to the direction included in the *Fiscal Year (FY) 2015 Department of Homeland Security (DHS) Appropriations Act (P.L. 114-4)* and accompanying House Report 113-481 and Senate Report 113-198.

P.L. 114-4 states:

Provided further, That not later than April 15, 2015, the Administrator of the Transportation Security Administration shall submit to the Committees on Appropriations of the Senate and the House of Representatives, a semiannual report updating information on a strategy to increase the number of air passengers eligible for expedited screening, including:

(1) specific benchmarks and performance measures to increase participation in Pre-Check by air carriers, airports, and passengers;

(2) options to facilitate direct application for enrollment in Pre-Check through the Transportation Security Administration's website, airports, and other enrollment locations;

(3) use of third parties to pre-screen passengers for expedited screening;

(4) inclusion of populations already vetted by the Transportation Security Administration and other trusted populations as eligible for expedited screening;

(5) resource implications of expedited passenger screening resulting from the use of risk-based security methods; and

(6) the total number and percentage of passengers using Pre-Check lanes who:

(A) have enrolled in Pre-Check since Transportation Security Administration enrollment centers were established;

(B) enrolled using the Transportation Security Administration's Pre-Check application Web site;

(C) were enrolled as frequent flyers of a participating airline;

(D) utilized Pre-Check as a result of their enrollment in a Trusted Traveler program of United States Customs and Border Protection;

(E) were selectively identified to participate in expedited screening through the use of Managed Inclusion in fiscal year 2014; and

(F) are enrolled in all other Pre-Check categories:

Provided further, That Members of the United States House of Representatives and United States Senate, including the leadership; the heads of Federal agencies and commissions, including the Secretary, Deputy Secretary, Under Secretaries, and Assistant Secretaries of the Department of Homeland Security; the United States Attorney General, Deputy Attorney General, Assistant Attorneys General, and the United States Attorneys; and senior members of the Executive Office of the President, including the Director of the Office of Management and Budget, shall not be exempt from Federal passenger and baggage screening.

House Report 113-481 states:

The Committee continues the statutory requirement that TSA provide the Committees with semi-annual reports on the resource implications of expedited passenger screening associated with risk-based security initiatives, such as PreCheck, including a new requirement to enumerate the total number and percentage of passengers using PreCheck lanes who: (1) have enrolled in PreCheck since TSA enrollment centers were established; (2) enrolled using TSA's PreCheck application website; (3) were enrolled as frequent flyers of a participating airline; (4) utilized PreCheck as a result of a CBP trusted traveler program (Global Entry, NEXUS, SENTRI); and (5) were selectively identified to participate in expedited screening through the use of TSA's Managed Inclusion.

Senate Report 113-198 states:

To help the Committee understand more specifically what populations are being processed through TSA Pre✓™ lanes, bill language is included requiring a semiannual report to the Committees on TSA's efforts to expand the number of passengers receiving expedited screening.

II. Background

The Transportation Security Administration (TSA) serves the health and welfare of America by protecting the Nation's transportation systems to ensure the movement of legitimate travel and commerce. To achieve its mission, TSA seeks practical and cost-effective approaches to effectively reduce the most significant transportation security risks. Moreover, to remain ahead of those who seek to do us harm, TSA employs risk-based, intelligence-driven operations to reduce the vulnerability of the Nation's transportation systems.

TSA's approach to transportation security risks must support the ability to identify, analyze, and appropriately respond to risks across the full spectrum of TSA activities. Therefore, over the years, TSA has implemented a number of risk-based security (RBS) initiatives and principles. Although the TSA Pre✓® expedited screening program may be the RBS initiative that is most familiar to travelers, it is only one of several risk-based processes that TSA has implemented to provide expedited screening to low-risk individuals. Currently, TSA utilizes various forms of risk-based measures at all of our Nation's airports, even at airports that do not have a dedicated TSA Pre✓® lane. For example, at airports nationwide, travelers younger than 12 years of age, older than 75, and military personnel may receive modified screening procedures as part of TSA's RBS methodology.

In addition, the RBS initiative Managed Inclusion combines the use of TSA's multiple security layers to indirectly conduct a real-time, physical assessment of passengers at select airports. Managed Inclusion uses some or all of the following resources to conduct the real-time threat assessment: Passenger Screening Canine (PSC) teams, Behavior Detection Officers (BDOs), and/or a random generator. TSA may also increase the use of Explosives Trace Detection (ETD) machines when Managed Inclusion is in operation. Dependent upon passenger volume and other variables, Managed Inclusion operates at designated checkpoints at varying times. The utilization of TSA's various RBS initiatives enhances transportation security, serves as a key component of TSA's transformation to a high-performance counterterrorism organization, and supports the DHS mission to prevent terrorism.

Applying a risk-based approach to passenger screening means that individuals will experience various aspects of TSA's multiple layers of security during the checkpoint screening process and while in other areas of the airport. In addition, RBS initiatives have increased TSA's ability to screen passengers through intelligence-driven, risk-based assessments before they arrive at the airport. However, this does not mean that TSA has lowered security standards. All passengers still receive security screening before boarding an aircraft, and TSA continues to employ random and unpredictable security

measures as part of the agency's multi-layered approach to security. By identifying low-risk individuals before checkpoint screening, TSA can modify current standard security lanes to direct more travelers to a TSA Pre✓® lane. Further, utilizing the TSA Pre✓® lane allows TSA to focus time and resources on higher-risk and unknown passengers while expediting the screening process for lower-risk and known travelers. TSA's success with the program has resulted in an improvement to security, efficiency, and passenger experience.

The TSA Pre✓® expedited screening program began as a pilot initiative on October 4, 2011, at four airports (Atlanta, Dallas-Fort Worth, Detroit, and Miami) with only two airlines (American Airlines and Delta Air Lines) participating. Currently, 10 U.S. airlines (Alaska Airlines, American Airlines, Delta Air Lines, Hawaiian Airlines, JetBlue Airlines, Southwest Airlines, Sun Country Airlines, Virgin America Airlines, United Airlines, and US Airways), as well as Air Canada, participate in the TSA Pre✓® expedited screening program, which, as of mid-March 2015, operates at 132 of our Nation's airports. As a result, each day more than 950,000 travelers receive some form of expedited screening at more than 500 TSA Pre✓® lanes across the country. Nearly 25 percent of these travelers receive expedited screening as a result of their participation as a member of a known traveler program (individuals who have been issued a known traveler number).

Passenger eligibility for expedited screening is determined by an assessment of the risk that an individual poses to transportation security. Some passengers become eligible by voluntarily enrolling in the TSA Pre✓® Application Program or a U.S. Customs and Border Protection (CBP) trusted traveler program, such as Global Entry, SENTRI, or NEXUS. Members of these programs have undergone fingerprinting and a background check before being approved and therefore are more likely to receive expedited screening more consistently because the agency knows more about these travelers. DHS trusted traveler programs allow TSA to use voluntarily provided information to make risk-based, intelligence-driven decisions of a member's eligibility for expedited screening.

Passenger eligibility can also be determined through a risk-based analysis of passenger data. Using the same Secure Flight passenger data that travelers have provided for years, TSA's risk-based analysis is conducted by Secure Flight during the passenger pre-screening process. These assessments use data collected in the passenger-ticketing stage to make a risk-based determination of whether an individual poses a threat to transportation security or if the individual may be eligible for expedited screening. Although this allows some individuals to experience TSA Pre✓® on a flight-by-flight basis, these travelers should not expect to be directed to the TSA Pre✓® lane each time they fly. TSA's marketing and public relations efforts continue to recommend enrollment in a trusted traveler program to individuals who would like to receive TSA Pre✓® more consistently.

In addition to participation in TSA Pre✓® through a DHS trusted traveler program, TSA has identified several “trusted populations” for inclusion in TSA Pre✓®. Among these trusted populations are members of Congress, Federal Judges, and members of the U.S. Armed Forces, including those serving in the U.S. Coast Guard, Reserves, and National Guard. In 2014, TSA extended TSA Pre✓® eligibility to, among others, U.S. Department of Defense (DOD) civilians and U.S. service academy students. Decisions to extend eligibility to new populations are supported by a risk assessment of the population under consideration, population size, the technological readiness to provide traveler data to TSA, and other factors.

Although TSA continues to identify low-risk individuals and populations through the implementation of various risk-based initiatives, some elements of risk may remain. Therefore, TSA must continue to make risk-informed decisions and determinations as part of the screening process. Simultaneously, we must maintain our high standards for air transportation security and strengthen our ability to identify, analyze, and respond to strategic risks while operating as a high-performing counterterrorism organization. To ensure these goals are met, the agency routinely monitors the performance of security operations system wide through daily reports, which include expedited screening information. These reports track key performance metrics, including detailed information on customer throughput associated with the various populations receiving expedited screening. These data allow TSA to confidently report that, as of mid-March 2015, the agency is screening 46 percent or more of daily commercial air travelers through some form of expedited screening under one of TSA’s RBS initiatives.

III. Discussion

Part I – Benchmarks and Performance Measures Driving Participation

While risk considerations will ultimately drive levels of expedited screening, TSA continues to pursue a robust strategy of increasing the number of commercial airline travelers eligible for expedited screening in 2015.

- **TSA Pre✓® Application Program:** On December 4, 2013, TSA implemented the TSA Pre✓® application program permitting U.S. citizens and U.S. lawful permanent residents the opportunity to apply directly for eligibility for TSA Pre✓®. As part of the initiative to expand enrollment in TSA Pre✓®, TSA continues to make it easier and more convenient for individuals interested in applying to the program. For example, during the first half of FY 2015, TSA opened 25 additional enrollment centers across the country, increasing the total number of locations to 326. Additional openings of enrollment centers located in major metropolitan areas and at airports ensure that more travelers have the opportunity to apply. On average, TSA processes approximately 4,000 applications daily. TSA has received more than 1 million enrollment applications since the program began in December 2013.
- **Domestic Air Carrier Participation:** TSA continues to work with domestic airlines for participation in TSA Pre✓®. Over the past 6 months, TSA increased airline participation to include Sun Country Airlines. The addition of Sun Country Airlines brings the total number of domestic airlines participating in TSA Pre✓® to 10. Currently, TSA is in discussions with other U.S. airlines interested in participating in TSA Pre✓®. Airline participation is contingent on airline willingness, airport configuration, and technological readiness. Currently, more than 86 percent of domestic passengers are flying aboard a participating airline and may have the opportunity to go through a TSA Pre✓® lane.
- **Single-lane Airport Expansion:** As participation in and popularity of TSA Pre✓® grows, airports without a designated TSA Pre✓® lane have requested a process that would permit TSA Pre✓®-eligible travelers the opportunity to receive expedited screening. To meet this demand, on February 9, 2015, TSA launched an initiative to allow TSA Pre✓®-eligible travelers expedited screening when traveling through airports with single-lane checkpoints.

Although this initiative is in its early stages and at the discretion of the airport's Federal Security Director, six airports are currently providing expedited screening at single-lane checkpoints. These airports provide separate queueing to

differentiate between TSA Pre✓® passengers and standard passengers before the Travel Document Check position. Airports should provide screening to TSA Pre✓® passengers before standard passengers while monitoring and maintaining appropriate wait time standards for both TSA Pre✓® and standard passengers. Travelers designated for TSA Pre✓® may receive screening benefits, to include not having to divest either their person or their carry-on baggage. However, even though a traveler may be considered eligible for TSA Pre✓®, this designation does not mean that he or she will receive expedited screening on every trip. TSA will always incorporate unpredictable security measures throughout the airport, and any passenger designated for TSA Pre✓® is subject to random additional screening. TSA continues to approve airports for Single-lane TSA Pre✓® implementation and is averaging approval for about one to two airports per week.

- **Foreign Air Carrier Participation:** Air Canada became the first foreign air carrier to join TSA Pre✓® on April 28, 2014. In addition to Air Canada, several foreign air carriers continue to express interest in TSA Pre✓®, with five foreign air carriers actively pursuing technical requirements for TSA Pre✓® implementation. TSA continues to confer with foreign airlines regarding participation in the TSA Pre✓® program.
- **Frequent Flyers:** Certain frequent flyers of participating U.S. airlines are currently eligible for TSA Pre✓® after meeting specific TSA requirements. On October 14, 2014, TSA modified the existing criteria for frequent flyer participation in TSA Pre✓®. Under the guidance of the Civil Aviation Threat Working Group's (CATWG) expertise in civil aviation terrorism and intelligence analysis, TSA's modifications allow more travelers to receive expedited screening through frequent flyer eligibility. This change is under implementation and is expected to increase the number of travelers eligible for expedited screening via TSA Pre✓®. TSA also anticipates that, by exposing more frequent flyers to TSA Pre✓®, these travelers are more likely to consider direct enrollment in a DHS trusted traveler program.
- **Pre-vetted Populations:** In October, 2014, TSA extended TSA Pre✓® eligibility to include members of the Aviation Security Advisory Committee. This expansion is one of many TSA anticipates providing to the pre-vetted government workforce. TSA is considering the inclusion of multiple federal agencies and departments that have expressed interest in TSA Pre✓®.

Part II – Enrollment Strategies to Drive Enrollment

- **TSA Pre✓® Marketing Efforts:** In 2014, TSA began aggressively investing resources in a marketing campaign designed to promote TSA Pre✓® and increase

enrollment through brand strategy initiatives, paid media, creative development, and the production of promotional materials. Through these marketing efforts, TSA has been successful in educating the public and TSA stakeholders about the benefits of expedited screening and RBS initiatives such as TSA Pre✓®. For example, TSA has increased its partnerships with stakeholders through robust participation in various consumer travel trade shows and aviation and travel seminars as well as in-person and telephonic conferences with travel and aviation management firms. Such efforts have led to various marketing partnerships with entities carrying a travel-heavy audience, such as credit card corporations and hotel groups.

TSA has also expanded marketing outreach to increase promotional products to include TSA Pre✓®-dedicated Web pages on participating airline Web sites, airline magazines, media ad placements, airport signage, video loops on airport monitors, newsletters, and promotional materials. TSA provides stakeholders and marketing partners with TSA Pre✓® marketing toolkits, which include marketing resources such as promotional and advertisement guidance and broadcast language. These marketing toolkits not only promote TSA Pre✓® but also ensure that the millions of travelers and stakeholders involved in TSA Pre✓® are given accurate and up-to-date information and resources. Equipping travelers and stakeholders with current and accurate information about changes in security procedures, participating airports and airlines, and troubleshooting resources, ensures greater potential customer awareness and satisfaction.

Most recently, TSA has been working closely with participating airlines to message the latest changes to TSA Pre✓® participation for frequent flyers. Beginning earlier this year, travelers currently eligible for TSA Pre✓® solely as a frequent flyer will begin to receive expedited screening less frequently. Similarly, following a risk analysis and thorough consideration, TSA is modifying its frequent flyer requirements thereby allowing more frequent flyers to receive expedited screening although with less frequency. These changes are part of the agency's efforts to drive enrollment and participation in TSA Pre✓®. As TSA works with the airlines to incorporate this change, TSA is also consulting with the airlines to ensure that the correct information about these changes is provided to their customers and that the benefits of a more consistent TSA Pre✓® experience via either the TSA Pre✓® Application Program or a CBP trusted traveler program are appropriately conveyed.

In addition to stakeholder outreach and marketing, TSA continues to look for ways to increase participation, such as:

- **Private-Sector Expansion:** TSA is exploring possibilities of working with the private sector to expand the existing TSA Pre✓® Application Program and

increase the number of known travelers eligible for TSA Pre✓®. TSA and DHS are also looking into other alternatives to expand the number of TSA Pre✓® Application Program enrollments.

- **Airport Expansion:** TSA continues to review airport volume and checkpoint configuration in its approach to increasing the number of airports offering TSA Pre✓®. So far this fiscal year, TSA has expanded TSA Pre✓® operations to 13 additional U.S. airports. As of mid-March 2015, 132 of our Nation's airports offer TSA Pre✓® at more than 500 security screening lanes.
- **Frequent Flyer Expansion:** On October 14, 2014, TSA modified the existing requirements for frequent flyer TSA Pre✓® participation. This initiative is under implementation and is expected to increase the number of travelers eligible for expedited screening. In addition to increasing the number of travelers eligible for expedited screening by expanding the population of travelers who are eligible for TSA Pre✓® as a frequent flyer, TSA expects to garner interest in the program. Because frequent flyers do not receive expedited screening as consistently as those enrolled in a DHS trusted traveler program, we anticipate the newly added frequent flyer population could drive enrollment in the TSA Pre✓® Application Program or a CBP trusted traveler program.

Part III – Private-Sector Expansion

TSA is exploring opportunities to work with the private sector to expand the existing TSA Pre✓® Application Program and increase the number of known travelers eligible for TSA Pre✓®. Currently, TSA provides expedited screening for more than 46 percent of daily travelers, of which approximately 16 percent are members of the TSA Pre✓® Application Program or a CBP trusted traveler program, such as Global Entry, NEXUS, or SENTRI.

Part IV – Pre-vetted Populations

In addition to multiple previously vetted populations, such as government employees with certain background checks, DOD civilians, active duty service members, and cadets and midshipmen from four U.S. service academies, TSA continues to pursue partnerships to extend TSA Pre✓® benefits to other federal departments and agencies.

Currently, TSA is working with officials from the U.S. Public Health Service (USPHS), the National Aeronautics and Space Administration, and the National Oceanic and Atmospheric Administration (NOAA) to determine ways for incorporating their personnel into the TSA Pre✓® program. TSA is simultaneously coordinating with DOD's Defense Manpower Data Center to address data management issues for adding

USPHS and NOAA commissioned officers as an eligible population, including ensuring federal privacy requirements for personnel data are met.

In addition, TSA is assessing the viability of including other credentialed populations that have already successfully undergone a TSA security threat assessment in TSA Pre✓®. TSA is also working with the Maritime Administration and expects to incorporate midshipmen at the U.S. Merchant Marine Academy into TSA Pre✓® in May 2015.

Other potential expansion opportunities include other DHS Components, the Department of Veterans Affairs, the Department of Treasury, the Department of Justice, and the Department of Transportation. TSA intends to continue this approach for extending TSA Pre✓® eligibility during 2015 and beyond to additional federal agencies and government employees.

Part V – Resource Implications

TSA's FY 2015 Enacted Budget includes several policy and program changes that reflect our continued focus on being a high-performing counterterrorism organization that applies intelligence-driven, RBS principles across all operations. In addition to the savings reinvested in the screener workforce and previously reported to the Committee, the FY 2015 Budget includes reductions of \$120 million and 1,743 full-time equivalents (FTE) as a result of savings related to RBS initiatives.

TSA continues to gain efficiencies through its RBS initiatives. The FY 2016 Budget Request includes a further reduction of \$119 million and 1,714 FTE in workforce savings from RBS efficiencies.

Part VI – Enrollment and Participation Performance Measures

- TSA currently operates 326 enrollment centers across the country for travelers to apply directly for TSA Pre✓® eligibility through the TSA Pre✓® Application Program. As of April 18, 2015, TSA has received more than 1 million enrollment applications since the program began in December 2013.
- Individuals interested in applying for membership with the TSA Pre✓® Application Program have the option to apply in person at one of the existing 326 enrollment centers located at airports and in major urban areas. Applicants also have the option to provide preliminary application information online before visiting an enrollment center. Pre-enrolling online may expedite the application process by providing basic information in advance, and allows an option to make, but does not require making, an appointment for applicant convenience before applicants visit their selected enrollment center. Although online enrollment

expedites the application process, all applicants must visit an enrollment center to provide identification, fingerprints, and proof of U.S. citizenship or immigration eligibility. Nearly 790,000 individuals have “pre-enrolled” through our Web site, and more than 210,000 have chosen to begin the application process by directly visiting an enrollment center. Members of the TSA Pre✓® Application Program currently make up approximately 5.6 percent of the traveling population that receives expedited screening (see Table 1).

- TSA Pre✓® eligibility is extended to certain frequent flyers who meet specific TSA-mandated criteria. To participate in the program, these individuals are required to opt in to TSA Pre✓® via the airline that invited them to participate. TSA does not maintain a list of the frequent flyers who are eligible for TSA Pre✓® under this initiative, but instead relies on air carriers to submit to TSA a reservation indicator each time an eligible passenger is traveling. As a result, the exact number of travelers eligible for TSA Pre✓® as a frequent flyer is not known; however, based on passenger throughput, this population currently constitutes approximately 6.3 percent of those who receive expedited screening (see Table 1).
- In 2013, CBP partnered with TSA Pre✓® to help TSA focus resources on higher-risk and unknown passengers while expediting the screening process for lower-risk and known passengers whenever possible. As such, eligible members of a CBP trusted traveler program include members of Global Entry, members of SENTRI who are U.S. citizens, and members of NEXUS who are U.S. citizens, Canadian citizens, or U.S. Lawful Permanent Residents. As of mid-March 2015, more than 3.5 million travelers are eligible for TSA Pre✓® through their existing membership with a CBP trusted traveler program. CBP trusted travelers currently make up 9.8 percent of the traveling population that receives expedited screening (see Table 1).
- The Managed Inclusion initiative utilizes a combination of TSA’s multiple security layers to permit travelers an expedited screening experience through the use of real-time, physical assessment of passengers at select airports. This initiative operates at designated checkpoints at varying times and relies on various physical screening methods at the checkpoint that may include PSC teams, BDOs, ETD testing, and/or a random generator. Any traveler entering the security checkpoint lane may be subject to any one of the various screening procedures of Managed Inclusion. However, even if a traveler is selected for expedited screening via Managed Inclusion, he or she is still subject to random and unpredictable security measures at any time during the screening process.

The success of TSA Pre✓® has provided TSA greater flexibility to rely more on TSA Pre✓® vetting and less on other RBS initiatives that involve physical

screening tools. Throughout FY 2014, approximately 50 million U.S. travelers were designated to receive expedited screening through Managed Inclusion. Because the eligibility requirements for Managed Inclusion vary on the basis of operation requirements, computing an “eligible” number for Managed Inclusion is not possible. However, approximately 20 percent of travelers received expedited screening through Managed Inclusion in FY 2014.

- TSA has taken a number of policy decisions to provide TSA Pre✓® enrollment opportunities to other populations that TSA has determined low-risk, including, Members of Congress, government employees with certain background checks, DOD, and active duty service members. Similar to frequent flyers, these trusted populations must elect to participate in TSA Pre✓®. As of mid-March 2015, more than 2.5 million travelers are eligible for TSA Pre✓® through their status as a TSA-determined low-risk population. Previously vetted populations constitute 1.4 percent of the current traveling population that receives expedited screening (see Table 1).

Table 1: TSA Pre✓® Populations – as of mid-March 2015

Method of Participation	Total Eligible	Percentage of Actual Expedited Population
CBP Trusted Traveler Programs (Global Entry, NEXUS, SENTRI)	3,512,473	9.8
TSA Pre✓® Application Program	1,004,678	5.6
Frequent Flyers	Unknown	6.3
Other Low-Risk Populations	2,529,884	1.4

IV. Conclusion

Although it is true that the overwhelming majority of travelers represent little to no risk to aviation, intelligence continues to indicate that terrorists are looking for ways to target commercial aviation for possible attacks. To address evolving threats to aviation security, TSA employs intelligence-driven and risk-based processes to screen passengers and their baggage more effectively and efficiently. Utilization of expedited screening initiatives, such as TSA Pre✓® , demonstrates TSA's transformative role as a high-performance counterterrorism organization and its ongoing support of the DHS mission to prevent terrorism.

As TSA Pre✓® expands, TSA continues to address the demand for expedited screening and TSA Pre✓® participation from airlines, airports, and federal agencies. The overwhelming success and positive response to TSA Pre✓® confirms that TSA must maintain ongoing efforts to meet this demand as well as strengthen its campaign to drive public participation in TSA Pre✓® . In 2015, TSA will continue to ensure an ongoing, deliberate, and thoughtful approach to facilitate enrollment in the TSA Pre✓® Application Program, in addition to expanding various RBS initiatives that should increase the number of travelers eligible for expedited screening.