

Department of Homeland Security
Transportation Security Administration
Budget Overview



Fiscal Year 2021
Congressional Justification

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**Transportation Security Administration
Appropriation Organization Structure**

Organization Name	Level	Fund Type (* Includes Defense Funding)
Transportation Security Administration	Component	
Operations and Support	Appropriation	
Mission Support	PPA	Discretionary - Appropriation
Aviation Screening Operations	PPA	
Screening Workforce	PPA Level II	
Screening Partnership Program	PPA Level III	Discretionary - Appropriation
Screener Personnel, Compensation, and Benefits	PPA Level III	Discretionary - Appropriation
Screener Training and Other	PPA Level III	Discretionary - Appropriation
Airport Management	PPA Level II	Discretionary - Appropriation
Canines	PPA Level II	Discretionary - Appropriation
Screening Technology Maintenance	PPA Level II	Discretionary - Appropriation
Secure Flight	PPA Level II	Discretionary - Appropriation
Other Operations and Enforcement	PPA	
Inflight Security	PPA Level II	
Federal Air Marshals	PPA Level III	Discretionary - Appropriation
Federal Flight Deck Officer and Crew Training	PPA Level III	Discretionary - Appropriation
Aviation Regulation	PPA Level II	Discretionary - Appropriation
Air Cargo	PPA Level II	Discretionary - Appropriation
Intelligence and TSOC	PPA Level II	Discretionary - Appropriation
Surface Programs	PPA Level II	Discretionary - Appropriation
Vetting Programs	PPA Level II	
Vetting Operations	PPA Level III	Discretionary - Appropriation
TWIC Fee	PPA Level III	Discretionary - Offsetting Fee
Hazardous Materials Endorsement Fee	PPA Level III	Discretionary - Offsetting Fee
General Aviation at DCA Fee	PPA Level III	Discretionary - Offsetting Fee
Commercial Aviation and Airports Fee	PPA Level III	Discretionary - Offsetting Fee
Other Security Threat Assessments Fee	PPA Level III	Discretionary - Offsetting Fee
Air Cargo/Certified Cargo Screening Program Fee	PPA Level III	Discretionary - Offsetting Fee
TSA Precheck Fee	PPA Level III	Discretionary - Offsetting Fee
Alien Flight School Fee	PPA Level III	Mandatory - Fee
Procurement, Construction, and Improvements	Appropriation	

Department of Homeland Security

Transportation Security Administration

Organization Name	Level	Fund Type (* Includes Defense Funding)
Aviation Screening Infrastructure	PPA	
Checkpoint Support	PPA Level II	Discretionary - Appropriation
Checkpoint Property Screening System	Investment,PPA Level III	Discretionary - Appropriation
Security Technology Integrated Program	Investment,PPA Level III	Discretionary - Appropriation
Checkpoint Support End Items	Investment,PPA Level III	Discretionary - Appropriation
Checkpoint Support - OSC TSIF Information System - Investment	Investment,PPA Level III	Discretionary - Appropriation
Checked Baggage	PPA Level II	Discretionary - Appropriation
Electronic Baggage Screening Program	Investment,PPA Level III	Discretionary - Appropriation
Security Technology Integrated Program	Investment,PPA Level III	Discretionary - Appropriation
Checked Baggage End Items	Investment,PPA Level III	Discretionary - Appropriation
Checked Baggage - OSC TSIF Information System - Investment	Investment,PPA Level III	Discretionary - Appropriation
Aviation Security Capital Fund (mandatory)	PPA Level II	Mandatory - Appropriation
Infrastructure for Other Operations	PPA	
Air Cargo	PPA Level II	Discretionary - Appropriation
Air Cargo End Items	Investment,PPA Level III	Discretionary - Appropriation
Surface Programs	PPA Level II	Discretionary - Appropriation
Surface Programs End Items	Investment,PPA Level III	Discretionary - Appropriation
Vetting Programs	PPA Level II	
Technology Infrastructure Modernization Program	Investment,PPA Level III	Discretionary - Appropriation
Vetting Programs End Items	Investment,PPA Level III	Discretionary - Appropriation
Mission Support Assets and Infrastructure	PPA	Discretionary - Appropriation
Mission Support Assets and Infrastructure End Items	Investment,PPA Level II	Discretionary - Appropriation
Research and Development	Appropriation	Discretionary - Appropriation
Emerging Alarm Resolution Technologies	R&D Project	Discretionary - Appropriation
On-Person Detection/NextGen AIT	R&D Project	Discretionary - Appropriation
Innovation Task Force	R&D Project	Discretionary - Appropriation
Checkpoint Automation (CPAM)	R&D Project	Discretionary - Appropriation

Transportation Security Administration Strategic Context

Component Overview

The strategic context presents the performance budget by tying together programs, or PPAs, and performance measures that gauge the delivery of results to our stakeholders. The Common Appropriation Structure (CAS) allows DHS to integrate the programmatic view and a significant portion of the Level 1 PPAs represent what DHS refers to as our mission programs. A mission program is a group of activities acting together to accomplish a specific high-level outcome external to DHS and includes operational processes, skills, technology, human capital, and other resources. TSA’s mission programs are presented below. Performance measures associated with these programs are presented in two measure sets, strategic and management measures. Strategic measures communicate results delivered for our agency goals by these programs and are considered our Government Performance and Results Act Modernization Act of 2010 (GPRAMA) measures. Additional management measures are displayed to provide a more thorough context of expected program performance for the Component related to its budgetary plans. Measure tables that do not display previous year’s results are because the measure did not exist at that time.

Aviation Screening Operations: The Aviation Screening Operations program applies intelligence-driven, risk-based, layered passenger and baggage screening procedures and technology to increase aviation security to prevent terrorism and criminal activity. The program implements processes that allow personnel at security checkpoints to focus on high- risk and unknown travelers while managing the passenger experience. The program also ensures the 100-percent screening of checked baggage for prohibited items. Other activities include training the screener workforce, vetting airline passengers, and canine operations.

Strategic Measures

Measure: Average number of days for DHS Traveler Redress Inquiry Program (TRIP) redress requests to be closed						
Description: This measure describes the average number of days for the processing of traveler redress requests, excluding the time for the traveler to submit all required documents. DHS TRIP is a single point of contact for individuals who have inquiries or seek resolution regarding difficulties they experienced during their travel screening at transportation hubs or crossing U.S. borders. DHS TRIP is part of an effort by the Departments of State and Homeland Security to welcome legitimate travelers while securing our country from those who want to do us harm. This measure indicates how quickly the program is providing redress to individuals who have inquiries or seek resolution regarding difficulties they experienced during their travel screening at transportation hubs or crossing U.S. borders.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	<60	<55	<55	<55	<55	<55
Result:	44	50	37	42	TBD	TBD

Measure: Percent of canine teams that pass Operational Training Assessments within 90 days of completing basic course at the Canine Training Center						
Description: This measure gauges the percent of canine teams that pass the Operational Training Assessment (OTA) within 90 days of graduating from the Canine Training Center’s (CTC) basic course. The CTC trains canine teams for deployment throughout the Nation’s transportation system to provide explosive detection capability, visible deterrence, and a timely and mobile response to security threats. The program trains two types of teams: passenger screening canines (PSC) and explosive detection canines (EDC). Basic training for both occurs at the CTC followed by additional transition training at their respective duty locations. An OTA takes place approximately 30 to 40 days after canine teams complete transition training. Once a team passes the OTA, they are allowed to begin working in operational areas. The overall pass rate on OTAs for PSC and EDC teams serves as an indicator of the CTC’s training program success.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	---	---	80%	80%
Result:	---	---	---	---	TBD	TBD

Measure: Percent of daily passengers receiving expedited physical screening based on assessed low risk						
Description: This measure gauges the percent of daily passengers who received expedited physical screening because they meet low risk protocols or have been otherwise assessed at the checkpoint as low-risk. TSA PreCheck incorporates modified screening protocols for eligible participants who have enrolled in the TSA PreCheck program as well as other known populations such as known crew members, active duty service members, members of Congress and other trusted populations. In an effort to strengthen aviation security while enhancing the passenger experience, TSA is focusing on risk-based, intelligence-driven security procedures and enhancing its use of technology in order to focus its resources on the unknown traveler.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	50%	50%	50%	50%	50%	50%
Result:	46%	55%	54%	46%	TBD	TBD

Measure: Percent of passenger data submissions that successfully undergo Secure Flight watch list matching						
Description: This measure will report the percent of qualified message submissions received from the airlines that are successfully matched by the Secure Flight automated vetting system against the existing high risk watch lists. A qualified message submission from the airlines contains passenger data sufficient to allow successful processing in the Secure Flight automated vetting system. Vetting individuals against high risk watch lists strengthens the security of the transportation system.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	100.0%	100.0%	100.0%	100.0%	100.0%
Result:	---	100.0%	100.0%	100.0%	TBD	TBD

Measure: Percent of Transportation Security Officers that achieve a first-time pass rate on the Image Interpretation Test						
Description: This measure gauges the ability of Transportation Security Officers (TSO) to identify prohibited items such as guns, knives, and improvised explosive devices through X-ray screening. The Image Interpretation Test is a pass/fail test conducted in a simulated classroom environment that mimics X-ray screening of carry-on baggage at passenger checkpoints. Image interpretation is a key learning objective of TSO-Basic Training Program and a skill required for TSOs to be successful. The measure serves as an indicator of the degree to which the training transfers to individual students, preparing TSOs to safeguard the aviation transportation system.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	---	---	90%	90%
Result:	---	---	---	---	TBD	TBD

Management Measures

Measure: Percent of checked baggage screened with Explosive Detection Systems (EDS)						
Description: The measure tracks the percentage of checked baggage screened by Explosives Detection System (EDS) equipment, and provides an indicator of the deployment and utilization of stand-alone and in-line Next Generation (NextGen) EDS, which are installed at airports to detect threats concealed within checked baggage. Checked baggage that is not screened with EDS is alternatively screened with Explosives Trace Detection units in order to meet the 100% checked baggage screening requirement of the Aviation and Transportation Security Act of 2001 (P.L. 107-71).						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	90%	90%	90%	90%	90%	90%
Result:	90%	90%	91%	91%	TBD	TBD

Measure: Percent of Transportation Security Officers separating who selected management as the primary reason for leaving						
Description: This measure gauges the percent of Transportation Security Officers (TSO) who when asked in an exit survey their reasons for voluntarily leaving TSA, selected management as their primary reason. More detailed information provided from this selection of management allows respondents to indicate if they perceived that there was a lack of management skills, poor communication, and/or unfair practices occurring. This measure provides feedback to assist in encouraging conditions that will increase TSO retention.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	---	---	<17.0%	<16.5%
Result:	---	---	---	---	TBD	TBD

Measure: Percent of travelers who receive TSA Pre Check screening with a Known Traveler Number						
Description: The measure counts the number of air travelers who received TSA Pre Check security screening based on having a Known Traveler Number (KTN) against the total number of air travelers per day that go through TSA Pre Check lanes at domestic airports due to meeting low risk protocols. Individuals enrolled in DHS Trusted Traveler Programs (i.e., TSA Pre Check, Global Entry, etc.), receive a KTN. This number indicates that they are a trusted traveler and of low risk to aviation security, further enabling TSA’s effective and efficient use of security screening resources.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	---	19.3%	22.3%	23.8%
Result:	---	---	---	20.3%	TBD	TBD

Other Operations and Enforcement: The Other Operations and Enforcement program encompasses security reviews, assessment, and enforcement activities in the various modes of commercial transportation. The program includes intelligence and analysis, domestic and international inspectors, reviews and assessments, Federal Air Marshals, deputizing airline pilots, and training crew members in self-defense. This program ensures compliance with transportation-related regulations and standards, providing credentialing services for transportation sector, and the vetting of the transportation workforce to prevent terrorism and criminal activity.

Strategic Measures

Measure: Percent of air carriers operating from domestic airports in compliance with standard security programs						
Description: This performance measure gauges the security posture of air carriers operating at domestic airports through compliance with standard security programs issued by the Transportation Security Administration (TSA). Standard Security Programs serve as the security baseline for an operator. Inspectors conduct inspections on an annual basis and can include one or more aspect of operations that an air carrier oversees such as catering, cargo acceptance and aircraft searches. Air carrier compliance to standard security programs enhances the safety of the Nation’s transportation systems and infrastructure.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	100.0%	100.0%	100.0%	100.0%	90.0%	90.0%
Result:	98%	97.7%	87.0%	89.0%	TBD	TBD

Measure: Percent of attended interchanges of rail cars containing rail security sensitive materials transiting into or through high-threat urban areas						
Description: This measure identifies the level of attended high risk railcars interchanged between freight railroad carriers, freight rail hazardous materials shippers, and freight rail hazardous receivers in highly populated areas. An attended interchange of rail cars is a loading/offloading of hazardous freight between Rail Sensitive Security Material (RSSM) rail carrier to carrier, RSSM rail carrier to receiver, and RSSM shipper to carrier. TSA personnel regularly witness these exchanges as part of their compliance inspections. The secure transfer of custody of these rail cars strengthens transportation security and potentially impacted populations at these critical points in the freight rail supply chain.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	95.00%	95.00%	95.00%	95.00%
Result:	---	---	99.00%	97.00%	TBD	TBD

Measure: Percent of domestic cargo audits that meet screening standards						
Description: This measure gauges the compliance of shippers with cargo screening standards. Enforcing and monitoring cargo screening standards is one of the most direct methods TSA has for overseeing air cargo safety. TSA conducts these audits of shippers based on cargo regulations specified in Title 49 Code of Federal Regulations Part 1540 and these audits include: training, facilities, acceptance of cargo, screening, certifications, identification verification, and procedures. Ensuring successful cargo screening means having a safe, fast flow of air commerce and reduces the risk of criminal and terrorist misuse of the supply chain. The objective is to increase the security posture and compliance rate for each entity conducting domestic cargo screening.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	95.0%	96.0%	97.0%	98.0%	98.0%	98.0%
Result:	98%	97.7%	95.0%	95.0%	TBD	TBD

Measure: Percent of identified vulnerabilities at last point departure airports addressed through stakeholder engagement and partnerships						
Description: This measure gauges the percent of vulnerabilities at last point departure airports (LPD) identified and then discussed through stakeholder engagements and partnerships so as to encourage resolution. An LPD country is a country with at least one port providing direct traffic to a specific destination - usually a foreign airport with direct passenger and/or cargo flights to a U.S. destination airport. Inspectors conduct the security assessments at LPDs based on International Civil Aviation Organization (ICAO) standards and identify vulnerability gaps. The program also identifies vulnerabilities beyond the ICAO requirements through inspections but has limited authority to enforce mitigation activities. Through the identification of vulnerabilities, the sharing of findings and best practices, the program works to mitigate aviation security risks and have them addressed so as to reduce vulnerabilities at foreign LPD airports.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	---	---	70%	75%
Result:	---	---	---	---	TBD	TBD

Measure: Percent of international cargo audits that meet screening standards						
Description: This measure gauges the compliance of international shippers with cargo screening standards. Enforcing and monitoring cargo screening standards is one of the most direct methods TSA has for overseeing air cargo safety. TSA conducts these audits of shippers based on cargo regulations specified in Title 49 Code of Federal Regulations Part 1540 and these audits include: training, facilities, acceptance of cargo, screening, certifications, identification verification, and procedures. Ensuring successful cargo screening means having a safe, fast flow of air commerce and reduces the risk of criminal and terrorist misuse of the supply chain. The objective is to increase the security posture and compliance rate for each entity conducting domestic cargo screening.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	95.0%	96.0%	97.0%	98.0%	98.0%	98.0%
Result:	97%	97.6%	88.0%	91.0%	TBD	TBD

Measure: Percent of overall compliance of domestic airports with established aviation security indicators						
Description: This measure provides the percent of domestic airports assessed that comply with established security standards and practices related to aviation security. Security indicators are key indicators that may be predictive of the overall security posture of an airport. Identifying compliance with the key indicators assesses airport vulnerabilities and is part of an overall risk reduction process. Measuring compliance with standards is a strong indicator of system security.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Result:	93.0%	93.9%	91.0%	92.0%	TBD	TBD

Measure: Percent of overall level of implementation of industry agreed upon Security and Emergency Management action items by mass transit and passenger rail agencies						
Description: This measure provides the rate of implementation by the largest mass transit, light and passenger rail, bus, and other commuter transportation agencies with security standards and practices related to critical Security Action Items (SAIs) reviewed during Baseline Assessment for Security Enhancement (BASE) assessments. BASE assessments are completed jointly by a team of Transportation Security Inspectors (TSI) and participating mass transit and passenger rail systems. They provide information on key SAIs including established written security programs and emergency management plans; background investigations of employees and contractors; security training; exercises and drills; and public awareness and preparedness campaigns. SAIs are key indicators of the overall security posture of a mass transit and passenger rail transportation system. Measuring implementation of these SAIs assesses transit vulnerabilities and is part of an overall risk reduction process.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	86%	75%	77%	79%	70%	70%
Result:	71%	74%	67%	67%	TBD	TBD

Measure: Percent of TSA regulated entities inspected per fiscal year by Transportation Security Inspectors						
Description: This measure identifies the percent of the regulated entities that have been inspected in a fiscal year. Inspection activity is a key indicator that may be predictive of the overall security posture of an air carrier, indirect air carrier, airports, and certified cargo screening facilities. Identifying compliance with the key indicators assesses an entities vulnerabilities and is part of an overall risk reduction process. Conducting inspections is part of an overall risk reduction process, which leads to a strong indicator of system security.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	90%	90%	90%	90%
Result:	---	---	98%	99%	TBD	TBD

Management Measures

Measure: Average number of international airport assessments and inspections conducted annually per inspector						
Description: This measure reports the average number of assessments or inspections by Transportation Security Specialists (TSSs) completed each fiscal year at international locations. Airports located outside the territorial boundaries of the U.S. or its protectorates receive on-site assessments to determine whether aeronautical authorities effectively maintain and carry out security measures to support International Civil Aviation Organization standards while TSA regulated entities get inspected to evaluate compliance with TSA regulations beyond the international standards. These entities can include aircraft operators, foreign air carriers, or repair stations. Requiring TSSs to complete a minimum number of regulatory activities assists the program to improve workforce utilization and buy down risk through consistent assessments and inspections. These assessments and inspections identify vulnerabilities and compliance with security standards with the goal of improving overall security posture.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	19.0	19.0	19.0	19.0	19.0	19.0
Result:	22	21.6	22.0	19.5	TBD	TBD

Measure: Number of security reviews conducted on high risk pipeline systems						
Description: This measure gauges the number of Critical Facility Pipeline Security Reviews (CFSR) and Corporate Security Pipeline Reviews (CSR) conducted at the Nation’s high-risk pipelines. CSRs are conducted at corporate headquarters and include an extensive review of physical and cyber security policies and practices. CFSRs are conducted at individual pipeline facilities and assess onsite physical and cyber security measures. The onsite security reviews develop firsthand knowledge of security planning and execution of the critical pipeline systems, establish communication with key pipeline security personnel, and identify and share smart practices. As industry wide security gaps are identified through the process, the TSA Surface Division develops programs to address gaps throughout the pipeline industry. Pipeline security reviews assess and elevate the security posture of the pipeline energy transportation mode.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	45	50	60	60	80	80
Result:	49	70	85	82	TBD	TBD

Measure: Percent of deployments met against planned deployments for Visible Intermodal Prevention and Response Operations						
Description: This measure reflects the coverage by VIPR teams at prioritized locations based upon risk and assesses how well TSA is deploying its VIPR resources based on the risk levels assigned to deployment locations. The percent is determined by evaluating the deviation of actual coverage from desired coverage. VIPR operations are the deployment of any combination of TSA personnel and equipment for the purpose of enhancing the security of any mode of transportation (aviation, mass transit, highway, maritime, freight rail, and pipeline) with any of TSA's transportation security and law enforcement stakeholders which may include federal, state, tribal, or local authorities. The deployment locations within each transportation mode nationwide have been assigned a risk level based on data from the Transportation Sector Security Risk Assessment (TSSRA). TSSRA also determines the percent of deployment time for each risk level and constitutes the foundation for the risk-based deployment targets.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	90.0%	91.0%	92.0%	92.5%	92.5%	92.5%
Result:	87.5%	92.4%	93.9%	99.2%	TBD	TBD

Measure: Percent of Indirect Air Carriers found to be compliant with TSA standard security programs						
Description: This measure gauges the percent of Indirect Air Carriers that have at least one finding during inspection calculated against the total number of inspections conducted. An Indirect Air Carrier (IAC) is defined as any person, organization, or business within the United States national air system that does not possess a Federal Aviation Administration issued air carrier operation certificate, yet employs the services of licensed air carriers to move cargo from one destination to another. Air carriers leasing and selling space on their aircrafts provide these services to companies for the purpose of shipping items. Examples of an IAC could be a charter vendor, the postal service, or freight forwarder. Standard Security Programs provide detailed guidance to these regulated parties on how to implement regulatory requirements. Continuing education, outreach efforts, and targeting additional resources on IACs identified as noncompliant, will increase the rate of IACs in compliance.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	94.0%	96.0%	98.0%	98.0%	98.0%	98.0%
Result:	89%	87.1%	83.0%	86.0%	TBD	TBD

Measure: Percent of transportation sector vetted population submissions that are matched against watch lists using the Transportation Vetting System						
Description: This measure indicates the percent of qualified record submissions, received from vetted transportation-sector population data providers, that are matched against existing high-risk watchlists using the Transportation Vetting System (TVS). A qualified submission contains sufficient data to allow the TVS automated vetting system to match individuals against existing high risk watch lists. The transportation sector populations include internationally-flying aircrew; aviation, air cargo, and port workers; HAZMAT drivers; FAA certificate holders; TSA employees; Pre-Check applicants; and alien flight school students. Vetting individuals against high risk watch lists strengthens the security of the transportation system.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	100.0%	100.0%	100.0%	100.0%	100.0%
Result:	---	100.0%	100.0%	100.0%	TBD	TBD

Measure: Percent of Visible Intermodal Prevention and Response deployments to high-throughput transportation venues during forecasted peak travel times						
Description: This measure indicates how often Visible Intermodal Prevention and Response (VIPR) teams deploy to high-throughput transportation venues during forecasted peak travel times. High-throughput transportation venues include Category X/1 commercial airports and large mass transit venues such as Washington D.C.'s Union Station. VIPR operations are defined as the deployment of any combination of TSA personnel that includes Federal Air Marshals (FAMs), personnel from Security Operations, and/or other transportation security and law enforcement stakeholders which may include federal, state, tribal, or local authorities. This measure gauges our deployment of law enforcement to serve as a deterrence and response force as needed to increase surface transportation security.						
Fiscal Year:	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Target:	---	---	---	---	80.0%	80.0%
Result:	---	---	---	---	TBD	TBD

Transportation and Security Administration Budget Comparison and Adjustments

Appropriation and PPA Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Operations and Support	\$7,649,964	\$7,917,479	\$7,928,883
Mission Support	\$924,832	\$912,550	\$901,871
Aviation Screening Operations	\$5,110,689	\$5,382,014	\$5,376,564
Screening Workforce	\$3,775,070	\$3,993,527	\$3,958,156
Screening Partnership Program	\$197,062	\$226,375	\$204,647
Screener Personnel, Compensation, and Benefits	\$3,347,774	\$3,523,547	\$3,526,680
Screener Training and Other	\$230,234	\$243,605	\$226,829
Airport Management	\$658,479	\$637,005	\$656,105
Canines	\$164,597	\$166,861	\$170,713
Screening Technology Maintenance	\$398,137	\$468,964	\$473,687
Secure Flight	\$114,406	\$115,657	\$117,903
Other Operations and Enforcement	\$1,614,443	\$1,622,915	\$1,650,448
Inflight Security	\$786,213	\$780,288	\$788,551
Federal Air Marshals	\$763,598	\$755,682	\$771,576
Federal Flight Deck Officer and Crew Training	\$22,615	\$24,606	\$16,975
Aviation Regulation	\$220,235	\$230,560	\$193,714
Air Cargo	\$104,629	\$105,497	\$108,332
Intelligence and TSOC	\$80,324	\$76,972	\$77,168
Surface Programs	\$130,141	\$140,961	\$78,094
Vetting Programs	\$292,901	\$288,637	\$404,589
Vetting Operations	\$53,016	\$51,723	\$45,125
TWIC Fee	\$65,535	\$61,364	\$69,500
Hazardous Materials Endorsement Fee	\$18,500	\$18,600	\$19,200
General Aviation at DCA Fee	\$700	\$700	\$600
Commercial Aviation and Airports Fee	\$8,000	\$9,000	\$9,000
Other Security Threat Assessments Fee	\$50	\$50	\$50
Air Cargo/Certified Cargo Screening Program Fee	\$5,000	\$5,000	\$5,000
TSA Precheck Fee	\$136,900	\$137,000	\$250,614

Department of Homeland Security

Transportation Security Administration

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Alien Flight School Fee	\$5,200	\$5,200	\$5,500
Procurement, Construction, and Improvements	\$419,789	\$360,100	\$283,385
Aviation Screening Infrastructure	\$419,789	\$360,100	\$283,385
Checkpoint Support	\$94,422	\$70,100	\$28,893
Checkpoint Property Screening System	\$91,500	\$70,100	\$28,893
Security Technology Integrated Program	\$2,922	-	-
Checked Baggage	\$75,367	\$40,000	\$4,492
Electronic Baggage Screening Program	\$69,872	\$40,000	\$4,492
Security Technology Integrated Program	\$5,495	-	-
Aviation Security Capital Fund (mandatory)	\$250,000	\$250,000	\$250,000
Research and Development	\$20,594	\$22,902	\$29,524
Research and Development	\$20,594	\$22,902	\$29,524
Emerging Alarm Resolution Technologies	-	-	\$3,000
On-Person Detection/NextGen AIT	-	-	\$5,000
Innovation Task Force	\$15,604	\$17,912	\$16,534
Checkpoint Automation (CPAM)	\$4,990	\$4,990	\$4,990
Total	\$8,090,347	\$8,300,481	\$8,241,792

Transportation and Security Administration Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Operations and Support	58,530	55,607	\$7,649,964	59,503	56,425	\$7,917,479	58,192	55,314	\$7,928,883	(1,311)	(1,111)	\$11,404
Procurement, Construction, and Improvements	-	-	\$419,789	-	-	\$360,100	-	-	\$283,385	-	-	(\$76,715)
Research and Development	-	-	\$20,594	-	-	\$22,902	-	-	\$29,524	-	-	\$6,622
Total	58,530	55,607	\$8,090,347	59,503	56,425	\$8,300,481	58,192	55,314	\$8,241,792	(1,311)	(1,111)	(\$58,689)
Subtotal Discretionary - Appropriation	58,260	55,341	\$7,600,462	59,233	56,159	\$7,813,567	57,837	54,963	\$7,632,328	(1,396)	(1,196)	(\$181,239)
Subtotal Discretionary - Offsetting Fee	253	249	\$234,685	253	249	\$231,714	336	332	\$353,964	83	83	\$122,250
Subtotal Mandatory - Appropriation	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-
Subtotal Mandatory - Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300

Component Budget Overview

The FY 2021 President's Budget includes \$8.2B in total budget authority, for the Transportation Security Administration (TSA). This funding represents a decrease of \$58.7M over the FY 2020 enacted budget.

FY 2021 resources will support TSA's strategy to improve security and safeguard the nation's transportation system, accelerate action and foster commitment to the agency's people. To achieve this, the FY 2021 President's Budget builds upon previously funded priorities by accelerating the purchase and deployment of the latest emerging screening technologies while addressing the need to keep pace in maintaining current screening technologies. Additional funding is provided to counter the known persistent and evolving threats targeting commercial aviation and cybersecurity, as well as to retain a highly-trained and experienced screener workforce.

To ensure that TSA can maintain its highly-skilled screener workforce, the agency is undertaking various workforce initiatives to attract, build, and inspire an effective frontline workforce. In FY 2021, funding is requested to implement two merit-based initiatives that will address screener pay and morale. The first of these initiatives is the Transportation Screening Officer (TSO) Career Progression (E3) for which an increase of \$11.3M will enable TSA to provide a three percent pay increase to screeners who are able to demonstrate higher skill levels in the most difficult alarm resolution scenarios at the checkpoint. The second initiative is Service Pay for which \$23.6M will fund annual pay increases for TSOs who demonstrate service longevity.

For emerging technologies, an additional \$28.9M is provided to continue TSA's accelerated capital investment in Computed Tomography technology to enhance the effectiveness of screening of carry-on baggage and meet current threats. The FY 2021 President's Budget also includes \$2.3M to purchase and deploy 109 additional Credential Authentication Technology machines and finish the Nation-wide deployment of this documentation and ID verification technology that is critical to screening passengers entering the checkpoint. Additional Research and Development funding will also improve the threat detection capability of screening equipment at the checkpoint and the checked baggage areas.

Ensuring the proper maintenance of TSA's screening equipment is essential to preserving the operational capabilities of passenger and baggage screening at all Federalized airports. FY 2021 funding is provided to address significantly increasing costs/requirements for equipment maintenance contracts.

To address emerging threats, FY 2021 funding supports an additional 28 positions and \$3.0M to support high-priority TSA and DHS joint efforts to counter threats from Unmanned Aircraft Systems (UAS), such as drones, that pose a threat to transportation security and potential disruption to air traffic operations. As part of another DHS-wide effort, TSA plans to hire 26 new positions and utilize \$4.1M in support of cybersecurity strategies and implementation plans with a focus on external-facing cybersecurity initiatives.

FY 2021 resource enhancements in other key operational and support areas include:

- Implementation of biometric technology using facial recognition at the checkpoints;
- Configuration management and updates to the Automated Screening Lanes for increased throughput of carry-on baggage screening;
- Development and demonstration of the next generation of walk-through passenger screening systems; and,
- Modernization of the Mission Scheduling and Notification System for the Federal Air Marshal Service.

Aviation and transportation hubs remain highly-valued targets for terrorists, and terrorist modes and methods of attack are more decentralized and opportunistic than ever before. Every day, TSA is challenged by a persistent, pervasive and constantly evolving threat environment, both in the physical and cyber realms. To stay ahead of these adversaries, TSA must innovate, deploy new solutions rapidly and effectively, and make the most of our resources. The FY 2021 President's Budget supports and strengthens TSA's commitment to that end.

Transportation Security Administration Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$8,090,347	\$8,300,481	\$8,241,792
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$856,182	\$453,207	\$57,975
Rescissions to Current Year/Budget Year	(\$33,870)	(\$48,143)	-
Net Sequestered Resources	(\$750)	-	-
Reprogrammings/Transfers	\$4,174	-	-
Supplementals	-	-	-
Total Budget Authority	\$8,916,083	\$8,705,545	\$8,299,767
Collections – Reimbursable Resources	\$15,261	\$3,102	\$3,077
Collections – Other Sources	\$465	-	-
Total Budget Resources	\$8,931,809	\$8,708,647	\$8,302,844
Obligations (Actual/Estimates/Projections)	\$8,478,608	\$8,652,555	\$8,242,959
Personnel: Positions and FTE			
Enacted/Request Positions	58,530	59,503	58,192
Enacted/Request FTE	55,607	56,425	55,314
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	58,518	59,503	58,192
FTE (Actual/Estimates/Projections)	54,379	56,425	55,314

*In the table above, the rescission line includes the administrative savings rescissions per the Consolidated Appropriation Act, 2019 (P.L. 116-6).

**The FTE in the FY 2020 and FY2021 columns do not match the President’s Budget Appendix.

Transportation Security Administration Collections - Reimbursable Resources

Collections <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Change		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Department of Homeland Security - Department of Homeland Security Source	-	-	\$1,724	-	-	\$1,324	-	-	\$1,324	-	-	-
Operations and Support Location	-	-	\$1,724	-	-	\$1,324	-	-	\$1,324	-	-	-
Mission Support Location	-	-	\$1,324	-	-	\$1,324	-	-	\$1,324	-	-	-
Other Operations and Enforcement Location	-	-	\$400	-	-	-	-	-	-	-	-	-
Aviation Regulation Location	-	-	\$400	-	-	-	-	-	-	-	-	-
Department of Homeland Security - U.S. Immigration and Customs Enforcement Source	-	-	\$45	-	-	\$25	-	-	-	-	-	(\$25)
Operations and Support Location	-	-	\$45	-	-	\$25	-	-	-	-	-	(\$25)
Mission Support Location	-	-	\$25	-	-	\$25	-	-	-	-	-	(\$25)
Aviation Screening Operations Location	-	-	\$20	-	-	-	-	-	-	-	-	-
Airport Management Location	-	-	\$20	-	-	-	-	-	-	-	-	-
Department of Homeland Security - Science and Technology Source	-	-	\$74	-	-	-	-	-	-	-	-	-
Operations and Support Location	-	-	\$74	-	-	-	-	-	-	-	-	-
Aviation Screening Operations Location	-	-	\$74	-	-	-	-	-	-	-	-	-
Screening Technology Maintenance Location	-	-	\$74	-	-	-	-	-	-	-	-	-
Department of Homeland Security - United States Secret Service Source	-	-	\$150	-	-	\$150	-	-	\$150	-	-	-
Operations and Support Location	-	-	\$150	-	-	\$150	-	-	\$150	-	-	-
Aviation Screening Operations Location	-	-	\$150	-	-	\$150	-	-	\$150	-	-	-
Screening Workforce Location	-	-	\$150	-	-	\$150	-	-	\$150	-	-	-
Screener Personnel, Compensation, and Benefits Location	-	-	\$150	-	-	\$150	-	-	\$150	-	-	-
Independent Agency - Intelligence Community Management Account Source	-	-	\$198	-	-	-	-	-	-	-	-	-
Operations and Support Location	-	-	\$198	-	-	-	-	-	-	-	-	-
Other Operations and Enforcement Location	-	-	\$198	-	-	-	-	-	-	-	-	-
Inflight Security Location	-	-	\$198	-	-	-	-	-	-	-	-	-

Department of Homeland Security

Transportation Security Administration

Collections <i>(Dollars in Thousands)</i>		FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Change		
		Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Federal Air Marshals	Location	-	-	\$198	-	-	-	-	-	-	-	-	-
Department of Homeland Security - United States Coast Guard	Source	-	-	\$36	-	-	\$36	-	-	\$36	-	-	-
Operations and Support	Location	-	-	\$36	-	-	\$36	-	-	\$36	-	-	-
Aviation Screening Operations	Location	-	-	\$36	-	-	\$36	-	-	\$36	-	-	-
Canines	Location	-	-	\$36	-	-	\$36	-	-	\$36	-	-	-
Department of Homeland Security - National Protection and Programs Directorate	Source	-	-	\$1,527	-	-	\$1,008	-	-	\$1,008	-	-	-
Operations and Support	Location	-	-	\$1,527	-	-	\$1,008	-	-	\$1,008	-	-	-
Aviation Screening Operations	Location	-	-	\$1,008	-	-	\$1,008	-	-	\$1,008	-	-	-
Airport Management	Location	-	-	\$8	-	-	\$8	-	-	\$8	-	-	-
Screening Technology Maintenance	Location	-	-	\$1,000	-	-	\$1,000	-	-	\$1,000	-	-	-
Other Operations and Enforcement	Location	-	-	\$519	-	-	-	-	-	-	-	-	-
Vetting Programs	Location	-	-	\$519	-	-	-	-	-	-	-	-	-
Vetting Operations	Location	-	-	\$519	-	-	-	-	-	-	-	-	-
Department of Homeland Security - U.S. Customs and Border Protection	Source	-	-	\$9,957	-	-	-	-	-	-	-	-	-
Operations and Support	Location	-	-	\$9,957	-	-	-	-	-	-	-	-	-
Other Operations and Enforcement	Location	-	-	\$9,957	-	-	-	-	-	-	-	-	-
Inflight Security	Location	-	-	\$9,957	-	-	-	-	-	-	-	-	-
Federal Air Marshals	Location	-	-	\$9,957	-	-	-	-	-	-	-	-	-
Department of State - Department of State	Source	-	-	\$894	-	-	\$152	-	-	\$152	-	-	-
Operations and Support	Location	-	-	\$894	-	-	\$152	-	-	\$152	-	-	-
Other Operations and Enforcement	Location	-	-	\$894	-	-	\$152	-	-	\$152	-	-	-
Aviation Regulation	Location	-	-	\$894	-	-	\$152	-	-	\$152	-	-	-
Department of Homeland Security - Office of Health Affairs	Source	-	-	\$40	-	-	\$40	-	-	\$40	-	-	-
Operations and Support	Location	-	-	\$40	-	-	\$40	-	-	\$40	-	-	-
Aviation Screening Operations	Location	-	-	\$40	-	-	\$40	-	-	\$40	-	-	-
Screening Workforce	Location	-	-	\$40	-	-	\$40	-	-	\$40	-	-	-

Department of Homeland Security

Transportation Security Administration

Collections <i>(Dollars in Thousands)</i>		FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Change		
		Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screener Training and Other	Location	-	-	\$40	-	-	\$40	-	-	\$40	-	-	-
Department of Homeland Security - Federal Protective Service	Source	-	-	\$367	-	-	\$367	-	-	\$367	-	-	-
Operations and Support	Location	-	-	\$367	-	-	\$367	-	-	\$367	-	-	-
Aviation Screening Operations	Location	-	-	\$367	-	-	\$367	-	-	\$367	-	-	-
Canines	Location	-	-	\$367	-	-	\$367	-	-	\$367	-	-	-
Office of Director of National Intelligence	Source	-	-	\$249	-	-	-	-	-	-	-	-	-
Operations and Support	Location	-	-	\$249	-	-	-	-	-	-	-	-	-
Other Operations and Enforcement	Location	-	-	\$249	-	-	-	-	-	-	-	-	-
Intelligence and TSOC	Location	-	-	\$249	-	-	-	-	-	-	-	-	-
Total Collections		-	-	\$15,261	-	-	\$3,102	-	-	\$3,077	-	-	(\$25)

**Transportation Security Administration
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Operations and Support	58,530	55,607	\$5,225,689	\$93.88	59,503	56,425	\$5,429,114	\$94.18	58,192	55,314	\$5,462,622	\$96.73	(1,311)	(1,111)	\$33,508	\$2.55
Total	58,530	55,607	\$5,225,689	\$93.88	59,503	56,425	\$5,429,114	\$94.18	58,192	55,314	\$5,462,622	\$96.73	(1,311)	(1,111)	\$33,508	\$2.55
Discretionary - Appropriation	58,260	55,341	\$5,190,485	\$93.69	59,233	56,159	\$5,393,350	\$93.99	57,837	54,963	\$5,413,972	\$96.46	(1,396)	(1,196)	\$20,622	\$2.47
Discretionary - Offsetting Fee	253	249	\$33,376	\$134.04	253	249	\$33,905	\$136.16	336	332	\$46,485	\$140.02	83	83	\$12,580	\$3.86
Mandatory - Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$2,972,011	\$3,148,546	\$3,168,321	\$19,775
11.3 Other than Full-Time Permanent	\$219,747	\$354,080	\$339,352	(\$14,728)
11.5 Other Personnel Compensation	\$638,917	\$336,095	\$317,669	(\$18,426)
11.8 Special Personal Services Payments	\$1,444	\$105,972	\$103,065	(\$2,907)
12.1 Civilian Personnel Benefits	\$1,389,468	\$1,475,314	\$1,525,130	\$49,816
13.0 Benefits for Former Personnel	\$4,102	\$9,107	\$9,085	(\$22)
Total - Personnel Compensation and Benefits	\$5,225,689	\$5,429,114	\$5,462,622	\$33,508
Positions and FTE				
Positions - Civilian	58,530	59,503	58,192	(1,311)
FTE - Civilian	55,607	56,425	55,314	(1,111)

**Transportation Security Administration
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Operations and Support	\$2,424,275	\$2,488,365	\$2,466,261	(\$22,104)
Procurement, Construction, and Improvements	\$419,789	\$360,100	\$283,385	(\$76,715)
Research and Development	\$20,594	\$22,902	\$29,524	\$6,622
Total	\$2,864,658	\$2,871,367	\$2,779,170	(\$92,197)
Discretionary - Appropriation	\$2,409,977	\$2,420,217	\$2,218,356	(\$201,861)
Discretionary - Offsetting Fee	\$201,309	\$197,809	\$307,479	\$109,670
Mandatory - Fee	\$3,372	\$3,341	\$3,335	(\$6)
Mandatory - Appropriation	\$250,000	\$250,000	\$250,000	-

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$192,918	\$165,824	\$163,427	(\$2,397)
22.0 Transportation of Things	\$828	\$1,196	\$1,196	-
23.1 Rental Payments to GSA	\$129,393	\$151,301	\$146,329	(\$4,972)
23.2 Rental Payments to Others	\$93,984	\$70,539	\$84,512	\$13,973
23.3 Communications, Utilities, and Misc. Charges	\$131,130	\$70,018	\$70,445	\$427
24.0 Printing and Reproduction	\$2,853	\$3,138	\$3,138	-
25.1 Advisory and Assistance Services	\$1,141,804	\$895,113	\$918,732	\$23,619
25.2 Other Services from Non-Federal Sources	\$286,972	\$254,127	\$244,547	(\$9,580)
25.3 Other Goods and Services from Federal Sources	\$112,471	\$364,812	\$348,573	(\$16,239)
25.4 Operation and Maintenance of Facilities	\$64,645	\$24,545	\$23,118	(\$1,427)
25.5 Research and Development Contracts	\$12,844	\$14,967	\$21,589	\$6,622
25.6 Medical Care	\$32	\$195	\$214	\$19
25.7 Operation and Maintenance of Equipment	\$310,893	\$384,011	\$394,902	\$10,891
25.8 Subsistence & Support of Persons	-	\$2,501	\$2,501	-
26.0 Supplies and Materials	\$71,932	\$80,915	\$66,338	(\$14,577)
31.0 Equipment	\$199,021	\$276,328	\$225,772	(\$50,556)
32.0 Land and Structures	\$9,213	\$12,465	\$9,465	(\$3,000)
41.0 Grants, Subsidies, and Contributions	\$101,294	\$98,753	\$53,753	(\$45,000)
42.0 Insurance Claims and Indemnities	\$2,431	\$619	\$619	-
Total - Non Pay Object Classes	\$2,864,658	\$2,871,367	\$2,779,170	(\$92,197)

**Transportation Security Administration
Supplemental Budget Justification Exhibits**

Working Capital Fund

Appropriation and PPA <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Operations and Support	\$19,345	\$19,654	-
Mission Support	\$14,231	\$14,459	-
Aviation Screening Operations	\$2,284	\$2,320	-
Other Operations and Enforcement	\$2,830	\$2,875	-
Total Working Capital Fund	\$19,345	\$19,654	-

**Transportation Security Administration
Status of Congressionally Requested Studies, Reports and Evaluations**

Fiscal Year	Due Date	Reference/Citation	Requirement	Status
2019	08/14/2019	FY 2019 Appropriations P.L. 116-6	Advanced Integrated Passenger and Baggage Screening Technologies	Completed
2019	08/14/2019	FY 2019 Appropriations P.L. 116-6	Gerardo Hernandez Airport Security Act Compliance	Drafted
2019	12/30/2019	FY 2019 Appropriations P.L. 116-6	FAMS Mission Coverage, Staffing, and Hiring – Semiannual 2	Drafted
2020	11/29/2020	FY 2019 Appropriations P.L. 116-6	Pilot Program – Screening Services Annual Performance Reports	Pending
2020	1/19/2020	FY 2020 Appropriations P.L. 116-94	Consolidated Technology Reporting	Pending
2020	3/31/2020	FY 2020 Appropriations P.L. 116-94	FAMS Staffing – Quarter 2	Pending
2020	3/30/2020	FY 2005 Appropriations P.L. 108-334	Annual Report – FY 2019 Unclaimed Money	Pending

**Transportation Security Administration
Authorized/Unauthorized Appropriations**

Budget Activity <i>Dollars in Thousands</i>	Last year of Authorization	Authorized Level	Appropriation in Last Year of Authorization	FY 2021 Presidents Budget
	Fiscal Year	Amount	Amount	Amount
Operations and Support	N/A	N/A	N/A	\$7,569,419
Aviation Screening Operations	N/A	N/A	N/A	\$5,376,564
Other Operations and Enforcement	N/A	N/A	N/A	\$1,650,448
Mission Support	N/A	N/A	N/A	\$901,871
Procurement, Construction, and Improvements	N/A	N/A	N/A	\$283,385
Aviation Screening Infrastructure	N/A	N/A	N/A	\$33,385
Infrastructure for Other Operations	N/A	N/A	N/A	-
Research and Development	N/A	N/A	N/A	\$29,524
Research and Development	N/A	N/A	N/A	\$29,524
Total Direct Authorization/Appropriation	N/A	N/A	N/A	\$8,241,2792
Fee Accounts	N/A	N/A	N/A	\$359,464

**Transportation Security Administration
Proposed Legislative Language**

Operations and Support

For necessary expenses of the Transportation Security Administration for operations and support, [\$7,680,565,000] \$7,569,419,000, to remain available until September 30, [2021] 2022: Provided That not to exceed \$7,650 shall be for official reception and representation expenses: Provided further, That security service fees authorized under section 44940 of title 49, United States Code, shall be credited to this appropriation as offsetting collections and shall be available only for aviation security: Provided further, That the sum appropriated under this heading from the general fund shall be reduced on a dollar-for-dollar basis as such offsetting collections are received during fiscal year [2020] 2021 so as to result in a final fiscal year appropriation from the general fund estimated at not more than [\$4,850,565,000] \$4,030,756,000.¹

Language Provision	Explanation
[\$7,680,565,000] \$7,569,419,000	Dollar change only. No substantial change proposed.
[2021] 2022	Fiscal year change only. TSA requires two-year funding in the O&S appropriation for two reasons. First, the Screener PC&B sub-PPA provides the pay and benefits for over 45,300 screener FTE. If the appropriation and this PPA were to have a one-year period of availability, TSA would reserve funds to avoid a deficiency in screener pay and benefits, leading to a lapse of that amount at the end of the fiscal year. Secondly, The Screening Technology Maintenance PPA includes the purchase and install of large quantities of highly technical screening equipment that does not meet the unit price funding threshold of the multi-year PC&I appropriation. In order to manage this PPA without lapsing significant funding, TSA would have to order fewer quantities of equipment earlier in the fiscal year which would jeopardize critical deployment schedules and increase per unit pricing.
...[2020] 2021	Fiscal year change only. No substantial change proposed.
...[\$4,850,565,000] \$4,030,756,000	Dollar change only. No substantial change proposed.

¹ TSA’s Operations and Support funding level of \$4,030,756,000 for the final fiscal year 2021 appropriation from the general fund assumes \$618 million in additional revenue from the legislative proposal to increase the Passenger Security Fee by one dollar in FY 2021.

Procurement, Construction, and Improvements

For necessary expenses of the Transportation Security Administration for procurement, construction, and improvements, [\$110,000,000] \$33,385,000, to remain available until September 30, [2022] 2023.

Language Provision	Explanation
...[\$110,000,000] \$33,385,000	Dollar change only. No substantial change proposed.
...[2022] 2023	Fiscal year change only. No substantial change proposed.

Research and Development

For necessary expenses of the Transportation Security Administration for research and development, [\$22,902,000] \$29,524,000, to remain available until September 30, [2021] 2022.

Language Provision	Explanation
...[\$22,902,000] \$29,524,000	Dollar change only. No substantial change proposed.
...[2021] 2022	Fiscal year change only. No substantial change proposed.

Department of Homeland Security

Transportation Security Administration

Operations and Support



Fiscal Year 2021 Congressional Justification

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Operations and Support

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Mission Support	1,902	1,636	\$924,832	1,898	1,619	\$912,550	1,921	1,646	\$901,871	23	27	(\$10,679)
Aviation Screening Operations	53,231	50,766	\$5,110,689	54,233	51,637	\$5,382,014	53,123	50,727	\$5,376,564	(1,110)	(910)	(\$5,450)
Other Operations and Enforcement	3,397	3,205	\$1,614,443	3,372	3,169	\$1,622,915	3,148	2,941	\$1,650,448	(224)	(228)	\$27,533
Total	58,530	55,607	\$7,649,964	59,503	56,425	\$7,917,479	58,192	55,314	\$7,928,883	(1,311)	(1,111)	\$11,404
Subtotal Discretionary - Appropriation	58,260	55,341	\$7,410,079	59,233	56,159	\$7,680,565	57,837	54,963	\$7,569,419	(1,396)	(1,196)	(\$111,146)
Subtotal Discretionary - Offsetting Fee	253	249	\$234,685	253	249	\$231,714	336	332	\$353,964	83	83	\$122,250
Subtotal Mandatory - Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300

The Operations and Support (O&S) appropriation funds the Transportation Security Administration’s (TSA) operating salaries and expenses. This appropriation provides funding for TSA screening operations, including in-flight security, a strong security regulation and enforcement presence on-site at the Nation’s commercial airports, multi-modal regulation compliance inspections and deterrence programs, and support for operational and headquarters personnel, systems and infrastructure.

The appropriation is broken out into the following Programs, Projects, and Activities (PPA):

Mission Support: The Mission Support PPA provides resourcing to support infrastructure required to sustain TSA’s nationwide operations, such as headquarters offices, human resources, information technology (IT), and major acquisitions to support those efforts.

Aviation Screening Operations: This PPA supports the core functions of TSA’s frontline aviation security operations. This includes funding for the Screening Workforce, the National Explosives Detection Canine Team program (NEDCTP), Screening Technology, Secure Flight, and programs that support screening capabilities, as well as field support for these efforts. TSA performs this function through the use of an intelligence-driven Risk-Based Security (RBS) approach.

Other Operations and Enforcement: Resources within this PPA provide for other key activities directly aligned to frontline operations and includes funding for Inflight Security, which includes funding for the Federal Air Marshals Service (FAMS) and Federal Flight Deck Officer (FFDO) and Crew Training, Aviation Regulation, Air Cargo, Intelligence and the TSA Operations Center (TSOC), and TSA’s Vetting Programs.

TSA's appropriations are offset by the Aviation Passenger Security Fee and other Vetting Fees. The Aviation Passenger Security Fee is discussed on Page 59 in the Offsetting Fee Exhibit. TSA's Vetting and Credentialing fees are discussed under the Other Operations and Enforcement PPA.

Operations and Support Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$7,649,964	\$7,917,479	\$7,928,883
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$573,799	\$253,688	\$57,975
Rescissions to Current Year/Budget Year	(\$33,870)	(\$42,379)	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	\$4,174	-	-
Supplementals	-	-	-
Total Budget Authority	\$8,194,067	\$8,128,788	\$7,986,858
Collections – Reimbursable Resources	\$15,261	\$3,102	\$3,077
Collections – Other Sources	\$465	-	-
Total Budget Resources	\$8,209,793	\$8,131,890	\$7,989,935
Obligations (Actual/Estimates/Projections)	\$7,956,111	\$8,075,798	\$7,930,050
Personnel: Positions and FTE			
Enacted/Request Positions	58,530	59,503	58,192
Enacted/Request FTE	55,607	56,425	55,314
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	58,518	59,503	58,192
FTE (Actual/Estimates/Projections)	54,379	56,425	55,314

*In the table above, the rescission line includes the administrative savings rescissions per the Consolidated Appropriation Act, 2019 (P.L. 116-6).

**The FTE in the FY 2020 and FY2021 columns do not match the President’s Budget Appendix.

Operations and Support Collections – Reimbursable Resources

Collections <i>(Dollars in Thousands)</i>		FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget		
		Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Department of Homeland Security - Department of Homeland Security	Source	-	-	\$1,724	-	-	\$1,324	-	-	\$1,324
Department of Homeland Security - U.S. Immigration and Customs Enforcement	Source	-	-	\$45	-	-	\$25	-	-	-
Department of Homeland Security - Science and Technology	Source	-	-	\$74	-	-	-	-	-	-
Department of Homeland Security - United States Secret Service	Source	-	-	\$150	-	-	\$150	-	-	\$150
Independent Agency - Intelligence Community Management Account	Source	-	-	\$198	-	-	-	-	-	-
Department of Homeland Security - United States Coast Guard	Source	-	-	\$36	-	-	\$36	-	-	\$36
Department of Homeland Security - National Protection and Programs Directorate	Source	-	-	\$1,527	-	-	\$1,008	-	-	\$1,008
Department of Homeland Security - U.S. Customs and Border Protection	Source	-	-	\$9,957	-	-	-	-	-	-
Department of State - Department of State	Source	-	-	\$894	-	-	\$152	-	-	\$152
Department of Homeland Security - Office of Health Affairs	Source	-	-	\$40	-	-	\$40	-	-	\$40
Department of Homeland Security - Federal Protective Service	Source	-	-	\$367	-	-	\$367	-	-	\$367
Office of Director of National Intelligence	Source	-	-	\$249	-	-	-	-	-	-
Total Collections		-	-	\$15,261	-	-	\$3,102	-	-	\$3,077

Operations and Support Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	58,530	55,607	\$7,649,964
FY 2020 Enacted	59,503	56,425	\$7,917,479
FY 2021 Base Budget	59,503	56,425	\$7,917,479
Realignment for Assessments from TSA/O&S/Mission Support to TSA/O&S/Av Reg	3	3	\$434
Realignment for Assessments to TSA/O&S/Av Reg from TSA/O&S/Mission Support	(3)	(3)	(\$434)
Realignment for HQ Reorg from TSA/O&S/Airport Mgmt to TSA/O&S/Mission Support	(4)	(4)	(\$672)
Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S Surface Programs	(5)	(5)	(\$753)
Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S/Mission Support	(1)	(1)	(\$149)
Realignment for HQ Reorg from TSA/O&S/Intel & TSOC to TSA/O&S/Mission Support	(2)	(2)	(\$301)
Realignment for HQ Reorg from TSA/O&S/Secure Flight to TSA/O&S/Mission Support	(3)	(3)	(\$452)
Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Av Reg	(7)	(7)	(\$1,120)
Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Mission Support	(5)	(5)	(\$686)
Realignment for HQ Reorg to TSA/O&S/Av Reg from TSA/O&S/STM	7	7	\$1,120
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Airport Mgmt	4	4	\$672
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Canines	1	1	\$149
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Intel & TSOC	2	2	\$301
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Secure Flight	3	3	\$452
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STM	5	5	\$686
Realignment for HQ Reorg to TSA/O&S/Surface Programs from TSA/O&S/Canines	5	5	\$753
Realignment for RCA from TSA/O&S/Airport Management to TSA/O&S/Mission Support	-	-	(\$821)
Realignment for RCA from TSA/O&S/STM to TSA/O&S/Mission Support	-	-	(\$187)
Realignment for RCA to TSA/O&S/Mission Support from TSA/O&S/Airport Management	-	-	\$821
Realignment for RCA to TSA/O&S/Mission Support from TSA/O&S/STM	-	-	\$187
Transfer for C-LAN WCF Removals from TSA/O&S/Intelligence to A&O	-	-	(\$3,140)
Transfer for Medical Case Management from TSA/O&S to MGMT/OCHCO	-	-	(\$55)
Transfer for Regional Field Efficiencies from TSA/O&S to MGMT/OCRSO	-	-	(\$2)
Transfer for WCF from O&S Mission Support to HQ	-	-	(\$34)
Transfer for WCF Removals from TSA/O&S to MGMT/CFO	-	-	(\$151)
Transfer for WCF Removals from TSA/O&S to MGMT/CHCO	-	-	(\$4,530)
Transfer for WCF Removals from TSA/O&S to MGMT/CIO	-	-	(\$977)

Transportation Security Administration

Operations and Support

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
Transfer for WCF Removals from TSA/O&S to MGMT/CPO	-	-	(\$47)
Transfer for WCF Removals from TSA/O&S to MGMT/CRSO	-	-	(\$2,090)
Transfer for WCF Removals from TSA/O&S to MGMT/CSO	-	-	(\$4,479)
Total Transfers	-	-	(\$15,505)
2020 Pay Raise	-	-	\$165,984
2021 Pay Raise	-	-	\$41,201
Annualization of FY 2020 Counterintelligence Hiring	-	5	\$698
Annualization of International Engagement Strategy Personnel	-	5	\$2,376
Annualization of ITIP FY 2020 Hires	-	2	\$307
Annualization of RCA FY 2020 Hires	-	5	\$922
FERS Agency Contribution	-	-	\$43,629
FPS Fee Adjustment	-	-	\$5,739
Increase to Fee-Funded Positions	85	85	-
Investment Profile Adjustment	-	-	\$1,248
Projected Change in Collections	-	-	\$122,550
Rent	-	-	\$13,858
Vetting Base Adjustment	-	-	\$3,813
Total, Pricing Increases	85	102	\$402,325
Annualization of 50 Canine Teams	4	32	(\$51)
Contract and Travel Reductions	-	-	(\$11,415)
CSG Adjustment	-	-	(\$9,905)
Delay in Hiring	-	-	(\$131,181)
Discontinuation of Full-Time Subsidy Benefits to Part-Time TSOs	-	-	(\$1,133)
Hiring Efficiencies	-	-	(\$4,557)
HQ Consolidation Rent Savings	-	-	(\$5,500)
Non-Recur CT Training	-	-	(\$2,044)
Non-Recur FY20 Passenger Volume Growth Support Costs	-	-	(\$2,467)
Non-Recur Headquarters Relocation Costs	-	-	(\$18,000)
Non-Recur Weapons Refresh	-	-	(\$4,708)
Right-size PSP Legacy Program	-	-	(\$3,270)
Total, Pricing Decreases	4	32	(\$194,231)
Total Adjustments-to-Base	89	134	\$192,589
FY 2021 Current Services	59,592	56,559	\$8,110,068

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Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
Automated Screening Lanes Upgrade	-	-	\$6,462
Awards Spending Increase	-	-	\$41,038
C-UAS Capabilities	28	11	\$3,000
CAT Procurement	-	-	\$2,334
CT Maintenance	-	-	\$4,228
Cybersecurity Personnel	5	3	\$605
EBSP Threat Detection Algorithm Development	-	-	\$2,042
Financial Systems Modernization	-	-	\$2,917
FY 2021 Passenger Volume Growth	750	202	\$7,538
Increase Capability for Identity Management (Biometrics)	-	-	\$2,000
Increase for Maintenance of Transportation Security Equipment	-	-	\$672
ITIP Increase	-	-	\$2,513
MSNS Enhancement	-	-	\$4,557
Security Technology Integrated Program Investment Adjustment	-	-	\$2,359
Service Pay	-	-	\$23,607
Transportation Security Officer Career Progression (E3 Pay)	-	-	\$11,290
Total, Program Increases	783	216	\$117,162
Cease Staffing at Exit Lanes	(1,794)	(1,090)	(\$83,511)
Cybersecurity Capabilities	26	15	(\$4,654)
Defer AIT Deployment	-	-	(\$1,356)
Eliminate Law Enforcement Officer Reimbursement Program	(12)	(12)	(\$46,335)
Eliminate VIPR Teams	(360)	(347)	(\$58,800)
Field Office Consolidation	-	-	(\$3,000)
Reduction to CT Program Office	(43)	(27)	(\$8,505)
Reduction to FFDO Training Capacity	-	-	(\$3,100)
Reduction to Retention Incentives	-	-	(\$46,416)
Reduction to SPP Contract Costs	-	-	(\$25,378)
Reduction to TSO Support Costs	-	-	(\$15,859)
TIM Adjustment	-	-	(\$1,433)
Total, Program Decreases	(2,183)	(1,461)	(\$298,347)
FY 2021 Request	58,192	55,314	\$7,928,883
FY 2020 To FY 2021 Change	(1,311)	(1,111)	\$11,404

Operations and Support Justification of Transfers

Transfers <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Transfer 1 - Realignment for Assessments from TSA/O&S/Mission Support to TSA/O&S/Av Reg	3	3	\$434
Other Operations and Enforcement	3	3	\$434
Aviation Regulation	3	3	\$434
Transfer 2 - Realignment for Assessments to TSA/O&S/Av Reg from TSA/O&S/Mission Support	(3)	(3)	(\$434)
Mission Support	(3)	(3)	(\$434)
Transfer 3 - Realignment for HQ Reorg from TSA/O&S/Airport Mgmt to TSA/O&S/Mission Support	(4)	(4)	(\$672)
Aviation Screening Operations	(4)	(4)	(\$672)
Airport Management	(4)	(4)	(\$672)
Transfer 4 - Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S Surface Programs	(5)	(5)	(\$753)
Aviation Screening Operations	(5)	(5)	(\$753)
Canines	(5)	(5)	(\$753)
Transfer 5 - Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S/Mission Support	(1)	(1)	(\$149)
Aviation Screening Operations	(1)	(1)	(\$149)
Canines	(1)	(1)	(\$149)
Transfer 6 - Realignment for HQ Reorg from TSA/O&S/Intel & TSOC to TSA/O&S/Mission Support	(2)	(2)	(\$301)
Other Operations and Enforcement	(2)	(2)	(\$301)
Intelligence and TSOC	(2)	(2)	(\$301)
Transfer 7 - Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Av Reg	(7)	(7)	(\$1,120)
Aviation Screening Operations	(7)	(7)	(\$1,120)
Screening Technology Maintenance	(7)	(7)	(\$1,120)
Transfer 8 - Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Mission Support	(5)	(5)	(\$686)
Aviation Screening Operations	(5)	(5)	(\$686)
Screening Technology Maintenance	(5)	(5)	(\$686)
Transfer 9 - Realignment for HQ Reorg from TSA/O&S/Secure Flight to TSA/O&S/Mission Support	(3)	(3)	(\$452)
Aviation Screening Operations	(3)	(3)	(\$452)
Secure Flight	(3)	(3)	(\$452)
Transfer 10 - Realignment for HQ Reorg to TSA/O&S/Av Reg from TSA/O&S/STM	7	7	\$1,120
Other Operations and Enforcement	7	7	\$1,120
Aviation Regulation	7	7	\$1,120

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Operations and Support

Transfers <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Transfer 11 - Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Airport Mgmt	4	4	\$672
Mission Support	4	4	\$672
Transfer 12 - Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Canines	1	1	\$149
Mission Support	1	1	\$149
Transfer 13 - Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Intel & TSOC	2	2	\$301
Mission Support	2	2	\$301
Transfer 14 - Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STM	5	5	\$686
Mission Support	5	5	\$686
Transfer 15 - Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Secure Flight	3	3	\$452
Mission Support	3	3	\$452
Transfer 16 - Realignment for HQ Reorg to TSA/O&S/Surface Programs from TSA/O&S/Canines	5	5	\$753
Other Operations and Enforcement	5	5	\$753
Surface Programs	5	5	\$753
Transfer 17 - Realignment for RCA from TSA/O&S/Airport Management to TSA/O&S/Mission Support	-	-	(\$821)
Aviation Screening Operations	-	-	(\$821)
Airport Management	-	-	(\$821)
Transfer 18 - Realignment for RCA from TSA/O&S/STM to TSA/O&S/Mission Support	-	-	(\$187)
Aviation Screening Operations	-	-	(\$187)
Screening Technology Maintenance	-	-	(\$187)
Transfer 19 - Realignment for RCA to TSA/O&S/Mission Support from TSA/O&S/Airport Management	-	-	\$821
Mission Support	-	-	\$821
Transfer 20 - Realignment for RCA to TSA/O&S/Mission Support from TSA/O&S/STM	-	-	\$187
Mission Support	-	-	\$187
Transfer 21 - Transfer for C-LAN WCF Removals from TSA/O&S/Intelligence to A&O	-	-	(\$3,140)
Other Operations and Enforcement	-	-	(\$3,140)
Intelligence and TSOC	-	-	(\$3,140)
Transfer 22 - Transfer for Medical Case Management from TSA/O&S to MGMT/OCHCO	-	-	(\$55)
Mission Support	-	-	(\$55)
Transfer 23 - Transfer for Regional Field Efficiencies from TSA/O&S to MGMT/OCRSO	-	-	(\$2)
Mission Support	-	-	(\$2)
Transfer 24 - Transfer for WCF Removals from TSA/O&S to MGMT/CFO	-	-	(\$151)
Mission Support	-	-	(\$151)
Transfer 25 - Transfer for WCF Removals from TSA/O&S to MGMT/CHCO	-	-	(\$4,530)

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Transfers <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Mission Support	-	-	(\$3,220)
Aviation Screening Operations	-	-	(\$1,310)
Screening Workforce	-	-	(\$1,310)
Screener Training and Other	-	-	(\$1,310)
Transfer 26 - Transfer for WCF Removals from TSA/O&S to MGMT/CIO	-	-	(\$977)
Mission Support	-	-	(\$977)
Transfer 27 - Transfer for WCF Removals from TSA/O&S to MGMT/CPO	-	-	(\$47)
Mission Support	-	-	(\$47)
Transfer 28 - Transfer for WCF Removals from TSA/O&S to MGMT/CRSO	-	-	(\$2,090)
Mission Support	-	-	(\$904)
Aviation Screening Operations	-	-	(\$1,186)
Airport Management	-	-	(\$1,186)
Transfer 29 - Transfer for WCF Removals from TSA/O&S to MGMT/CSO	-	-	(\$4,479)
Mission Support	-	-	(\$4,479)
Transfer 30 - Transfer for WCF from O&S Mission Support to HQ	-	-	(\$34)
Mission Support	-	-	(\$34)
Total Transfers	-	-	(\$15,505)

Transfer 1-2 – Transfer for Assessments: This realigns funding for Assessments personnel from the Mission Support PPA to the Aviation Regulation PPA due to the close participation in law enforcement operations/investigations and involvement in mitigating security incidents.

Transfers 3-16 – Realignment for HQ Reorg: This realignment reflects a technical adjustment of a reduction TSA took in FY 2020. The FY 2020 Enactment included a reduction to headquarters personnel. This realignment properly aligns that reduction.

Transfers 17-20 – Realignment for RCA: This realignment reflects TSA’s efforts to consolidate the Requirements and Capabilities Analysis (RCA) resources, which started in FY 2020. This realignment from the Airport Management PPA to the Mission Support PPA moves the remaining contract costs associated with the strategy and development of TSA’s security architecture and operational capabilities.

Transfer 21 – Transfer for C-LAN WCF Removals from TSA/O&S/Intelligence and TSOC to A&O: This transfer represents cost associated with the removal of Classified Network (C-LAN) Operation Services from the Working Capital Fund (WCF). Services include TS/SCI network and internet/intranet access, communications security and information technology (IT) operations, and disaster recovery planning. This transfer will not result in loss of service for this activity, as A&O will assume responsibility for providing this service DHS-wide.

Transfer 22 – Transfer for Medical Case Management: This transfer represents costs associated with the removal of the medical case management activity from the Working Capital Fund.

Transfer 23 – Transfer for Regional Field Efficiencies: This transfer represents costs associated with the removal of the regional field efficiencies activity from the Working Capital Fund.

Transfers 24-30 – WCF Removals: These transfers represent costs associated with the removal of the following activities from the Working Capital Fund: Interagency Council Funding, Human Capital Business System, e-Training, USAJOBS, Enterprise HR Integration, Human Resources Line of Business, Research Library & Information Services, e-Rulemaking, e-gov Benefits, Financial Management Line of Business, Geospatial Line of Business, Budget Formulation and Execution Line of Business, Mail Services, HSPD-12, and Background Investigations.

Operations and Support Justification of Pricing Changes

Pricing Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Pricing Change 1 - 2020 Pay Raise	-	-	\$165,984
Mission Support	-	-	\$7,930
Aviation Screening Operations	-	-	\$126,046
Screening Workforce	-	-	\$108,013
Screening Partnership Program	-	-	\$48
Screener Personnel, Compensation, and Benefits	-	-	\$106,806
Screener Training and Other	-	-	\$1,159
Airport Management	-	-	\$13,130
Canines	-	-	\$2,965
Screening Technology Maintenance	-	-	\$791
Secure Flight	-	-	\$1,147
Other Operations and Enforcement	-	-	\$32,008
Inflight Security	-	-	\$19,417
Federal Air Marshals	-	-	\$19,247
Federal Flight Deck Officer and Crew Training	-	-	\$170
Aviation Regulation	-	-	\$4,635
Air Cargo	-	-	\$2,346
Intelligence and TSOC	-	-	\$1,732
Surface Programs	-	-	\$3,339
Vetting Programs	-	-	\$539
Vetting Operations	-	-	\$539
Pricing Change 2 - 2021 Pay Raise	-	-	\$41,201
Mission Support	-	-	\$1,990
Aviation Screening Operations	-	-	\$31,631
Screening Workforce	-	-	\$27,146
Screening Partnership Program	-	-	\$12
Screener Personnel, Compensation, and Benefits	-	-	\$26,867
Screener Training and Other	-	-	\$267
Airport Management	-	-	\$3,235

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Pricing Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Canines	-	-	\$741
Screening Technology Maintenance	-	-	\$245
Secure Flight	-	-	\$264
Other Operations and Enforcement	-	-	\$7,580
Inflight Security	-	-	\$4,587
Federal Air Marshals	-	-	\$4,546
Federal Flight Deck Officer and Crew Training	-	-	\$41
Aviation Regulation	-	-	\$1,069
Air Cargo	-	-	\$566
Intelligence and TSOC	-	-	\$422
Surface Programs	-	-	\$804
Vetting Programs	-	-	\$132
Vetting Operations	-	-	\$132
Pricing Change 3 - Annualization of 50 Canine Teams	4	32	(\$51)
Mission Support	-	-	(\$137)
Aviation Screening Operations	4	32	\$86
Airport Management	-	-	(\$1,427)
Canines	4	32	\$1,513
Pricing Change 4 - Annualization of FY 2020 Counterintelligence Hiring	-	5	\$698
Other Operations and Enforcement	-	5	\$698
Intelligence and TSOC	-	5	\$698
Pricing Change 5 - Annualization of ITIP FY 2020 Hires	-	2	\$307
Mission Support	-	2	\$307
Pricing Change 6 - Annualization of International Engagement Strategy Personnel	-	5	\$2,376
Other Operations and Enforcement	-	5	\$2,376
Aviation Regulation	-	5	\$2,376
Pricing Change 7 - Annualization of RCA FY 2020 Hires	-	5	\$922
Mission Support	-	5	\$922
Pricing Change 8 - CSG Adjustment	-	-	(\$9,905)
Other Operations and Enforcement	-	-	(\$9,905)
Vetting Programs	-	-	(\$9,905)
Vetting Operations	-	-	(\$9,905)
Pricing Change 9 - Contract and Travel Reductions	-	-	(\$11,415)

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Pricing Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Mission Support	-	-	(\$6,000)
Aviation Screening Operations	-	-	(\$5,410)
Screening Workforce	-	-	(\$3,210)
Screener Training and Other	-	-	(\$3,210)
Airport Management	-	-	(\$1,000)
Screening Technology Maintenance	-	-	(\$1,200)
Other Operations and Enforcement	-	-	(\$5)
Aviation Regulation	-	-	(\$5)
Pricing Change 10 - Delay in Hiring	-	-	(\$131,181)
Mission Support	-	-	(\$6,249)
Aviation Screening Operations	-	-	(\$99,327)
Screening Workforce	-	-	(\$85,083)
Screening Partnership Program	-	-	(\$38)
Screener Personnel, Compensation, and Benefits	-	-	(\$84,112)
Screener Training and Other	-	-	(\$933)
Airport Management	-	-	(\$10,397)
Canines	-	-	(\$2,339)
Screening Technology Maintenance	-	-	(\$584)
Secure Flight	-	-	(\$924)
Other Operations and Enforcement	-	-	(\$25,605)
Inflight Security	-	-	(\$15,542)
Federal Air Marshals	-	-	(\$15,407)
Federal Flight Deck Officer and Crew Training	-	-	(\$135)
Aviation Regulation	-	-	(\$3,732)
Air Cargo	-	-	(\$1,868)
Intelligence and TSOC	-	-	(\$1,376)
Surface Programs	-	-	(\$2,660)
Vetting Programs	-	-	(\$427)
Vetting Operations	-	-	(\$427)
Pricing Change 11 - Discontinuation of Full-Time Subsidy Benefits to Part-Time TSOs	-	-	(\$1,133)
Aviation Screening Operations	-	-	(\$1,133)
Screening Workforce	-	-	(\$1,133)
Screener Personnel, Compensation, and Benefits	-	-	(\$1,133)

Transportation Security Administration

Operations and Support

Pricing Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Pricing Change 12 - FERS Agency Contribution	-	-	\$43,629
Mission Support	-	-	\$2,161
Aviation Screening Operations	-	-	\$33,152
Screening Workforce	-	-	\$28,210
Screening Partnership Program	-	-	\$12
Screener Personnel, Compensation, and Benefits	-	-	\$27,913
Screener Training and Other	-	-	\$285
Airport Management	-	-	\$3,533
Canines	-	-	\$830
Screening Technology Maintenance	-	-	\$265
Secure Flight	-	-	\$314
Other Operations and Enforcement	-	-	\$8,316
Inflight Security	-	-	\$5,496
Federal Air Marshals	-	-	\$5,451
Federal Flight Deck Officer and Crew Training	-	-	\$45
Aviation Regulation	-	-	\$1,236
Air Cargo	-	-	\$630
Intelligence and TSOC	-	-	\$476
Surface Programs	-	-	\$406
Vetting Programs	-	-	\$72
Vetting Operations	-	-	\$72
Pricing Change 13 - FPS Fee Adjustment	-	-	\$5,739
Mission Support	-	-	\$5,739
Pricing Change 14 - HQ Consolidation Rent Savings	-	-	(\$5,500)
Mission Support	-	-	(\$5,500)
Pricing Change 15 - Hiring Efficiencies	-	-	(\$4,557)
Other Operations and Enforcement	-	-	(\$4,557)
Inflight Security	-	-	(\$4,557)
Federal Air Marshals	-	-	(\$4,557)
Pricing Change 16 - Increase to Fee-Funded Positions	85	85	-
Other Operations and Enforcement	85	85	-
Vetting Programs	85	85	-
TWIC Fee	8	8	-

Transportation Security Administration

Operations and Support

Pricing Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Hazardous Materials Endorsement Fee	1	1	-
General Aviation at DCA Fee	1	1	-
Air Cargo/Certified Cargo Screening Program Fee	2	2	-
TSA Precheck Fee	71	71	-
Alien Flight School Fee	2	2	-
Pricing Change 17 - Investment Profile Adjustment	-	-	\$1,248
Mission Support	-	-	(\$187)
Aviation Screening Operations	-	-	\$1,202
Screening Workforce	-	-	\$842
Screener Training and Other	-	-	\$842
Secure Flight	-	-	\$360
Other Operations and Enforcement	-	-	\$233
Air Cargo	-	-	\$233
Pricing Change 18 - Non-Recur CT Training	-	-	(\$2,044)
Aviation Screening Operations	-	-	(\$2,044)
Screening Workforce	-	-	(\$2,044)
Screener Training and Other	-	-	(\$2,044)
Pricing Change 19 - Non-Recur FY20 Passenger Volume Growth Support Costs	-	-	(\$2,467)
Aviation Screening Operations	-	-	(\$2,467)
Screening Workforce	-	-	(\$2,467)
Screener Training and Other	-	-	(\$2,467)
Pricing Change 20 - Non-Recur Headquarters Relocation Costs	-	-	(\$18,000)
Mission Support	-	-	(\$18,000)
Pricing Change 21 - Non-Recur Weapons Refresh	-	-	(\$4,708)
Other Operations and Enforcement	-	-	(\$4,708)
Inflight Security	-	-	(\$4,708)
Federal Flight Deck Officer and Crew Training	-	-	(\$4,708)
Pricing Change 22 - Projected Change in Collections	-	-	\$122,550
Other Operations and Enforcement	-	-	\$122,550
Vetting Programs	-	-	\$122,550
TWIC Fee	-	-	\$8,136
Hazardous Materials Endorsement Fee	-	-	\$600
General Aviation at DCA Fee	-	-	(\$100)

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Operations and Support

Pricing Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
TSA Precheck Fee	-	-	\$113,614
Alien Flight School Fee	-	-	\$300
Pricing Change 23 - Rent	-	-	\$13,858
Aviation Screening Operations	-	-	\$13,858
Airport Management	-	-	\$13,858
Pricing Change 24 - Right-size PSP Legacy Program	-	-	(\$3,270)
Aviation Screening Operations	-	-	(\$3,270)
Screening Technology Maintenance	-	-	(\$3,270)
Pricing Change 25 - Vetting Base Adjustment	-	-	\$3,813
Other Operations and Enforcement	-	-	\$3,813
Vetting Programs	-	-	\$3,813
Vetting Operations	-	-	\$3,813
Total Pricing Changes	89	134	\$208,094

Pricing Change 1 – 2020 Pay Raise: This pricing change reflects the costs to support the 2020 enacted 3.1 percent pay increase. This includes one quarter of funding for Calendar Year 2020 and three quarters to annualize the funding in Calendar Year 2021.

Pricing Change 2 – 2021 Pay Raise: This pricing change reflects the impact of the 2021 1.0 percent pay increase.

Pricing Change 3 – Annualization of 50 Canine Teams: This pricing change reflects the annualization of the 50 Passenger Screening Canine Teams provided in FY 2020 Enactment. This request annualizes \$1.5 million for the personnel brought on board in FY 2019 and non-recurs the associated one-time costs of \$1.5 million to stand up the teams received in the FY 2019 Enactment.

Pricing Change 4 – Annualization of FY 2020 Counterintelligence Hiring: This pricing change reflects the annualization of the FY 2020 Enacted increase to establish an initial Counterintelligence capability.

Pricing Change 5 – Annualization of ITIP FY 2020 Hires: This pricing change reflects the annualization of the FY 2020 Enactment to increase staffing within the Information Technology Infrastructure Program (ITIP) dedicated to initiatives associated with cloud services.

Pricing Change 6 – Annualization of International Engagement Strategy Personnel: This pricing change reflects the annualization of the FY 2020 Enactment to expand the TSA global footprint through an increased presence at preclearance locations.

Pricing Change 7 – Annualization of RCA FY 2020 Hires: This pricing change reflects the annualization of the FY 2020 Enactment to increase staffing within TSA’s Requirements and Capabilities Analysis office.

Pricing Change 8 – CSG Adjustment: This pricing change reflects a decrease of \$9.9M to the Consolidated Screening Gateway (CSG) system to reflect funding efficiencies for operational support of mission critical vetting and case management for various TSA credential vetting programs. These efficiencies include decommissioning end of life equipment, updates to credentialing case management software and hardware, and cybersecurity infrastructure patches and updates.

Pricing Change 9 – Contract and Travel Reductions: This pricing change reflects decreases to TSA’s Contracts and Travel to gain operational efficiencies. TSA continues to review and evaluate its contract and travel requirements on an annual basis. The contracts to be reduced are listed below.

- \$4.5M reduction to the Information Technology Infrastructure Program (ITIP) due to the planned award of an agile development and production support contract in FY 2020 that will achieve O&M cost savings through the consolidation, modernization, or replacement of legacy products.
- \$2.0M reduction to Training Travel as cost savings from implementing the TSO Career Progression model by sending new hires to the TSA Academy after about six months of employment.
- \$1.5M in savings to the Leadership Institute Program by shortening the length of J and K Band employee training. This change reduces the delivery schedule for each training class and will achieve savings in curriculum development costs as well as travel costs for students and contracted instructors.
- \$1.2M reduction to Transportation Security Equipment support services contracts. Specifically, this shifts strategic planning, budgeting, systems engineering, acquisition program management documentation, and risk management services functions to Federal staff.
- \$1.0M reduction to TSA’s Parking Contract due to a change in procurement strategy allowing for a lower contract cost.
- \$0.6M reduction to contractor instructors at the TSA Academy. TSA’s implementation of the TSO Career Progression model included a request in the FY 2020 budget for 31 full-time instructor staff and 13 support staff at the TSA Training Centers. These additional full-time staff will allow the TSA Academy to decrease the number of contractor instructors delivering TSO Basic Training from 12 to 6.
- \$0.6M in efficiencies to the Threat Mitigation Engineering & Imagine (TME&I) contract by progressing to the electronic delivery of TSO Basic Training curriculum via tablet format.

Pricing Change 10 – Delay in Hiring: This pricing change reflects a delay in hiring as TSA must redirect funding to fully fund the payroll increase from the 2020 Pay Raise (3.1 percent). TSA is committed to fully funding all pay requirements. In order provide enough funding for the pay raise, TSA will realize a FY 2021 savings of \$131 million from delayed hiring through attrition and by hiring open positions in the later quarters of the fiscal year.

Pricing Change 11 – Discontinuation of Full-Time Subsidy Benefits to Part-Time TSOs: This pricing change reflects the annualization of the FY 2020 Enactment to no longer provide full-time benefits to new part-time TSO personnel. As more part-time TSOs leave TSA or change their employment status to full-time, more savings will be realized.

Pricing Change 12 – FERS Agency Contribution: Per OMB Circular A-11, agency FERS contributions increased. The regular FERS agency contribution increased by 1.3 percent from 16 percent in FY 2020 to 17.3 percent in FY 2021. The Law Enforcement FERS agency contribution increased by 2.4 percent from 33.4 percent to 35.8 percent. The agency contribution amount for CSRS did not change.

Pricing Change 13 – FPS Fee Adjustment: This pricing change will be used to offset anticipated increases to TSA in Federal Protective Service (FPS) basic security fees due to a change in the FPS basic security fee level and assessment model.

Pricing Change 14 – HQ Consolidation Rent Savings: This pricing change reflects a cost avoidance for the existing space located in Arlington, Virginia. TSA plans to decommission and restore the current Headquarters building in Arlington, VA by the end of June 2021, allowing the agency to avoid three months of rental payments at approximately \$1.8M per month.

Pricing Change 15 – Hiring Efficiencies: This pricing change reflects a reduction to the Federal Air Marshals PPA to be redirected to the Mission Support PPA in support of TSA’s request to begin modernization efforts of the MSNS aging system infrastructure (see Program Change 19 below for more information). TSA will utilize FAMS payroll underburn through anticipated attrition to offset the realignment of funds.

Pricing Change 16 – Increase to Fee-Funded Positions: This pricing change reflects an increase to TSA’s Vetting and Credentialing fee-funded positions in the Alien Flight Student Program, Air Cargo, General Aviation (GA) at DCA, Hazardous Materials, PreCheck, and Transportation Workers Identification Credential PPAs. These increased positions will support continued growth and maintenance of the vetting fee programs based on current applicant levels along with projected application volume increases. This is cost neutral and represents a realignment from non-pay funding to payroll to support these new positions.

Pricing Change 17 – Investment Profile Adjustment: This pricing change reflects adjustments to planned investment profiles in alignment with associated Life Cycle Cost Estimates (LCCEs) for FY 2021:

- Decrease of \$0.1M to the Advanced Scheduling Tool (AST) investment for a reduction in licensing maintenance.
- Increase of \$0.9M for the Specialized Security Training (SST) investment to training course curriculum development and delivery.
- Increase of \$0.4M for Secure Flight to support maintenance costs associated with upgrades for increased storage capacity.
- Increase of \$0.2M for the Air Cargo Screening investment licenses for internal stakeholders to access systems as they are converted to cloud and agile technologies.
- Decrease of \$0.2M to the Personnel Futures Program (PFP) investment as a cost savings from the planned FY 2020 contract re-compete by using a Department of Homeland Security Blanket Purchase Agreement (BPA) with pre-negotiated rates.

Pricing Change 18 – Non-Recur CT Training: This pricing change reflects a non-recur of \$2.0M from the \$6.2M included in the FY 2020 Enactment to provide training for deployment of Computed Tomography (CT) units at the checkpoint. The non-recur of \$2.0M reflects the initial training development, software feasibility testing, and travel for on-site training costs. The \$4.2M recurred in the base will provide the continual development of three additional CT curriculums and threat imaging system updates.

Pricing Change 19 – Non-Recur FY20 Passenger Volume Growth Support Costs: This pricing change reflects a non-recur of funds included in the FY 2020 Enactment associated with hiring TSOs to address FY 2020 passenger volume growth. This request non-recur the first-year costs for consumables and uniforms.

Pricing Change 20 – Non-Recur Headquarters Relocation Costs: This pricing change reflects a non-recur of \$18.0M from the \$24.5M included in the FY 2020 Enactment for physical move services, unclassified and classified information technology equipment, kitchen equipment, and office furniture costs. In FY 2021, \$6.5M is retained in the base for project support services, physical security guard services, and the costs associated with decommissioning TSA's three Headquarters locations.

Pricing Change 21 – Non-Recur Weapons Refresh: This pricing change reflects a non-recur of one-time costs associated with the Federal Flight Deck Officer weapons refresh conducted in FY 2020.

Pricing Change 22 – Projected Change in Collections: This pricing change reflects updates to TSA's projected offsetting Vetting and Credentialing fee collections for FY 2021 based on the number of applicants.

Pricing Change 23 – Rent: This pricing change reflects an increase of \$13.9M to ensure TSA's contractual obligations for rent, utilities, and facility modifications are met. Annual leasing rates maintain an upward trajectory of approximately six percent per year.

Pricing Change 24 – Right-size PSP Legacy Program: This pricing change reflects a decrease of \$3.3M to TSA's Passenger Screener Program (PSP) Legacy program in an effort to right-size the program's base funding level in alignment with its lifecycle cost estimate.

Pricing Change 25 – Vetting Base Adjustment: This pricing change reflects an increase of \$3.8M to the personnel, administrative and operational costs of TSA's vetting program. This funding will support the appropriated cost-share for on-going vetting activities and will also allow TSA to continue efforts toward addressing statutory requirements through pending rulemakings.

Operations and Support Justification of Program Changes

Program Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Program Change 1 - Automated Screening Lanes Upgrade	-	-	\$6,462
Aviation Screening Operations	-	-	\$6,462
Screening Technology Maintenance	-	-	\$6,462
Program Change 2 - Awards Spending Increase	-	-	\$41,038
Mission Support	-	-	\$2,791
Aviation Screening Operations	-	-	\$28,336
Screening Workforce	-	-	\$22,169
Screening Partnership Program	-	-	\$16
Screener Personnel, Compensation, and Benefits	-	-	\$21,790
Screener Training and Other	-	-	\$363
Airport Management	-	-	\$4,521
Canines	-	-	\$1,044
Screening Technology Maintenance	-	-	\$233
Secure Flight	-	-	\$369
Other Operations and Enforcement	-	-	\$9,911
Inflight Security	-	-	\$6,295
Federal Air Marshals	-	-	\$6,239
Federal Flight Deck Officer and Crew Training	-	-	\$56
Aviation Regulation	-	-	\$1,502
Air Cargo	-	-	\$777
Intelligence and TSOC	-	-	\$593
Surface Programs	-	-	\$561
Vetting Programs	-	-	\$183
Vetting Operations	-	-	\$183
Program Change 3 - C-UAS Capabilities	28	11	\$3,000
Mission Support	2	1	\$896
Other Operations and Enforcement	26	10	\$2,104
Inflight Security	-	-	\$375
Federal Air Marshals	-	-	\$375

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Program Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Aviation Regulation	15	4	\$684
Intelligence and TSOC	8	4	\$617
Vetting Programs	3	2	\$428
Vetting Operations	3	2	\$428
Program Change 4 - CAT Procurement	-	-	\$2,334
Aviation Screening Operations	-	-	\$2,334
Screening Technology Maintenance	-	-	\$2,334
Program Change 5 - CT Maintenance	-	-	\$4,228
Aviation Screening Operations	-	-	\$4,228
Screening Technology Maintenance	-	-	\$4,228
Program Change 6 - Cease Staffing at Exit Lanes	(1,794)	(1,090)	(\$83,511)
Aviation Screening Operations	(1,794)	(1,090)	(\$83,511)
Screening Workforce	(1,794)	(1,090)	(\$83,511)
Screener Personnel, Compensation, and Benefits	(1,794)	(1,090)	(\$83,511)
Program Change 7 - Cybersecurity Capabilities	26	15	(\$4,654)
Mission Support	3	3	\$1,971
Other Operations and Enforcement	23	12	(\$6,625)
Aviation Regulation	2	1	\$170
Intelligence and TSOC	7	3	\$475
Surface Programs	14	8	(\$7,270)
Program Change 8 - Cybersecurity Personnel	5	3	\$605
Mission Support	5	3	\$605
Program Change 9 - Defer AIT Deployment	-	-	(\$1,356)
Aviation Screening Operations	-	-	(\$1,356)
Screening Technology Maintenance	-	-	(\$1,356)
Program Change 10 - EBSP Threat Detection Algorithm Development	-	-	\$2,042
Aviation Screening Operations	-	-	\$2,042
Screening Technology Maintenance	-	-	\$2,042
Program Change 11 - Eliminate Law Enforcement Officer Reimbursement Program	(12)	(12)	(\$46,335)
Other Operations and Enforcement	(12)	(12)	(\$46,335)
Aviation Regulation	(12)	(12)	(\$46,335)
Program Change 12 - Eliminate VIPR Teams	(360)	(347)	(\$58,800)
Other Operations and Enforcement	(360)	(347)	(\$58,800)

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Program Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Surface Programs	(360)	(347)	(\$58,800)
Program Change 13 - FY 2021 Passenger Volume Growth	750	202	\$7,538
Mission Support	-	-	\$1,135
Aviation Screening Operations	750	202	\$6,403
Screening Workforce	726	190	\$4,837
Screening Partnership Program	-	-	\$3,600
Screener Personnel, Compensation, and Benefits	726	190	\$32
Screener Training and Other	-	-	\$1,205
Airport Management	-	-	\$398
Secure Flight	24	12	\$1,168
Program Change 14 - Field Office Consolidation	-	-	(\$3,000)
Aviation Screening Operations	-	-	(\$3,000)
Airport Management	-	-	(\$3,000)
Program Change 15 - Financial Systems Modernization	-	-	\$2,917
Mission Support	-	-	\$2,917
Program Change 16 - ITIP Increase	-	-	\$2,513
Mission Support	-	-	\$2,513
Program Change 17 - Increase Capability for Identity Management (Biometrics)	-	-	\$2,000
Aviation Screening Operations	-	-	\$2,000
Screening Technology Maintenance	-	-	\$2,000
Program Change 18 - Increase for Maintenance of Transportation Security Equipment	-	-	\$672
Aviation Screening Operations	-	-	\$672
Screening Technology Maintenance	-	-	\$672
Program Change 19 - MSNS Enhancement	-	-	\$4,557
Mission Support	-	-	\$4,557
Program Change 20 - Reduction to CT Program Office	(43)	(27)	(\$8,505)
Aviation Screening Operations	(43)	(27)	(\$8,505)
Screening Technology Maintenance	(43)	(27)	(\$8,505)
Program Change 21 - Reduction to FFDO Training Capacity	-	-	(\$3,100)
Other Operations and Enforcement	-	-	(\$3,100)
Inflight Security	-	-	(\$3,100)
Federal Flight Deck Officer and Crew Training	-	-	(\$3,100)
Program Change 22 - Reduction to Retention Incentives	-	-	(\$46,416)

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Program Changes <i>(Dollars in Thousands)</i>	FY 2021 President's Budget		
	Positions	FTE	Amount
Aviation Screening Operations	-	-	(\$46,416)
Screening Workforce	-	-	(\$46,416)
Screener Personnel, Compensation, and Benefits	-	-	(\$46,416)
Program Change 23 - Reduction to SPP Contract Costs	-	-	(\$25,378)
Aviation Screening Operations	-	-	(\$25,378)
Screening Workforce	-	-	(\$25,378)
Screening Partnership Program	-	-	(\$25,378)
Program Change 24 - Reduction to TSO Support Costs	-	-	(\$15,859)
Mission Support	-	-	(\$4,155)
Aviation Screening Operations	-	-	(\$11,704)
Screening Workforce	-	-	(\$10,632)
Screener Training and Other	-	-	(\$10,632)
Airport Management	-	-	(\$1,072)
Program Change 25 - Security Technology Integrated Program Investment Adjustment	-	-	\$2,359
Aviation Screening Operations	-	-	\$2,359
Screening Technology Maintenance	-	-	\$2,359
Program Change 26 - Service Pay	-	-	\$23,607
Aviation Screening Operations	-	-	\$23,607
Screening Workforce	-	-	\$23,607
Screener Personnel, Compensation, and Benefits	-	-	\$23,607
Program Change 27 - TIM Adjustment	-	-	(\$1,433)
Other Operations and Enforcement	-	-	(\$1,433)
Vetting Programs	-	-	(\$1,433)
Vetting Operations	-	-	(\$1,433)
Program Change 28 - Transportation Security Officer Career Progression (E3 Pay)	-	-	\$11,290
Aviation Screening Operations	-	-	\$11,290
Screening Workforce	-	-	\$11,290
Screener Personnel, Compensation, and Benefits	-	-	\$11,290
Total Program Changes	(1,400)	(1,245)	(\$181,185)

Program Change 1 – Automated Screening Lanes Upgrade:**Description**

The FY 2021 Budget includes an increase of \$6.5M to provide funding to support configuration management and updates to the Automated Screening Lanes (ASL) for increased throughput of carry-on baggage bins that are processed. The base for the program is 24 Positions, 18 FTE, and \$90.3M.

Justification

ASLs are property handling systems that are integrated into carry-on baggage screening systems to mitigate checkpoint security vulnerabilities, improve checkpoint efficiency and throughput, and more accurately identify bags requiring additional screening through the use of transport bins that incorporate Radio Frequency Identification (RFID) tags. This funding will impact over 200 ASL units which are projected to be deployed across TSA airport security checkpoints by the end of FY 2021. These donated and bailed ASLs require funding to support integration efforts by Advanced Technology (AT) X-ray and connected ASL original equipment manufacturers (OEMs) to meet reliability, throughput, safety, and performance metrics, as well as to support hardware upgrades, software upgrades, and feature additions. In FY 2021, eleven ASLs are projected to be bailed/donated to TSA.

Multiple (five) configurations exist for ASL and AT X-ray vendors that require on-going configuration management to prevent technical obsolescence and to improve reliability. One key objective in FY 2021 will be bundling ASL and AT X-ray changes into common release packages that allow for more effective configuration management and evaluation. These features would be rolled out on a fleet wide basis to support uniform fleet insertion. An example feature includes a capability that enables checkpoint screening personnel to review X-ray images from multiple lanes at remote viewing stations. This is similar to the concept employed at checked baggage screening. This feature is expected to improve passenger throughput and to allow more efficient use of screening personnel.

The FY 2021 budget assumes two minor and one major release packages per AT/ASL vendor as follows:

- \$3.5M for OEM (five vendors) Development and Testing;
- \$1.5M for Deployment including use of 3rd party operational readiness test;
- \$0.6M for Product Improvement Reviews;
- \$0.2M for Hardware/Software Purchases; and
- \$0.7M for OEM (five vendors) Program Management costs.

As TSA moves forward with Computed Tomography procurements, efforts to utilize common Graphical User Interfaces (GUIs), minimize transition costs and timelines from the AT to CT by having common ASL software and hardware components, and shared lessons learned will continue.

Performance

TSA's objective is to deliver more effective and efficient accessible property screening solutions to the field. To meet this objective, ASLs provide multiple divest stations, automated baggage handling (including bin return), automatic diversion of threat bags, and bag tracking with RFID technology and cameras. The ASLs also feature the ability for individual screeners to view property from multiple lanes. With this funding, integration efforts across 2 AT and 3 ASL OEMs and associated testing will be performed so that new threat algorithms added to the AT X-ray systems will also be added, once approved, to AT systems connected to ASLs. This will improve the threat detection effectiveness for over 200 ASL connected AT systems. The funding will support Product Improvement Reviews to identify improvements that address ASL reliability and operational performance concerns. These improvements would improve checkpoint efficiency by reducing the mean time between failures and increasing throughput. These improvements, along with proposed other capabilities such as updating software used to transfer images from AT to ASL screens, evaluating new bin designs aimed at addressing breakage problems, and software upgrades to allow for the easier transition of AT connected ASLs to CPSS connected ASLs will be tested and, if approved, deployed into fielded systems. The funding will also be used to conduct audits of all fielded systems to establish an improved baseline for ongoing configuration management of the ASL systems and provide for updating and/or adding ASL systems at the TSA TSIF facility to support test and evaluation efforts

Program Change 2 – Awards Spending Increase:**Description**

The FY 2021 budget includes an increase of \$41.0M for Awards Spending. The base for this program is \$95.0M.

Justification

Consistent with this guidance, the FY 2021 Request increases awards spending to support strategic workforce development. On July 12, 2019, OMB issued Memorandum 19-24 Guidance on Awards for Employees and Agency Workforce Funding Plan. This Memorandum directs agencies to review and update their current awards spending plans in order to: 1) support the strategic use of awards and recognition throughout the year; 2) address workforce challenges and recognize high performing employees; and 3) recognize those employees with talent critical to mission achievement.

Performance

The FY 2021 Budget supports the agency workforce planning requirements by providing a one percent increase for awards spending. The additional funding will help drive positive behavior by recognizing accomplishments of agency personnel, thereby fostering a culture of recognition. A portion of the awards spending of one percent is aligned with TSO workforce initiatives provided in this budget, as the goals of the workforce initiatives are consistent with the OMB Memorandum 19-24 Guidance on Awards for Employees and Agency Workforce Funding Plan.

Program Change 3 – C-UAS Capabilities:**Description**

The FY 2021 budget includes an increase of 28 Positions, 11 FTE, and \$3.0M to support the TSAs efforts to counter threats from Unmanned Aircraft Systems (UAS). This increase establishes a base for this program.

Justification

Counter UAS (C-UAS) is a high priority across the Department of Homeland Security (DHS) and within TSA. The *Preventing Emerging Threats Act of 2018* authorized DHS to counter UAS threats for certain mission areas. These missions include: Customs and Border Patrol and United States Coast Guard security operations or protection functions; United States Secret Service protection operations; and the Federal Protective Service protection of facilities. DHS is also authorized to protect covered facilities or assets located in the United States against UAS threats directly related to the authorized missions: protection of mass gatherings upon Governors’ request, protection of National Special Security Events (NSSE), Federal law enforcement investigation; emergency response activities; and security functions. Responding to non-persistent UAS incursions at an airport would be consistent with the authorities for emergency response and security functions.

TSA was designated to be the Lead Federal Agency (LFA) for all C-UAS efforts in response to a disruption of air traffic operations at Core 30 airports via interagency concept of operations. Although the CONOPS was a stopgap solution, TSA is working within the interagency to be prepared for any UAS threat at airports. As illustrated with the recent UAS-related incidents at international commercial airports (e.g. London-Gatwick in December 2018, London-Heathrow and Newark in January 2019, and Dublin in February 2019), small UAS have the capability to cause large disruptions to the free flow of commerce and passengers in the aviation sector, causing airports and airlines to incur massive economic loss by halting arrivals and departures or re-routing traffic, and diminishing the confidence of the traveling public.

DHS conducted an internal review of C-UAS requirements and has determined the consolidated requirements to address this threat. TSA is requesting funding for the following:

Description (See Details Below)	FTP	FTE	(\$ in thousands)
Enhanced C-UAS Joint Vulnerability Assessments – Personnel Costs			\$489
24/7 UAS/C-UAS Watch	6	3	\$700
Vetting Airman Certificates	3	2	\$540
Operational Coordination and Planning	12	3	\$771
Program Staff:			
Policy, Plans and Engagement	3	1	\$200
Intelligence and Analysis	2	1	\$200
Legal Regulatory	2	1	\$100
TOTAL	28	11	\$3,000

**FAMS FTE associated with this request are SSI and are not included in the chart above*

- Joint Vulnerability Assessments (JVAs) –Positions to conduct no less than 4 Enhanced JVAs at the FAA defined Core 30 airports. This would be an enhancement to the current JVA Program because it would develop a stand-alone capability to conduct C-UAS focused threat and

vulnerability assessments, on a rotating triennial schedule, at the largest domestic hub airports (Core 30 airports) and other airports determined as high-risk. Analysis of a Work Breakdown Structure (WBS) for each Enhanced C-UAS JVA informed the number of positions needed to sustain an operational tempo of 4 JVAs per year.

- Transportation Security Operations Center (TSOC) – 6 positions to provide 24/7 UAS/C-UAS watch and incident management. Steady-state duties will include integration of authorized (TSA/FAA waived) commercial and public-use UAS operations in restricted airspace, while incident-management role will focus on impact assessment and C-UAS execution in support of TSA’s role as LFA for UAS airport incursion or attacks at Core 30 Airports.
- Vetting Airmen Certificates – 3 positions plus general expenses to support the vetting of UAS operators to identify potential threats to transportation and national security posed by these potential UAS operators, particularly as more adversary gain access and training to operate UAS.
- Operational Coordination and Planning - 12 positions to implement and verify security assessments, planning, training and exercises in high risk UAS environments identified by the JVA’s. These positions will provide outreach to the stakeholders through education, meetings, conferences to incorporate the five capabilities of prevention, protection, mitigation, response and recovery included within the respective Regional Security Plans, such as the Regional Security Framework and Regional Response Plan. The additional FTE will also verify completeness and appropriate use of implemented security measures.
- Program Staff – 3 policy positions to incorporate and manage UAS security and C-UAS efforts into the National Airport Security Plan, National Strategy for Transportation Security, and National Infrastructure Protection Plan; 2 analysts dedicated to focusing on analyzing the continually updated intelligence and information regarding evolving adversary tactics, techniques, and procedures using UAS to threaten homeland security; and 2 attorneys to draft, review, and edit TSA’s mission-related UAS security policies and procedures and deliver legal training to detect and C-UAS for TSA employees.

This funding will enable TSA to perform the legislatively-required risk based assessments for large hub airports that must be coordinated with FAA prior to deploying any technology solutions, perform the critical system field assessments for C-UAS systems in the airport environment, and be positioned to deal with a Gatwick-like incident tactical response.

Performance

Performance will be measured by conducting no less than four individual JVAs on a triennial schedule, resulting in the completion of C-UAS focused assessments at the Core 30 airports and other high-risk (e.g., NSSE, SEAR event locations) airports within seven years of capability implementation.

Enhanced C-UAS JVAs will provide TSA and airport stakeholders with recommendations to mitigate identified vulnerabilities. Enhanced C-UAS JVAs will directly support TSA's role as LFA by providing assessment results which will inform Federal government's response to UAS intrusion or attack.

Program Change 4 – CAT Procurement:

Description

The FY 2021 budget includes an increase of \$2.3M to accelerate the procurement and deployment of Credential Authentication Technology (CAT) systems. The base for this program is 6 Positions, 6 FTE, and \$19.1M.

Justification

Passenger identification documentation (ID) is very difficult to validate as “real” merely by using the human eye. The procurement and deployment of CAT systems closes this security gap by replacing a manual travel documentation/ID verification process with a technological solution that can detect IDs that are fraudulent, expired, and/or show evidence of tampering. Specifically, CAT authenticates passenger travel documents/ID that are presented to the TSO by passengers before entering the passenger screening checkpoint. Through the integration of various technologies, CAT machines can inspect drivers' licenses and passports for legitimacy. Analysis of particular security features and barcodes allows for the detection of fraudulent documents. The technology also verifies a passenger's Secure Flight vetting status in near-real time and informs the Travel Document Checker (TDC) of the results to ensure only verified passengers proceed into the appropriate screening lane based on risk.

By the end of FY 2020, TSA will have procured and deployed approximately 1,027 CAT units, or nearly 68% of the Full Operational Capability (FOC) of 1,520 total units. The FY 2021 request will enable TSA to finish procuring and deploying the 493 remaining units needed to achieve FOC. The \$2.3M program increase will support continued deployment efforts to include infrastructure remediation. The FY 2021 request enables TSA to accelerate its deployments to airports nationwide, which enhances the screening and verification of passengers entering the checkpoint and overall checkpoint security effectiveness.

Performance

The CAT system will be used by the TSA TDC to verify the authenticity of travelers' personal identification credentials, such as ID cards and passports, prior to entry into the TSA sterile checkpoint area. CAT will have the ability to authenticate passenger ID documents, display authentication results to the TDC, and obtain and display the passenger vetting status as assigned by the Secure Flight (SF) system. In cases where passengers are not immediately cleared for access by the CAT system, the system will provide its operators with a positive travel status or provide results that necessitate further investigation on the traveler. The intent of CAT system is to improve the ability to accurately authenticate a passenger's identification document (ID), improve the ability to accurately validate passenger ticketing status and improve the ability to accurately verify Secure Flight passenger vetting status.

The acceleration will ensure that the TSA front-line has the equipment needed to improve the inspection of identification documentation and confirm passengers' Secure Flight status. TSOs benefit from the system's simple interface and reliability, thereby enhancing overall checkpoint security effectiveness. Accelerating the remaining procurements is vital to support the timely deployment of CAT systems to the field.

Program Change 5 – CT Maintenance:

Description

The FY 2021 budget includes an increase of \$4.2M to provide maintenance services for 202 Checkpoint Advanced Technology X-ray/Computed Tomography (AT/CT) systems. The base for this program is 28 Positions, 18 FTE, and \$93.1M.

Justification

Transportation Security Equipment (TSE) maintenance is essential to preserve operational capability and minimize equipment failures of screening technology equipment that detects unauthorized weapons, explosives, incendiaries, and other items.

In FY 2019, TSA awarded a contract to procure approximately 300 (AT/CT) systems, which are expected to be deployed beginning in FY 2020. The procurement contract with the Original Equipment Manufacturer (OEM) included an initial 12-month maintenance warranty, which will support all maintenance requirements during FY 2020. In FY 2021, TSA plans to exercise the option year with the OEM to support any maintenance requirements in that fiscal year. The additional \$4.2M will provide the warranty maintenance services for an estimated 202 systems for approximately \$20,800 per unit. Only 202 of the 300 AT/CT systems will require these OEM warranty maintenance services in FY 2021 due to the phased deployment of systems to the field and the phased expiration of the first-year OEM maintenance warranty.

Preventive maintenance is performed according to the manufacturer's schedule (e.g., monthly, annually, etc.). Corrective maintenance support is provided 24 hours a day, 7 days a week, to perform unplanned corrective repairs in the field. The maintenance contract includes labor costs for all preventive and corrective maintenance, as well as material costs for any necessary repairs.

Performance

The funding ensures TSA complies with mandatory screening requirements. Properly maintained equipment helps to prevent equipment failures, which in turn, requires less alternate and labor-intensive manual screening procedures (e.g., batching, canine searches, and open bag searches). These manual screening procedures are required when screening equipment is out of service, which have a direct impact on the traveling public. The contract is fixed unit price and the Service Level Agreement requires 98 percent Operational Availability to provide adequate screening capacity to the airports.

Program Change 6 – Cease Staffing at Exit Lanes:

Description

The FY 2021 budget includes a reduction of 1,794 positions, 1,090 FTE, and \$83.5M to cease staffing at exit lanes. The base for this program is 1,794 Positions, 1,090 FTE, and \$83.5M.

Justification

Staffing exit lanes is not a screening function, but a function that falls under the purview of access control. TSA will work with airports to integrate exit lane security into their perimeter security plans and assess those plans regularly. Currently, three quarters of all airports are responsible for securing exit lanes from unlawful entry into sterile areas. TSA is responsible for staffing sterile area exit points at remaining airports, per a statutory requirement of the Bipartisan Budget Act of 2013.

Performance

This proposal will enable TSA to focus its resources on screening functions and risk-based security measures. Additionally, TSA will be able to redirect the necessary resources to support increases to passenger volume growth. By redistributing these FTE, TSA will be able to improve screening operations, continue to professionalize the workforce, and improve retention of trained, qualified screeners which will lead to a high return on investment.

Program Change 7 – Cybersecurity Capabilities:**Description**

The FY 2021 budget includes an increase of 26 Positions, 15 FTE, and a reduction of \$4.6M for Cybersecurity Capabilities. The baseline for TSA's external-facing cybersecurity activities is 7 Positions, 4 FTE, and \$9.1M.

Justification

Cybersecurity is a high priority across the DHS and within TSA. In 2018, DHS developed a Department-wide cybersecurity strategy and accompanying implementation plan, and TSA also developed an agency-level strategy and plan, both of which focus on key priorities and initiatives, mission objectives, and plans of action and milestones. In a Department-led effort focusing on non-Federal external-facing cybersecurity initiatives, TSA reviewed its baseline efforts within *Operations, Analysis, and Situational Awareness*; *Engagement and Training*; and *Enabling Capabilities*.

TSA identified minimal baseline resources currently dedicated to the high-priority mission space, allowing for very limited risk and threat analysis, engagement, training, and development efforts across the various transportation modes. For example, in most instances, the baseline personnel identified are not fully dedicated to, nor are they experts on, external-facing cybersecurity initiatives, taking on responsibilities on an as-needed basis. Specifically, TSA has three intelligence analysts focused on cybersecurity threats; two employees who focus on cybersecurity industry engagement and regulatory policy analysis as collateral duties, for a total of one FTE; and one employee focused on cybersecurity policy coordination across the TSA enterprise, along with DHS and the National Security Council.

TSA received one-time funding in FY 2020 Enacted in the amount of \$8.4 million in support of cybersecurity pipeline field assessments. This funding will provide TSA the ability to contract for cyber security assessments on pipeline sector networks. With the \$8.4M, Corporate Security Reviews (CSRs), which include a corporate cybersecurity assessment, are planned to be conducted on 86 pipeline companies who operate the top 200 pipeline systems in the Nation. TSA has also partnered with the Cybersecurity and Infrastructure Security Agency (CISA) and the National Risk Management

Center to conduct Validated Architecture Design Review (VADR) cybersecurity assessments at critical pipeline companies. The funding provided will allow TSA to conduct additional cybersecurity assessments in FY 2020, analyze the results of those assessments, and provide guidance on best practices and mitigation measures to pipeline stakeholders. This \$8.4M is non-recurring. In FY 2021, TSA requires an additional 26 positions, 15 FTE, and \$4.1M to implement a Cyber Security program for all transportation modes. These changes result in the FY 2021 request reflecting additional staffing requirements against a decreased program change amount.

In order to establish a baseline capability and bolster efforts to address known cyber risks and vulnerabilities, and in accordance with DHS and TSA strategies, TSA is requesting resources in FY 2021 to establish dedicated positions and provide resources to focus on improving its security posture in the external-facing cybersecurity mission space. To meet the specific objectives in the DHS Cyber Implementation Plan, TSA will leverage CISA guidance and assessments to conduct further mode-specific research and identify mechanisms to obtain current Transportation Sector stakeholder cybersecurity measures; determine gaps in these measures; and work with the National Risk Management Center and other DHS Components to develop a prioritized list of cyber risks to Transportation Systems Sector (TSS) stakeholders (Aviation & Surface Transportation). TSA, in coordination with CISA, launched the Pipeline Cybersecurity Initiative with the goal of building upon the expanded cyber security measures in the recently updated Pipeline Security Guidelines and to minimize the consequences of an attack or disruption. TSA will utilize the additional resources to build resilience to prevent, respond, and recover from a cybersecurity-related incident within the Pipeline Sector. Additionally, TSA will launch a policy initiative to incorporate cyber standards into Standard Security Programs, requiring regulated parties to meet these standards where Aviation Sector systems would be at risk and the impact of a cyber-disruption to the sector would be significant.

Performance

The FY 2021 budget will support the DHS and TSA cybersecurity implementation plans and various cybersecurity related Executive Order 13636 *Improving Critical Infrastructure Cybersecurity* and Presidential Policy Directives 21 *Critical Infrastructure Security and Resilience* and 41 *United States Cyber Incident Coordination*, providing TSA with dedicated resources to address known cyber-related capability gaps and vulnerabilities. The efforts will buy-down the risk related to cybersecurity, strengthen partnerships, information sharing, and collaboration between TSA and its stakeholders, and protect and strengthen the surface and aviation transportation networks. TSA will establish metrics to determine progress in the programmatic areas listed and to measure the success of meeting the goals and objectives within the DHS and TSA cybersecurity implementation plans.

Program Change 8 – Cybersecurity Personnel:**Description**

The FY 2021 budget includes an increase of 5 Positions, 3 FTE, and \$0.6M for Cyber Security staffing within the Information Technology Infrastructure Program (ITIP). The base for this program is 298 Positions, 253 FTE, and \$364.3M.

Justification

IT Cybersecurity mandated requirements have been growing consistently since the 2015 Cyber Sprint which followed the OPM data breach. These requirements have tripled the workload of the TSA IT Security team. This is happening while significant innovation is occurring across TSA. Such efforts include moving to the cloud based solutions, improving mobility capabilities across the agency, and keeping pace with DHS IT modernization

efforts and the TSA Innovation Task Force (ITF). Efforts aligned to rapid demonstration and pilots of IT solutions at airports across the Nation have steadily increased without any representative increase in cybersecurity resources. Most of these new areas are without historical policy or procedures and require experienced and seasoned Federal IT cybersecurity personnel to oversee and lead these efforts. These new positions will better allow for TSA to innovate and create IT security solutions; focus on Identity/Access management and TSA's growing Cloud efforts; oversee the growing technology requirements and capabilities that directly support Insider Threat, Counter Intelligence (CI), General Council e-Discovery and cyber malware analysis; and ensure that the logic is correct and relevant, focusing on updating logic routinely based on threat reporting from TSA's intelligence analysts as well as defining data requirements for the Security Operations Center to address and detect new threats.

Performance

These positions will increase the effectiveness and efficiency of TSA cybersecurity activities. TSA has continued to expand its capabilities without expanding its cybersecurity resources, straining personnel and creating a back log of cyber assessment activities of nearly a year. These additional positions will allow TSA to reduce the amount of time it takes for certification and accreditation actions and ensure that the security architecture and engineering of new systems is completed in an effective manner. The requested increase will also allow TSA to cover cyber capabilities of new and expanding TSA initiatives such as Counter Intelligence and investigative support. Additionally, as TSA expands its connected environment to include additional technologies throughout its portfolio, TSA will need to support additional monitoring and response actions across the enterprise. When these positions are on-boarded, TSA will create performance metrics aligned to each functional area and leverage those already in place for areas gaining additional support. Metrics will focus on speed and quality of delivery while aligning to the positive impact on mission performance and organizational priority.

Program Change 9 – Defer AIT Deployment:**Description**

The FY 2021 Budget includes a decrease of \$1.4M for Advanced Imaging Technology (AIT) Advanced System Control Unit (ASCU) component replacements. The base for this program is 5 Positions, 5 FTE, and \$30.5M.

Justification

The AIT program identifies, tests, procures, deploys, and sustains equipment that detects potential threats concealed on passengers as they enter the screening checkpoint. AIT systems are a key component of passenger screening used to safely screen passengers for metallic and nonmetallic threats including weapons, explosives, and other objects concealed under layers of clothing, without physical contact, reducing the need for pat-down the majority of passengers. The 947 unit AIT fleet includes both first generation (AIT-1) and second generation (AIT-2) systems.

As part of regularly scheduled sustainment activities, TSA updates the hardware, software, and/or algorithms on the AIT fleet in order to increase threat detection capabilities and prevent technical obsolescence issues. TSA began the initial phase of deployment of the upgraded AIT computer hardware in FY 2019. This effort would replace the current ASCU 3's and 4's with ASCU 5's for smaller throughput airports, and ASCU 7's to cover larger airports for a total of 947 units (207 ASCU 5s and 740 ASCU 7s). These upgrades support upcoming AIT-1 and AIT-2 software enhancement packages, which will provide increased threat detection capability.

The prioritization of enhancement package funding has delayed the funding and development of improved algorithms, thus negating the immediate need to complete deployment of ASCU 7's. Through FY 2020, TSA plans to install and deploy 207 ASCU 5's and 627 ASCU 7's. In FY 2021, a total of 113 ASCU computers remain. TSA plans to fund 46 ASCU 7s within the FY 2021 base and defer deployment of the remaining 67 ASCU 7 computer upgrades.

While the FY 2021 AIT Program funding supports the upgrades and sustainment of the existing AIT-1 and AIT-2 systems, this does not include funding to support development of next generation AIT systems. The Research and Development (R&D) for next generation system is considered a separate initiative. Additional details can be found in the R&D Chapter. The analyses from those R&D activities will inform future procurement and deployment efforts, to include the potential future fleet-wide replacement of AIT-1/AIT-2 units.

Performance

This funding decrease will not impact TSA's ability to apply detection enhancement packages to the majority (93%) of the AIT fleet as scheduled. Delaying funding for ASCU upgrades to the remainder of the fleet for more than a year will affect the capability to utilize improved algorithms expected to be fielded beginning in Q2 FY 2022.

Program Change 10– EBSP Threat Detection Algorithm Development:

Description

The FY 2021 budget includes an increase of \$2.0M to develop advanced threat detection algorithms based on adversary threat preference to improve security effectiveness and operational efficiency within the Electronic Baggage Screening Program (EBSP). The base for this program is 100 Positions, 85 FTE, and \$459.5M.

Justification

The EBSP identifies, tests, procures, deploys, installs, sustains, and recapitalizes TSE across all Federalized airports to ensure 100 percent screening of checked baggage. The EBSP supports screening to minimize the risk of personal injury, death, damage or loss of property due to terrorist or criminal activity. It reduces costs and improves security screening effectiveness and efficiency through the enhancement of TSE and automation of processes to detect and prevent the introduction of explosives materials, weapons, and other dangerous articles into commercial aircraft. Key objectives are:

- Increasing threat detection capability;
- Improving checked baggage screening efficiency;
- Replacing obsolete Explosive Detection Systems (EDS) and Explosive Trace Detection (ETD) units; and
- Using competitive procurement contracts for new and viable technologies.

TSA is working continuously to improve and expand on the aviation security screening capabilities that are deployed at the Nation's airports. Working in collaboration with stakeholders (i.e., users, risk analysts, vendors), TSA is pursuing enhanced detection capabilities of its EDS to improve security effectiveness within checked baggage. The collaboration with stakeholders mitigates communication barriers and allows the development of technology to meet the current and future detection needs informed by threat intelligence.

To make the screening process more effective and efficient, the requested \$2.0M will support developing advanced threat detection algorithms, including for Homemade Explosives (HMEs), which will discriminate between benign objects and potential threats, and reduce the false alarm rate through adversary threat preference determinations. The requested amount is based on historical costs to develop and deploy an advanced EDS algorithm. Algorithm development will be conducted by the three legacy vendors for currently fielded systems.

Performance

This request will facilitate activities in the area of advanced threat detection algorithm development, resulting in new algorithms with the ability to detect HME formulations, which will improve security effectiveness through the detection of additional threat material preferred by adversaries and provide operational efficiencies by significantly reducing the number of bags sent for alarm resolution. These enhanced capabilities directly support the TSA mission to prevent the loss of life and property and will be deployed to both in-service EDS and new systems currently in development.

Program Change 11 – Eliminate Law Enforcement Officer Reimbursement Program:

Description

The FY 2021 budget includes a reduction of 12 Positions, 12 FTE, and \$46.3M to eliminate the Law Enforcement Officer (LEO) Reimbursement Program. The base for this program is 12 Positions, 12 FTE, and \$46.3M.

Justification

The LEO Reimbursement Program has been in place since TSA's inception in 2002 to provide partial reimbursement for enhanced law enforcement presence and support of TSA screening operations. The Program has entered into Other Transaction Agreements (OTAs) with commercial airport operators to provide uniformed, armed officers at passenger security checkpoints. These agreements provide Federal funding to partially reimburse airports for dedicated, on-site law enforcement support of passenger screening points throughout the United States. Eliminating this program does not exempt airports from providing law enforcement services as agreed to in the Airport Security Program; however, TSA would no longer reimburse for services above and beyond the basic requirements. In recent years, the number of participants admitted into the program has continued to grow, resulting in decreases in average reimbursements per participant.

While airports will still be responsible for complying with minimum security requirements set forth in regulation and Security Directive incorporated into each airport operator's Airport Security Program, TSA will work with airport operators to ensure requirements are maintained in an efficient manner.

Performance

Local law enforcement will still be expected to meet the security requirements and response times as set forth in the Airport Security Program. TSA will work closely and coordinate with its airport partners to best mitigate the specific impact at each facility and employ strategies that would maintain the integrity of the airport's security infrastructure.

Program Change 12 – Eliminate VIPR Teams:**Description**

The FY 2021 budget includes a reduction of 360 Positions, 347 FTE, and \$58.8M to eliminate the Visible Intermodal Prevention and Response (VIPR) Program. The base for this program is 360 Positions, 347 FTE, and \$58.8M.

Justification

TSA's VIPR teams conduct risk-based, periodic random deployments in various modes of transportation. TSA has determined these teams duplicate the efforts of State and Local law enforcement agencies.

Performance

This proposed reduction is not expected to impact performance. State and local law enforcement agencies will continue to provide a presence at the same locations where VIPR teams would have been deployed.

Program Change 13 - FY 2021 Passenger Volume Growth:**Description**

The FY 2021 budget includes an increase of 750 Positions, 202 FTE, and \$7.5M to fund additional staffing required to support a projected 4 percent increase in passenger volume. The base for this program is 48,664 Positions, 46,284 FTE, and \$3.5B.

Justification

Over the last several years, airline passenger growth has exceeded four percent each year. This additional passenger volume strains TSA's resources and challenges TSA's ability to keep passenger wait times within acceptable margins. While TSA will not compromise on the security it provides at the checkpoint, increased passenger volume can create long lines in the public area of the airport, creating a security challenge. Further, increased passenger volume requires additional capacity of Secure Flight analysts to review potential watchlist matches, therefore, this program change also requests an additional 24 positions to support this requirement. This request reflects planned volume growth at an estimated 4 percent combined with a reduction in personnel received in the FY 2020 Enactment. These personnel costs include the annualization of FY 2020 passenger volume growth (\$24 million) as well as the planned FY 2021 growth (\$22 million) offset by a reduction to volume growth (\$46 million) to account for personnel provided in the FY 2020 Enactment over FY 2021 budget levels. An additional \$7.5M in non-pay is included in this program change, as detailed in the below table.

Below is a breakout of the various pieces to this request in the Screener PC&B, Screening Partnership Program, Screener Training and Other, Airport Management, Secure Flight, and Mission Support PPAs:

Description (See Details Below)	FTP	FTE	(\$ in thousands)
Transportation Security Officers (TSOs)			
TSO Pay*	726	190	\$0.0M
Training	-	-	\$0.8M
Consumables/Uniforms	-	-	\$0.4M
Commuter Benefits	-	-	\$0.3M
Airport Rent	-	-	\$0.1M
Background Investigations	-	-	\$0.1M
Information Technology	-	-	\$0.1M
Secure Flight Analysts			
Secure Flight Analyst Pay	24	12	\$1.1M
Rent	-	-	\$0.6M
Information Technology	-	-	\$0.2M
Training/Travel	-	-	\$0.1M
Information Technology	-	-	\$0.1M
Screening Partnership Program	-	-	\$3.6M
TOTAL	750	202	\$7.5M

*TSO pay in table above nets to zero when non-recurs/annualizations from the FY19 and FY20 Enactment are rolled up at this high-level view

In addition to the TSO personnel, Screening Partnership Program (SPP), and associated support costs, TSA requests 22 positions for Secure Flight vetting and reporting, one position for passenger resolution, and one position for encounter analysis, for a total of 24 positions. The number of requested positions is based on the total number of Secure Flight records received, the average number of cases an analyst can review in a shift, and the record match rate. The FY 2021 positions are in addition to the current 82 vetting and reporting analysts, 63 passenger resolution analysts, and 27 encounter analysts that perform manual adjudications of cases, ensuring the safety and security of the transportation system. The personnel will evaluate potential matches against the terrorist watchlist using classified and unclassified databases; work with airlines and airports to resolve whether an individual under review is a match to the terrorist watchlist; and will analyze encounters with terrorists in various vetted populations and produce intelligence reports to inform those in law enforcement and intelligence communities.

Performance

With the additional staffing supported by this request, TSA will be able to continue to meet the rising passenger volume demand while maintaining security effectiveness and wait time performance. In order to fully support the FY 2020 Pay Raise, a portion of these positions will be hired later in the year. Projected daily enplanements are expected to be over 3.1 million in FY 2021, which will result in over one million passengers per week being redirected to other checkpoint lanes already at full capacity. Furthermore, with the additional personnel TSA will be able to ensure timely review of records and maintain the high level of integrity of the process. Overall, the transportation security posture will be strengthened as current known risks within the pre-screening operations are mitigated.

Program Change 14 – Field Office Consolidation:**Description**

The FY 2021 budget includes a decrease of \$3.0M to consolidate field offices in San Francisco, California; Las Vegas, Nevada and Baltimore, Maryland, in addition to smaller space efficiency efforts at several airports. The base for this program is 58 Positions, 58 FTE, and \$180.0M.

Justification

As the annual cost of field real estate continues to escalate, TSA must employ efforts to reduce rent expenses and optimize TSA's real estate footprint. Through the establishment of a Field Real Estate Governance Board, TSA has identified opportunities for organizational efficiencies through field relocation and consolidation in San Francisco, Las Vegas, and Baltimore, in addition to smaller space efficiency efforts at several airports. TSA anticipates the space consolidation in these locations will reduce the overall real estate foot print by approximately 50,000 square feet (SF) and rent by an estimated \$3.0M.

Specific actions and savings details per location are:

San Francisco

TSA plans to reduce the Federal Security Director's (FSD) space located on-airport and relocate those functions to the current FSD space located offsite. In addition, the administrative functions of the FAMS Field Office and the TSA Mission Support Center will be consolidated into the FAMS field office and space will be right-sized as appropriate. This reduction in footprint is anticipated to yield annual rent savings of \$1.5M.

Baltimore

TSA plans to reduce space located on-airport and transfer all security operational functions, not directly supporting TSOs, to an off-site location. Additionally, the FSD off-site location is planned for re-location to the BWI FAMS Field Office. This effort is coupled with the reduction of training components within the FAMS facility and the overall FAMS real estate footprint currently housed in the FAMS Field Office. TSA expects to achieve rent savings of \$0.6M per year.

Las Vegas

TSA plans to terminate the FAMS Field Office lease at expiration in FY 2021 and consolidate the administrative functions into the existing FSD space located offsite. Consolidation of the FAMS Field Office and FSD space requirements will save \$0.4M in rent per year.

Additional space efficiency efforts

In addition to space consolidation efforts, additional smaller efficiencies can be realized at several airports, starting with Detroit Metro Airport (DTW), Miami International Airport (MIA), George Bush Intercontinental Airport (IAH), and Philadelphia International Airport (PHL). TSA plans to release available FAMS training space at MIA, IAH and PHL and release and/or consolidate space at the other airports. TSA anticipates that these efforts will realize \$0.5M per year in rent savings beginning in FY21.

Performance

In addition to reducing TSA's real estate footprint by 50,000 SF, the proposed consolidation of field operations in San Francisco, Las Vegas and Baltimore will facilitate a unified organizational approach for TSA law enforcement, compliance and security screening operations, as well as provide opportunities for cross-collaboration and shared resources resulting in improved communication and information sharing.

Program Change 15 – Financial Systems Modernization:**Description**

The FY 2021 budget includes an increase of \$2.9M to provide continued hosting and maintenance of TSA's legacy financial system, the United States Coast Guard Core Accounting System (CAS), following transition to the DHS Financial Systems Modernization Solution (FSMS). There is no base for this program.

Justification

TSA originally anticipated a transition to the DHS FSMS in FY 2019. This was subsequently delayed following the DHS decision to transition the financial solution from the Department of Interior (DOI) to the DHS. TSA is currently planning to transition to the DHS FSMS solution at the beginning of FY 2021 and requires extended availability of the existing legacy financial solution through the transition period. The \$2.9M in funding, which was originally phased out of the FY 2019 and FY 2020 Enacted budgets, requires partial restoration in FY 2021 to support completion of data migration and verification activities, and proper closeout of FY 2020 financial reporting. The support of the legacy solution during this time period is vital to TSA's ability to smoothly transition between financial system providers and ensure timely and accurate financial documentation to all stakeholders.

Performance

TSA's ability to support these functions is directly related to the timeline in which the new FSMS financial system can be made available to stakeholders to support TSA mission related financial, procurement, and asset management functions.

Program Change 16 – ITIP Increase:**Description**

The FY 2021 budget includes an increase of \$2.5M in funding to the Information Technology Infrastructure Program (ITIP) to support digital services and cloud initiatives. The base for this program is 298 Positions, 253 FTE, and \$364.3M.

Justification

To take advantage of efficiencies gained by cloud utilization and to continue modernizing legacy applications (Administrator Intent Objective 3.5.3 Modernize legacy IT infrastructure to reduce costs and time to solutions and services), IT must re-factor much of its software and IT applications. About 25 percent of this work will be accomplished as part of the migration out of Data Center 2 (DC2) in FY 2020.

TSA IT will use this additional \$2.5M funding to re-factor applications using IT's development contract FAST, and thus continue modernization and optimization its infrastructure, facilitate Federal Information Security Management Act (FISMA) compliance of applications, provide more rapid scalability of applications and systems, and reduce equipment, labor, and lease expenses associated with maintaining infrastructure in a data center.

The aforementioned Administrator's Intent item and the DHS mandate to be out of DC2 drove TSA to assess all its on premise applications, systems, and services and to look for cloud Software as a Service (SaaS), Platform as a Service (PaaS), and Infrastructure as a Service (IaaS) solutions under IT's "Cloud First" initiative.

- SaaS is a software licensing and delivery model in which software is licensed on a subscription basis and is centrally hosted.
- PaaS a platform-based service is a category of cloud computing services that provides a platform allowing customers to develop, run, and manage applications without the complexity of building and maintaining the infrastructure typically associated with developing and launching an app.
- IaaS is a capability provided to the consumer to provision processing, storage, networks, and other fundamental computing resources where the consumer is able to deploy and run arbitrary software, which can include operating systems and applications. The consumer does not manage or control the underlying cloud infrastructure but has control over operating systems, storage, and deployed applications; and possibly limited control of select networking components (e.g., host firewalls).

Performance

Re-factoring and migrating applications to the cloud will modernize and optimize TSA's infrastructure, enhance application performance, reduce the time to introduce new features and implement fixes to applications, facilitate FISMA compliance of applications, and provide more rapid scalability of applications and systems while reducing equipment, labor, and lease expenses associated with maintaining infrastructure in a data center.

Program Change 17 – Increase Capability for Identity Management (Biometrics):**Description**

The FY 2021 budget includes an increase of \$2.0M to fund the Biometrics program. This establishes a base for the program.

Justification

The security TSA provides to the traveling public relies on two key components – vetting to ensure that passengers that pose higher risks based on terrorist or criminal ties are either denied boarding or receive screening commensurate with their appropriate risk levels and physical screening to ensure passengers do not bring items on board that could lead to catastrophic damage to the aircraft and its passengers. Identity verification and traveler vetting are integral operations to TSA’s multi-layered security processes and core security mission. The identity verification process ensures that the person seeking access to the airport sterile environment is the same person previously vetted by TSA’s Secure Flight against intelligence-driven watch lists, and receives the appropriate level of physical screening.

The introduction of facial matching technology to verify passenger identity at the checkpoint will mitigate the risk of an imposter using valid credentials, minimize human errors in manual facial matching, and lower TSA’s reliance on the boarding pass. TSA will be able to better secure access to the airport sterile environment, potentially reallocate resources to other high priority screening tasks, and improve the passenger experience by providing a more seamless process for air travelers.

Based on the results of a 2018 pilot in Hartsfield-Jackson Atlanta International Airport (ATL), this request will launch the limited procurement and deployment of Biometric Checkpoint Technologies (BCT) to ATL, given its the highest-volume Pre✓® airport. TSA will deploy 21 BCT units as biometric camera upgrades to fielded CAT machines.

Using an integrated, biometrically-enabled TDC solution, TSA can automate certain repetitive tasks, positively transition the role of the Officer, and enable the system to verify the traveler’s identity using the facial image and biographic information encoded on the authentic ID credential or through the use of previously-enrolled biometric and biographic data (e.g. Trusted Traveler information).

Initial Operational Capability for the system will be achieved in the fourth quarter (Q4) of FY 2021 for the stated twenty-one (21) TSA Pre✓® lanes in ATL. A detailed breakout of funding is as follows:

Resource Need	Funding Estimate	Notes
Biometric Checkpoint Technology (BCT) Unit Cost	\$241,500	21 units (camera, mounting hardware and software) for precheck lanes in ATL
IT Infrastructure and O&M	\$201,000	STIP connectivity
Warranty	\$ 24,150	10% of BCT unit cost
Project Support	\$1,533,350	Test & evaluation, acceptance testing, equipment installation, travel and engineering support services
Total	\$2,000,000	

As of today, TSA does not have any BCT deployed in the field, except for ongoing pilots using facial matching that are funded from other Federal sources.

Performance

The use of biometrics identity verification will automate the current manual process and increase security of the identity verification of identity beyond what is possible in human-based operations. Specifically, facial matching will help mitigate threats posed by impostors using valid credentials for fraudulent purposes at the checkpoint.

Program Change 18 – Increase for Maintenance of Transportation Security Equipment:

Description

The FY 2021 Budget includes an increase of \$0.7M to support increased out of warranty maintenance costs for TSE. The base for this program is 10 Positions, 10 FTE, and \$332.9M.

Justification

TSE maintenance is essential to preserve the operational capability of screening technology equipment at all federalized airports. Appropriate funding levels help minimize equipment failures and support technological capabilities to detect unauthorized weapons, explosives, incendiaries, and other items. Based on the projected number of TSE expected to require out-of-warranty maintenance services in FY 2021 and using the latest per unit prices on the new contracts, the \$0.7M is requested to continue to address the growing screening equipment maintenance contract costs.

With recently awarded EDS and passenger screening Maintenance contracts, TSA is facing increased screening equipment maintenance contract costs. Unit prices on the new EDS contract are 12-15% higher than pricing on the previous contracts due to increased costs associated with aging equipment, inflation, new IT Security Requirements, penalties for not conducting scheduled preventive maintenance, and integrator fees.

However, by extending the useful life of the screening technologies through detection upgrades and ongoing maintenance, TSA improves security effectiveness and operational efficiencies at a significantly lower cost versus the replacement by new systems and the associated infrastructure.

Although aging equipment is one of many factors that have caused equipment maintenance prices to increase over time, maintaining existing equipment has been more cost effective than paying for recapitalization. Maintenance contracts are structured to replace all components upon failure. This, coupled with preventive maintenance practices, reliability improvement initiatives, and effective management of parts obsolescence, has allowed TSA to extend the service lives of equipment far beyond initial estimates. This has saved the TSA the cost of procuring new equipment with the same detection capabilities as existing equipment, and further avoided costs associated with removing existing equipment, shipping, rigging, installation, warehousing, and disposal.

Maintenance is performed by contractor Field Service Technicians working for third party Maintenance Service Providers. Preventive maintenance is performed according to the manufacturer's recommended schedule (e.g., monthly, annually, etc.). Corrective maintenance support is provided 24 hours a day, 7 days a week, to perform unplanned corrective repairs in the field. Maintenance contracts include labor costs for all preventive and corrective maintenance, as well as material costs for repair parts or consumables (e.g., ETD unit calibration materials). Because the contracts are fixed unit price and the Service Level Agreement of 98% Operational Availability is required in order to provide adequate screening capacity to the airports, the service levels are not scalable.

Performance

This request will ensure TSA is able to comply with mandatory screening requirements. Properly maintained equipment helps to prevent equipment failures – alternate and labor-intensive manual screening procedures (e.g. batching, canine searches, and open bag searches) are required when screening equipment is out of service. Maintenance technicians respond to an average of 110 critical corrective maintenance actions per day. In the absence of corrective maintenance actions, the fleet of equipment available to screen passengers and baggage would decrease by that number daily until maintenance service is restored. This would have immediate and worsening impacts that would severely impact the traveling public.

Program Change 19 – MSNS Enhancement:

Description

The FY 2021 budget includes an increase of \$4.6M for the FAMS Mission Scheduling and Notification System (MSNS) modernization. The current base is 9 Positions, 9 FTE, and \$14.0M.

Justification

The MSNS, a mission critical system that supports the FAMS operations, achieved FOC in 2005 and runs on aging infrastructure that was designed for airline crew scheduling that no longer fully meets the critical operational needs of the FAMS program. Mainly, the continued expansion of emerging threat streams and real-time intelligence creates an insurmountable task with respect to allocating fixed resources in a timely and effective manner. The end-of-life software continues to limit user functionality, requiring labor intensive manual processes dealing with sensitive information, critical intelligence and coordination of schedules, often completed by FAMS law enforcement personnel. Therefore, the issues of technology obsolescence, changing system security practices, and a changing mission demand must be addressed through system replacement and modernization in order to support the 24x7x365 scheduling, deployment, and tracking of FAMS on the highest-risk flights. An MSNS Mission Needs Statement was revalidated in 2017 and confirms the need for a system that encompasses planning, scheduling, sustainment, execution, reconciliation, and reporting.

The FY 2021 budget of \$4.6M will begin modernization efforts of the MSNS aging system infrastructure to be completed in two phases. Phase one consists of various analysis, estimated to take six months and will inform Phase two. The first phase is estimated at \$1.8M and entails a business process re-engineering; current software analysis; human-centered design; and rapid prototyping. Upon completion of this analysis, TSA will utilize the remaining \$2.8M in FY 2021 to begin the development, implementation, and testing of a new system based on the results of Phase one, using agile development principles. Phase two is currently anticipated to take one year, which could vary, depending on 1) the number of agile teams utilized to support the project and 2) the project's requirements and solutions which will be determined throughout the incremental development stages that exist in agile methodology. The \$4.6M request is based on cost estimates for support to conduct the analyses and on historical obligations for other agile IT system and application development efforts. The overall goal is to replace the proprietary scheduling and tracking software and modify, enhance, and/or replace elements of the other applications, as necessary, informed by analyses and in response to the priorities and requirements that may evolve during the development process.

Modernization of the legacy MSNS will ensure that TSA has a reliable and efficient system to support the mission critical FAMS operations, which includes coordination of air marshal availability and domestic and international mission assignments, planning capabilities to flight operations personnel, and an airline reservation and ticket purchasing capability for the flying air marshals operational assignments. A modernized flight scheduler will incorporate technology to generate an accurate risk-driven schedule quickly and efficiently. This automated process will enable an all-encompassing operational risk mitigation strategy, driving the percentage of automatically scheduled missions from five percent to almost 100 percent, resulting in immediate efficiencies as staff will be dedicated to operations rather than labor-intensive, manual processes.

Performance

This modernization effort will improve the security posture of the entire MSNS while reducing the current risk of system downtime or failure due to age and technological obsolescence. By modernizing the system and automating current labor-intensive processes, FAMS can redirect civilian positions from working on manual scheduling processes to focus on strategic and operational initiatives, and many FAM positions would be redeployed to mission status.

Program Change 20 – Reduction to CT Program Office:

Description

The FY 2021 budget includes a reduction of 43 Positions, 27 FTE, and \$8.5M to the CT Program Office. The base for this program is 71 Positions, 55 FTE, and \$13.0M Dollars.

Justification

This request includes a reduction in the CT Program office comprised of staff who work with the Program Manager to take operational requirements and turn them into fielded capabilities. The team will still consist of staff in each of the following positions/roles:

- The Program Manager (PM) is overall responsible for managing his resources to meet or exceed the cost, schedule, and performance thresholds in his Acquisition Program Baseline, as well as other assigned and implied objectives. The PM uses program analysts to accomplish standard acquisition management tasks such as planning, acquisition documentation production, schedule production and upkeep, budget planning and

management, and preparation for various program reviews and ad hoc briefings.

- Program analysts are also typically assigned as Contracting Officer Representatives (CORs) for various contracts, which is a crucial and often time consuming aspect of their job, requiring them to write Statements of Work, prepare procurement packages, monitor contract performance and validate vendor invoices.
- Engineers can also serve as CORs or technical monitors, but primarily they review vendor technical proposals, write functional requirements, assist in drafting operational requirements, and execute the program's Systems Engineering Life Cycle plan.
- Contract Specialists work for the Contracting Officer, but are germane to the program office as the day-to-day interface with the PM and CORs, serving as business advisors, procurement planning experts, and the ones responsible to the PM and Contracting Officer (CO) for preparing contracts and modifications for CO signature in a timely manner.
- Logisticians accomplish logistics planning functions important to deployment and sustainment of a mission-ready capability in the field. They work with each airport to plan to accept new equipment in their unique locations and situations, and also execute the deployments according to their planning. Logisticians also forecast future needs based on maintenance history, system age, and expected airport growth.
- Cost estimators perform critical estimation functions to produce Life Cycle Cost Estimates and Independent Government Cost Estimates for the program. They also interface with the Chief Financial Officer and other budget and finance organizations to assist in the production of realistic budgets and unfunded requirements requests, and answer the data calls associated with execution of the PPBES process.
- The program test manager is responsible to the PM for producing the program's Test and Evaluation Master Plan, and working with test and evaluation entities to coordinate test activities.

Performance

This reduction of 43 positions will still allow TSA to meet emerging and evolving threats related to the aviation transportation sector as TSA continues to procure and deploy CT systems to screen carry-on baggage. In FY 2021, TSA will continue to leverage the remaining contingent of personnel dedicated to the CT Program Office.

Program Change 21 – Reduction to FFDO Training Capacity:**Description**

The FY 2021 budget includes a reduction of \$3.1M to the Aviation Programs Branch (APB) - Federal Flight Deck Officer (FFDO)/Crew Member Self Defense (CMSD) program. The base for this program is 38 Positions, 36 FTE, and \$17.0M.

Justification

To accomplish this reduction, the FFDO/CMSD program will reduce the throughput for Initial, Requalification and Recurrent training and eliminate Requalification sites. Additionally, the FFDO/CMSD program will modify the main support contract. By reducing the training throughput for FFDOs and/or eliminating training sites, the program will be able to realize \$3.1 million in savings.

Performance

In FY 2021, the FFDO/CMSD program will continue to train new candidates through initial training, as well as provide requalification and recurrent training at a reduced scale. This reduction would be realized through the number of new FFDOs trained from 1,080 per year to 100 per year.

Program Change 22 – Reduction to Retention Incentives:**Description**

The FY 2021 budget includes a decrease of \$46.4M to TSO retention incentives. The base for this program is \$46.4M.

Justification

TSA provides retention incentives at locations that experience challenges with recruiting and retaining TSOs due to the inability to compete with the open market. In addition, low unemployment, extremely competitive job markets, and rising minimum wage rates continue to erode TSA's ability to retain and recruit qualified personnel in many localities. TSA relies on the use of retention incentives to alleviate those challenges.

In FY 2020, TSA received additional funding to right-size its base for retention incentives. In years past, the agency was able to carve out funding for retention incentives within the base. As TSA continues to address higher passenger volume, the ability to fund retention incentives within base has dwindled. The reduction of this funding in FY 2021 takes into account the agency's new comprehensive pay strategy to Attract, Build, and Inspire the TSO workforce will reduce the reliance on retention incentives. With the implementation of Service Pay and Career Progression, reinvesting in the workforce through transparent processes will be a better way to retain a professional frontline workforce.

Performance

The use of retention incentives enables TSA to achieve staffing levels based on operational requirements allowing airports to hire and maintain their required staffing levels. While the use of retention incentives has helped address staffing challenges, the shift in strategy to reinvest base resources and reward experienced officers will achieve the agency's goal of attracting and retaining a professional workforce.

Program Change 23 – Reduction to SPP Contract Costs:**Description**

The FY 2021 budget includes a decrease of \$25.4M to Screening Partnership Program (SPP) contract costs. The base for this program is 10 Positions, 10 FTE, and \$226.4M.

Justification

The TSA Modernization Act requires TSA to set the contract maximum ceiling cost at the cost of the Federal Cost Estimate (FCE). All new procurements are awarded using the FCE. SPP has awarded new contracts for Montana (combined eight airports), Punta Gorda (PGD), Portsmouth International Airport at Pease (PSM), Roswell International Air Center (ROW), Orlando Sanford International Airport (SFB), and Sarasota-Bradenton International Airport (SRQ). Kansas City International Airport (MCI) is scheduled to be awarded by the end of January 2020. This

increased the costs of the contracts in FY 2020 due to overlapping periods of performance. Additionally, the SFB and MCI contracts were protested, which caused SPP to extend the periods performance of the current contracts. In FY 2021, TSA plans to make two new awards for Charles M Schulz – Sonoma County (STS) and San Francisco International (SFO) airports.

TSA expects SPP costs to increase based on contract re-competes and proportionally to passenger volume growth; however, TSA continues to evaluate near term savings as projections are developed. The program will attempt to absorb the reduction by adjusting contract Period of Performance for the new SFO solicitation to fund six months of the transition period and four months of screening.

Performance

This proposed reduction is not expected to impact screening performance and security effectiveness as adjustments to contracts do not impact the security posture.

Program Change 24 – Reduction to TSO Support Costs:

Description

The FY 2021 budget includes a decrease of \$15.9M to TSO support costs. The base for this program is 48,664 Positions, 46,284 FTE, and \$3.5B.

Justification

TSA continues to face increased airline passenger volume growth year over year. With that growth, more TSOs are needed to provide the necessary staffing associated with increased levels of volume. As TSA hires more screeners, the requisite support costs are needed to bring those personnel on-board and train them. These costs include: consumables, uniforms, training, transit benefits, rent costs at the airport, background investigation costs, information technology, and the required recruitment and hiring costs. Costs by category are broken out in the chart below:

Item	Dollars
Training, Consumables, & Uniforms	(\$10.6)
Travel	(\$1.1)
Recruitment, Background Investigations, IT, Rent, etc	(\$4.2)
Total Support Cost Reduction	(\$15.9)

The FY 2021 request reflects a reduction of \$15.9M associated with the personnel TSA is reducing in order to address other priorities within limited resources.

Performance

This reduction will result in less support provided to TSA's frontline workforce at the Nation's airports. TSA will continue to work within budgeted resources to provide the support necessary to its workforce.

Program Change 25 – Security Technology Integrated Program Investment Adjustment:**Description**

The FY 2021 Budget includes an increase of \$2.4M, to support additional Security Technology Integrated Program (STIP) network and contract service requirements. The base for this program is 6 Positions, 6 FTE, and \$9.8M.

Justification

STIP is responsible for facilitating the collection and distribution of information from TSA's security equipment in the field to a centralized server in order to perform data analytics, remote updating, and other integrations. STIP provides the dynamic and adaptable communications infrastructure to facilitate the transfer of information to and from equipment. Once connected, STIP can provide enhanced security features such as remotely pushing software and other configuration changes to respond to emerging threats as well as remotely monitoring, diagnosing, troubleshooting, and managing equipment to address issues and prevent failures.

With the award of the new IT Management, Performance Analysis, and Collaborative Technologies (IMPACT) contract, the cost of the STIP help desk and operations and maintenance (O&M) has increased. Furthermore, due to the DHS required Data Center 2 (DC2) (Clarksville, VA) closure in the 3rd quarter of FY 2020, STIP will be required to fund the STIP Oracle upgrade and STIP platform relocation to the DC1 (Stennis, MS). These changes have resulted in the following increased costs for FY 2021:

- STIP IT Service Desk support (\$1.4M);
- STIP Engineering Services (Data Center move) (\$1.0M).

Performance

By providing the necessary STIP support for TSE systems, the FY 2021 funding will support the agency's ability to provide remote centralized configuration management and enhanced data collection and analysis, which will better inform frontline operations and security solution development.

Program Change 26 – Service Pay:**Description**

The FY 2021 budget includes \$23.6M to provide Service Pay for E, F, and G Band Transportation Security Officers (TSOs). This request establishes a base for this program.

Justification

TSA's screening workforce consists of the uniformed employees who perform checkpoint and checked baggage screening—employees who on average make less than \$20 per hour when hired. This population is made up of E Band TSOs who primarily perform the security screening as well as Security Training Instructors (STIs), Lead Transportation Security Officers (LTSOs), and Supervisory Transportation Security Officers (STSOs) at the F and G band who are responsible for the training and operational management of checkpoint security functions.

Under the Aviation and Transportation Security Act (ATSA), TSA is authorized to develop a personnel management system and compensation plan that is flexible to meet mission requirements. The current TSA pay band structure provides flexibility for setting pay but was not funded to provide regularly recurring pay increases based on tenure. With no formal structured mechanism to progress through the pay band, 85 percent of E-band TSOs have base salaries in the lowest 20 percent of the band. Similarly, 67 percent of TSOs in the F and G Bands have base salaries in the lowest 20 percent of the band, with limited corporate precedence to progress up pay bands.

TSA has historically experienced a significantly high attrition in its TSO workforce with highest level of attrition in the E band; members who perform most of the security functions at our airport checkpoints. The high attrition and loss of security experience at the checkpoints can contribute to security risks across the aviation system, as TSA is forced to focus on hiring and training new TSOs each year. Experience is imperative in an occupation with increasing cognitive demands as security screening technology becomes more advanced and complex. Furthermore, the cost of attrition and constant initial training of new employees adversely impacts mission performance. Given the increasing complexity of the job, and the TSO expectation to increase skill and judgement based on experience, TSA needs resources to compensate TSOs with more tenure and attract, build and inspire a talented security workforce.

The Service Pay proposal is part of this comprehensive pay strategy. The first iteration of this strategy, Service Pay builds on the previously established TSO Career Progression program. The first phase of TSO Career Progression began in FY 2018 and provides new hire TSOs a pay raise following the completion of skill and training-based milestones generally within 6 months of hire. This piece of career progression focuses on new hires and the association between skills, milestones, and compensation. The second phase of TSO E3 Career Progression is requested in this budget and detailed below (See program change 28). Specifically, it allows for a subset of TSOs who demonstrate advanced skills and complete training based milestones a merit-based pay increase in recognition of the capabilities they bring to the checkpoint. These E band promotions are limited to a smaller pool of employees on a one-time only basis.

The Service Pay Initiative provides a level of pay parity on par with the General Service Pay Scale used by the Federal government in that it commits to members of the screening workforce annual pay increases as they move forward through their career.

This proposal will provide for pay increases on an annual basis, and is associated with an employee's standing in their respective pay band. As a TSO accumulates skills and meets yearly performance milestones, they receive a two percent annual increase if their salary falls within the first third of the pay band, 1.5 percent annual increase within the second third of the pay band, and one percent annual increases thereafter until their pay reaches the top of the pay band.

Implementing Service Pay will target the attrition issues that affect TSA's ability to maintain a high performing security workforce. This compensation pay will redistribute the TSO workforce, ensure talent critical to mission achievement is maintained, and provide opportunities for employees to develop, grow and enhance their careers. Implementing Service Pay to TSA's critical frontline workforce provides for pay progression parity and establishes fair and competitive TSO salaries.

Performance

As TSOs gain experience, they are better able to identify potential security threats and are better able to favorably resolve sensitive situations with the traveling public. The Service Pay initiative recognizes on the job work experience, as well as the progression of technical and critical thinking skills acquired as a TSO navigates an increasingly difficult threat environment. TSOs must receive a positive performance appraisal before receiving pay increases. Providing the frontline workforce with meaningful salary increases, based on service and experience, better equips TSA to ensure that the most skilled officers are available at all times to aid in the resolution of complex checkpoint situations. The operational experience leads to overall increased security effectiveness.

Service Pay is one component of TSA's overall compensation strategy to attract, build, and inspire a talented security workforce. With the requested resources, TSA will be able to appropriately staff its frontline workforce to meet its security mission and to mitigate the increases projected in passenger volume and potential associated wait times at security checkpoints across U.S. airports and the aviation transportation sector.

Program Change 27 – TIM Adjustment:**Description**

The FY 2021 budget includes a decrease of \$1.4M to the Technology Infrastructure Modernization (TIM) program to reflect the system transition to operations and sustainment after achieving a redefined FOC determination in FY 2020, fully supporting the PreCheck and TWIC fee-funded populations. The appropriated base for this program is 45 Positions, 45 FTE, and \$24.0M.

Justification

The TIM program mission is to support safeguarding the Nation's critical modes of transportation and other infrastructure through advanced enrollment, vetting, and credentialing security technology while improving the transportation system user experience.

The FY 2021 Budget supports the cost of operations and maintenance of the mission-essential IT systems and infrastructure, program governance and management activities, and personnel. Costs also reflect continued integration of the systems with various external systems to perform vetting functions; the ability to remain resilient to cyber-attacks; and the system capability to accommodate any increase in program enrollments.

This decrease is based on a cost share methodology between appropriations and fee contributions which takes into account system utilization, i.e. the number of projected new program applications and records that are recurrently vetted for the various user populations. The requested change to the Vetting Programs appropriated funding amount is attributed to the system utilization for the supported populations and is in accordance with appropriations law and fee rules and regulations.

Performance

The FY 2021 budget provides TSA with funding to support its mission critical, continued vetting, credentialing, and case management capability required to support multiple transportation worker and user populations. The program will continue to enhance functionality, increase capacity, and improve the transportation worker credentialing experience through sustainment and continual maintenance efforts. This request has no operational impact on TSA's performance.

Program Change 28 – Transportation Security Officer Career Progression (E3 Pay):

Description

The FY 2021 budget includes an increase of \$11.3M associated with the creation of 7,500 E3 level positions within the total E Band TSO population. In this phase of TSO Career Progression, E3 established positions will receive a base pay three percent higher than the E2 level TSO checkpoint workforce. TSOs currently in the E Band will be chosen through a competitive, merit based process to fill these positions. This budget establishes a base for the program.

Justification

TSO Career Progression builds on Service Pay as a part of the comprehensive pay strategy that TSA is undertaking to attract and retain an effective frontline workforce. While Service Pay provides transparency and predictability to the TSA frontline workforce—as TSOs progress through their careers within the existing organizational pay and band structure—TSO Career Progression provides increased pay for TSOs who have demonstrated excellence at the more challenging aspects of the TSO job description and provides a career track for newly hired TSOs.

By clarifying requirements at each position and pay-band level, and rewarding TSOs for developing their professional skills and accepting additional responsibility, TSO Career Progression provides greater clarity and predictability to a TSO's career as a professional security officer.

Phase 1 of Career Progression allowed for improved delineation between new hire TSOs who were focused on the appropriate routing of passengers through the checkpoint and more experienced TSOs focused on recognizing and resolving security situations requiring alarm resolution. Included in Phase 1 are initial training, on the job training, and designation for full TSO training at the Federal Law Enforcement Training Center (FLETC). TSOs who complete this receive a 5 percent pay raise.

Phase 2 of the Career Progression (E3 Pay) allows for additional delineation of individuals within the E Band who have demonstrated excellence in working with passengers to recognize situations requiring alarm resolution and resolve those alarms. Implementation of this phase will allow TSA to establish E3 positions at various airports to recognize, reward, and utilize its most highly trained checkpoint employees in the most difficult alarm resolution scenarios (resolution of on-body alarms in sensitive areas, working with individuals with disabilities, resolutions of alarms involving medical devices, etc.).

Over 27,000 TSOs would be eligible for the E3 position. The 7,500 would be allocated across the country based on airport-specific needs to ensure each airport has a cadre of TSOs at this level to handle these types of alarm resolution scenarios and filled via a competitive, milestone-based process beginning in FY 2021. Career Progression Phase 2 rewards advanced skill, knowledge and experience of officers required to perform the most difficult screening procedures in passenger engagement and threat detection. As security technology evolves and threats become more complex, using compensation as a tool to reward the assumption of specialty skills and increased responsibility is of particular importance. This advanced skill requirement and work duties for these E3 positions will be rewarded with a commensurate three percent pay increase. These individuals will also be expected to serve as mentors and leaders throughout the TSO workforce, encouraging knowledge transfer and skill development in those TSOs who are newer to their position.

Performance

Checkpoint performance and successful alarm resolution correlates to the experience and skill level of the frontline officer performing these tasks. Phase 2 of Career Progression squarely places responsibility for the performance of the most difficult alarm resolution scenarios on the TSOs who are best-skilled, best-trained, and compensated for taking on the added responsibility. In delineating this as a separate role, TSA expects to gauge improved performance both with respect to traveler satisfaction and with regards to successful alarm resolution

TSA believes that targeting a compensation solution to address pay satisfaction for E Band TSOs who comprise the largest segment of our frontline workforce will not only increase overall employee job satisfaction but will have significant impact on our ability to meet increased security threats. TSA and the traveling public will receive an additional benefit from these pay initiatives by leveraging the institutional knowledge and security awareness of an employee that can only be accumulated through the experience of thousands of real-life screening scenarios the employee has worked throughout their career.

This is the second piece of an overall compensation strategy requiring additional resources in this budget. Recognizing service and rewarding excellence are the cornerstones of this strategy. Both of these serve to provide the frontline workforce with meaningful salary increases, based on service and experience, in addition to recognizing employees who possess greater capabilities with greater pay.

Through the institution of skill-based milestones and associating those with compensation TSA improves the current organizational system by establishing greater clarity and predictability to a TSO's career as a professional security officer. This is a relatively small investment with no out-year increases that has the potential to drive significant improvements in employee performance and security, which correlates to TSA's overall performance in improving the detection of prohibited items at the checkpoint.

**Operations and Support
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Mission Support	1,902	1,636	\$256,441	\$154.66	1,898	1,619	\$260,842	\$155.94	1,921	1,646	\$275,679	\$162.39	23	27	\$14,837	\$6.45
Aviation Screening Operations	53,231	50,766	\$3,947,825	\$77.76	54,233	51,637	\$4,147,023	\$78.28	53,123	50,727	\$4,172,134	\$80.23	(1,110)	(910)	\$25,111	\$1.95
Other Operations and Enforcement	3,397	3,205	\$1,021,423	\$318.16	3,372	3,169	\$1,021,249	\$321.77	3,148	2,941	\$1,014,809	\$344.52	(224)	(228)	(\$6,440)	\$22.75
Total	58,530	55,607	\$5,225,689	\$93.88	59,503	56,425	\$5,429,114	\$94.18	58,192	55,314	\$5,462,622	\$96.73	(1,311)	(1,111)	\$33,508	\$2.55
Discretionary - Appropriation	58,260	55,341	\$5,190,485	\$93.69	59,233	56,159	\$5,393,350	\$93.99	57,837	54,963	\$5,413,972	\$96.46	(1,396)	(1,196)	\$20,622	\$2.47
Discretionary - Offsetting Fee	253	249	\$33,376	\$134.04	253	249	\$33,905	\$136.16	336	332	\$46,485	\$140.02	83	83	\$12,580	\$3.86
Mandatory - Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$2,972,011	\$3,148,546	\$3,168,321	\$19,775
11.3 Other than Full-Time Permanent	\$219,747	\$354,080	\$339,352	(\$14,728)
11.5 Other Personnel Compensation	\$638,917	\$336,095	\$317,669	(\$18,426)
11.8 Special Personal Services Payments	\$1,444	\$105,972	\$103,065	(\$2,907)
12.1 Civilian Personnel Benefits	\$1,389,468	\$1,475,314	\$1,525,130	\$49,816
13.0 Benefits for Former Personnel	\$4,102	\$9,107	\$9,085	(\$22)
Total - Personnel Compensation and Benefits	\$5,225,689	\$5,429,114	\$5,462,622	\$33,508
Positions and FTE				
Positions - Civilian	58,530	59,503	58,192	(1,311)
FTE - Civilian	55,607	56,425	55,314	(1,111)

**Operations and Support
Permanent Positions by Grade – Appropriation**

Grades and Salary Range <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
Total, SES	144	144	144	-
Fee Funded Positions	270	270	355	85
L Band	76	76	76	-
K Band	721	721	721	-
J Band	1,944	1,977	1,859	-118
I Band	2,781	3,108	2,525	-583
H Band	2,847	2,847	2,885	38
G Band	6,204	6,204	6,250	46
F Band	7,901	7,901	7,924	23
E Band	27,970	28,083	27,324	-759
D Band	7,671	8,171	8,128	-43
C Band	1	1	1	-
Total Permanent Positions	58,530	59,503	58,192	-1,311
Unfilled Positions EOY	58,530	59,503	58,192	-1,311
Position Locations				
Headquarters	2,908	2,908	2,944	36
U.S. Field	54,615	55,588	54,241	-1,347
Foreign Field	1,007	1,007	1,007	-
Averages				
Average Personnel Costs, ES Positions	174,653	174,653	174,653	-

**Operations and Support
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Mission Support	\$668,391	\$651,708	\$626,192	(\$25,516)
Aviation Screening Operations	\$1,162,864	\$1,234,991	\$1,204,430	(\$30,561)
Other Operations and Enforcement	\$593,020	\$601,666	\$635,639	\$33,973
Total	\$2,424,275	\$2,488,365	\$2,466,261	(\$22,104)
Discretionary - Appropriation	\$2,219,594	\$2,287,215	\$2,155,447	(\$131,768)
Discretionary - Offsetting Fee	\$201,309	\$197,809	\$307,479	\$109,670
Mandatory - Fee	\$3,372	\$3,341	\$3,335	(\$6)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$189,418	\$162,244	\$159,847	(\$2,397)
22.0 Transportation of Things	\$828	\$1,196	\$1,196	-
23.1 Rental Payments to GSA	\$129,393	\$151,301	\$146,329	(\$4,972)
23.2 Rental Payments to Others	\$93,984	\$70,539	\$84,512	\$13,973
23.3 Communications, Utilities, and Misc. Charges	\$129,630	\$68,483	\$68,910	\$427
24.0 Printing and Reproduction	\$2,603	\$2,878	\$2,878	-
25.1 Advisory and Assistance Services	\$873,899	\$711,313	\$774,000	\$62,687
25.2 Other Services from Non-Federal Sources	\$286,972	\$254,127	\$244,547	(\$9,580)
25.3 Other Goods and Services from Federal Sources	\$108,778	\$364,812	\$348,573	(\$16,239)
25.4 Operation and Maintenance of Facilities	\$64,645	\$24,545	\$23,118	(\$1,427)
25.6 Medical Care	\$32	\$195	\$214	\$19
25.7 Operation and Maintenance of Equipment	\$310,893	\$376,011	\$394,902	\$18,891
25.8 Subsistence & Support of Persons	-	\$2,501	\$2,501	-
26.0 Supplies and Materials	\$70,425	\$79,380	\$64,803	(\$14,577)
31.0 Equipment	\$49,837	\$107,003	\$86,094	(\$20,909)
32.0 Land and Structures	\$9,213	\$12,465	\$9,465	(\$3,000)
41.0 Grants, Subsidies, and Contributions	\$101,294	\$98,753	\$53,753	(\$45,000)
42.0 Insurance Claims and Indemnities	\$2,431	\$619	\$619	-
Total - Non Pay Object Classes	\$2,424,275	\$2,488,365	\$2,466,261	(\$22,104)

Operations and Support
Supplemental Budget Justification Exhibits

Offsetting Fee Exhibit

Offsetting Fee <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
9/11 Passenger Security Fee	\$2,670,000	\$2,830,000	\$2,921,104	\$91,104
Proposed Passenger Security Fee Increase	-	-	\$617,559	\$617,559
Total	\$2,670,000	\$2,830,000	\$3,538,663	\$708,663
O&S Appropriated*	\$7,410,079	\$7,680,565	\$7,569,419	(\$111,146)
Total O&S Net Discretionary	\$4,740,079	\$4,850,565	\$4,030,756	(\$819,809)

*O&S Appropriated amount does not include TSA's Vetting & Credentialing fees.

The Aviation Passenger Security Fee is assessed upon air transportation passengers on flights originating at airports in the United States. TSA's appropriations are offset by this fee to provide civil aviation security services including salary, training, background investigations, Federal Air Marshals, Federal Security Managers, deployment of law enforcement, security-related capital improvements at airports, and training pilots and flight attendants. The fee presented in the chart above does not include the mandatory \$250M that automatically goes to the Aviation Security Capital Fund (ASCF), or the amount dedicated for deficit reduction, as set out in the Bipartisan Budget Act of 2013 (P.L. 113-67).

TSA's FY 2021 Budget Request includes a request to increase offsetting revenue collections through an increase to the Aviation Passenger Security Fee of one dollar, from \$5.60 to \$6.60 per one-way trip. This increase in revenue will allow the Federal government to better focus on programs within the Department of Homeland Security that serve the most critical functions. Furthermore, as an offsetting collection, this directly increases the amount of aviation security costs covered by the fee.

TSA is funded with a mix of fee revenue and appropriations. The Aviation Security Passenger Fee is not intended to fully recover all costs incurred. Below is a comparison table of the fees collected against eligible expenses for FY 2013-FY 2019

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$1,878,866	\$2,086,990	\$3,508,247	\$3,964,217	\$3,882,601	\$4,098,503	\$4,263,225	\$23,682,649
Total of Eligible Expenses	\$6,754,000	\$6,970,000	\$6,755,000	\$6,852,000	\$7,000,000	\$7,088,000	\$7,303,000	\$48,634,000
Cost Recovery %	27.8%	29.9%	51.9%	57.9%	55.5%	57.8%	58.4%	48.6%

Mission Support – PPA

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Mission Support	1,902	1,636	\$924,832	1,898	1,619	\$912,550	1,921	1,646	\$901,871	23	27	(\$10,679)
Total	1,902	1,636	\$924,832	1,898	1,619	\$912,550	1,921	1,646	\$901,871	23	27	(\$10,679)
Subtotal Discretionary - Appropriation	1,902	1,636	\$924,832	1,898	1,619	\$912,550	1,921	1,646	\$901,871	23	27	(\$10,679)

PPA Level I Description

The Mission Support program provides enterprise leadership, management, and business administrative services that sustain the day-to-day operations. Key capabilities include managing the agency’s performance, finances, workforce, physical and personnel security, acquisition of goods and services, information technology, property and assets, communications, legal affairs, and administration.

Mission Support – PPA Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$924,832	\$912,550	\$901,871
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$29,136	\$7,613	-
Rescissions to Current Year/Budget Year	-	(\$1,891)	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	(\$1,400)	-	-
Supplementals	-	-	-
Total Budget Authority	\$952,568	\$918,272	\$901,871
Collections – Reimbursable Resources	\$1,349	\$1,349	\$1,324
Total Budget Resources	\$953,917	\$919,621	\$903,195
Obligations (Actual/Estimates/Projections)	\$946,304	\$919,621	\$903,195
Personnel: Positions and FTE			
Enacted/Request Positions	1,902	1,898	1,921
Enacted/Request FTE	1,636	1,619	1,646
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	1,902	1,898	1,921
FTE (Actual/Estimates/Projections)	1,152	1,619	1,646

**Mission Support – PPA
Collections – Reimbursable Resources**

Collections <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Department of Homeland Security - Department of Homeland Security Source	-	-	\$1,324	-	-	\$1,324	-	-	\$1,324
Department of Homeland Security - U.S. Immigration and Customs Enforcement Source	-	-	\$25	-	-	\$25	-	-	-
Total Collections	-	-	\$1,349	-	-	\$1,349	-	-	\$1,324

Mission Support – PPA Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	1,902	1,636	\$924,832
FY 2020 Enacted	1,898	1,619	\$912,550
FY 2021 Base Budget	1,898	1,619	\$912,550
Realignment for Assessments to TSA/O&S/Av Reg from TSA/O&S/Mission Support	(3)	(3)	(\$434)
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Airport Mgmt	4	4	\$672
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Canines	1	1	\$149
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Intel & TSOC	2	2	\$301
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/Secure Flight	3	3	\$452
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STM	5	5	\$686
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STO	1	1	\$150
Realignment for RCA to TSA/O&S/Mission Support from TSA/O&S/Airport Management	-	-	\$821
Realignment for RCA to TSA/O&S/Mission Support from TSA/O&S/STM	-	-	\$187
Transfer for Medical Case Management from TSA/O&S to MGMT/OCHCO	-	-	(\$55)
Transfer for Regional Field Efficiencies from TSA/O&S to MGMT/OCRSO	-	-	(\$2)
Transfer for WCF from O&S Mission Support to HQ	-	-	(\$34)
Transfer for WCF Removals from TSA/O&S to MGMT/CFO	-	-	(\$151)
Transfer for WCF Removals from TSA/O&S to MGMT/CHCO	-	-	(\$3,220)
Transfer for WCF Removals from TSA/O&S to MGMT/CIO	-	-	(\$977)
Transfer for WCF Removals from TSA/O&S to MGMT/CPO	-	-	(\$47)
Transfer for WCF Removals from TSA/O&S to MGMT/CRSO	-	-	(\$904)
Transfer for WCF Removals from TSA/O&S to MGMT/CSO	-	-	(\$4,479)
Total Transfers	13	13	(\$6,885)
2020 Pay Raise	-	-	\$7,930
2021 Pay Raise	-	-	\$1,990
Annualization of ITIP FY 2020 Hires	-	2	\$307
Annualization of RCA FY 2020 Hires	-	5	\$922
FERS Agency Contribution	-	-	\$2,161
FPS Fee Adjustment	-	-	\$5,739
Total, Pricing Increases	-	7	\$19,049
Annualization of 50 Canine Teams	-	-	(\$137)

Operations and Support

Mission Support - PPA

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
Contract and Travel Reductions	-	-	(\$6,000)
Delay in Hiring	-	-	(\$6,249)
HQ Consolidation Rent Savings	-	-	(\$5,500)
Investment Profile Adjustment	-	-	(\$187)
Non-Recur Headquarters Relocation Costs	-	-	(\$18,000)
Total, Pricing Decreases	-	-	(\$36,073)
Total Adjustments-to-Base	13	20	(\$23,909)
FY 2021 Current Services	1,911	1,639	\$888,641
Awards Spending Increase	-	-	\$2,791
C-UAS Capabilities	2	1	\$896
Cybersecurity Capabilities	3	3	\$1,971
Cybersecurity Personnel	5	3	\$605
Financial Systems Modernization	-	-	\$2,917
FY 2021 Passenger Volume Growth	-	-	\$1,135
ITIP Increase	-	-	\$2,513
MSNS Enhancement	-	-	\$4,557
Total, Program Increases	10	7	\$17,385
Reduction to TSO Support Costs	-	-	(\$4,155)
Total, Program Decreases	-	-	(\$4,155)
FY 2021 Request	1,921	1,646	\$901,871
FY 2020 To FY 2021 Change	23	27	(\$10,679)

Mission Support – PPA Personnel Compensation and Benefits Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Mission Support	1,902	1,636	\$256,441	\$154.66	1,898	1,619	\$260,842	\$155.94	1,921	1,646	\$275,679	\$162.39	23	27	\$14,837	\$6.45
Total	1,902	1,636	\$256,441	\$154.66	1,898	1,619	\$260,842	\$155.94	1,921	1,646	\$275,679	\$162.39	23	27	\$14,837	\$6.45
Discretionary - Appropriation	1,902	1,636	\$256,441	\$154.66	1,898	1,619	\$260,842	\$155.94	1,921	1,646	\$275,679	\$162.39	23	27	\$14,837	\$6.45

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$186,655	\$184,485	\$192,899	\$8,414
11.3 Other than Full-Time Permanent	\$1,771	\$2,638	\$2,638	-
11.5 Other Personnel Compensation	\$5,849	\$8,691	\$8,700	\$9
12.1 Civilian Personnel Benefits	\$58,746	\$56,646	\$63,060	\$6,414
13.0 Benefits for Former Personnel	\$3,420	\$8,382	\$8,382	-
Total - Personnel Compensation and Benefits	\$256,441	\$260,842	\$275,679	\$14,837
Positions and FTE				
Positions - Civilian	1,902	1,898	1,921	23
FTE - Civilian	1,636	1,619	1,646	27

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Headquarters Support	933	\$138,808	\$146.77	878	\$135,217	\$149.06	881	\$142,759	\$157.11	3	\$7,542	\$8.05
ITIP Program Support	253	\$39,387	\$153.58	255	\$41,551	\$157.71	267	\$44,103	\$160.18	12	\$2,552	\$2.47
Human Capital	273	\$41,377	\$149.52	256	\$41,171	\$155.66	260	\$43,126	\$160.78	4	\$1,955	\$5.73
Chief Counsel	177	\$33,419	\$186.25	166	\$33,598	\$195.89	169	\$35,154	\$201.62	3	\$1,556	\$5.73
Capabilities Development	-	-	-	64	\$9,305	\$140.72	69	\$10,537	\$148.38	5	\$1,232	\$7.66
Total - Pay Cost Drivers	1,636	\$256,441	\$154.66	1,619	\$260,842	\$155.94	1,646	\$275,679	\$162.39	27	\$14,837	\$6.45

Explanation of Pay Cost Drivers

Headquarters Support: Provides funding for other Headquarters support functions, such as Contracting and Procurement, Financial Services, Public Affairs, Inspections, Civil Rights & Liberties, and Professional Responsibility. The FY 2021 request reflects increases to the agency's FERS Contribution, a realignment to the Aviation Regulation PPA to correctly align Assessments personnel and increases to realign Headquarters personnel and establish a C-UAS effort.

ITIP Program Support: This cost driver includes the program staff for TSA's ITIP. The ITIP program provides modern IT services to TSA. Management of this program ensures uninterrupted day-to-day operational availability of IT services required for users of voice, video and data computational capabilities, as well as connectivity and interface with DHS and external law enforcement entities. Changes to this cost driver in FY 2021 reflect increases to the agency's FERS Contribution and additional FTE to support the Cybersecurity Capabilities initiative.

Human Capital: Funding in this cost driver supports human capital policy, strategic workforce planning, performance management and accountability, recruitment and hiring, position management and classification, personnel transactions, employee and labor relations, and work/life programs. Changes to this cost driver reflect a realignment of Headquarters personnel as well as an increase to the agency's FERS Contribution along with a delay in hiring to be able to fund the 2020 Pay Increase.

Chief Counsel: This cost driver supports TSA's Office of Chief Counsel personnel to provide legal advice and services across TSA's operations. Changes to this cost driver reflect a realignment of Headquarters personnel as well as increases to the agency's FERS Contribution. The 2021 Pay Raise, and an increase in awards spending.

Capabilities Development: This cost driver funds personnel for centralized requirements development to ensure TSA continues to address vulnerabilities and capability gaps. The FY 2021 request reflects increases to annualize the additional FTE received in FY 2020 as well as adjustments to the agency's FERS Contribution, the 2021 Pay Raise, an increase in awards spending, and a delay in hiring to fund the 2020 Pay Increase.

**Mission Support – PPA
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Mission Support	\$668,391	\$651,708	\$626,192	(\$25,516)
Total	\$668,391	\$651,708	\$626,192	(\$25,516)
Discretionary - Appropriation	\$668,391	\$651,708	\$626,192	(\$25,516)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$7,319	\$6,874	\$6,412	(\$462)
22.0 Transportation of Things	\$165	\$307	\$307	-
23.1 Rental Payments to GSA	-	\$2,663	(\$2,309)	(\$4,972)
23.2 Rental Payments to Others	\$27,543	\$37,244	\$37,244	-
23.3 Communications, Utilities, and Misc. Charges	\$101,382	\$45,905	\$46,332	\$427
24.0 Printing and Reproduction	\$52	\$173	\$173	-
25.1 Advisory and Assistance Services	\$427,056	\$311,877	\$299,498	(\$12,379)
25.2 Other Services from Non-Federal Sources	\$6,138	\$116,207	\$116,134	(\$73)
25.3 Other Goods and Services from Federal Sources	\$35,060	\$69,234	\$74,773	\$5,539
25.4 Operation and Maintenance of Facilities	\$26,585	\$5,561	\$5,561	-
25.6 Medical Care	-	\$33	\$52	\$19
25.7 Operation and Maintenance of Equipment	\$27,115	\$22,473	\$27,413	\$4,940
26.0 Supplies and Materials	\$1,796	\$1,987	\$2,061	\$74
31.0 Equipment	\$8,180	\$30,014	\$11,385	(\$18,629)
32.0 Land and Structures	-	\$1,087	\$1,087	-
42.0 Insurance Claims and Indemnities	-	\$69	\$69	-
Total - Non Pay Object Classes	\$668,391	\$651,708	\$626,192	(\$25,516)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Information Technology Infrastructure Program	\$330,223	\$312,566	\$312,861	\$295
Other Mission Support Non-TSE Investments	\$112,425	\$115,393	\$122,773	\$7,380
Rent	\$34,949	\$34,949	\$29,817	(\$5,132)
Working Capital Fund	\$14,231	\$12,622	\$2,753	(\$9,869)
Other Costs	\$176,563	\$176,178	\$157,988	(\$18,190)
Total – Non Pay Cost Drivers	\$668,391	\$651,708	\$626,192	(\$25,516)

Explanation of Non Pay Cost Drivers

Information Technology Infrastructure Program (ITIP): Funds associated with this cost driver support TSA's enterprise-wide core IT and telecommunications infrastructure. The IT infrastructure is defined as all of the elements employed in the delivery of IT services to users, including the computing, network and telecommunications hardware, software, database management, operating systems software, middleware, help desk, Operations Centers, documentation and video. The FY 2021 request reflects increases to support the Cybersecurity Capabilities effort, increases to support passenger volume growth, and a decrease to contract support costs.

Other Mission Support Non-TSE Investments: Funds associated with this cost driver support the maintenance of several TSA investments including the FAMS Mission Scheduling Notification System (MSNS), Personnel Futures Program (PFP), Electronic Time and Attendance System (eTAS), Safety Information System, TSA Contact Center, TSA Television Studio, Passenger Fee Data Portal and Service (PFDPS), Workers Compensation Case Management Services (WCCMS), FSM, and the Record Management System (RMS). Changes to this cost driver reflect an increase to the MSNS system, an increase to FSM, and increases to PFP to support the requested hiring of TSOs, Secure Flight Analysts, and the C-UAS and Cybersecurity Capabilities initiatives.

Rent: Funding associated with this cost driver supports current TSA's Headquarters facilities (Arlington, Reston, and Springfield) rent and utilities. GSA rental rates increase at approximately five percent each year. The FY 2021 request reflects a rent savings of \$5.5M with an added \$0.4M to account for new personnel.

Working Capital Fund: Funding associated with this cost driver supports TSA's contribution to DHS' Working Capital Fund to pay for enterprise-wide services from DHS. These include contributions to the DHS HR IT WCF Activity and the DHS HSPD 12 WCF Activity. The FY 2021 request includes transfers out of TSA due to the transfer of several WCF activities to DHS. This activity will be centrally managed and funded at the Departmental level. Remaining funds will be funded through Interagency Agreements.

Other Costs: Funding within this cost driver supports the other costs associated with the Mission Support PPA to include policy development, performance management, human capital services, training and workforce engagement, financial management, acquisition, civil rights protection, legal advice, and providing a safe and healthy work environment for employees. The FY 2021 request reflects a non-recur of \$18.0M within this cost driver for TSA’s headquarters consolidation project. In addition to this requested change, the FY 2021 request includes an increase to the FPS fee assessment, a realignment of funds from non-pay to the 12.1 Object Class for commuter benefits, increases for TSA’s C-UAS effort, a reduction in training contract support, reductions to TSO and Canine team support costs, and increases to conduct the necessary background investigations for new personnel requested in the budget.

Aviation Screening Operations – PPA

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screening Workforce	47,953	45,693	\$3,775,070	49,010	46,624	\$3,993,527	47,940	45,722	\$3,958,156	(1,070)	(902)	(\$35,371)
Airport Management	3,918	3,792	\$658,479	3,879	3,754	\$637,005	3,875	3,750	\$656,105	(4)	(4)	\$19,100
Canines	787	755	\$164,597	785	753	\$166,861	783	779	\$170,713	(2)	26	\$3,852
Screening Technology Maintenance	226	201	\$398,137	216	185	\$468,964	161	146	\$473,687	(55)	(39)	\$4,723
Secure Flight	347	325	\$114,406	343	321	\$115,657	364	330	\$117,903	21	9	\$2,246
Total	53,231	50,766	\$5,110,689	54,233	51,637	\$5,382,014	53,123	50,727	\$5,376,564	(1,110)	(910)	(\$5,450)
Subtotal Discretionary - Appropriation	53,231	50,766	\$5,110,689	54,233	51,637	\$5,382,014	53,123	50,727	\$5,376,564	(1,110)	(910)	(\$5,450)

PPA Level I Description

The Aviation Screening Operations program supports the core functions of TSA’s frontline aviation security operations. This includes funding for the Screening Workforce, the NEDCTP, Screening Technology, Secure Flight, and programs that support screening capabilities, as well as field support for these efforts. TSA performs this function through the use of an intelligence-driven RBS approach. This PPA contains the following Level II PPAs:

Screening Workforce: The Screening Workforce PPA supports funding for TSA’s SPP, Screener Personnel, Compensation, and Benefits, and Screener Training and Other activities.

Airport Management: The Airport Management PPA supports airport FSDs and their Staff, Airport Parking, Fleet Services, and Transit Benefits, as well as Airport Rent and Furniture.

Canines: The Canine PPA supports the NEDCTP to train and deploy certified explosives detection canine teams to deter and detect the introduction of explosive devices into the transportation system.

Screening Technology Maintenance: This PPA supports the maintenance, program support, and disposal of TSE in the Nation’s airports.

Secure Flight: This PPA supports the Secure Flight program to enhance the Nation’s transportation system by operating a risk-based, intelligence-driven watch list matching capability that uses government watch lists to effectively identify individuals.

Aviation Screening Operations – PPA Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$5,110,689	\$5,382,014	\$5,376,564
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$302,282	\$47,156	-
Rescissions to Current Year/Budget Year	(\$26,420)	(\$13,603)	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	\$44,033	-	-
Supplementals	-	-	-
Total Budget Authority	\$5,430,584	\$5,415,567	\$5,376,564
Collections – Reimbursable Resources	\$1,695	\$1,601	\$1,601
Total Budget Resources	\$5,432,279	\$5,417,168	\$5,378,165
Obligations (Actual/Estimates/Projections)	\$5,385,129	\$5,417,168	\$5,378,165
Personnel: Positions and FTE			
Enacted/Request Positions	53,231	54,233	53,123
Enacted/Request FTE	50,766	51,637	50,727
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	53,231	54,233	53,123
FTE (Actual/Estimates/Projections)	50,436	51,637	50,727

Aviation Screening Operations – PPA Collections – Reimbursable Resources

Collections <i>(Dollars in Thousands)</i>		FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget		
		Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Department of Homeland Security - U.S. Immigration and Customs Enforcement	Source	-	-	\$20	-	-	-	-	-	-
Department of Homeland Security - Science and Technology	Source	-	-	\$74	-	-	-	-	-	-
Department of Homeland Security - United States Secret Service	Source	-	-	\$150	-	-	\$150	-	-	\$150
Department of Homeland Security - United States Coast Guard	Source	-	-	\$36	-	-	\$36	-	-	\$36
Department of Homeland Security - National Protection and Programs Directorate	Source	-	-	\$1,008	-	-	\$1,008	-	-	\$1,008
Department of Homeland Security - Office of Health Affairs	Source	-	-	\$40	-	-	\$40	-	-	\$40
Department of Homeland Security - Federal Protective Service	Source	-	-	\$367	-	-	\$367	-	-	\$367
Total Collections		-	-	\$1,695	-	-	\$1,601	-	-	\$1,601

Aviation Screening Operations – PPA Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	53,231	50,766	\$5,110,689
FY 2020 Enacted	54,233	51,637	\$5,382,014
FY 2021 Base Budget	54,233	51,637	\$5,382,014
Realignment for HQ Reorg from TSA/O&S/Airport Mgmt to TSA/O&S/Mission Support	(4)	(4)	(\$672)
Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S Surface Programs	(5)	(5)	(\$753)
Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S/Mission Support	(1)	(1)	(\$149)
Realignment for HQ Reorg from TSA/O&S/Secure Flight to TSA/O&S/Mission Support	(3)	(3)	(\$452)
Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Av Reg	(7)	(7)	(\$1,120)
Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Mission Support	(5)	(5)	(\$686)
Realignment for HQ Reorg to TSA/O&S/Air Cargo from TSA/O&S/STO	(1)	(1)	(\$151)
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STO	(1)	(1)	(\$150)
Realignment for RCA from TSA/O&S/Airport Management to TSA/O&S/Mission Support	-	-	(\$821)
Realignment for RCA from TSA/O&S/STM to TSA/O&S/Mission Support	-	-	(\$187)
Transfer for WCF Removals from TSA/O&S to MGMT/CHCO	-	-	(\$1,310)
Transfer for WCF Removals from TSA/O&S to MGMT/CRSO	-	-	(\$1,186)
Total Transfers	(27)	(27)	(\$7,637)
2020 Pay Raise	-	-	\$126,046
2021 Pay Raise	-	-	\$31,631
Annualization of 50 Canine Teams	4	32	\$86
FERS Agency Contribution	-	-	\$33,152
Investment Profile Adjustment	-	-	\$1,202
Rent	-	-	\$13,858
Total, Pricing Increases	4	32	\$205,975
Contract and Travel Reductions	-	-	(\$5,410)
Delay in Hiring	-	-	(\$99,327)
Discontinuation of Full-Time Subsidy Benefits to Part-Time TSOs	-	-	(\$1,133)
Non-Recur CT Training	-	-	(\$2,044)
Non-Recur FY20 Passenger Volume Growth Support Costs	-	-	(\$2,467)
Right-size PSP Legacy Program	-	-	(\$3,270)
Total, Pricing Decreases	-	-	(\$113,651)

Operations and Support

Aviation Screening Operations - PPA

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
Total Adjustments-to-Base	(23)	5	\$84,687
FY 2021 Current Services	54,210	51,642	\$5,466,701
Automated Screening Lanes Upgrade	-	-	\$6,462
Awards Spending Increase	-	-	\$28,336
CAT Procurement	-	-	\$2,334
CT Maintenance	-	-	\$4,228
EBSP Threat Detection Algorithm Development	-	-	\$2,042
FY 2021 Passenger Volume Growth	750	202	\$6,403
Increase Capability for Identity Management (Biometrics)	-	-	\$2,000
Increase for Maintenance of Transportation Security Equipment	-	-	\$672
Security Technology Integrated Program Investment Adjustment	-	-	\$2,359
Service Pay	-	-	\$23,607
Transportation Security Officer Career Progression (E3 Pay)	-	-	\$11,290
Total, Program Increases	750	202	\$89,733
Cease Staffing at Exit Lanes	(1,794)	(1,090)	(\$83,511)
Defer AIT Deployment	-	-	(\$1,356)
Field Office Consolidation	-	-	(\$3,000)
Reduction to CT Program Office	(43)	(27)	(\$8,505)
Reduction to Retention Incentives	-	-	(\$46,416)
Reduction to SPP Contract Costs	-	-	(\$25,378)
Reduction to TSO Support Costs	-	-	(\$11,704)
Total, Program Decreases	(1,837)	(1,117)	(\$179,870)
FY 2021 Request	53,123	50,727	\$5,376,564
FY 2020 To FY 2021 Change	(1,110)	(910)	(\$5,450)

**Aviation Screening Operations – PPA
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Screening Workforce	47,953	45,693	\$3,377,985	\$73.92	49,010	46,624	\$3,558,933	\$74.15	47,940	45,722	\$3,562,956	\$75.77	(1,070)	(902)	\$4,023	\$1.62
Airport Management	3,918	3,792	\$406,754	\$107.27	3,879	3,754	\$424,149	\$112.05	3,875	3,750	\$446,602	\$118.16	(4)	(4)	\$22,453	\$6.11
Canines	787	755	\$94,940	\$125.75	785	753	\$97,204	\$129.09	783	779	\$103,102	\$132.35	(2)	26	\$5,898	\$3.26
Screening Technology Maintenance	226	201	\$33,767	\$168	216	185	\$32,145	\$173.76	161	146	\$23,059	\$157.94	(55)	(39)	(\$9,086)	(\$15.82)
Secure Flight	347	325	\$34,379	\$105.78	343	321	\$34,592	\$107.76	364	330	\$36,415	\$110.35	21	9	\$1,823	\$2.59
Total	53,231	50,766	\$3,947,825	\$77.76	54,233	51,637	\$4,147,023	\$78.28	53,123	50,727	\$4,172,134	\$80.23	(1,110)	(910)	\$25,111	\$1.95
Discretionary - Appropriation	53,231	50,766	\$3,947,825	\$77.76	54,233	51,637	\$4,147,023	\$78.28	53,123	50,727	\$4,172,134	\$80.23	(1,110)	(910)	\$25,111	\$1.95

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$2,189,692	\$2,369,013	\$2,387,749	\$18,736
11.3 Other than Full-Time Permanent	\$217,457	\$338,744	\$324,016	(\$14,728)
11.5 Other Personnel Compensation	\$510,549	\$211,845	\$193,319	(\$18,526)
11.8 Special Personal Services Payments	-	\$104,501	\$101,594	(\$2,907)
12.1 Civilian Personnel Benefits	\$1,029,719	\$1,122,298	\$1,164,856	\$42,558
13.0 Benefits for Former Personnel	\$408	\$622	\$600	(\$22)
Total - Personnel Compensation and Benefits	\$3,947,825	\$4,147,023	\$4,172,134	\$25,111
Positions and FTE				
Positions - Civilian	53,231	54,233	53,123	(1,110)
FTE - Civilian	50,766	51,637	50,727	(910)

**Aviation Screening Operations – PPA
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screening Workforce	\$397,085	\$434,594	\$395,200	(\$39,394)
Airport Management	\$251,725	\$212,856	\$209,503	(\$3,353)
Canines	\$69,657	\$69,657	\$67,611	(\$2,046)
Screening Technology Maintenance	\$364,370	\$436,819	\$450,628	\$13,809
Secure Flight	\$80,027	\$81,065	\$81,488	\$423
Total	\$1,162,864	\$1,234,991	\$1,204,430	(\$30,561)
Discretionary - Appropriation	\$1,162,864	\$1,234,991	\$1,204,430	(\$30,561)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$60,869	\$39,313	\$37,338	(\$1,975)
22.0 Transportation of Things	\$513	\$673	\$673	-
23.1 Rental Payments to GSA	\$106,923	\$125,256	\$125,256	-
23.2 Rental Payments to Others	\$64,648	\$30,771	\$44,744	\$13,973
23.3 Communications, Utilities, and Misc. Charges	\$10,286	\$4,262	\$4,262	-
24.0 Printing and Reproduction	\$250	\$383	\$383	-
25.1 Advisory and Assistance Services	\$177,154	\$150,631	\$138,565	(\$12,066)
25.2 Other Services from Non-Federal Sources	\$253,666	\$82,166	\$80,928	(\$1,238)
25.3 Other Goods and Services from Federal Sources	\$15,582	\$243,716	\$221,938	(\$21,778)
25.4 Operation and Maintenance of Facilities	\$34,888	\$15,722	\$14,295	(\$1,427)
25.6 Medical Care	\$6	\$47	\$47	-
25.7 Operation and Maintenance of Equipment	\$282,316	\$351,044	\$364,995	\$13,951
26.0 Supplies and Materials	\$63,639	\$70,404	\$55,683	(\$14,721)
31.0 Equipment	\$36,561	\$64,742	\$62,462	(\$2,280)
32.0 Land and Structures	\$9,213	\$10,955	\$7,955	(\$3,000)
41.0 Grants, Subsidies, and Contributions	\$44,856	\$44,856	\$44,856	-
42.0 Insurance Claims and Indemnities	\$1,494	\$50	\$50	-
Total - Non Pay Object Classes	\$1,162,864	\$1,234,991	\$1,204,430	(\$30,561)

Screening Workforce – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screening Partnership Program	10	10	\$197,062	10	10	\$226,375	10	10	\$204,647	-	-	(\$21,728)
Screeener Personnel, Compensation, and Benefits	47,646	45,392	\$3,347,774	48,664	46,284	\$3,523,547	47,596	45,384	\$3,526,680	(1,068)	(900)	\$3,133
Screeener Training and Other	297	291	\$230,234	336	330	\$243,605	334	328	\$226,829	(2)	(2)	(\$16,776)
Total	47,953	45,693	\$3,775,070	49,010	46,624	\$3,993,527	47,940	45,722	\$3,958,156	(1,070)	(902)	(\$35,371)
Subtotal Discretionary - Appropriation	47,953	45,693	\$3,775,070	49,010	46,624	\$3,993,527	47,940	45,722	\$3,958,156	(1,070)	(902)	(\$35,371)

PPA Level II Description

The Screening Workforce Level II PPA supports funding for TSA's SPP, Screeener Personnel, Compensation, and Benefits, and Screeener Training. It is comprised of three Level III PPAs.

Screening Partnership Program: The SPP procures screening services from qualified private companies at TSA airports.

Screeener Personnel, Compensation, and Benefits: This PPA includes compensation and benefits funding for the TSOs who screen passengers and their baggage before entering the sterile part of an airport.

Screeener Training and Other: The Screeener Training and Other PPA provides the resources to support new and recurring training requirements for the TSO workforce, as well as other direct costs associated with screening operations.

Screening Workforce – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	47,953	45,693	\$3,775,070
FY 2020 Enacted	49,010	46,624	\$3,993,527
FY 2021 Base Budget	49,010	46,624	\$3,993,527
Realignment for HQ Reorg to TSA/O&S/Air Cargo from TSA/O&S/STO	(1)	(1)	(\$151)
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STO	(1)	(1)	(\$150)
Transfer for WCF Removals from TSA/O&S to MGMT/CHCO	-	-	(\$1,310)
Total Transfers	(2)	(2)	(\$1,611)
2020 Pay Raise	-	-	\$108,013
2021 Pay Raise	-	-	\$27,146
FERS Agency Contribution	-	-	\$28,210
Investment Profile Adjustment	-	-	\$842
Total, Pricing Increases	-	-	\$164,211
Contract and Travel Reductions	-	-	(\$3,210)
Delay in Hiring	-	-	(\$85,083)
Discontinuation of Full-Time Subsidy Benefits to Part-Time TSOs	-	-	(\$1,133)
Non-Recur CT Training	-	-	(\$2,044)
Non-Recur FY20 Passenger Volume Growth Support Costs	-	-	(\$2,467)
Total, Pricing Decreases	-	-	(\$93,937)
Total Adjustments-to-Base	(2)	(2)	\$68,663
FY 2021 Current Services	49,008	46,622	\$4,062,190
Awards Spending Increase	-	-	\$22,169
FY 2021 Passenger Volume Growth	726	190	\$4,837
Service Pay	-	-	\$23,607
Transportation Security Officer Career Progression (E3 Pay)	-	-	\$11,290
Total, Program Increases	726	190	\$61,903
Cease Staffing at Exit Lanes	(1,794)	(1,090)	(\$83,511)
Reduction to Retention Incentives	-	-	(\$46,416)
Reduction to SPP Contract Costs	-	-	(\$25,378)
Reduction to TSO Support Costs	-	-	(\$10,632)
Total, Program Decreases	(1,794)	(1,090)	(\$165,937)

Aviation Screening Operations – PPA

Screening Workforce – PPA II

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2021 Request	47,940	45,722	\$3,958,156
FY 2020 To FY 2021 Change	(1,070)	(902)	(\$35,371)

**Screening Workforce – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Screening Partnership Program	10	10	\$1,480	\$148	10	10	\$1,544	\$150.2	10	10	\$1,594	\$155.2	-	-	\$50	\$5
Screener Personnel, Compensation, and Benefits	47,646	45,392	\$3,346,606	\$73.72	48,664	46,284	\$3,522,379	\$73.91	47,596	45,384	\$3,525,512	\$75.51	(1,068)	(900)	\$3,133	\$1.6
Screener Training and Other	297	291	\$29,899	\$102.75	336	330	\$35,010	\$105.49	334	328	\$35,850	\$108.69	(2)	(2)	\$840	\$3.2
Total	47,953	45,693	\$3,377,985	\$73.92	49,010	46,624	\$3,558,933	\$74.15	47,940	45,722	\$3,562,956	\$75.77	(1,070)	(902)	\$4,023	\$1.62
Discretionary - Appropriation	47,953	45,693	\$3,377,985	\$73.92	49,010	46,624	\$3,558,933	\$74.15	47,940	45,722	\$3,562,956	\$75.77	(1,070)	(902)	\$4,023	\$1.62

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$1,796,596	\$1,963,716	\$1,975,669	\$11,953
11.3 Other than Full-Time Permanent	\$217,052	\$337,985	\$323,257	(\$14,728)
11.5 Other Personnel Compensation	\$474,032	\$195,690	\$177,164	(\$18,526)
11.8 Special Personal Services Payments	-	\$101,002	\$98,095	(\$2,907)
12.1 Civilian Personnel Benefits	\$889,897	\$959,918	\$988,171	\$28,253
13.0 Benefits for Former Personnel	\$408	\$622	\$600	(\$22)
Total - Personnel Compensation and Benefits	\$3,377,985	\$3,558,933	\$3,562,956	\$4,023
Positions and FTE				
Positions - Civilian	47,953	49,010	47,940	(1,070)
FTE - Civilian	45,693	46,624	45,722	(902)

**Screening Workforce – PPA Level II
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screening Partnership Program	\$195,582	\$224,831	\$203,053	(\$21,778)
Screener Personnel, Compensation, and Benefits	\$1,168	\$1,168	\$1,168	-
Screener Training and Other	\$200,335	\$208,595	\$190,979	(\$17,616)
Total	\$397,085	\$434,594	\$395,200	(\$39,394)
Discretionary - Appropriation	\$397,085	\$434,594	\$395,200	(\$39,394)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$37,396	\$33,780	\$31,780	(\$2,000)
22.0 Transportation of Things	\$54	\$36	\$36	-
23.1 Rental Payments to GSA	\$147	\$77	\$77	-
23.2 Rental Payments to Others	\$169	\$106	\$106	-
23.3 Communications, Utilities, and Misc. Charges	\$237	\$111	\$111	-
24.0 Printing and Reproduction	\$169	\$205	\$205	-
25.1 Advisory and Assistance Services	\$37,651	\$27,523	\$25,011	(\$2,512)
25.2 Other Services from Non-Federal Sources	\$242,671	\$65,070	\$64,832	(\$238)
25.3 Other Goods and Services from Federal Sources	\$8,267	\$236,354	\$214,576	(\$21,778)
25.4 Operation and Maintenance of Facilities	\$10,782	\$8,580	\$8,580	-
25.6 Medical Care	-	\$15	\$15	-
25.7 Operation and Maintenance of Equipment	\$42	\$34	\$34	-
26.0 Supplies and Materials	\$57,130	\$55,080	\$42,214	(\$12,866)
31.0 Equipment	\$878	\$7,620	\$7,620	-
32.0 Land and Structures	-	\$3	\$3	-
42.0 Insurance Claims and Indemnities	\$1,492	-	-	-
Total - Non Pay Object Classes	\$397,085	\$434,594	\$395,200	(\$39,394)

Screening Partnership Program – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screening Partnership Program	10	10	\$197,062	10	10	\$226,375	10	10	\$204,647	-	-	(\$21,728)
Total	10	10	\$197,062	10	10	\$226,375	10	10	\$204,647	-	-	(\$21,728)
Subtotal Discretionary - Appropriation	10	10	\$197,062	10	10	\$226,375	10	10	\$204,647	-	-	(\$21,728)

PPA Level III Description

The SPP procures screening services from qualified private companies at TSA airports. As required by Statute, the program provides airports with a process to "opt-out" and request TSA use private screening companies instead of Federal screeners. The program also provides the business infrastructure capable of acquiring, deploying, and supporting the management of private screening resources at airports. Private screeners must pass TSA training, maintain TSA certification, and follow TSA's screening procedures. Private screening performance must "be equal to or greater than the level provided by Federal personnel", and private screeners must receive compensation "not less than the compensation received by Federal screeners". The SPP addresses the requirement to provide airports with a process to request TSA to use private screening companies instead of Federal ones and then procure, deploy, and manage those companies.

Screening Partnership Program – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	10	10	\$197,062
FY 2020 Enacted	10	10	\$226,375
FY 2021 Base Budget	10	10	\$226,375
2020 Pay Raise	-	-	\$48
2021 Pay Raise	-	-	\$12
FERS Agency Contribution	-	-	\$12
Total, Pricing Increases	-	-	\$72
Delay in Hiring	-	-	(\$38)
Total, Pricing Decreases	-	-	(\$38)
Total Adjustments-to-Base	-	-	\$34
FY 2021 Current Services	10	10	\$226,409
Awards Spending Increase	-	-	\$16
FY 2021 Passenger Volume Growth	-	-	\$3,600
Total, Program Increases	-	-	\$3,616
Reduction to SPP Contract Costs	-	-	(\$25,378)
Total, Program Decreases	-	-	(\$25,378)
FY 2021 Request	10	10	\$204,647
FY 2020 To FY 2021 Change	-	-	(\$21,728)

**Screening Partnership Program – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Screening Partnership Program	10	10	\$1,480	\$148	10	10	\$1,544	\$150.2	10	10	\$1,594	\$155.2	-	-	\$50	\$5
Total	10	10	\$1,480	\$148	10	10	\$1,544	\$150.2	10	10	\$1,594	\$155.2	-	-	\$50	\$5
Discretionary - Appropriation	10	10	\$1,480	\$148	10	10	\$1,544	\$150.2	10	10	\$1,594	\$155.2	-	-	\$50	\$5

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$1,122	\$832	\$853	\$21
11.3 Other than Full-Time Permanent	-	\$141	\$141	-
11.5 Other Personnel Compensation	\$4	\$82	\$82	-
11.8 Special Personal Services Payments	-	\$42	\$42	-
12.1 Civilian Personnel Benefits	\$354	\$447	\$476	\$29
Total - Personnel Compensation and Benefits	\$1,480	\$1,544	\$1,594	\$50
Positions and FTE				
Positions - Civilian	10	10	10	-
FTE - Civilian	10	10	10	-

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President’s Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Program Support	10	\$1,480	\$148.00	10	\$1,544	\$150.20	10	\$1,594	\$155.20	-	\$50	\$5.00
Total - Pay Cost Drivers	10	\$1,480	\$148.00	10	\$1,544	\$150.20	10	\$1,594	\$155.20	-	\$50	\$5.00

Explanation of Pay Cost Driver

Program Support: This cost driver covers personnel that support the SPP. Changes to this cost driver are due to increases in TSA’s FERS Contribution, the 2021 Pay Raise, and an Awards Spending Increase.

**Screening Partnership Program – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screening Partnership Program	\$195,582	\$224,831	\$203,053	(\$21,778)
Total	\$195,582	\$224,831	\$203,053	(\$21,778)
Discretionary - Appropriation	\$195,582	\$224,831	\$203,053	(\$21,778)

Non Pay by Object Class

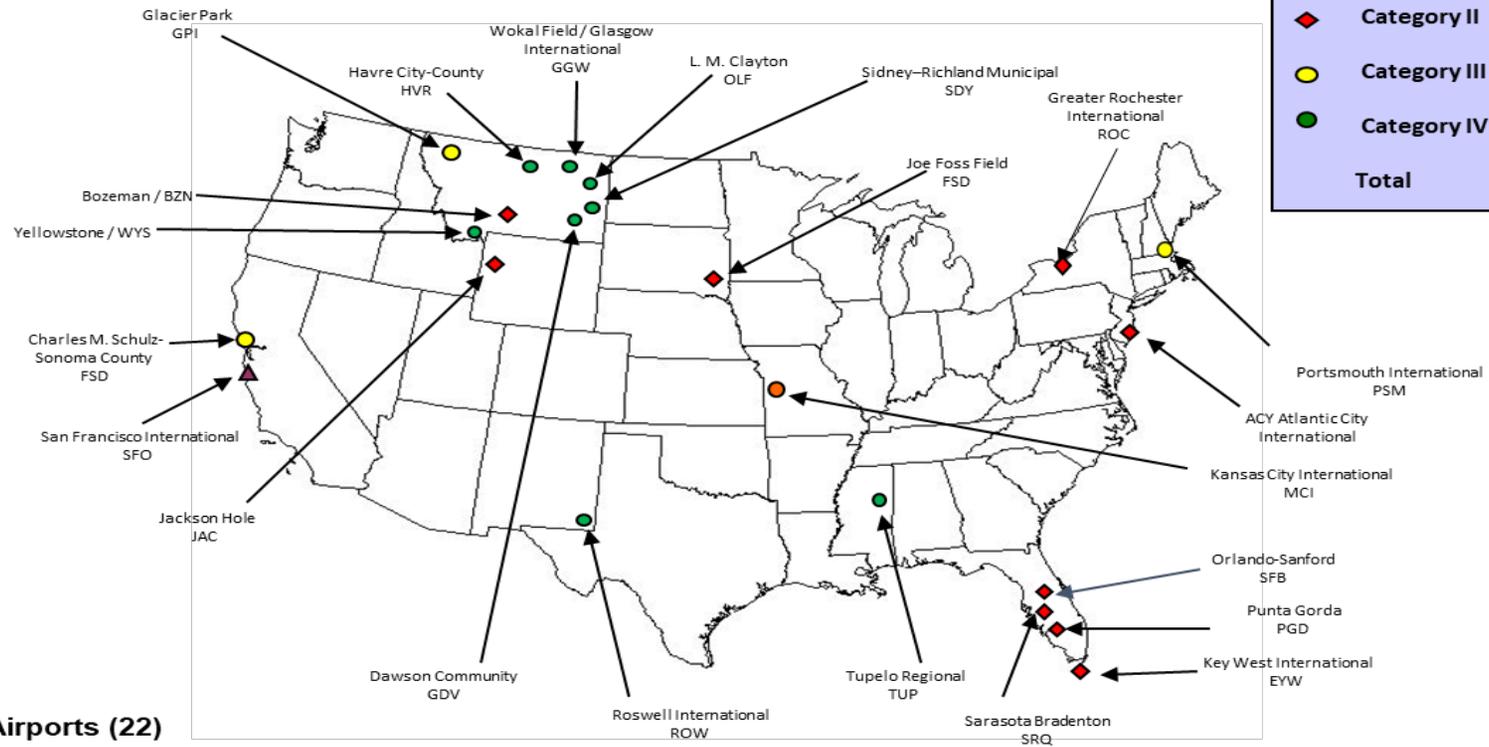
Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$18	\$72	\$72	-
25.1 Advisory and Assistance Services	\$978	-	-	-
25.2 Other Services from Non-Federal Sources	\$194,586	-	-	-
25.3 Other Goods and Services from Federal Sources	-	\$224,653	\$202,875	(\$21,778)
25.4 Operation and Maintenance of Facilities	-	\$1	\$1	-
26.0 Supplies and Materials	-	\$104	\$104	-
31.0 Equipment	-	\$1	\$1	-
Total - Non Pay Object Classes	\$195,582	\$224,831	\$203,053	(\$21,778)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
SPP Participating Airports	\$195,582	\$224,831	\$203,053	(\$21,778)
Total - Non Pay Cost Drivers	\$195,582	\$224,831	\$203,053	(\$21,778)

Explanation of Non Pay Cost Driver

SPP Participating Airports: The SPP permits airport operators to request screening services through private screening companies, who are required to provide services equal to or better than Federal screening operations. The primary cost driver for the SPP is the number of participating airports. There are now 22 airports participating in the SPP (see chart below), and TSA continues to review applications as they are submitted. The net decrease in FY 2021 is due to a reduction in contract screening costs combined with an increase to address passenger volume growth.



Screener Personnel, Compensation, and Benefits – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screener Personnel, Compensation, and Benefits	47,646	45,392	\$3,347,774	48,664	46,284	\$3,523,547	47,596	45,384	\$3,526,680	(1,068)	(900)	\$3,133
Total	47,646	45,392	\$3,347,774	48,664	46,284	\$3,523,547	47,596	45,384	\$3,526,680	(1,068)	(900)	\$3,133
Subtotal Discretionary - Appropriation	47,646	45,392	\$3,347,774	48,664	46,284	\$3,523,547	47,596	45,384	\$3,526,680	(1,068)	(900)	\$3,133

PPA Level III Description

The FY 2021 budget supports a Federal workforce of 45,384 TSO FTE at 440 airports with various security screening duties and specialties. With the evolution of TSA's RBS programs, the TSO responsibility, especially at the checkpoint, has significantly evolved. Officer duties go beyond verbatim adherence to Standard Operating Procedures and include critical thinking about today's threats and risks, and the mitigation techniques necessary to respond to those threats.

The FY 2021 budget begins a comprehensive merit-based strategy to Attract, Build, and Inspire the TSO workforce through annual pay increases and increased salary initiatives for high performing TSOs with alarm resolution experience.

Screener Personnel, Compensation, and Benefits – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	47,646	45,392	\$3,347,774
FY 2020 Enacted	48,664	46,284	\$3,523,547
FY 2021 Base Budget	48,664	46,284	\$3,523,547
2020 Pay Raise	-	-	\$106,806
2021 Pay Raise	-	-	\$26,867
FERS Agency Contribution	-	-	\$27,913
Total, Pricing Increases	-	-	\$161,586
Delay in Hiring	-	-	(\$84,112)
Discontinuation of Full-Time Subsidy Benefits to Part-Time TSOs	-	-	(\$1,133)
Total, Pricing Decreases	-	-	(\$85,245)
Total Adjustments-to-Base	-	-	\$76,341
FY 2021 Current Services	48,664	46,284	\$3,599,888
Awards Spending Increase	-	-	\$21,790
FY 2021 Passenger Volume Growth	726	190	\$32
Service Pay	-	-	\$23,607
Transportation Security Officer Career Progression (E3 Pay)	-	-	\$11,290
Total, Program Increases	726	190	\$56,719
Cease Staffing at Exit Lanes	(1,794)	(1,090)	(\$83,511)
Reduction to Retention Incentives	-	-	(\$46,416)
Total, Program Decreases	(1,794)	(1,090)	(\$129,927)
FY 2021 Request	47,596	45,384	\$3,526,680
FY 2020 To FY 2021 Change	(1,068)	(900)	\$3,133

**Screening Personnel, Compensation, and Benefits – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Screening Personnel, Compensation, and Benefits	47,646	45,392	\$3,346,606	\$73.72	48,664	46,284	\$3,522,379	\$73.91	47,596	45,384	\$3,525,512	\$75.51	(1,068)	(900)	\$3,133	\$1.6
Total	47,646	45,392	\$3,346,606	\$73.72	48,664	46,284	\$3,522,379	\$73.91	47,596	45,384	\$3,525,512	\$75.51	(1,068)	(900)	\$3,133	\$1.6
Discretionary - Appropriation	47,646	45,392	\$3,346,606	\$73.72	48,664	46,284	\$3,522,379	\$73.91	47,596	45,384	\$3,525,512	\$75.51	(1,068)	(900)	\$3,133	\$1.6

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$1,773,882	\$1,936,812	\$1,948,247	\$11,435
11.3 Other than Full-Time Permanent	\$217,000	\$337,844	\$323,116	(\$14,728)
11.5 Other Personnel Compensation	\$473,213	\$195,592	\$177,066	(\$18,526)
11.8 Special Personal Services Payments	-	\$100,761	\$97,854	(\$2,907)
12.1 Civilian Personnel Benefits	\$882,103	\$950,748	\$978,629	\$27,881
13.0 Benefits for Former Personnel	\$408	\$622	\$600	(\$22)
Total - Personnel Compensation and Benefits	\$3,346,606	\$3,522,379	\$3,525,512	\$3,133
Positions and FTE				
Positions - Civilian	47,646	48,664	47,596	(1,068)
FTE - Civilian	45,392	46,284	45,384	(900)

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President’s Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Transportation Security Officers	45,392	\$3,346,606	\$73.72	46,284	\$3,522,379	\$73.91	45,384	\$3,525,512	\$75.51	(900)	\$3,133	\$1.60
Total – Pay Cost Drivers	45,392	\$3,346,606	\$73.72	46,284	\$3,522,379	\$73.91	45,384	\$3,525,512	\$75.51	(900)	\$3,133	\$1.60

Explanation of Pay Cost Driver

Transportation Security Officers: This cost driver covers support personnel funded out of the Screener Personnel, Compensation, and Benefits PPA. Changes to this cost driver are due to increases in TSAs FERS Contribution, the 2021 Pay Raise, increase in awards spending, and requested increases for Career Progression and Service Pay initiatives and a decrease to reflect a delay in hiring to redirect funding to the 2020 pay raise.

**Screening Personnel, Compensation, and Benefits – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screening Personnel, Compensation, and Benefits	\$1,168	\$1,168	\$1,168	-
Total	\$1,168	\$1,168	\$1,168	-
Discretionary - Appropriation	\$1,168	\$1,168	\$1,168	-

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.2 Other Services from Non-Federal Sources	-	\$1,119	\$1,119	-
25.3 Other Goods and Services from Federal Sources	-	\$49	\$49	-
42.0 Insurance Claims and Indemnities	\$1,168	-	-	-
Total - Non Pay Object Classes	\$1,168	\$1,168	\$1,168	-

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 President’s Budget	FY 2021 President’s Budget	FY 2020 to FY 2021 Total Changes
Settlements	\$1,168	\$1,168	\$1,168	-
Total – Non Pay Cost Drivers	\$1,168	\$1,168	\$1,168	-

Explanation of Pay Cost Driver

Settlements: Funding associated with this cost driver is for settlement funds provided for the screeners at airport checkpoints. Settlement funds cover small claims at the checkpoint for TSOs. This amount does not typically change from year to year.

Screeener Training and Other – PPA Level III

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screeener Training and Other	297	291	\$230,234	336	330	\$243,605	334	328	\$226,829	(2)	(2)	(\$16,776)
Total	297	291	\$230,234	336	330	\$243,605	334	328	\$226,829	(2)	(2)	(\$16,776)
Subtotal Discretionary - Appropriation	297	291	\$230,234	336	330	\$243,605	334	328	\$226,829	(2)	(2)	(\$16,776)

PPA Level III Description

The Screeener Training and Other PPA provides the resources to support new and recurring training requirements for the TSO workforce, as well as other direct costs associated with screening operations.

Screener Training and Other – PPA Level III Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	297	291	\$230,234
FY 2020 Enacted	336	330	\$243,605
FY 2021 Base Budget	336	330	\$243,605
Realignment for HQ Reorg to TSA/O&S/Air Cargo from TSA/O&S/STO	(1)	(1)	(\$151)
Realignment for HQ Reorg to TSA/O&S/Mission Support from TSA/O&S/STO	(1)	(1)	(\$150)
Transfer for WCF Removals from TSA/O&S to MGMT/CHCO	-	-	(\$1,310)
Total Transfers	(2)	(2)	(\$1,611)
2020 Pay Raise	-	-	\$1,159
2021 Pay Raise	-	-	\$267
FERS Agency Contribution	-	-	\$285
Investment Profile Adjustment	-	-	\$842
Total, Pricing Increases	-	-	\$2,553
Contract and Travel Reductions	-	-	(\$3,210)
Delay in Hiring	-	-	(\$933)
Non-Recur CT Training	-	-	(\$2,044)
Non-Recur FY20 Passenger Volume Growth Support Costs	-	-	(\$2,467)
Total, Pricing Decreases	-	-	(\$8,654)
Total Adjustments-to-Base	(2)	(2)	(\$7,712)
FY 2021 Current Services	334	328	\$235,893
Awards Spending Increase	-	-	\$363
FY 2021 Passenger Volume Growth	-	-	\$1,205
Total, Program Increases	-	-	\$1,568
Reduction to TSO Support Costs	-	-	(\$10,632)
Total, Program Decreases	-	-	(\$10,632)
FY 2021 Request	334	328	\$226,829
FY 2020 To FY 2021 Change	(2)	(2)	(\$16,776)

**Screeener Training and Other – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Screeener Training and Other	297	291	\$29,899	\$102.75	336	330	\$35,010	\$105.49	334	328	\$35,850	\$108.69	(2)	(2)	\$840	\$3.2
Total	297	291	\$29,899	\$102.75	336	330	\$35,010	\$105.49	334	328	\$35,850	\$108.69	(2)	(2)	\$840	\$3.2
Discretionary - Appropriation	297	291	\$29,899	\$102.75	336	330	\$35,010	\$105.49	334	328	\$35,850	\$108.69	(2)	(2)	\$840	\$3.2

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$21,592	\$26,072	\$26,569	\$497
11.3 Other than Full-Time Permanent	\$52	-	-	-
11.5 Other Personnel Compensation	\$815	\$16	\$16	-
11.8 Special Personal Services Payments	-	\$199	\$199	-
12.1 Civilian Personnel Benefits	\$7,440	\$8,723	\$9,066	\$343
Total - Personnel Compensation and Benefits	\$29,899	\$35,010	\$35,850	\$840
Positions and FTE				
Positions - Civilian	297	336	334	(2)
FTE - Civilian	291	330	328	(2)

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Training Personnel	224	\$25,240	\$112.68	268	\$28,821	\$106.93	268	\$29,599	\$109.83	-	\$778	\$2.90
Other Personnel	67	\$4,659	\$69.54	62	\$6,189	\$99.26	60	\$6,251	\$103.60	(2)	\$62	\$4.34
Total - Pay Cost Drivers	291	\$29,899	\$102.75	330	\$35,010	\$105.49	328	\$35,850	\$108.69	(2)	\$840	\$3.20

Explanation of Pay Cost Drivers

Training Personnel: This cost driver covers personnel that support the training of Screeners at the airports. Changes to this cost driver include increases in TSA's FERS Contribution, the 2021 Pay Raise, and increase in awards spending, and a decrease to reflect a delay in hiring to redirect funding to the 2020 pay raise.

Other Personnel: This cost driver covers other costs associated with the Screener Training and Other PPA personnel. Changes to this cost driver include increases in TSA's FERS Contribution, the 2021 Pay Raise, and increase in awards spending, and a decrease to reflect a delay in hiring to redirect funding to the 2020 pay raise.

**Screener Training and Other – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screener Training and Other	\$200,335	\$208,595	\$190,979	(\$17,616)
Total	\$200,335	\$208,595	\$190,979	(\$17,616)
Discretionary - Appropriation	\$200,335	\$208,595	\$190,979	(\$17,616)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$37,378	\$33,708	\$31,708	(\$2,000)
22.0 Transportation of Things	\$54	\$36	\$36	-
23.1 Rental Payments to GSA	\$147	\$77	\$77	-
23.2 Rental Payments to Others	\$169	\$106	\$106	-
23.3 Communications, Utilities, and Misc. Charges	\$237	\$111	\$111	-
24.0 Printing and Reproduction	\$169	\$205	\$205	-
25.1 Advisory and Assistance Services	\$36,673	\$27,523	\$25,011	(\$2,512)
25.2 Other Services from Non-Federal Sources	\$48,085	\$63,951	\$63,713	(\$238)
25.3 Other Goods and Services from Federal Sources	\$8,267	\$11,652	\$11,652	-
25.4 Operation and Maintenance of Facilities	\$10,782	\$8,579	\$8,579	-
25.6 Medical Care	-	\$15	\$15	-
25.7 Operation and Maintenance of Equipment	\$42	\$34	\$34	-
26.0 Supplies and Materials	\$57,130	\$54,976	\$42,110	(\$12,866)
31.0 Equipment	\$878	\$7,619	\$7,619	-
32.0 Land and Structures	-	\$3	\$3	-
42.0 Insurance Claims and Indemnities	\$324	-	-	-
Total - Non Pay Object Classes	\$200,335	\$208,595	\$190,979	(\$17,616)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screening Consumables, Uniforms, and Other	\$109,548	\$116,626	\$102,850	(\$13,776)
TSO Training	\$78,768	\$85,937	\$84,097	(\$1,840)
Other Costs	\$12,019	\$6,032	\$4,032	(\$2,000)
Total – Non Pay Cost Drivers	\$200,335	\$208,595	\$190,979	(17,616)

Explanation of Pay Cost Drivers

Screening Consumables, Uniforms, and Other: Consumable supplies are critical materials used by TSOs to ensure effective screening of passengers, carry-on, and checked baggage. These consumable supplies include disposable gloves, sample swabs/wands, reactant materials, and baggage inserts, which both notify passengers that their bag has been inspected and provide contact information in the event of a problem. In addition, TSA provides uniforms to new hires, as well as replacement uniforms to all TSOs through the annual allowance program. Changes to this cost driver in FY 2021 reflect a net decrease in consumables and uniforms associated with prior year passenger volume growth, and a decrease to reflect a delay in hiring to redirect funding to the 2020 pay raise.

TSO Training: This cost driver reflects the core training of the TSO workforce. This request continues the centralization and standardization of TSO Basic Training at the TSA Academy at the Federal Law Enforcement Training Center (FLETC), in Glynco, Georgia. This provides TSA with a structured, centralized training environment for its new TSO hires. Changes to this cost driver in FY 2021 are due to decreases in training contracts, a non-recur of the requested FY 2020 CT Training, and an enhancement associated with FY 2021 volume growth training.

Other Costs: Funding in this cost driver covers other costs associated with screening operations, such as other supplies and travel costs. Changes to this cost driver are due to a reduction in travel training costs as well as a transfer for WCF removals.

Airport Management – PPA Level II

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Airport Management	3,918	3,792	\$658,479	3,879	3,754	\$637,005	3,875	3,750	\$656,105	(4)	(4)	\$19,100
Total	3,918	3,792	\$658,479	3,879	3,754	\$637,005	3,875	3,750	\$656,105	(4)	(4)	\$19,100
Subtotal Discretionary - Appropriation	3,918	3,792	\$658,479	3,879	3,754	\$637,005	3,875	3,750	\$656,105	(4)	(4)	\$19,100

PPA Level II Description

The Airport Management PPA supports airport FSDs and their Staff, Airport Parking, Fleet Services, and Transit Benefits, as well as Airport Rent and Furniture.

Airport Management – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	3,918	3,792	\$658,479
FY 2020 Enacted	3,879	3,754	\$637,005
FY 2021 Base Budget	3,879	3,754	\$637,005
Realignment for HQ Reorg from TSA/O&S/Airport Mgmt to TSA/O&S/Mission Support	(4)	(4)	(\$672)
Realignment for RCA from TSA/O&S/Airport Management to TSA/O&S/Mission Support	-	-	(\$821)
Transfer for WCF Removals from TSA/O&S to MGMT/CRSO	-	-	(\$1,186)
Total Transfers	(4)	(4)	(\$2,679)
2020 Pay Raise	-	-	\$13,130
2021 Pay Raise	-	-	\$3,235
FERS Agency Contribution	-	-	\$3,533
Rent	-	-	\$13,858
Total, Pricing Increases	-	-	\$33,756
Annualization of 50 Canine Teams	-	-	(\$1,427)
Contract and Travel Reductions	-	-	(\$1,000)
Delay in Hiring	-	-	(\$10,397)
Total, Pricing Decreases	-	-	(\$12,824)
Total Adjustments-to-Base	(4)	(4)	\$18,253
FY 2021 Current Services	3,875	3,750	\$655,258
Awards Spending Increase	-	-	\$4,521
FY 2021 Passenger Volume Growth	-	-	\$398
Total, Program Increases	-	-	\$4,919
Field Office Consolidation	-	-	(\$3,000)
Reduction to TSO Support Costs	-	-	(\$1,072)
Total, Program Decreases	-	-	(\$4,072)
FY 2021 Request	3,875	3,750	\$656,105
FY 2020 To FY 2021 Change	(4)	(4)	\$19,100

**Airport Management – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Airport Management	3,918	3,792	\$406,754	\$107.27	3,879	3,754	\$424,149	\$112.05	3,875	3,750	\$446,602	\$118.16	(4)	(4)	\$22,453	\$6.11
Total	3,918	3,792	\$406,754	\$107.27	3,879	3,754	\$424,149	\$112.05	3,875	3,750	\$446,602	\$118.16	(4)	(4)	\$22,453	\$6.11
Discretionary - Appropriation	3,918	3,792	\$406,754	\$107.27	3,879	3,754	\$424,149	\$112.05	3,875	3,750	\$446,602	\$118.16	(4)	(4)	\$22,453	\$6.11

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$282,977	\$294,784	\$303,012	\$8,228
11.3 Other than Full-Time Permanent	\$148	\$622	\$622	-
11.5 Other Personnel Compensation	\$21,467	\$1,879	\$1,879	-
11.8 Special Personal Services Payments	-	\$3,499	\$3,499	-
12.1 Civilian Personnel Benefits	\$102,162	\$123,365	\$137,590	\$14,225
Total - Personnel Compensation and Benefits	\$406,754	\$424,149	\$446,602	\$22,453
Positions and FTE				
Positions - Civilian	3,918	3,879	3,875	(4)
FTE - Civilian	3,792	3,754	3,750	(4)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
FSD & Staff	3,259	\$339,051	\$104.04	3,254	\$357,276	\$108.89	3,254	\$377,376	\$115.06	-	\$20,100	\$6.17
Transportation Security Specialists Explosives	378	\$49,406	\$130.70	379	\$52,289	\$136.83	379	\$55,280	\$144.74	-	\$2,991	\$7.91
Real Estate Personnel	63	6,402	\$101.62	63	\$6,757	\$106.37	63	\$6,989	\$110.06	-	\$232	\$3.70
Other	92	\$11,895	\$129.29	58	\$7,827	\$133.83	54	\$6,957	\$122.78	(4)	(\$870)	(\$11.05)
Total - Pay Cost Drivers	3,792	\$406,754	\$107.27	3,754	\$424,149	\$112.05	3,750	\$446,602	\$118.16	(4)	\$22,453	\$6.11

Explanation of Pay Cost Drivers

FSD & Staff: This cost driver supports the salaries and benefits of FSDs and their staff. FSDs and staff are critical to supporting the front line operations of TSOs by developing operational strategies to make the screening process more efficient for the traveling public. These personnel continue to be the central reference point on policy development, information technology, training, performance management, finance and human resources for TSOs at the Nation's airports. Changes to this cost driver in FY 2021 include increases for the agency's FERS Contribution, an awards spending increase, a 2021 Pay Raise, a realignment of Commuter Benefits costs from non-pay to pay, volume growth support costs for TSOs, and a reduction to account for the redirection of funds to pay for the 2020 pay increase.

Transportation Security Specialists Explosives (TSS-Es): This cost driver supports TSS-Es. The TSS-E program strengthens the security of the Nation's transportation systems by providing frequent interaction with and formal training of TSOs to increase their ability to recognize potential Improvised Explosive Devices (IEDs) and IED components. The FY 2021 request includes increases for the agency's FERS Contribution, the 2021 Pay Raise, and an increase in awards spending.

Real Estate Personnel: Funding in this cost driver covers personnel that oversee field rent and utilities. The FY 2021 request includes increases for the agency's FERS Contribution, an increase in awards spending and the 2021 Pay Raise. Changes also reflect a decrease to account for the redirection of funds to pay for the 2020 pay increase.

Other: This cost driver includes other support personnel. The FY 2021 request includes a decrease in FTE for a realignment of Headquarters Personnel, along with increases for the agency's FERS Contribution, an increase in awards spending and the 2021 Pay Raise. Additionally, changes reflect a decrease to account for the redirection of funds to pay for the 2020 pay increase.

Airport Management – PPA Level II Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Airport Management	\$251,725	\$212,856	\$209,503	(\$3,353)
Total	\$251,725	\$212,856	\$209,503	(\$3,353)
Discretionary - Appropriation	\$251,725	\$212,856	\$209,503	(\$3,353)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$17,613	\$95	\$95	-
22.0 Transportation of Things	\$377	\$553	\$553	-
23.1 Rental Payments to GSA	\$106,776	\$125,179	\$125,179	-
23.2 Rental Payments to Others	\$58,724	\$24,690	\$38,663	\$13,973
23.3 Communications, Utilities, and Misc. Charges	\$9,813	\$3,558	\$3,558	-
24.0 Printing and Reproduction	\$66	\$163	\$163	-
25.1 Advisory and Assistance Services	\$11,566	\$10,165	\$159	(\$10,006)
25.2 Other Services from Non-Federal Sources	\$9,631	\$3,814	\$2,814	(\$1,000)
25.3 Other Goods and Services from Federal Sources	\$3,195	\$2,342	\$2,342	-
25.4 Operation and Maintenance of Facilities	\$18,609	\$4,343	\$2,916	(\$1,427)
25.6 Medical Care	-	\$26	\$26	-
25.7 Operation and Maintenance of Equipment	\$33	\$543	\$543	-
26.0 Supplies and Materials	\$3,139	\$12,240	\$10,347	(\$1,893)
31.0 Equipment	\$3,058	\$14,233	\$14,233	-
32.0 Land and Structures	\$9,123	\$10,862	\$7,862	(\$3,000)
42.0 Insurance Claims and Indemnities	\$2	\$50	\$50	-
Total - Non Pay Object Classes	\$251,725	\$212,856	\$209,503	(\$3,353)

Non Pay Cost Drivers

Non Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Airport Rent and Furniture	\$171,467	\$169,663	\$179,450	\$9,787
Airport Parking, Fleet & Transit Benefits	\$44,387	\$35,493	\$22,353	(\$13,140)
Checkpoint Program	\$28,759	\$7,700	\$7,700	-
Other Costs	\$7,112	-	-	-
Total – Non Pay Cost Drivers	\$251,725	\$212,856	\$209,503	(\$3,353)

Explanation of Non Pay Cost Drivers

Airport Rent and Furniture: In order for TSA field operations to successfully fulfill their mission, they require facilities both inside the airport terminals as well as in close proximity to the airports in commercial office spaces. These spaces provide TSO break rooms and training spaces, coordination centers, support spaces for the FAMS officers as well as administrative offices for the FSDs and FAM Special Agents in Charge (FAM SACs). The FY 2021 request reflects increases in airport rent and a decrease due to planned field office consolidations.

Airport Parking, Fleet & Transit Benefits: This program currently provides parking at participating airports for field staff. In addition, Changes to this cost driver in FY 2021 are due to transfers for WCF removals, reductions in the TSO Parking contract, a realignment of commuter benefits funding to pay Object Class 12.1, and a realignment of capabilities analysis funding to the Mission Support PPA.

Checkpoint Program: This cost driver provides reimbursement to airports for utilities and janitorial services in the passenger and baggage checkpoint locations. There are currently 165 airports participating in this voluntary program. There is no change to this cost driver in FY 2021.

Other Costs: Funding for this cost driver supports costs associated with the necessary travel, training, and contract requirements for staff at the Nation's airports. The FY 2021 request includes no funding for this cost driver.

*Canines – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Canines	787	755	\$164,597	785	753	\$166,861	783	779	\$170,713	(2)	26	\$3,852
Total	787	755	\$164,597	785	753	\$166,861	783	779	\$170,713	(2)	26	\$3,852
Subtotal Discretionary - Appropriation	787	755	\$164,597	785	753	\$166,861	783	779	\$170,713	(2)	26	\$3,852

PPA Level II Description

The NEDCTP trains and deploys certified explosives detection canine teams to deter and detect the introduction of explosive devices into the transportation system. Bomb threats cause disruption of air, land, and sea commerce and pose an unacceptable danger to the traveling public. Explosives detection canine teams are proven and reliable resources in the detection of explosives and are a key component in a balanced counter-terrorism program.

TSA has two types of canine teams: PSC and Explosive Detection Canines (EDCs). PSC teams are trained to detect explosives concealed on the body or artfully concealed in a passenger's accessible property, while the passenger is traversing through the security checkpoint. They are trained to constantly sample the air for explosive vapor or particles and once detected, proactively track the scent back to its source. TSA's EDC teams are partnerships between TSA and State and local law enforcement agencies within the aviation, mass transit, and maritime sectors and trained to target stationary objects. This variance in training allows the canine to recognize a person as a possible target, so potentially following this person is a skillset not taught to EDCs. The PSCs must also be able to work in closer proximity to people without being invasive, which takes time and effort to accomplish.

The NEDCTP consists of TSA-led canine teams and partnerships between TSA and State and local law enforcement within the aviation, mass transit, and maritime sectors as noted in the following chart:

Type	Function	FY 2019 Enacted		FY 2020 Enacted		FY 2021 President's Budget	
		Teams	Locations	Teams	Locations	Teams	Locations
State and Local Law Enforcement Teams (Legacy)	Aviation	506	79	506	79	506	79
	Surface/Multimodal	169	30	169	30	169	30
Total State and Local Law Enforcement Teams		675	109	675	109	675	109
Federal Teams (Proprietary)	Passenger Screening	422	47	422	47	422	47
Total Federal Teams		422	47	422	47	422	47
Total All Explosives Detection Canine Teams		1,097	156	1,097	156	1,097	156

In FY 2021, TSA plans to change the current pay compensation provided to TSA Canine Training Center (CTC) Training Instructors (TI) for the regular and recurring use of and exposure to Canine Explosives Training Aids (CETA). Currently, Hazardous Duty Pay (HDP) compensation is based on entering an explosives storage magazine instead of sustained work with the materials. To counterbalance distribution inequalities and high attrition, TSA plans to implement a five percent flat rate special pay differential for employees who occupy a CTC TI position and eliminate HDP for this position. TSA will undergo periodic review and validation for all eligible canine handlers. This shift will be budget neutral and TSA expects this change to have a positive impact on high attrition rates within the program.

Canines – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	787	755	\$164,597
FY 2020 Enacted	785	753	\$166,861
FY 2021 Base Budget	785	753	\$166,861
Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S Surface Programs	(5)	(5)	(\$753)
Realignment for HQ Reorg from TSA/O&S/Canines to TSA/O&S/Mission Support	(1)	(1)	(\$149)
Total Transfers	(6)	(6)	(\$902)
2020 Pay Raise	-	-	\$2,965
2021 Pay Raise	-	-	\$741
Annualization of 50 Canine Teams	4	32	\$1,513
FERS Agency Contribution	-	-	\$830
Total, Pricing Increases	4	32	\$6,049
Delay in Hiring	-	-	(\$2,339)
Total, Pricing Decreases	-	-	(\$2,339)
Total Adjustments-to-Base	(2)	26	\$2,808
FY 2021 Current Services	783	779	\$169,669
Awards Spending Increase	-	-	\$1,044
Total, Program Increases	-	-	\$1,044
FY 2021 Request	783	779	\$170,713
FY 2020 To FY 2021 Change	(2)	26	\$3,852

**Canines – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Canines	787	755	\$94,940	\$125.75	785	753	\$97,204	\$129.09	783	779	\$103,102	\$132.35	(2)	26	\$5,898	\$3.26
Total	787	755	\$94,940	\$125.75	785	753	\$97,204	\$129.09	783	779	\$103,102	\$132.35	(2)	26	\$5,898	\$3.26
Discretionary - Appropriation	787	755	\$94,940	\$125.75	785	753	\$97,204	\$129.09	783	779	\$103,102	\$132.35	(2)	26	\$5,898	\$3.26

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$60,423	\$62,008	\$65,870	\$3,862
11.3 Other than Full-Time Permanent	\$41	\$41	\$41	-
11.5 Other Personnel Compensation	\$12,813	\$12,813	\$12,813	-
12.1 Civilian Personnel Benefits	\$21,663	\$22,342	\$24,378	\$2,036
Total - Personnel Compensation and Benefits	\$94,940	\$97,204	\$103,102	\$5,898
Positions and FTE				
Positions - Civilian	787	785	783	(2)
FTE - Civilian	755	753	779	26

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Canine Handlers	397	\$52,495	\$132.23	397	\$49,429	\$124.51	415	\$52,725	\$127.05	18	\$3,296	\$2.54
Training & Program Support	358	\$42,445	\$118.56	356	\$47,775	\$134.20	364	\$50,377	\$138.40	8	\$2,602	\$4.20
Total – Pay Cost Drivers	755	\$94,940	\$125.75	753	\$97,204	\$129.09	779	\$103,102	\$132.35	26	\$5,898	\$3.26

Explanation of Pay Cost Drivers

Canine Handlers: This cost driver funds the salaries and benefits of TSA's Canine Handlers. Changes to this cost driver in FY 2021 are due to an annualization of the additional 50 PSC teams received in the FY Enactment as well as increases for the agency's FERS contributions, a 2021 pay raise and awards spending increase.

Training & Program Support: This cost driver covers other costs associated with the Canines PPA such as logistic coordinators, field coordinators, regional training instructors, contracting support, and canine supervisors. The increase to this cost driver amount is due to the additional support personnel associated with the 50 PSC teams received in FY 2019 as well as increases for the agency's FERS contributions, a 2021 pay raise, and awards spending.

Canines – PPA Level II Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Canines	\$69,657	\$69,657	\$67,611	(\$2,046)
Total	\$69,657	\$69,657	\$67,611	(\$2,046)
Discretionary - Appropriation	\$69,657	\$69,657	\$67,611	(\$2,046)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$4,502	\$4,502	\$4,502	-
22.0 Transportation of Things	\$82	\$82	\$82	-
23.2 Rental Payments to Others	\$2	\$2	\$2	-
23.3 Communications, Utilities, and Misc. Charges	\$177	\$177	\$177	-
24.0 Printing and Reproduction	\$15	\$15	\$15	-
25.1 Advisory and Assistance Services	\$12,183	\$12,183	\$10,137	(\$2,046)
25.2 Other Services from Non-Federal Sources	\$652	\$652	\$652	-
25.3 Other Goods and Services from Federal Sources	\$3,582	\$3,582	\$3,582	-
25.4 Operation and Maintenance of Facilities	\$361	\$361	\$361	-
25.6 Medical Care	\$6	\$6	\$6	-
25.7 Operation and Maintenance of Equipment	\$128	\$128	\$128	-
26.0 Supplies and Materials	\$2,894	\$2,894	\$2,894	-
31.0 Equipment	\$127	\$127	\$127	-
32.0 Land and Structures	\$90	\$90	\$90	-
41.0 Grants, Subsidies, and Contributions	\$44,856	\$44,856	\$44,856	-
Total - Non Pay Object Classes	\$69,657	\$69,657	\$67,611	(\$2,046)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President’s Budget	FY 2020 to FY 2021 Total Changes
Reimbursable Agreements (OTAs)	\$34,577	\$34,577	\$34,577	-
Training	\$12,998	\$12,998	\$10,952	(\$2,046)
Other Costs	\$22,082	\$22,082	\$22,082	-
Total - Non Pay Cost Drivers	\$69,657	\$69,657	\$67,611	(\$2,046)

Explanation of Non Pay Cost Drivers

Reimbursable Agreements (OTAs): TSA currently funds 99 agreements called “Other Transactional Agreements (OTAs)” with State and local law enforcement participants. Each OTA is a collection of documents that outlines the roles and responsibilities associated with the participant and the NEDCTP. The OTAs also address certification standards, guidelines, procedures, logistical support and coordination for all canine matters relating to the TSA Program. There is no change to this cost driver for FY 2021.

Training: TSA trains Multi-Modal and PSC Teams. The operation of TSA-led PSC teams in the airport passenger environment is an effective way to screen the general public in mass numbers or during peak periods when applying RBS expedited screening initiatives. The PSC detection methodology relies on the canine’s ability to process air currents and detect carried or body-worn explosives whether someone is moving or still. The canine handler is trained to read the canine’s behavioral changes to identify the source of an explosives odor and follow the vapor wake to the explosive source.

TSA uses PSC teams to conduct screening of individuals entering screening checkpoints with an active TSA Pre✓[®] lane. This provides an additional layer of explosives screening of all individuals entering the checkpoint and enables TSA to provide an expedited screening process for randomly selected passengers determined to be low risk.

EDCs receive approximately 15 weeks of training prior to being assigned to a 10 week EDC Student Handler Course. PSC canines receive approximately 25 weeks of training prior to being assigned to a 12 week PSC Student Handler Course. There is also an additional four-week bridge course for handlers trained in EDC to obtain the additional skill for PSC work.

This cost driver also covers TSA’s contract for role players, who are a critical part of the training process. The role players are a vital part of the training for the canines and the canine/students. The role players allow for realistic training to occur, assist shape training behaviors of the canines and students, assist progress training to an acceptable operational level, and are crucial for the student to learn change of behavior in the canine during searches of persons. The decrease to this cost driver in FY 2021 reflects the non-recur of first year costs associated with the 50 PSC teams received in FY 2019.

Other Costs: Funding in this cost driver supports other costs associated with TSA’s Canine Program, such as funding for canine vehicles, food, materials, supplies, veterinary requirements and training aids. There is no change to this cost driver for FY 2021.

Screening Technology Maintenance – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Screening Technology Maintenance	226	201	\$398,137	216	185	\$468,964	161	146	\$473,687	(55)	(39)	\$4,723
Total	226	201	\$398,137	216	185	\$468,964	161	146	\$473,687	(55)	(39)	\$4,723
Subtotal Discretionary - Appropriation	226	201	\$398,137	216	185	\$468,964	161	146	\$473,687	(55)	(39)	\$4,723

PPA Level II Description

Funding in this PPA supports the maintenance, program support, and disposal of TSE in the Nation's airports. Additionally, this PPA supports all purchases of TSE that are below the minimum threshold for inclusion in the Procurement, Construction, and Improvements (PC&I) appropriation, and all personnel involved in the various checkpoint technology programs (formerly projects under the now-retired Passenger Screening Program (PSP), Electronic Baggage Screening Program (EBSP), Security Technology Integrated Program (STIP), and related procurements.

The TSE that are below the PC&I threshold include Advanced Imaging Technology (AIT), Advanced Technology (AT), Automated Screening Lanes (ASL), Credential Authentication Technology (CAT), Electronic Traced Detection (ETD), and PSP Legacy program, which includes Bottle Liquid Scanners (BLS), Boarding Pass Scanners (BPS), Chemical Analysis Devices (CAD), and Walk Through Metal Detectors (WTMD).

Screening Technology Maintenance – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	226	201	\$398,137
FY 2020 Enacted	216	185	\$468,964
FY 2021 Base Budget	216	185	\$468,964
Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Av Reg	(7)	(7)	(\$1,120)
Realignment for HQ Reorg from TSA/O&S/STM to TSA/O&S/Mission Support	(5)	(5)	(\$686)
Realignment for RCA from TSA/O&S/STM to TSA/O&S/Mission Support	-	-	(\$187)
Total Transfers	(12)	(12)	(\$1,993)
2020 Pay Raise	-	-	\$791
2021 Pay Raise	-	-	\$245
FERS Agency Contribution	-	-	\$265
Total, Pricing Increases	-	-	\$1,301
Contract and Travel Reductions	-	-	(\$1,200)
Delay in Hiring	-	-	(\$584)
Right-size PSP Legacy Program	-	-	(\$3,270)
Total, Pricing Decreases	-	-	(\$5,054)
Total Adjustments-to-Base	(12)	(12)	(\$5,746)
FY 2021 Current Services	204	173	\$463,218
Automated Screening Lanes Upgrade	-	-	\$6,462
Awards Spending Increase	-	-	\$233
CAT Procurement	-	-	\$2,334
CT Maintenance	-	-	\$4,228
EBSP Threat Detection Algorithm Development	-	-	\$2,042
Increase Capability for Identity Management (Biometrics)	-	-	\$2,000
Increase for Maintenance of Transportation Security Equipment	-	-	\$672
Security Technology Integrated Program Investment Adjustment	-	-	\$2,359
Total, Program Increases	-	-	\$20,330
Defer AIT Deployment	-	-	(\$1,356)
Reduction to CT Program Office	(43)	(27)	(\$8,505)
Total, Program Decreases	(43)	(27)	(\$9,861)
FY 2021 Request	161	146	\$473,687

Aviation Screening Operation – PPA

Screening Technology Maintenance – PPA II

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2020 To FY 2021 Change	(55)	(39)	\$4,723

**Screening Technology Maintenance – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Screening Technology Maintenance	226	201	\$33,767	\$168	216	185	\$32,145	\$173.76	161	146	\$23,059	\$157.94	(55)	(39)	(\$9,086)	(\$15.82)
Total	226	201	\$33,767	\$168	216	185	\$32,145	\$173.76	161	146	\$23,059	\$157.94	(55)	(39)	(\$9,086)	(\$15.82)
Discretionary - Appropriation	226	201	\$33,767	\$168	216	185	\$32,145	\$173.76	161	146	\$23,059	\$157.94	(55)	(39)	(\$9,086)	(\$15.82)

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$25,281	\$23,404	\$16,929	(\$6,475)
11.3 Other than Full-Time Permanent	\$216	-	-	-
11.5 Other Personnel Compensation	\$426	\$475	\$475	-
12.1 Civilian Personnel Benefits	\$7,844	\$8,266	\$5,655	(\$2,611)
Total - Personnel Compensation and Benefits	\$33,767	\$32,145	\$23,059	(\$9,086)
Positions and FTE				
Positions - Civilian	226	216	161	(55)
FTE - Civilian	201	185	146	(39)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
EBSP	98	\$15,373	\$156.87	85	\$13,124	\$154.40	85	\$14,044	\$165.22	-	\$920	\$10.82
Computed Tomography	39	\$9,361	\$240.03	55	\$12,592	\$228.98	28	\$4,599	\$164.25	(27)	(\$7,955)	(\$64.73)
STIP	6	\$1,021	\$170.17	6	\$1,021	\$170.17	6	\$1,093	\$182.17	-	\$72	\$12.00
PSP Legacy and Other	58	\$8,012	\$138.14	39	\$5,406	\$138.62	27	\$3,323	\$123.07	(12)	(\$2,083)	(\$15.54)
Total – Pay Cost Drivers	201	\$33,767	\$168.00	185	\$32,145	\$173.76	146	\$23,059	\$157.94	(39)	(\$9,086)	(\$15.82)

Explanation of Pay Cost Drivers

EBSP: Provides funding for personnel to support EBSP activities. These personnel plan, manage, and execute a DHS level 1 mixed acquisition life cycle program focusing on the produce/deploy/support phase of the acquisition life cycle framework. Personnel supporting EBSP also test, procure, deploy and maintain checked baggage screening equipment at approximately 440 U.S. federalized airports to ensure that TSA screens 100% of checked baggage with EDS and ETD. Changes to this cost driver in FY 2021 include a realignment of Capabilities Development to the Mission Support PPA out of the EBSP investment.

Computed Tomography: This cost driver funds personnel that support the CT program. Changes to this cost driver in FY 2021 reflect a decrease to back out the personnel provided in FY 2020 Enactment above the FY 2021 budget.

STIP: The STIP addresses the need for the automated exchange of information between TSE, TSA systems and networks. This cost driver supports the program management personnel that work for STIP.

PSP Legacy and Other: This cost driver supports the four technologies that make up the PSP Legacy program (BLS, BPS, CAD, and WTMD) as well as the PPA's remaining support personnel. Changes to this cost driver in FY 2021 reflect a realignment of Capabilities Development to the Mission Support PPA, in addition to increases to the agency's FERS Contribution, the 2021 Pay Raise, and an awards spending increase.

Screening Technology Maintenance – PPA Level II
Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Screening Technology Maintenance	\$364,370	\$436,819	\$450,628	\$13,809
Total	\$364,370	\$436,819	\$450,628	\$13,809
Discretionary - Appropriation	\$364,370	\$436,819	\$450,628	\$13,809

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$1,088	\$885	\$885	-
23.2 Rental Payments to Others	-	\$1,972	\$1,972	-
23.3 Communications, Utilities, and Misc. Charges	\$58	\$67	\$67	-
25.1 Advisory and Assistance Services	\$74,326	\$72,533	\$74,671	\$2,138
25.2 Other Services from Non-Federal Sources	\$476	\$12,325	\$12,325	-
25.3 Other Goods and Services from Federal Sources	\$538	\$1,151	\$1,151	-
25.4 Operation and Maintenance of Facilities	\$3,324	\$1,565	\$1,565	-
25.7 Operation and Maintenance of Equipment	\$282,113	\$338,098	\$352,049	\$13,951
26.0 Supplies and Materials	\$327	\$103	\$103	-
31.0 Equipment	\$2,120	\$8,120	\$5,840	(\$2,280)
Total - Non Pay Object Classes	\$364,370	\$436,819	\$450,628	\$13,809

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Transportation Security Equipment (TSE) Maintenance	\$176,241	\$226,241	\$226,913	\$672
Transportation Security Equipment (TSE) Operations	\$165,234	\$183,495	\$191,973	\$8,478
Credential Authentication Technology (CAT)	\$18,484	\$18,254	\$20,554	\$2,300
Security Technology Integrated Program (STIP)	\$4,411	\$8,829	\$11,188	\$2,359
Total – Non Pay Cost Drivers	\$364,370	\$436,819	\$450,628	\$13,809

Explanation of Non Pay Cost Drivers

Transportation Security Equipment (TSE) Maintenance: This cost driver supports the maintenance costs for TSA's Checked Baggage and Checkpoint Transportation Security Equipment. This includes CT systems that are procured with a two-year warranty. Therefore, maintenance costs are incurred two years after deployment. Changes to this cost driver reflect the maintenance costs for those units deployed prior to FY 2019. As more units are deployed, this cost driver will show the requisite increase in costs. Additionally, this cost driver funds the costs associated with the program maintenance of the Ebsp program which includes repair parts, packaging and transportation of repair parts, initial consumables for the ETD units, tools, test equipment and calibration, maintenance, training, and related logistics management functions. The FY 2021 request includes an increase for the maintenance of the equipment listed above in addition to the all other TSE.

Transportation Security Equipment (TSE) Operations: TSA procures and installs checkpoint TSE to support risk-based screening requirements, to recapitalize the aging screening equipment fleet, and to add detection capabilities and improve performance. TSA reevaluate checkpoint screening technology requirements annually based on latest operational needs and threats. Technology purchase and installation requirements vary year to year based on testing schedules, airport site readiness, and operational requirements. With the exception of CT units, checkpoint TSE purchases fall below the \$250,000 per end unit PC&I threshold and are therefore included in the O&S request. This cost driver supports maintenance services, repair parts, packaging and transportation of repair parts, initial consumables for ETD units, tools, test equipment and calibration, maintenance training, logistics, data management, safety and environmental management functions. The FY 2021 request reflects following breakout of checkpoint TSE investment programs:

- Advanced Imaging Technology (AIT) (\$27.9M)
- Advanced Technology (AT)/ CT (\$92.0M). This investment includes AT, CT (AT/CT, Mid-size, Full-size), and ASL systems.
- Credential Authentication Technology (CAT) (\$20.6M)
- Explosives Trace Detection (ETD) (\$20.8M)

- PSP Legacy (\$7.0M). The PSP Legacy program contains four technologies (Bottled Liquid Scanners, Boarding Pass Scanners, Chemical Analysis Device, and Walk Through Metal Detectors).

The table below shows FY 2018 operating quantities, planned/actual procurements for FY 2019, and planned procurements for FY 2020, and FY 2021. Operating quantities are those units that are located at the airports, training facilities, testing facilities, and/or in the process of being deployed. Prior years does not include equipment that has been decommissioned and is no longer in use.

Checkpoint TSE Operating Quantities and Planned Procurements

Element/Item	Prior Years Operating Quantities ¹	FY 2019 Planned/Actual Procurements	FY 2020 Planned Procurements	FY 2021 Planned Procurements	
Advanced Imaging Technology (AIT)	970	100	-	-	
Advanced Technology X-ray (AT)	2,261	-	-	-	
Automated Screening Lane (ASL) ^{6,7}	148	31	81	1	
Boarding Pass Scanner (BPS)	2,290	100	100	100	
Bottle Liquids Scanner (BLS)	1,660	-	-	-	
Chemical Analysis Device (CAD)	510	-	-	-	
Computed Tomography (CT) AT/CT ^{3,4}	49	300	-	-	
CT – CPSS Base or CPSS Mid-size systems ^{3,8}	-	-	-	190	
CT – CPSS Full-size systems ³	-	-	-	30	
Credential Authentication Technology (CAT) ⁵	47	505	475	493	
Enhanced Metal Detectors (EMD)	1,385	-	-	-	
Explosives Trace Detection (ETD)	3,399	-	-	-	

1. Reflects TSE quantities deployed to airports, training facilities, and test facilities through the end of FY 2018. This includes systems that were procured but pending deployment/decommission.
2. The Prior Year ASLs were gifted/bailed to TSA by airlines/airports.
3. CT units for checkpoint TSE cost are above the \$250,000 per end unit threshold, and are procured with PC&I funding.
4. Prior Year CT quantity reflects units that TSA has purchased or received on bailment/gifted for testing purposes through 2018. Units are not included in FOC calculations.
5. Reflects Low Rate Initial Production (LRIP) systems for testing activities.
6. TSA does not purchase ASL’s. Procurement quantities reflect industry-donated units which TSA will maintain following initial warranty expiration.
7. FY20 and FY21 ASL donation quantities are projected based on communications with specific industry entities.
8. TSA is considering alternate acquisition options, and may initially buy a smaller CPSS “base” model instead of Mid-size for some airports which might impact current FOC.

CT units offer an enhanced imaging platform in comparison to deployed legacy AT X-ray units, and can be upgraded to automatically detect a broader range of threats. Specifically, CTs will detect a greatly reduced threat mass and broader range of homemade explosives, providing the potential ability for passengers to leave liquids and laptops in their carry-on bags. CTs will enhance screening for the current threats of interest and provide an increase in overall checkpoint security effectiveness in the future. It is anticipated that CT systems will enhance screening for carry-on baggage and improve overall checkpoint security effectiveness. In FY 2019, TSA procured 300 AT/CT systems. TSA plans to procure approximately

30 Full-size CT units in FY 2021. Additional details can be found in the PC&I Appropriation Passenger Screening Program Capital Investment exhibit.

TSA plans to procure approximately 493 CAT units in FY 2021 with an average per unit price of \$21,000. CAT provides a primary means for authenticating passenger travel documents/Identification Documents (ID) that are presented to TSOs by passengers before entering the passenger screening checkpoint, and determining the Secure Flight status for the passenger. CAT satisfies the TSA mission need to effectively and rapidly verify passenger IDs, and detect IDs that are fraudulent, show evidence of tampering, and/or are expired. Additionally, CAT verifies a passenger's Secure Flight vetting status in near-real time and informs the Travel Document Checker (TDC) of the results to ensure only verified passengers proceed into the appropriate screening lane based on risk.

In FY 2021, TSA also plans to procure an additional 100 BPS units for an estimated procurement total \$0.1M. The FY 2021 BPS purchases are planned to support airport expansions and growth. A BPS is a device that reads a passenger's boarding pass and displays the passenger's name, flight information, and risk status to the TDC. With this information, the TDC can determine whether a passenger should be admitted to, and routed through, the checkpoint to receive the appropriate level of security screening. BPS systems reduce the need for manual verification of boarding passes and are currently the main tool for validating TSA Pre✓® passengers. However, with the deployment of CAT, the BPS systems will become a secondary tool for verification. The procurement of BPS allows TSA to replace airline-owned systems and enables TSA to control the configuration of all deployed BPS systems at airport security checkpoints nationwide.

Credential Authentication Technology (CAT): This cost driver supports the operations and maintenance costs for this technology that will automatically verify passenger identification documents and boarding passes to further enhance security. This technology will help facilitate risk-based security, while making the process more effective and efficient. It will be incorporated into TSA's risk-based pilot that is slated to begin at a few airports in early FY 2020. This aligns with TSA's latest efforts to enhance the passenger screening experience by moving toward a more risk-based, intelligence-driven counterterrorism agency. The FY 2021 request includes an increase to procure an additional 109 units above the base.

Security Technology Integrated Program (STIP): This cost driver supports the operations and maintenance costs for STIP. STIP connectivity supports dynamic threat detection, continuous data monitoring, and real-time business intelligence gathering, while meeting all necessary cybersecurity requirements. This investment also funds application and network-level O&M support for the additional number of TSE connected. The STIP program achieved FOC. Therefore, in FY 2020, funding was realigned from PC&I to O&S to reflect increased system maintenance costs and the shift to sustainment phase. In FY 2021, there is a program increase to support additional STIP network and contract service requirements.

*Secure Flight – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Secure Flight	347	325	\$114,406	343	321	\$115,657	364	330	\$117,903	21	9	\$2,246
Total	347	325	\$114,406	343	321	\$115,657	364	330	\$117,903	21	9	\$2,246
Subtotal Discretionary - Appropriation	347	325	\$114,406	343	321	\$115,657	364	330	\$117,903	21	9	\$2,246

PPA Level II Description

Secure Flight mitigates known and unknown threats to aviation security by identifying high- and low-risk passengers and designating them for enhanced screening, standard screening, expedited screening, or prohibition from boarding a covered flight, as appropriate. The Secure Flight program enhances the Nation's transportation system by operating a risk-based, intelligence-driven watch list matching capability that uses government watch lists in order to effectively identify individuals.

Using an automated process to match Secure Flight Passenger Data against watch lists maintained by the Federal Government, Secure Flight prevents terrorists from boarding an aircraft or accessing the sterile area of a U.S. airport by effectively identifying individuals who may pose a threat to aviation or national security. In addition, Secure Flight includes a matching function for the Centers for Disease Control and Prevention's Do Not Board list, which contains a list of individuals with communicable diseases who meet specific criteria and pose a significant health risk to other passengers. These individuals are restricted from boarding commercial aircraft departing from and/or arriving in the United States. Any travelers identified during the automatic matching process undergo an additional manual review. Flagged travelers are then identified to the airline for notification and to make the redress process available to the traveler. Secure Flight pre-screens an average of 6 million passengers daily – approximately 2 million each 72 hours, 48 hours, and 24 hours out from scheduled flights.

Secure Flight – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	347	325	\$114,406
FY 2020 Enacted	343	321	\$115,657
FY 2021 Base Budget	343	321	\$115,657
Realignment for HQ Reorg from TSA/O&S/Secure Flight to TSA/O&S/Mission Support	(3)	(3)	(\$452)
Total Transfers	(3)	(3)	(\$452)
2020 Pay Raise	-	-	\$1,147
2021 Pay Raise	-	-	\$264
FERS Agency Contribution	-	-	\$314
Investment Profile Adjustment	-	-	\$360
Total, Pricing Increases	-	-	\$2,085
Delay in Hiring	-	-	(\$924)
Total, Pricing Decreases	-	-	(\$924)
Total Adjustments-to-Base	(3)	(3)	\$709
FY 2021 Current Services	340	318	\$116,366
Awards Spending Increase	-	-	\$369
FY 2021 Passenger Volume Growth	24	12	\$1,168
Total, Program Increases	24	12	\$1,537
FY 2021 Request	364	330	\$117,903
FY 2020 To FY 2021 Change	21	9	\$2,246

**Secure Flight – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Secure Flight	347	325	\$34,379	\$105.78	343	321	\$34,592	\$107.76	364	330	\$36,415	\$110.35	21	9	\$1,823	\$2.59
Total	347	325	\$34,379	\$105.78	343	321	\$34,592	\$107.76	364	330	\$36,415	\$110.35	21	9	\$1,823	\$2.59
Discretionary - Appropriation	347	325	\$34,379	\$105.78	343	321	\$34,592	\$107.76	364	330	\$36,415	\$110.35	21	9	\$1,823	\$2.59

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$24,415	\$25,101	\$26,269	\$1,168
11.3 Other than Full-Time Permanent	-	\$96	\$96	-
11.5 Other Personnel Compensation	\$1,811	\$988	\$988	-
12.1 Civilian Personnel Benefits	\$8,153	\$8,407	\$9,062	\$655
Total - Personnel Compensation and Benefits	\$34,379	\$34,592	\$36,415	\$1,823
Positions and FTE				
Positions - Civilian	347	343	364	21
FTE - Civilian	325	321	330	9

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Secure Flight Analysts & Support	312	\$31,266	\$100.21	308	\$32,731	\$106.27	317	\$34,412	\$108.56	9	\$1,681	\$2.29
Traveler Redress Inquiry Program (TRIP)	13	\$3,069	\$239.46	13	\$1,861	\$143.15	13	\$2,003	\$154.08	-	\$142	\$10.92
Total – Pay Cost Drivers	325	\$34,379	\$105.78	321	\$34,592	\$107.76	330	\$36,415	\$110.35	9	\$1,823	\$2.59

Explanation of Pay Cost Drivers

Secure Flight Analysts & Support: This cost driver supports Secure Flight Analysts and other support personnel. The Secure Flight system identifies high-risk passengers for appropriate security measures and low-risk passengers for expedited screening and minimizes misidentification of individuals. The change to this cost driver in the FY 2021 request reflects an increase in Secure Flight analysts in response to passenger volume growth, a realignment of Headquarters personnel out of the PPA, and increases for the agency's FERS Contribution, the 2021 Pay Increase, and an awards spending increase.

Traveler Redress Inquiry Program (TRIP): The TRIP is a single point of contact for individuals who seek redress and resolution regarding difficulties they experience during their travel screening process. This cost driver supports the salaries and benefits of personnel that work for the TRIP program. Changes to this cost driver in FY 2021 reflect increases to the agency's FERS Contribution, 2021 pay raise, and awards spending increase.

**Secure Flight – PPA Level II
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Secure Flight	\$80,027	\$81,065	\$81,488	\$423
Total	\$80,027	\$81,065	\$81,488	\$423
Discretionary - Appropriation	\$80,027	\$81,065	\$81,488	\$423

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$270	\$51	\$76	\$25
22.0 Transportation of Things	-	\$2	\$2	-
23.2 Rental Payments to Others	\$5,753	\$4,001	\$4,001	-
23.3 Communications, Utilities, and Misc. Charges	\$1	\$349	\$349	-
25.1 Advisory and Assistance Services	\$41,428	\$28,227	\$28,587	\$360
25.2 Other Services from Non-Federal Sources	\$236	\$305	\$305	-
25.3 Other Goods and Services from Federal Sources	-	\$287	\$287	-
25.4 Operation and Maintenance of Facilities	\$1,812	\$873	\$873	-
25.7 Operation and Maintenance of Equipment	-	\$12,241	\$12,241	-
26.0 Supplies and Materials	\$149	\$87	\$125	\$38
31.0 Equipment	\$30,378	\$34,642	\$34,642	-
Total - Non Pay Object Classes	\$80,027	\$81,065	\$81,488	\$423

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Equipment Purchase and Maintenance	\$33,927	\$37,925	\$38,285	\$360
Contracts	\$27,918	\$24,958	\$24,958	-
Enterprise License Agreements	\$12,956	\$12,956	\$12,956	-
Rent	\$3,881	\$3,881	\$3,881	-
Other Costs	\$1,345	\$1,345	\$1,408	\$63
Total – Non Pay Cost Drivers	\$80,027	\$81,065	\$81,488	\$423

Explanation of Pay Cost Drivers

Equipment Purchase and Maintenance: Secure Flight relies heavily on IT equipment to match Secure Flight Passenger Data against watch lists. The purchase and maintenance to include upgrades of this equipment is a major cost for the Secure Flight program. Funding in this cost driver retains \$7.9M within the base to continue a planned four-year Secure Flight technology refresh initiated in FY 2019. In FY 2021, this funding will replace critical infrastructure in the operational data centers and expand the server infrastructure to manage the increasing volume of traveler data. The FY 2021 request reflects an increase to support maintenance costs associated with upgrades for increased storage capacity.

Contracts: The Secure Flight PPA relies heavily on contracts and contractor support to perform watch list matching to identify known or suspected threats to aviation security, and to identify low-risk passengers for expedited screening. The FY 2021 request reflects no change to this cost driver.

Enterprise License Agreements: TSA is required to pay for licenses that are associated with the purchase of Secure Flight hardware, software, and applications, which strengthen the security of the system and address directives for security monitoring, compliance, and remediation. The Secure Flight system supports about 250 users and vets over 700 million passengers a year. Costs for Enterprise License Agreements are steady, as they are paid for through a fixed price contract. The FY 2021 request reflects no change to this cost driver.

Rent: The Secure Flight PPA pays for rent and associated costs at its two operations centers in Maryland and Colorado. There is no change to this cost driver in the FY 2021 request.

Other Costs: This funds the other costs associated with the Secure Flight program to include supplies, materials, and the DHS TRIP. The TRIP program is an enterprise application for entering, tracking, and adjudicating all DHS Transportation Redress submissions. Changes to this cost driver in FY 2021 reflect an increase in travel costs for the requested additional analysts to address passenger volume growth.

Other Operations and Enforcement – PPA

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Inflight Security	38	36	\$786,213	38	36	\$780,288	38	36	\$788,551	-	-	\$8,263
Aviation Regulation	1,079	1,026	\$220,235	1,076	1,017	\$230,560	1,091	1,025	\$193,714	15	8	(\$36,846)
Air Cargo	642	613	\$104,629	636	607	\$105,497	637	608	\$108,332	1	1	\$2,835
Intelligence and TSOC	427	402	\$80,324	417	387	\$76,972	430	397	\$77,168	13	10	\$196
Surface Programs	807	739	\$130,141	805	737	\$140,961	464	403	\$78,094	(341)	(334)	(\$62,867)
Vetting Programs	404	389	\$292,901	400	385	\$288,637	488	472	\$404,589	88	87	\$115,952
Total	3,397	3,205	\$1,614,443	3,372	3,169	\$1,622,915	3,148	2,941	\$1,650,448	(224)	(228)	\$27,533
Subtotal Discretionary - Appropriation	3,127	2,939	\$1,374,558	3,102	2,903	\$1,386,001	2,793	2,590	\$1,290,984	(309)	(313)	(\$95,017)
Subtotal Discretionary - Offsetting Fee	253	249	\$234,685	253	249	\$231,714	336	332	\$353,964	83	83	\$122,250
Subtotal Mandatory - Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300

PPA Level I Description

The Other Operations and Enforcement program provides funding for other key activities directly aligned to frontline operations and includes funding for Inflight Security, which includes funding for the FAMS and FFDO and Crew Training, Aviation Regulation, Air Cargo, Intelligence and the TSOC, and TSA’s Vetting Programs. This PPA consists of the following Level II PPAs:

Inflight Security: The Inflight Security Level PPA includes funding for the FAMS and FFDO and Crew Training programs.

Aviation Regulation: The Aviation Regulation PPA is responsible for providing law enforcement and regulatory presence at airports as well as an international component to foster consistency in worldwide security requirements and ensure compliance with TSA requirements and International Civil Aviation Organization baseline standards.

Air Cargo: The Air Cargo PPA supports funding associated with the implementation of statutory requirements for ensuring the security of transportation systems and passengers when cargo is transported by air.

Intelligence and TSOC: The Intelligence and TSOC PPA provides funds for TSA to analyze transportation specific intelligence in addition to providing comprehensive and cogent analytic products.

Surface Programs: The Surface Programs PPA supports funding to protect the surface transportation system and ensure the freedom of movement and the security of people and commerce.

Vetting Programs: The Vetting Programs PPA funds efforts to keep the Nation's Transportation Network safe by requiring individuals requesting access to the Network to undergo a name-based Security Threat Assessment (STA) and/or an FBI fingerprint-based Criminal History Records Check.

Other Operations and Enforcement – PPA
Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$1,614,443	\$1,622,915	\$1,650,448
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$242,381	\$198,919	\$57,975
Rescissions to Current Year/Budget Year	(\$7,450)	(\$26,885)	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	(\$38,459)	-	-
Supplementals	-	-	-
Total Budget Authority	\$1,810,915	\$1,794,949	\$1,708,423
Collections – Reimbursable Resources	\$12,217	\$152	\$152
Collections – Other Sources	\$465	-	-
Total Budget Resources	\$1,823,597	\$1,795,101	\$1,708,575
Obligations (Actual/Estimates/Projections)	\$1,624,678	\$1,739,009	\$1,648,690
Personnel: Positions and FTE			
Enacted/Request Positions	3,397	3,372	3,148
Enacted/Request FTE	3,205	3,169	2,941
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	3,385	3,372	3,148
FTE (Actual/Estimates/Projections)	2,791	3,169	2,941

**Other Operations and Enforcement – PPA
Collections – Reimbursable Resources**

Collections <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Department of Homeland Security - Department of Homeland Security Source	-	-	\$400	-	-	-	-	-	-
Independent Agency - Intelligence Community Management Account Source	-	-	\$198	-	-	-	-	-	-
Department of Homeland Security - National Protection and Programs Directorate Source	-	-	\$519	-	-	-	-	-	-
Department of Homeland Security - U.S. Customs and Border Protection Source	-	-	\$9,957	-	-	-	-	-	-
Department of State - Department of State Source	-	-	\$894	-	-	\$152	-	-	\$152
Office of Director of National Intelligence Source	-	-	\$249	-	-	-	-	-	-
Total Collections	-	-	\$12,217	-	-	\$152	-	-	\$152

Other Operations and Enforcement – PPA Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	3,397	3,205	\$1,614,443
FY 2020 Enacted	3,372	3,169	\$1,622,915
FY 2021 Base Budget	3,372	3,169	\$1,622,915
Realignment for Assessments from TSA/O&S/Mission Support to TSA/O&S/Av Reg	3	3	\$434
Realignment for HQ Reorg from TSA/O&S/Intel & TSOC to TSA/O&S/Mission Support	(2)	(2)	(\$301)
Realignment for HQ Reorg to TSA/O&S/Air Cargo from TSA/O&S/STO	1	1	\$151
Realignment for HQ Reorg to TSA/O&S/Av Reg from TSA/O&S/STM	7	7	\$1,120
Realignment for HQ Reorg to TSA/O&S/Surface Programs from TSA/O&S/Canines	5	5	\$753
Transfer for C-LAN WCF Removals from TSA/O&S/Intelligence to A&O	-	-	(\$3,140)
Total Transfers	14	14	(\$983)
2020 Pay Raise	-	-	\$32,008
2021 Pay Raise	-	-	\$7,580
Annualization of FY 2020 Counterintelligence Hiring	-	5	\$698
Annualization of International Engagement Strategy Personnel	-	5	\$2,376
FERS Agency Contribution	-	-	\$8,316
Increase to Fee-Funded Positions	85	85	-
Investment Profile Adjustment	-	-	\$233
Projected Change in Collections	-	-	\$122,550
Vetting Base Adjustment	-	-	\$3,813
Total, Pricing Increases	85	95	\$177,574
Contract and Travel Reductions	-	-	(\$5)
CSG Adjustment	-	-	(\$9,905)
Delay in Hiring	-	-	(\$25,605)
Hiring Efficiencies	-	-	(\$4,557)
Non-Recur Weapons Refresh	-	-	(\$4,708)
Total, Pricing Decreases	-	-	(\$44,780)
Total Adjustments-to-Base	99	109	\$131,811
FY 2021 Current Services	3,471	3,278	\$1,754,726
Awards Spending Increase	-	-	\$9,911
C-UAS Capabilities	26	10	\$2,104

Operations and Support

Other Operations and Enforcement - PPA

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
Total, Program Increases	26	10	\$12,015
Cybersecurity Capabilities	23	12	(\$6,625)
Eliminate Law Enforcement Officer Reimbursement Program	(12)	(12)	(\$46,335)
Eliminate VIPR Teams	(360)	(347)	(\$58,800)
Reduction to FFDO Training Capacity	-	-	(\$3,100)
TIM Adjustment	-	-	(\$1,433)
Total, Program Decreases	(349)	(347)	(\$116,293)
FY 2021 Request	3,148	2,941	\$1,650,448
FY 2020 To FY 2021 Change	(224)	(228)	\$27,533

**Other Operations and Enforcement – PPA
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Inflight Security	38	36	\$609,252	\$16,916.06	38	36	\$601,449	\$16,690.47	38	36	\$617,374	\$17,132.83	-	-	\$15,925	\$442.36
Aviation Regulation	1,079	1,026	\$134,938	\$130.11	1,076	1,017	\$140,152	\$136.85	1,091	1,025	\$148,348	\$143.78	15	8	\$8,196	\$6.93
Air Cargo	642	613	\$73,561	\$120	636	607	\$74,200	\$122.23	637	608	\$76,802	\$126.31	1	1	\$2,602	\$4.08
Intelligence and TSOC	427	402	\$56,324	\$140.11	417	387	\$55,292	\$142.87	430	397	\$58,589	\$147.58	13	10	\$3,297	\$4.71
Surface Programs	807	739	\$94,637	\$128.06	805	737	\$97,037	\$131.66	464	403	\$46,982	\$116.58	(341)	(334)	(\$50,055)	(\$15.08)
Vetting Programs	404	389	\$52,711	\$135.5	400	385	\$53,119	\$137.97	488	472	\$66,714	\$141.34	88	87	\$13,595	\$3.37
Total	3,397	3,205	\$1,021,423	\$318.16	3,372	3,169	\$1,021,249	\$321.77	3,148	2,941	\$1,014,809	\$344.52	(224)	(228)	(\$6,440)	\$22.75
Discretionary - Appropriation	3,127	2,939	\$986,219	\$334.98	3,102	2,903	\$985,485	\$338.93	2,793	2,590	\$966,159	\$372.43	(309)	(313)	(\$19,326)	\$33.5
Discretionary - Offsetting Fee	253	249	\$33,376	\$134.04	253	249	\$33,905	\$136.16	336	332	\$46,485	\$140.02	83	83	\$12,580	\$3.86
Mandatory - Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$595,664	\$595,048	\$587,673	(\$7,375)
11.3 Other than Full-Time Permanent	\$519	\$12,698	\$12,698	-
11.5 Other Personnel Compensation	\$122,519	\$115,559	\$115,650	\$91
11.8 Special Personal Services Payments	\$1,444	\$1,471	\$1,471	-
12.1 Civilian Personnel Benefits	\$301,003	\$296,370	\$297,214	\$844
13.0 Benefits for Former Personnel	\$274	\$103	\$103	-
Total - Personnel Compensation and Benefits	\$1,021,423	\$1,021,249	\$1,014,809	(\$6,440)
Positions and FTE				
Positions - Civilian	3,397	3,372	3,148	(224)
FTE - Civilian	3,205	3,169	2,941	(228)

The Inflight Security PPA includes Personnel Compensation and Benefits amounts for the FAMS PPA. However, the positions and FTE in the FAMS PPA are designated as Sensitive Security Information (SSI) and are not reported in this document – this generates odd FTE rates in pay summary tables.

**Other Operations and Enforcement PPA
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Inflight Security	\$176,961	\$178,839	\$171,177	(\$7,662)
Aviation Regulation	\$85,297	\$90,408	\$45,366	(\$45,042)
Air Cargo	\$31,068	\$31,297	\$31,530	\$233
Intelligence and TSOC	\$24,000	\$21,680	\$18,579	(\$3,101)
Surface Programs	\$35,504	\$43,924	\$31,112	(\$12,812)
Vetting Programs	\$240,190	\$235,518	\$337,875	\$102,357
Total	\$593,020	\$601,666	\$635,639	\$33,973
Discretionary - Appropriation	\$388,339	\$400,516	\$324,825	(\$75,691)
Discretionary - Offsetting Fee	\$201,309	\$197,809	\$307,479	\$109,670
Mandatory - Fee	\$3,372	\$3,341	\$3,335	(\$6)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$121,230	\$116,057	\$116,097	\$40
22.0 Transportation of Things	\$150	\$216	\$216	-
23.1 Rental Payments to GSA	\$22,470	\$23,382	\$23,382	-
23.2 Rental Payments to Others	\$1,793	\$2,524	\$2,524	-
23.3 Communications, Utilities, and Misc. Charges	\$17,962	\$18,316	\$18,316	-
24.0 Printing and Reproduction	\$2,301	\$2,322	\$2,322	-
25.1 Advisory and Assistance Services	\$269,689	\$248,805	\$335,937	\$87,132
25.2 Other Services from Non-Federal Sources	\$27,168	\$55,754	\$47,485	(\$8,269)
25.3 Other Goods and Services from Federal Sources	\$58,136	\$51,862	\$51,862	-
25.4 Operation and Maintenance of Facilities	\$3,172	\$3,262	\$3,262	-
25.6 Medical Care	\$26	\$115	\$115	-
25.7 Operation and Maintenance of Equipment	\$1,462	\$2,494	\$2,494	-
25.8 Subsistence & Support of Persons	-	\$2,501	\$2,501	-
26.0 Supplies and Materials	\$4,990	\$6,989	\$7,059	\$70
31.0 Equipment	\$5,096	\$12,247	\$12,247	-
32.0 Land and Structures	-	\$423	\$423	-
41.0 Grants, Subsidies, and Contributions	\$56,438	\$53,897	\$8,897	(\$45,000)
42.0 Insurance Claims and Indemnities	\$937	\$500	\$500	-
Total - Non Pay Object Classes	\$593,020	\$601,666	\$635,639	\$33,973

*Inflight Security – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Federal Air Marshals	-	-	\$763,598	-	-	\$755,682	-	-	\$771,576	-	-	\$15,894
Federal Flight Deck Officer and Crew Training	38	36	\$22,615	38	36	\$24,606	38	36	\$16,975	-	-	(\$7,631)
Total	38	36	\$786,213	38	36	\$780,288	38	36	\$788,551	-	-	\$8,263
Subtotal Discretionary - Appropriation	38	36	\$786,213	38	36	\$780,288	38	36	\$788,551	-	-	\$8,263

PPA Level II Description

The Inflight Security Level II PPA includes funding for the FAMS and FFDO and Crew Training Level III PPAs. These PPAs both include funding for TSA programs that directly deal with in-flight countermeasures to deter and defeat terrorist or other hijacking attempts.

Federal Air Marshals: The Federal Air Marshals PPA supports funding to detect, deter, and defeat criminal, terrorist, and hostile activities that target our Nation's transportation systems.

Federal Flight Deck Officer and Crew Training: The FFDO and Crew Training program was created by the Arming Pilots Against Terrorism Act of 2003 (P.L. 107-296), which authorizes the deputation of qualified airline pilots to act as Federal Law Enforcement Officers in order to defend the flight decks of aircraft against acts of criminal violence or air piracy.

Inflight Security – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	38	36	\$786,213
FY 2020 Enacted	38	36	\$780,288
FY 2021 Base Budget	38	36	\$780,288
2020 Pay Raise	-	-	\$19,417
2021 Pay Raise	-	-	\$4,587
FERS Agency Contribution	-	-	\$5,496
Total, Pricing Increases	-	-	\$29,500
Delay in Hiring	-	-	(\$15,542)
Hiring Efficiencies	-	-	(\$4,557)
Non-Recur Weapons Refresh	-	-	(\$4,708)
Total, Pricing Decreases	-	-	(\$24,807)
Total Adjustments-to-Base	-	-	\$4,693
FY 2021 Current Services	38	36	\$784,981
Awards Spending Increase	-	-	\$6,295
C-UAS Capabilities	-	-	\$375
Total, Program Increases	-	-	\$6,670
Reduction to FFDO Training Capacity	-	-	(\$3,100)
Total, Program Decreases	-	-	(\$3,100)
FY 2021 Request	38	36	\$788,551
FY 2020 To FY 2021 Change	-	-	\$8,263

Inflight Security – PPA Level II Personnel Compensation and Benefits

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Federal Air Marshals	-	-	\$603,993	-	-	-	\$596,077	-	-	-	\$611,825	-	-	-	\$15,748	-
Federal Flight Deck Officer and Crew Training	38	36	\$5,259	\$146.08	38	36	\$5,372	\$149.22	38	36	\$5,549	\$154.14	-	-	\$177	\$4.92
Total	38	36	\$609,252	\$16,916.06	38	36	\$601,449	\$16,690.47	38	36	\$617,374	\$17,132.83	-	-	\$15,925	\$442.36
Discretionary - Appropriation	38	36	\$609,252	\$16,916.06	38	36	\$601,449	\$16,690.47	38	36	\$617,374	\$17,132.83	-	-	\$15,925	\$442.36

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$313,210	\$300,741	\$309,891	\$9,150
11.3 Other than Full-Time Permanent	\$63	\$11,896	\$11,896	-
11.5 Other Personnel Compensation	\$102,810	\$99,257	\$99,267	\$10
11.8 Special Personal Services Payments	-	\$592	\$592	-
12.1 Civilian Personnel Benefits	\$192,895	\$188,963	\$195,728	\$6,765
13.0 Benefits for Former Personnel	\$274	-	-	-
Total - Personnel Compensation and Benefits	\$609,252	\$601,449	\$617,374	\$15,925
Positions and FTE				
Positions - Civilian	38	38	38	-
FTE - Civilian	36	36	36	-

The Inflight Security PPA includes Personnel Compensation and Benefits amounts for the FAMS PPA. However, the positions and FTE in this PPA are designated as SSI and are not reported in this document.

**Inflight Security – PPA Level II
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Federal Air Marshals	\$159,605	\$159,605	\$159,751	\$146
Federal Flight Deck Officer and Crew Training	\$17,356	\$19,234	\$11,426	(\$7,808)
Total	\$176,961	\$178,839	\$171,177	(\$7,662)
Discretionary - Appropriation	\$176,961	\$178,839	\$171,177	(\$7,662)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$106,188	\$106,188	\$106,334	\$146
22.0 Transportation of Things	\$102	\$102	\$102	-
23.1 Rental Payments to GSA	\$5,841	\$5,841	\$5,841	-
23.3 Communications, Utilities, and Misc. Charges	\$15,679	\$15,679	\$15,679	-
25.1 Advisory and Assistance Services	\$16,898	\$18,776	\$10,968	(\$7,808)
25.2 Other Services from Non-Federal Sources	\$19,349	\$19,349	\$19,349	-
25.3 Other Goods and Services from Federal Sources	\$7,228	\$7,228	\$7,228	-
25.4 Operation and Maintenance of Facilities	\$2,802	\$2,802	\$2,802	-
25.6 Medical Care	\$26	\$26	\$26	-
25.7 Operation and Maintenance of Equipment	\$13	\$13	\$13	-
26.0 Supplies and Materials	\$2,235	\$2,235	\$2,235	-
31.0 Equipment	\$136	\$136	\$136	-
42.0 Insurance Claims and Indemnities	\$464	\$464	\$464	-
Total - Non Pay Object Classes	\$176,961	\$178,839	\$171,177	(\$7,662)

Federal Air Marshals – PPA Level III

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Federal Air Marshals	-	-	\$763,598	-	-	\$755,682	-	-	\$771,576	-	-	\$15,894
Total	-	-	\$763,598	-	-	\$755,682	-	-	\$771,576	-	-	\$15,894
Subtotal Discretionary - Appropriation	-	-	\$763,598	-	-	\$755,682	-	-	\$771,576	-	-	\$15,894

The mission of the FAMS is to detect, deter, and defeat criminal, terrorist, and hostile activities that target our Nation’s transportation systems. Under the revised FAMS Concept of Operations (CONOPS), the program utilizes a RBS approach informed by the results of the Transportation Sector Security Risk Assessments. The CONOPS framework deploys personnel and resources based on data elements designed to mitigate the maximum risk to the civilian aviation system and traveling public. The FAMS budget supports payroll costs for Federal Air Marshals and the civilian workforce who provide vital protective and law enforcement services for both domestic and international air travel, operational and infrastructure requirements, internal business processes, and training and travel expenses of the FAMS.

Federal Air Marshals – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$763,598
FY 2020 Enacted	-	-	\$755,682
FY 2021 Base Budget	-	-	\$755,682
2020 Pay Raise	-	-	\$19,247
2021 Pay Raise	-	-	\$4,546
FERS Agency Contribution	-	-	\$5,451
Total, Pricing Increases	-	-	\$29,244
Delay in Hiring	-	-	(\$15,407)
Hiring Efficiencies	-	-	(\$4,557)
Total, Pricing Decreases	-	-	(\$19,964)
Total Adjustments-to-Base	-	-	\$9,280
FY 2021 Current Services	-	-	\$764,962
Awards Spending Increase	-	-	\$6,239
C-UAS Capabilities	-	-	\$375
Total, Program Increases	-	-	\$6,614
FY 2021 Request	-	-	\$771,576
FY 2020 To FY 2021 Change	-	-	\$15,894

**Federal Air Marshals – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Federal Air Marshals	-	-	\$603,993	-	-	-	\$596,077	-	-	-	\$611,825	-	-	-	\$15,748	-
Total	-	-	\$603,993	-	-	-	\$596,077	-	-	-	\$611,825	-	-	-	\$15,748	-
Discretionary - Appropriation	-	-	\$603,993	-	-	-	\$596,077	-	-	-	\$611,825	-	-	-	\$15,748	-

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$309,894	\$297,346	\$306,437	\$9,091
11.3 Other than Full-Time Permanent	\$63	\$11,896	\$11,896	-
11.5 Other Personnel Compensation	\$102,376	\$98,823	\$98,833	\$10
11.8 Special Personal Services Payments	-	\$592	\$592	-
12.1 Civilian Personnel Benefits	\$191,386	\$187,420	\$194,067	\$6,647
13.0 Benefits for Former Personnel	\$274	-	-	-
Total - Personnel Compensation and Benefits	\$603,993	\$596,077	\$611,825	\$15,748
Positions and FTE				

Positions and FTE for the FAMS are designated as SSI and are not reported in this document. More information can be found in the program changes section above.

**Federal Air Marshals – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Federal Air Marshals	\$159,605	\$159,605	\$159,751	\$146
Total	\$159,605	\$159,605	\$159,751	\$146
Discretionary - Appropriation	\$159,605	\$159,605	\$159,751	\$146

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$106,066	\$106,066	\$106,212	\$146
22.0 Transportation of Things	\$47	\$47	\$47	-
23.1 Rental Payments to GSA	\$5,841	\$5,841	\$5,841	-
23.3 Communications, Utilities, and Misc. Charges	\$15,679	\$15,679	\$15,679	-
25.1 Advisory and Assistance Services	\$2,641	\$2,641	\$2,641	-
25.2 Other Services from Non-Federal Sources	\$19,157	\$19,157	\$19,157	-
25.3 Other Goods and Services from Federal Sources	\$6,199	\$6,199	\$6,199	-
25.4 Operation and Maintenance of Facilities	\$2,802	\$2,802	\$2,802	-
25.6 Medical Care	\$26	\$26	\$26	-
25.7 Operation and Maintenance of Equipment	\$13	\$13	\$13	-
26.0 Supplies and Materials	\$534	\$534	\$534	-
31.0 Equipment	\$136	\$136	\$136	-
42.0 Insurance Claims and Indemnities	\$464	\$464	\$464	-
Total - Non Pay Object Classes	\$159,605	\$159,605	\$159,751	\$146

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Travel	\$106,066	\$106,066	\$106,066	-
Contracts	\$16,755	\$16,755	\$16,755	-
Other Operational Costs	\$36,784	\$36,784	\$36,930	\$146
Total – Non Pay Cost Drivers	\$159,605	\$159,605	\$159,751	\$146

Explanation of Non Pay Cost Drivers

Travel: This cost driver funds all travel necessary to provide domestic and international mission coverage, mission essential training, and other business-related travel in support of FAMS' operational and programmatic goals. This cost driver is impacted by unplanned/unanticipated real world events impacting risk to aviation and demand for mission coverage, inflation, and cost increases over projected rates. The FY 2021 request reflects no change to this cost driver.

Contracts: The FAMS PPA uses contracts and contractor support for mission support functions such as polygraphs. This cost driver also contains the International Cooperative Administration Support Services agreements with the Department of State for specific accommodations and support for required FAMS international missions and Department of State passports. The FY 2021 request reflects no change to this cost driver.

Other Operational Costs: This funds the other costs associated with the FAMS program to include training as well as equipment purchase and maintenance. The FY 2021 request reflects an increase in support costs associated with the C-UAS Capabilities effort.

Federal Flight Deck Officer and Crew Training – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Federal Flight Deck Officer and Crew Training	38	36	\$22,615	38	36	\$24,606	38	36	\$16,975	-	-	(\$7,631)
Total	38	36	\$22,615	38	36	\$24,606	38	36	\$16,975	-	-	(\$7,631)
Subtotal Discretionary - Appropriation	38	36	\$22,615	38	36	\$24,606	38	36	\$16,975	-	-	(\$7,631)

The FFDO and Crew Training program was created by the Arming Pilots Against Terrorism Act of 2003 (P.L. 107-296), which authorizes the deputation of qualified airline pilots to act as Federal Law Enforcement Officers in order to defend the flight decks of aircraft against acts of criminal violence or air piracy. This voluntary program provides a combination of law enforcement training in firearms proficiency, self-defense tactics, authority, use-of-force, and decision-making in defense of both commercial passenger and cargo aircraft.

Federal Flight Deck Officer and Crew Training – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	38	36	\$22,615
FY 2020 Enacted	38	36	\$24,606
FY 2021 Base Budget	38	36	\$24,606
2020 Pay Raise	-	-	\$170
2021 Pay Raise	-	-	\$41
FERS Agency Contribution	-	-	\$45
Total, Pricing Increases	-	-	\$256
Delay in Hiring	-	-	(\$135)
Non-Recur Weapons Refresh	-	-	(\$4,708)
Total, Pricing Decreases	-	-	(\$4,843)
Total Adjustments-to-Base	-	-	(\$4,587)
FY 2021 Current Services	38	36	\$20,019
Awards Spending Increase	-	-	\$56
Total, Program Increases	-	-	\$56
Reduction to FFDO Training Capacity	-	-	(\$3,100)
Total, Program Decreases	-	-	(\$3,100)
FY 2021 Request	38	36	\$16,975
FY 2020 To FY 2021 Change	-	-	(\$7,631)

**Federal Flight Deck Officer and Crew Training – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Federal Flight Deck Officer and Crew Training	38	36	\$5,259	\$146.08	38	36	\$5,372	\$149.22	38	36	\$5,549	\$154.14	-	-	\$177	\$4.92
Total	38	36	\$5,259	\$146.08	38	36	\$5,372	\$149.22	38	36	\$5,549	\$154.14	-	-	\$177	\$4.92
Discretionary - Appropriation	38	36	\$5,259	\$146.08	38	36	\$5,372	\$149.22	38	36	\$5,549	\$154.14	-	-	\$177	\$4.92

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$3,316	\$3,395	\$3,454	\$59
11.5 Other Personnel Compensation	\$434	\$434	\$434	-
12.1 Civilian Personnel Benefits	\$1,509	\$1,543	\$1,661	\$118
Total - Personnel Compensation and Benefits	\$5,259	\$5,372	\$5,549	\$177
Positions and FTE				
Positions - Civilian	38	38	38	-
FTE - Civilian	36	36	36	-

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President’s Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Training Personnel	20	\$2,293	\$114.65	20	\$2,383	\$119.15	20	\$2,461	\$123.05	-	\$78	\$3.90
Program Support	16	\$2,966	\$185.38	16	\$2,989	\$186.81	16	\$3,088	\$193.00	-	\$99	\$6.19
Total - Pay Cost Drivers	36	\$5,259	\$146.08	36	\$5,372	\$149.22	36	\$5,549	\$154.14	-	\$177	\$4.92

Explanation of Pay Cost Drivers

Training Personnel: This cost driver supports those personnel needed to train FFDOs. There are increases to this cost driver over FY 2020 levels for the agency’s FERS Contribution, the 2021 pay raise, and an increase in award spending.

Program Support: This cost driver provides funds for the personnel required to run the FFDO program. Changes to this cost driver in FY 2021 are driven by the agency’s increase to its FERS Contribution, the 2021 pay raise, and an increase in award spending.

**Federal Flight Deck Officer and Crew Training – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Federal Flight Deck Officer and Crew Training	\$17,356	\$19,234	\$11,426	(\$7,808)
Total	\$17,356	\$19,234	\$11,426	(\$7,808)
Discretionary - Appropriation	\$17,356	\$19,234	\$11,426	(\$7,808)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$122	\$122	\$122	-
22.0 Transportation of Things	\$55	\$55	\$55	-
25.1 Advisory and Assistance Services	\$14,257	\$16,135	\$8,327	(\$7,808)
25.2 Other Services from Non-Federal Sources	\$192	\$192	\$192	-
25.3 Other Goods and Services from Federal Sources	\$1,029	\$1,029	\$1,029	-
26.0 Supplies and Materials	\$1,701	\$1,701	\$1,701	-
Total - Non Pay Object Classes	\$17,356	\$19,234	\$11,426	(\$7,808)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Training	\$14,496	\$1,666	\$8,566	(\$3,100)
Consumables	\$1,645	\$6,353	\$1,645	(\$4,708)
Other Costs	\$1,215	\$1,215	\$1,215	-
Total – Non Pay Cost Drivers	\$17,356	\$19,234	\$11,426	(\$7,808)

Explanation of Non Pay Cost Drivers

Training: This cost driver supports funding for a combination of law enforcement training in firearms proficiency, self-defense tactics, authority, use of force, and decision making in defense of both commercial and cargo aircraft for volunteers. The FY 2021 request includes a reduction in FFDO training capacity.

Consumables: This cost driver supports funding for a variety of items, including ammunition, weapons parts, and operational supplies. Changes to this cost driver in FY 2021 reflects a non-recur of the weapons refresh conducted in FY 2020.

Other Costs: This funds the other costs associated with the FFDO program to include equipment and support contracts. There is no change from FY 2020.

*Aviation Regulation – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Aviation Regulation	1,079	1,026	\$220,235	1,076	1,017	\$230,560	1,091	1,025	\$193,714	15	8	(\$36,846)
Total	1,079	1,026	\$220,235	1,076	1,017	\$230,560	1,091	1,025	\$193,714	15	8	(\$36,846)
Subtotal Discretionary - Appropriation	1,079	1,026	\$220,235	1,076	1,017	\$230,560	1,091	1,025	\$193,714	15	8	(\$36,846)

PPA Level II Description

The Aviation Regulation PPA is responsible for providing law enforcement and regulatory presence at airports to ensure compliance with required security measures and response to security incidents. It also provides an international component to foster consistency in worldwide security requirements and ensure compliance with TSA requirements and International Civil Aviation Organization baseline standards.

Aviation Regulation – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	1,079	1,026	\$220,235
FY 2020 Enacted	1,076	1,017	\$230,560
FY 2021 Base Budget	1,076	1,017	\$230,560
Realignment for Assessments from TSA/O&S/Mission Support to TSA/O&S/Av Reg	3	3	\$434
Realignment for HQ Reorg to TSA/O&S/Av Reg from TSA/O&S/STM	7	7	\$1,120
Total Transfers	10	10	\$1,554
2020 Pay Raise	-	-	\$4,635
2021 Pay Raise	-	-	\$1,069
Annualization of International Engagement Strategy Personnel	-	5	\$2,376
FERS Agency Contribution	-	-	\$1,236
Total, Pricing Increases	-	5	\$9,316
Contract and Travel Reductions	-	-	(\$5)
Delay in Hiring	-	-	(\$3,732)
Total, Pricing Decreases	-	-	(\$3,737)
Total Adjustments-to-Base	10	15	\$7,133
FY 2021 Current Services	1,086	1,032	\$237,693
Awards Spending Increase	-	-	\$1,502
C-UAS Capabilities	15	4	\$684
Cybersecurity Capabilities	2	1	\$170
Total, Program Increases	17	5	\$2,356
Eliminate Law Enforcement Officer Reimbursement Program	(12)	(12)	(\$46,335)
Total, Program Decreases	(12)	(12)	(\$46,335)
FY 2021 Request	1,091	1,025	\$193,714
FY 2020 To FY 2021 Change	15	8	(\$36,846)

Aviation Regulation – PPA Level II Personnel Compensation and Benefits

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Aviation Regulation	1,079	1,026	\$134,938	\$130.11	1,076	1,017	\$140,152	\$136.85	1,091	1,025	\$148,348	\$143.78	15	8	\$8,196	\$6.93
Total	1,079	1,026	\$134,938	\$130.11	1,076	1,017	\$140,152	\$136.85	1,091	1,025	\$148,348	\$143.78	15	8	\$8,196	\$6.93
Discretionary - Appropriation	1,079	1,026	\$134,938	\$130.11	1,076	1,017	\$140,152	\$136.85	1,091	1,025	\$148,348	\$143.78	15	8	\$8,196	\$6.93

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$90,822	\$101,031	\$106,353	\$5,322
11.3 Other than Full-Time Permanent	\$8	\$105	\$105	-
11.5 Other Personnel Compensation	\$5,989	\$1,886	\$1,896	\$10
11.8 Special Personal Services Payments	\$1,444	\$879	\$879	-
12.1 Civilian Personnel Benefits	\$36,675	\$36,153	\$39,017	\$2,864
13.0 Benefits for Former Personnel	-	\$98	\$98	-
Total - Personnel Compensation and Benefits	\$134,938	\$140,152	\$148,348	\$8,196
Positions and FTE				
Positions - Civilian	1,079	1,076	1,091	15
FTE - Civilian	1,026	1,017	1,025	8

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Domestic Inspectors	653	\$81,571	\$123.58	653	\$81,631	\$124.19	653	\$85,475	\$130.10	-	\$3,844	\$5.91
International Operations	140	\$23,761	\$167.91	145	\$28,432	\$194.79	150	\$32,194	\$213.32	5	\$3,762	\$18.53
International Inspectors	66	\$9,101	\$136.42	66	\$9,107	\$137.08	66	\$9,536	\$143.61	-	\$429	\$6.53
Other	167	\$20,505	\$121.47	153	\$20,982	\$135.88	156	\$21,143	\$134.23	3	\$161	(\$1.65)
Total – Pay Cost Drivers	1,026	\$134,938	\$130.11	1,017	\$140,152	\$136.85	1,025	\$148,348	\$143.78	8	\$8,196	\$6.93

Explanation of Pay Cost Drivers

Domestic Inspectors: Domestic inspectors execute local annual inspection plans as well as review records and files pertaining to criminal history records checks performed pursuant to Federal law. Changes to this cost driver reflect the agency's increase in its FERS Contribution, the 2021 pay raise, and an increase in awards spending.

International Operations: This cost driver supports the activities to build international relationships and develop collaborative partnerships with various political factions. The FY 2021 request reflects the annualization of the International Engagement Strategy personnel for pre-clearance locations received in FY 2020 as well as increases for FERS Contribution, the 2021 pay raise, and an increase in awards spending.

International Inspectors: International inspectors work to evaluate and document vulnerabilities at last point of departure airports, air carrier stations, and aircraft repair stations in foreign countries. Changes to this cost driver reflect the agency's increase to its FERS Contribution, the 2021 pay raise, and an increase in awards spending.

Other: This cost driver funds the other support personnel funded out of the Aviation Regulation PPA. Changes to this cost driver in FY 2021 reflect the realignment of 3 FTE from the Mission Support PPA to properly align Assessments personnel, the realignment of 7 FTE for HQ personnel, and increases for TSA's C-UAS and Cybersecurity Capabilities initiatives. Changes also reflect the agency's increase to its FERS Contribution, the 2021 pay raise, and an increase in awards spending.

Aviation Regulation – PPA Level II
Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Aviation Regulation	\$85,297	\$90,408	\$45,366	(\$45,042)
Total	\$85,297	\$90,408	\$45,366	(\$45,042)
Discretionary - Appropriation	\$85,297	\$90,408	\$45,366	(\$45,042)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$4,908	\$3,264	\$3,277	\$13
22.0 Transportation of Things	\$22	\$57	\$57	-
23.1 Rental Payments to GSA	\$4,463	\$170	\$170	-
23.2 Rental Payments to Others	\$1	\$57	\$57	-
23.3 Communications, Utilities, and Misc. Charges	\$202	\$553	\$553	-
24.0 Printing and Reproduction	\$10	\$20	\$20	-
25.1 Advisory and Assistance Services	\$1	\$1,976	\$1,971	(\$5)
25.2 Other Services from Non-Federal Sources	\$578	\$9,950	\$9,896	(\$54)
25.3 Other Goods and Services from Federal Sources	\$17,808	\$24,233	\$24,233	-
25.4 Operation and Maintenance of Facilities	\$4	\$2	\$2	-
25.6 Medical Care	-	\$15	\$15	-
25.7 Operation and Maintenance of Equipment	\$497	\$108	\$108	-
25.8 Subsistence & Support of Persons	-	\$2,501	\$2,501	-
26.0 Supplies and Materials	\$217	\$2,468	\$2,472	\$4
31.0 Equipment	\$148	-	-	-
41.0 Grants, Subsidies, and Contributions	\$56,438	\$45,000	-	(\$45,000)
42.0 Insurance Claims and Indemnities	-	\$34	\$34	-
Total - Non Pay Object Classes	\$85,297	\$90,408	\$45,366	(\$45,042)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
International Operations	\$23,460	\$28,504	\$28,504	-
International Inspections	\$4,429	\$4,429	\$4,429	-
LEO Reimbursement Program	\$45,000	\$45,054	-	(\$45,054)
Other Costs	\$12,408	\$12,421	\$12,433	\$12
Total - Non Pay Cost Drivers	\$85,297	\$90,408	\$45,366	(\$45,042)

Explanation of Non Pay Cost Drivers

International Operations: TSA's international mission, in support of the DHS International Engagement Strategy, is to execute the statutory and regulatory responsibilities of bolstering cooperation and coordination with domestic agencies, foreign governments, and international industry partners in identifying and mitigating threats or vulnerabilities within a global aviation system used extensively by U.S. citizens. TSA takes a leadership role as a permanent U.S. member in the regional and international organizations concerned with transportation security and has strategically located Regional Directors, Inspectors, TSA Representatives and International Industry Representatives at foreign U.S. Embassies and Consulates to promote alignment and consistency between the security requirements of the U.S. and foreign governments. TSA's internationally posted staff fall under the purview of the Department of State which controls the mandatory expenses for office space, housing, security, acquisitions, locally employed staff and living allowances that all agencies must pay to have staff posted abroad. There are no changes to this cost driver in FY 2021.

International Inspections: Intelligence reporting and risk analyses have shown that terrorist threats to the transportation sector remain a significant concern and that the majority of risk emanates from international inbound aviation. This program is responsible for identifying and mitigating aviation related risk to the homeland by pinpointing security vulnerabilities and transnational threats at foreign airports in the originating country or at the earliest possible point. This mission is accomplished through assessments of international last point of departure airports to ensure compliance to International Civil Aviation Organization standards, inspections of air carriers that operate from those airports to the U.S., identification and analyses of countermeasures that these airports and their carriers possess, and the tracking of risk mitigation efforts and progress toward resolution of issues. Funding supports the inspectors as they carry out this mission. There is no change to this cost driver over FY 2020 levels.

LEO Reimbursement Program: The LEO Reimbursement Program is proposed for elimination in the FY 2021 request.

Other Costs: This funds the other costs associated with the Aviation Regulation PPA to include training and supplies. Changes to this cost driver in FY 2021 reflect increases associated with TSA's C-UAS and Cybersecurity Capabilities initiatives.

*Air Cargo – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Air Cargo	642	613	\$104,629	636	607	\$105,497	637	608	\$108,332	1	1	\$2,835
Total	642	613	\$104,629	636	607	\$105,497	637	608	\$108,332	1	1	\$2,835
Subtotal Discretionary - Appropriation	642	613	\$104,629	636	607	\$105,497	637	608	\$108,332	1	1	\$2,835

PPA Level II Description

The Air Cargo PPA supports funding associated with the implementation of statutory requirements for ensuring the security of transportation systems and passengers when cargo is transported by air, as required by the Aviation and Transportation Security Act (ATSA), including inspections and maintenance of a Qualified Products List of air cargo screening equipment for use by the air cargo industry.

Air Cargo – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	642	613	\$104,629
FY 2020 Enacted	636	607	\$105,497
FY 2021 Base Budget	636	607	\$105,497
Realignment for HQ Reorg to TSA/O&S/Air Cargo from TSA/O&S/STO	1	1	\$151
Total Transfers	1	1	\$151
2020 Pay Raise	-	-	\$2,346
2021 Pay Raise	-	-	\$566
FERS Agency Contribution	-	-	\$630
Investment Profile Adjustment	-	-	\$233
Total, Pricing Increases	-	-	\$3,775
Delay in Hiring	-	-	(\$1,868)
Total, Pricing Decreases	-	-	(\$1,868)
Total Adjustments-to-Base	1	1	\$2,058
FY 2021 Current Services	637	608	\$107,555
Awards Spending Increase	-	-	\$777
Total, Program Increases	-	-	\$777
FY 2021 Request	637	608	\$108,332
FY 2020 To FY 2021 Change	1	1	\$2,835

**Air Cargo – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Air Cargo	642	613	\$73,561	\$120	636	607	\$74,200	\$122.23	637	608	\$76,802	\$126.31	1	1	\$2,602	\$4.08
Total	642	613	\$73,561	\$120	636	607	\$74,200	\$122.23	637	608	\$76,802	\$126.31	1	1	\$2,602	\$4.08
Discretionary - Appropriation	642	613	\$73,561	\$120	636	607	\$74,200	\$122.23	637	608	\$76,802	\$126.31	1	1	\$2,602	\$4.08

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$52,610	\$52,796	\$54,409	\$1,613
11.5 Other Personnel Compensation	\$1,983	\$3,426	\$3,426	-
12.1 Civilian Personnel Benefits	\$18,968	\$17,973	\$18,962	\$989
13.0 Benefits for Former Personnel	-	\$5	\$5	-
Total - Personnel Compensation and Benefits	\$73,561	\$74,200	\$76,802	\$2,602
Positions and FTE				
Positions - Civilian	642	636	637	1
FTE - Civilian	613	607	608	1

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Domestic Inspectors	472	\$55,855	\$118.34	472	\$55,953	\$118.53	472	\$59,243	\$125.50	-	\$3,290	\$6.97
International Inspectors	74	\$9,612	\$129.89	74	\$9,629	\$130.12	74	\$10,195	\$137.77	-	\$566	\$7.65
Air Cargo Security Program	4	\$799	\$199.75	4	\$801	\$200.25	4	\$697	\$174.25	-	(\$104)	(\$26.00)
Other	63	\$7,295	\$115.79	57	\$7,817	\$137.14	58	\$6,667	\$114.95	1	(\$1,150)	(\$22.19)
Total – Pay Cost Drivers	613	\$73,561	\$120.00	607	\$74,462	\$122.23	608	\$76,802	\$126.31	1	\$2,602	\$4.08

Explanation of Pay Cost Drivers

Domestic Inspectors: Domestic inspectors enforce statutory and regulatory requirements and provide guidance to industry on securing air cargo. The FY 2021 request includes increases to this cost driver for the agency's increased FERS Contribution, the 2021 pay raise, and an increase in awards spending.

International Inspectors: International inspectors ensure that cargo destined for the United States is subjected to the required level of security. The FY 2021 request includes increases to this cost driver for the agency's increased FERS Contribution, the 2021 pay raise, and an increase in awards spending.

Air Cargo Security Program: This cost driver supports the personnel that work to ensure the air cargo IT systems are functioning properly. The FY 2021 request includes increases to this cost driver for the agency's increased FERS Contribution, the 2021 pay raise, an increase in awards spending, and a decrease to redirect funds to pay for the 2020 pay raise.

Other: This cost driver funds the other supporting personnel in the Air Cargo PPA. Changes to this cost driver in FY 2021 reflect an increase due to the realignment of Headquarters personnel and increases for the agency's FERS Contribution, the 2021 pay raise, an increase in awards spending, and a decrease to redirect funds to pay for the 2020 pay raise.

Air Cargo – PPA Level II Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Air Cargo	\$31,068	\$31,297	\$31,530	\$233
Total	\$31,068	\$31,297	\$31,530	\$233
Discretionary - Appropriation	\$31,068	\$31,297	\$31,530	\$233

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$6,167	\$2,764	\$2,767	\$3
22.0 Transportation of Things	\$22	-	-	-
23.1 Rental Payments to GSA	-	\$84	\$84	-
23.2 Rental Payments to Others	-	\$50	\$50	-
23.3 Communications, Utilities, and Misc. Charges	\$218	\$50	\$50	-
24.0 Printing and Reproduction	\$2	\$5	\$5	-
25.1 Advisory and Assistance Services	\$17,195	\$15,540	\$15,770	\$230
25.2 Other Services from Non-Federal Sources	\$2	\$2,015	\$2,015	-
25.3 Other Goods and Services from Federal Sources	\$5,940	\$181	\$181	-
25.4 Operation and Maintenance of Facilities	\$2	-	-	-
25.6 Medical Care	-	\$71	\$71	-
25.7 Operation and Maintenance of Equipment	-	\$513	\$513	-
26.0 Supplies and Materials	\$1,220	\$604	\$604	-
31.0 Equipment	\$300	\$523	\$523	-
41.0 Grants, Subsidies, and Contributions	-	\$8,897	\$8,897	-
Total - Non Pay Object Classes	\$31,068	\$31,297	\$31,530	\$233

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Air Cargo System	\$13,950	\$14,179	\$14,412	\$233
Air Cargo Screening and Quality Testing	\$4,952	\$4,952	\$4,952	-
International Operations and Inspections	\$3,870	\$3,780	\$3,780	-
Air Cargo Industry Data Analysis	\$2,718	\$2,718	\$2,718	-
Other Costs	\$5,668	\$5,668	\$5,668	-
Total – Non Pay Cost Drivers	\$31,068	\$31,297	\$31,530	\$233

Explanation of Non Pay Cost Drivers

Air Cargo System: The IT systems in the Air Cargo investment portfolio represent multiple layers of TSA's layered approach to air cargo security. These systems meet the statutory requirements and implement the regulatory requirements of 49 USC 44904, 49 CFR 1540, 1544, 1548, and 1549 to protect against the threats to air cargo transportation. The portfolio consists of four operational IT systems that confirm the identity and risk factors of companies shipping goods on passenger aircraft, vetting individuals in security sensitive positions, ensuring appropriate security for entities transporting and screening cargo, and identifying potential security risks in the air cargo supply chain. Portfolio cost drivers include operations and cybersecurity maintenance to ensure data integrity for more than 24,000 air cargo industry users while guarding against continuously evolving cyber threats. The change to this cost driver is due to an increase in investment licenses.

Air Cargo Screening and Quality Testing: This testing is used to determine system suitability and effectiveness of equipment for screening air cargo and mail. Once found suitable, TSA approves its use by industry. This activity supports the testing of equipment to certify its use by the air cargo industry and not for government purchase. There is no change from FY 2020 levels.

International Operations and Inspections: This cost driver supports the National Cargo Security Program (NCSP). Through this program, TSA has the authority to formally recognize the strong air cargo security measures of other countries through a system-to-system comparability review of supply chain security requirements and in-country validation visits. Recognition may be granted for passenger cargo and/or all-cargo operations destined to the United States. International Transportation Security Specialists conduct assessments of known consignors, regulated agents, cargo terminal operators, and other regulated entities in countries with NCSP recognition. Verification procedures, including on-site audits of foreign airports, air carrier cargo facilities, and off-airport sites which handle and screen air cargo, are conducted at every foreign last point of departure airport at least annually, with interim activities scheduled for the higher-priority sites. These activities include comprehensive reviews of each air carrier's security program, observation of the implementation of its security program, evaluation of Authorized Representative Agreements, and proper use of approved screening methods. There is no change from FY 2020 levels.

Air Cargo Industry Data Analysis: TSA reviews and analyzes industry testing data to identify technologies for further testing and development. This activity supports the testing of equipment to certify its use by the air cargo industry and not for government purchase. There is no change from FY 2020 levels.

Other Costs: This funds the other costs associated with the Air Cargo PPA to include training and supplies. There is no change from FY 2020 levels.

*Intelligence and TSOC – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Intelligence and TSOC	427	402	\$80,324	417	387	\$76,972	430	397	\$77,168	13	10	\$196
Total	427	402	\$80,324	417	387	\$76,972	430	397	\$77,168	13	10	\$196
Subtotal Discretionary - Appropriation	427	402	\$80,324	417	387	\$76,972	430	397	\$77,168	13	10	\$196

PPA Level II Description

TSA reviews, synthesizes, and analyzes transportation specific intelligence in addition to providing comprehensive and cogent analytic products. Intelligence is critical to RBS and the intelligence products generated provide the threat framework to prioritize security resources. TSA operates and maintains 24-hour/7-day intelligence capabilities at TSA Headquarters, Annapolis Junction Operation Center, Colorado Springs Operation Center and the TSOC. Through these centers, TSA disseminates warnings and notifications of credible and immediate threats and assists in coordinating domestic and international civil aviation and other modal security intelligence activities.

The TSOC provides continuous coordination, communication, and collaboration of intelligence and domain awareness for all DHS transportation-related security activities worldwide. It correlates and fuses real-time intelligence and operational information, ensuring unity of action in the prevention of, and response to, terrorist-related incidents across transportation modes. Consistent with the Implementing Recommendations of the 9/11 Commission Act (P.L. 110-53), the TSOC provides direct lines of communications for the immediate notification from the public.

Additionally, the TSOC supports incident management in steady state and non-steady state operations and provides emergency management and planning for the entire TSA Enterprise. Program activities span the breadth of actions such as conducting analytical reviews of incoming calls on the TSOC Watch Floor to building response plans and evaluating TSA emergency readiness state.

Intelligence and TSOC – PPA Level II
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	427	402	\$80,324
FY 2020 Enacted	417	387	\$76,972
FY 2021 Base Budget	417	387	\$76,972
Realignment for HQ Reorg from TSA/O&S/Intel & TSOC to TSA/O&S/Mission Support	(2)	(2)	(\$301)
Transfer for C-LAN WCF Removals from TSA/O&S/Intelligence to A&O	-	-	(\$3,140)
Total Transfers	(2)	(2)	(\$3,441)
2020 Pay Raise	-	-	\$1,732
2021 Pay Raise	-	-	\$422
Annualization of FY 2020 Counterintelligence Hiring	-	5	\$698
FERS Agency Contribution	-	-	\$476
Total, Pricing Increases	-	5	\$3,328
Delay in Hiring	-	-	(\$1,376)
Total, Pricing Decreases	-	-	(\$1,376)
Total Adjustments-to-Base	(2)	3	(\$1,489)
FY 2021 Current Services	415	390	\$75,483
Awards Spending Increase	-	-	\$593
C-UAS Capabilities	8	4	\$617
Cybersecurity Capabilities	7	3	\$475
Total, Program Increases	15	7	\$1,685
FY 2021 Request	430	397	\$77,168
FY 2020 To FY 2021 Change	13	10	\$196

**Intelligence and TSOC – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Intelligence and TSOC	427	402	\$56,324	\$140.11	417	387	\$55,292	\$142.87	430	397	\$58,589	\$147.58	13	10	\$3,297	\$4.71
Total	427	402	\$56,324	\$140.11	417	387	\$55,292	\$142.87	430	397	\$58,589	\$147.58	13	10	\$3,297	\$4.71
Discretionary - Appropriation	427	402	\$56,324	\$140.11	417	387	\$55,292	\$142.87	430	397	\$58,589	\$147.58	13	10	\$3,297	\$4.71

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$40,632	\$40,896	\$43,052	\$2,156
11.3 Other than Full-Time Permanent	-	\$123	\$123	-
11.5 Other Personnel Compensation	\$2,601	\$1,669	\$1,716	\$47
12.1 Civilian Personnel Benefits	\$13,091	\$12,604	\$13,698	\$1,094
Total - Personnel Compensation and Benefits	\$56,324	\$55,292	\$58,589	\$3,297
Positions and FTE				
Positions - Civilian	427	417	430	13
FTE - Civilian	402	387	397	10

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Intelligence & Program Support	193	\$27,418	\$142.06	191	\$27,339	\$143.14	200	\$29,672	\$148.36	9	\$2,333	\$5.22
TSOC	131	\$18,119	\$138.31	127	\$18,281	\$143.94	128	\$18,826	\$147.08	1	\$545	\$3.13
Field Intelligence Officers	78	\$10,787	\$138.29	69	\$9,672	\$140.17	69	\$10,091	\$146.25	-	\$419	\$6.07
Total - Pay Cost Drivers	402	\$56,324	\$140.11	387	\$55,292	\$142.87	397	\$58,589	\$147.58	10	\$3,297	\$4.71

Explanation of Pay Cost Drivers

Intelligence & Program Support: This cost driver supports TSA's Intelligence analysts and program support personnel who provide warning and analysis of threats to transportation. Changes to this cost driver in FY 2021 reflect the agency's increased FERS Contributions, the 2021 pay raise, an increase in awards spending, and increases for TSA's C-UAS and Cybersecurity Capabilities initiatives.

TSOC: This cost driver funds the salaries and benefits of the personnel that support the TSOC. The FY 2021 request includes a realignment of Headquarters personnel as well as an increase for TSA's C-UAS Capabilities initiative.

Field Intelligence Officers: In order to facilitate collaboration and provide rapid analysis and notification of threats, TSA places Field Intelligence Officers (FIOs) at key transportation nodes around the country. Changes to this cost driver in FY 2021 reflect increases in the agency's FERS Contribution, the 2021 pay raise, and an increase in awards spending.

**Intelligence and TSOC – PPA Level II
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Intelligence and TSOC	\$24,000	\$21,680	\$18,579	(\$3,101)
Total	\$24,000	\$21,680	\$18,579	(\$3,101)
Discretionary - Appropriation	\$24,000	\$21,680	\$18,579	(\$3,101)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$1,314	\$1,076	\$1,094	\$18
22.0 Transportation of Things	-	\$31	\$31	-
23.1 Rental Payments to GSA	-	\$5,121	\$5,121	-
23.2 Rental Payments to Others	-	\$419	\$419	-
23.3 Communications, Utilities, and Misc. Charges	\$2	\$159	\$159	-
24.0 Printing and Reproduction	\$1	\$9	\$9	-
25.1 Advisory and Assistance Services	\$13,961	\$10,929	\$7,789	(\$3,140)
25.2 Other Services from Non-Federal Sources	\$108	\$1,500	\$1,500	-
25.3 Other Goods and Services from Federal Sources	\$7,036	\$229	\$229	-
25.4 Operation and Maintenance of Facilities	-	\$169	\$169	-
25.6 Medical Care	-	\$3	\$3	-
25.7 Operation and Maintenance of Equipment	-	\$21	\$21	-
26.0 Supplies and Materials	\$465	\$840	\$861	\$21
31.0 Equipment	\$1,113	\$749	\$749	-
32.0 Land and Structures	-	\$423	\$423	-
42.0 Insurance Claims and Indemnities	-	\$2	\$2	-
Total - Non Pay Object Classes	\$24,000	\$21,680	\$18,579	(\$3,101)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
TSOC Contracts and Other Operational Costs	\$8,456	\$7,756	\$7,795	\$39
Intelligence Support Services	\$7,864	\$7,644	\$4,504	(\$3,140)
Intelligence Technical Support Services	\$5,129	\$5,129	\$5,129	-
Risk Identification	\$2,551	\$1,151	\$1,151	-
Total – Non Pay Cost Drivers	\$24,000	\$21,680	\$18,579	(\$3,101)

Explanation of Non Pay Cost Drivers

TSOC Contracts and Other Operational Costs: This cost driver provides funding for the necessary travel, training, supplies, equipment, IT non-capital software, and postage to support the TSOC. The FY 2021 request includes increases to this cost driver for TSA's C-UAS and Cybersecurity Capabilities efforts.

Intelligence Support Services: TSA operates and maintains 24-hour Top Secret and Secret Collateral classified information technology infrastructures for interfacing via voice, video, and data with the intelligence community, State and local law enforcement, field sites, and industry partners. This cost driver includes funding for travel, training, supplies, contracts, and inter agency agreements that provide the intelligence analysts the tools they need to prepare briefings and receive data and prepare briefings. The FY 2021 request reflects the removal of Classified Network (C-LAN) Operation Services from the Working Capital Fund (WCF)

Intelligence Technical Support Services: Funds support TSA's overall risk-based security strategy and the intelligence products generated provide the threat framework utilized to prioritize security resources. These products are regularly used by TSA senior leadership, the Federal Security Directors, the Federal Air Marshal Service, and the transportation industry to guide decisions. This cost driver provides funding for the software licenses, technical support and system development for intelligence operations. The Watchfloor is located at the TSOC, which provides 24/7/365 coordination, communications, and collaboration of intelligence and domain awareness in transportation-related security activities worldwide. There is no change to this cost driver from the FY 2020 budget.

Risk Identification: Analysts in TSA's various operation centers identify risk and vulnerabilities within the transportation sector, disseminate warnings and notifications of credible and immediate threats and assist in coordinating domestic and international civil aviation and other modal security intelligence activities. This cost driver includes funding for modeling, analytic support, risk management and risk identification. The FY 2021 request reflects no changes to this cost driver over FY 2020 levels.

Surface Programs – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Surface Programs	807	739	\$130,141	805	737	\$140,961	464	403	\$78,094	(341)	(334)	(\$62,867)
Total	807	739	\$130,141	805	737	\$140,961	464	403	\$78,094	(341)	(334)	(\$62,867)
Subtotal Discretionary - Appropriation	807	739	\$130,141	805	737	\$140,961	464	403	\$78,094	(341)	(334)	(\$62,867)

PPA Level II Description

The Surface Programs PPA supports funding to protect the surface transportation system and ensure the freedom of movement and the security of people and commerce. This mission is accomplished through a consortium of Federal, State, local, and private entities coordinated by TSA to optimize resources with an RBS approach. In addition to sector and modal planning and coordination, TSA provides operational deterrence support through surface security inspectors.

TSA provides other protective resources, including: training, screening and detection programs, voluntary guidelines and best practices, regulations, security and process standards, vulnerability and risk assessment teams, and subject matter expertise to the Federal Emergency Management Agency for surface transportation security grant programs. TSA's surface transportation responsibilities include coordination of government and industry activities to identify and address unacceptable risk associated with all security hazards affecting the Postal and Shipping Sector.

Surface Programs – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	807	739	\$130,141
FY 2020 Enacted	805	737	\$140,961
FY 2021 Base Budget	805	737	\$140,961
Realignment for HQ Reorg to TSA/O&S/Surface Programs from TSA/O&S/Canines	5	5	\$753
Total Transfers	5	5	\$753
2020 Pay Raise	-	-	\$3,339
2021 Pay Raise	-	-	\$804
FERS Agency Contribution	-	-	\$406
Total, Pricing Increases	-	-	\$4,549
Delay in Hiring	-	-	(\$2,660)
Total, Pricing Decreases	-	-	(\$2,660)
Total Adjustments-to-Base	5	5	\$2,642
FY 2021 Current Services	810	742	\$143,603
Awards Spending Increase	-	-	\$561
Total, Program Increases	-	-	\$561
Cybersecurity Capabilities	14	8	(\$7,270)
Eliminate VIPR Teams	(360)	(347)	(\$58,800)
Total, Program Decreases	(346)	(339)	(\$66,070)
FY 2021 Request	464	403	\$78,094
FY 2020 To FY 2021 Change	(341)	(334)	(\$62,867)

**Surface Programs – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Surface Programs	807	739	\$94,637	\$128.06	805	737	\$97,037	\$131.66	464	403	\$46,982	\$116.58	(341)	(334)	(\$50,055)	(\$15.08)
Total	807	739	\$94,637	\$128.06	805	737	\$97,037	\$131.66	464	403	\$46,982	\$116.58	(341)	(334)	(\$50,055)	(\$15.08)
Discretionary - Appropriation	807	739	\$94,637	\$128.06	805	737	\$97,037	\$131.66	464	403	\$46,982	\$116.58	(341)	(334)	(\$50,055)	(\$15.08)

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$59,648	\$61,328	\$26,173	(\$35,155)
11.3 Other than Full-Time Permanent	\$155	\$155	\$155	-
11.5 Other Personnel Compensation	\$7,721	\$7,721	\$7,745	\$24
12.1 Civilian Personnel Benefits	\$27,113	\$27,833	\$12,909	(\$14,924)
Total - Personnel Compensation and Benefits	\$94,637	\$97,037	\$46,982	(\$50,055)
Positions and FTE				
Positions - Civilian	807	805	464	(341)
FTE - Civilian	739	737	403	(334)

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Inspectors	290	\$25,002	\$86.21	290	\$24,808	\$85.54	294	\$27,004	\$89.38	4	\$2,196	\$3.84
Cross Modal Surface Activities	99	\$17,776	\$179.56	97	\$17,557	\$181.00	106	\$19,978	\$192.11	9	\$2,421	\$11.11
VIPR Teams	347	\$51,530	\$148.50	347	\$54,339	\$156.60	-	-	-	(347)	(\$54,339)	(\$156.60)
Other	3	\$329	\$109.67	3	\$333	\$111.00	3	\$340	\$113.33	-	\$7	\$2.33
Total – Pay Cost Drivers	739	\$94,637	\$128.06	737	\$97,037	\$131.66	403	\$46,982	\$116.58	(334)	(\$50,055)	(\$15.08)

Explanation of Pay Cost Drivers

Inspectors: This cost driver supports the Surface Inspectors that conduct passenger rail and mass transit inspections. The FY 2021 request includes an increase due to a realignment of 4 Headquarters personnel in addition to increases to the agency's FERS Contribution, the 2021 Pay Raise, and an increase in award spending.

Cross Modal Surface Activities: This cost driver funds the salaries and benefits of the personnel that support Cross Modal Surface Activities. Changes to this cost driver in FY 2021 reflect increases for a realignment of Headquarters personnel, an increase to the agency's FERS Contribution, the 2021 pay raise, and additional FTE to support TSA's Cybersecurity Capabilities effort.

VIPR Teams: The Visible Intermodal Prevention and Response (VIPR) Program is proposed for elimination as part of the FY 2021 request.

Other: This cost driver funds the remaining payroll support costs within the Surface Programs PPA. The FY 2021 request reflects increases to the agency's FERS Contribution, the 2021 Pay Raise, and an increase in award spending.

**Surface Programs – PPA Level II
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Surface Programs	\$35,504	\$43,924	\$31,112	(\$12,812)
Total	\$35,504	\$43,924	\$31,112	(\$12,812)
Discretionary - Appropriation	\$35,504	\$43,924	\$31,112	(\$12,812)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$2,219	\$2,219	\$2,251	\$32
22.0 Transportation of Things	\$4	\$4	\$4	-
23.1 Rental Payments to GSA	\$12,166	\$12,166	\$12,166	-
24.0 Printing and Reproduction	\$1	\$1	\$1	-
25.1 Advisory and Assistance Services	\$17,130	\$17,130	\$12,669	(\$4,461)
25.2 Other Services from Non-Federal Sources	\$149	\$8,569	\$149	(\$8,420)
25.3 Other Goods and Services from Federal Sources	\$2,350	\$2,350	\$2,350	-
25.4 Operation and Maintenance of Facilities	\$27	\$27	\$27	-
25.7 Operation and Maintenance of Equipment	\$5	\$5	\$5	-
26.0 Supplies and Materials	\$623	\$623	\$660	\$37
31.0 Equipment	\$830	\$830	\$830	-
Total - Non Pay Object Classes	\$35,504	\$43,924	\$31,112	(\$12,812)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Domestic Surface Inspections	\$10,177	\$10,177	\$10,177	-
Intermodal Testing	\$8,000	\$8,000	\$8,000	-
Cross Modal Surface Activities	\$10,587	\$16,329	\$7,978	(\$8,351)
Other Costs	\$6,740	\$9,418	\$4,957	(\$4,461)
Total – Non Pay Cost Drivers	\$35,504	\$43,924	\$31,112	(\$12,812)

Explanation of Non Pay Cost Drivers

Domestic Surface Inspections: TSA's surface inspections are conducted through a risk-based approach and provide coverage of key passenger rail and mass transit rail. The location and number of inspections is determined by transit ridership, proximity to Toxic Inhalation Hazard shipment locations, critical infrastructure ratings, and High Threat Urban Area ranking. Funding supports inspectors in their daily duties. There is no change in the FY 2021 request.

Intermodal Testing: This cost driver provides funding to test system prototypes of screening equipment for surface/intermodal applications in an operational environment, in order to inform industry of recommended procurement. There is no change in the FY 2021 request.

Cross Modal Surface Activities: Funding in this cost driver allows TSA to provide a variety of security resources to our industry stakeholders. In accordance with the Aviation and Transportation Security Act (P.L. 107-71), TSA is responsible for assessing security threats, vulnerabilities, and consequences in all surface transportation modes. TSA is charged with protecting the Nation's transportation systems to ensure freedom of movement for people and commerce. This mission is accomplished by working collaboratively with Federal, State, local, and industry security partners. Security resources provided include: security training and exercises, policies, guidelines and best practices, regulations, national plans and strategies, security assessments to help them enhance security. Changes to this cost driver in FY 2021 reflect a reduction in first year costs associated with TSA's Cybersecurity Capabilities effort.

Other Costs: This funds the other policy and program support costs associated with the various Surface Programs. Changes to this cost driver in FY 2021 reflect a portion of the elimination of VIPR teams.

Vetting Programs – PPA Level II**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Vetting Operations	134	123	\$53,016	130	119	\$51,723	133	121	\$45,125	3	2	(\$6,598)
TWIC Fee	60	59	\$65,535	60	59	\$61,364	68	67	\$69,500	8	8	\$8,136
Hazardous Materials Endorsement Fee	41	40	\$18,500	41	40	\$18,600	42	41	\$19,200	1	1	\$600
General Aviation at DCA Fee	6	6	\$700	6	6	\$700	7	7	\$600	1	1	(\$100)
Commercial Aviation and Airports Fee	-	-	\$8,000	-	-	\$9,000	-	-	\$9,000	-	-	-
Other Security Threat Assessments Fee	-	-	\$50	-	-	\$50	-	-	\$50	-	-	-
Air Cargo/Certified Cargo Screening Program Fee	14	14	\$5,000	14	14	\$5,000	16	16	\$5,000	2	2	-
TSA Precheck Fee	132	130	\$136,900	132	130	\$137,000	203	201	\$250,614	71	71	\$113,614
Alien Flight School Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300
Total	404	389	\$292,901	400	385	\$288,637	488	472	\$404,589	88	87	\$115,952
Subtotal Discretionary - Appropriation	134	123	\$53,016	130	119	\$51,723	133	121	\$45,125	3	2	(\$6,598)
Subtotal Discretionary - Offsetting Fee	253	249	\$234,685	253	249	\$231,714	336	332	\$353,964	83	83	\$122,250
Subtotal Mandatory - Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300

PPA Level II Description

The Vetting Programs PPA funds efforts to keep the Nation's Transportation Network safe by requiring individuals requesting access to the Network to undergo a name-based Security Threat Assessment (STA) and/or an FBI fingerprint-based Criminal History Records Check. This PPA includes several fee funded vetting programs as well as the Vetting Operations Level III PPA funded through direct appropriations.

This PPA contains the following Level III PPAs:

Vetting Programs: The Vetting Programs PPA is responsible for the personnel, administrative, and operational costs of crew vetting and aviation workers program.

TWIC Fee: The TWIC Fee PPA is responsible for providing a vital security measure to ensure that individuals who pose a security threat do not gain unescorted access to secure areas of the Nation’s maritime transportation industry.

Hazardous Material Endorsement Fee: The Hazardous Material Endorsement Fee PPA is responsible for conducting a threat assessment for any driver seeking to obtain, renew and transfer a hazardous materials endorsement on a State-issued commercial driver’s license.

General Aviation at DCA Fee: The GA at DCA Fee PPA is responsible for conducting name-based Security Threat Assessment for each passenger (includes armed security officer) and flight crew member for GA aircraft operators operating under the Private Charter Standard Security Program (PCSSP), the Twelve-Five Standard Security Program (TFSSP), and/or conduct corporate flight operations under the DCA Access Standard Security Program.

Commercial Aviation and Airports Fee: The Commercial Aviation and Airports Fee PPA is responsible for performing security threat assessments on more than 20 populations comprising more than 18 million individuals to ensure they do not pose a threat to national security while being afforded access to critical transportation facilities and infrastructure.

Other Security Threat Assessments Fee: The Other Security Threat Assessments Fee PPA covers the fingerprint-based FBI criminal history records check for individuals requesting access to Sensitive Security Information material, and several private charter operations to include Standard Security Program, the Maryland Three program, and the Air Space Waivers program.

Air Cargo/Certified Cargo Screening Program Fee: This PPA supports security threat assessments of air cargo workers in the air cargo supply chain, including individuals authorized to screen cargo at designated cargo screening facilities.

TSA Precheck Fee: The TSA Precheck Fee PPA is responsible for the DHS Trusted Traveler program where applicants can enroll for vetting and adjudication to obtain a Known Traveler Number and use the expedited TSA Pre✓[®] security lanes at participating airports.

Alien Flight School Fee: This PPA ensures that foreign students seeking new or recurring training at flight schools regulated by the FAA do not pose a threat to aviation or national security.

Vetting Programs – PPA Level II Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	404	389	\$292,901
FY 2020 Enacted	400	385	\$288,637
FY 2021 Base Budget	400	385	\$288,637
2020 Pay Raise	-	-	\$539
2021 Pay Raise	-	-	\$132
FERS Agency Contribution	-	-	\$72
Increase to Fee-Funded Positions	85	85	-
Projected Change in Collections	-	-	\$122,550
Vetting Base Adjustment	-	-	\$3,813
Total, Pricing Increases	85	85	\$127,106
CSG Adjustment	-	-	(\$9,905)
Delay in Hiring	-	-	(\$427)
Total, Pricing Decreases	-	-	(\$10,332)
Total Adjustments-to-Base	85	85	\$116,774
FY 2021 Current Services	485	470	\$405,411
Awards Spending Increase	-	-	\$183
C-UAS Capabilities	3	2	\$428
Total, Program Increases	3	2	\$611
TIM Adjustment	-	-	(\$1,433)
Total, Program Decreases	-	-	(\$1,433)
FY 2021 Request	488	472	\$404,589
FY 2020 To FY 2021 Change	88	87	\$115,952

**Vetting Programs – PPA Level II
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Vetting Operations	134	123	\$17,507	\$142.33	130	119	\$17,355	\$145.84	133	121	\$18,064	\$149.29	3	2	\$709	\$3.45
TWIC Fee	60	59	\$7,995	\$135.51	60	59	\$8,135	\$137.88	68	67	\$9,283	\$138.55	8	8	\$1,148	\$0.67
Hazardous Materials Endorsement Fee	41	40	\$5,095	\$127.38	41	40	\$5,205	\$130.12	42	41	\$5,348	\$130.44	1	1	\$143	\$0.32
General Aviation at DCA Fee	6	6	\$447	\$74.5	6	6	\$454	\$75.67	7	7	\$531	\$75.86	1	1	\$77	\$0.19
Air Cargo/Certified Cargo Screening Program Fee	14	14	\$1,935	\$138.21	14	14	\$1,971	\$140.79	16	16	\$2,265	\$141.56	2	2	\$294	\$0.77
TSA Precheck Fee	132	130	\$17,904	\$137.72	132	130	\$18,140	\$139.54	203	201	\$29,058	\$144.57	71	71	\$10,918	\$5.03
Alien Flight School Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6
Total	404	389	\$52,711	\$135.5	400	385	\$53,119	\$137.97	488	472	\$66,714	\$141.34	88	87	\$13,595	\$3.37
Discretionary - Appropriation	134	123	\$17,507	\$142.33	130	119	\$17,355	\$145.84	133	121	\$18,064	\$149.29	3	2	\$709	\$3.45
Discretionary - Offsetting Fee	253	249	\$33,376	\$134.04	253	249	\$33,905	\$136.16	336	332	\$46,485	\$140.02	83	83	\$12,580	\$3.86
Mandatory - Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$38,742	\$38,256	\$47,795	\$9,539
11.3 Other than Full-Time Permanent	\$293	\$419	\$419	-
11.5 Other Personnel Compensation	\$1,415	\$1,600	\$1,600	-
12.1 Civilian Personnel Benefits	\$12,261	\$12,844	\$16,900	\$4,056
Total - Personnel Compensation and Benefits	\$52,711	\$53,119	\$66,714	\$13,595
Positions and FTE				
Positions - Civilian	404	400	488	88
FTE - Civilian	389	385	472	87

Vetting Programs – PPA Level II
Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Vetting Operations	\$35,509	\$34,368	\$27,061	(\$7,307)
TWIC Fee	\$57,540	\$53,229	\$60,217	\$6,988
Hazardous Materials Endorsement Fee	\$13,405	\$13,395	\$13,852	\$457
General Aviation at DCA Fee	\$253	\$246	\$69	(\$177)
Commercial Aviation and Airports Fee	\$8,000	\$9,000	\$9,000	-
Other Security Threat Assessments Fee	\$50	\$50	\$50	-
Air Cargo/Certified Cargo Screening Program Fee	\$3,065	\$3,029	\$2,735	(\$294)
TSA Precheck Fee	\$118,996	\$118,860	\$221,556	\$102,696
Alien Flight School Fee	\$3,372	\$3,341	\$3,335	(\$6)
Total	\$240,190	\$235,518	\$337,875	\$102,357
Discretionary - Appropriation	\$35,509	\$34,368	\$27,061	(\$7,307)
Discretionary - Offsetting Fee	\$201,309	\$197,809	\$307,479	\$109,670
Mandatory - Fee	\$3,372	\$3,341	\$3,335	(\$6)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$434	\$546	\$374	(\$172)
22.0 Transportation of Things	-	\$22	\$22	-
23.2 Rental Payments to Others	\$1,792	\$1,998	\$1,998	-
23.3 Communications, Utilities, and Misc. Charges	\$1,861	\$1,875	\$1,875	-
24.0 Printing and Reproduction	\$2,287	\$2,287	\$2,287	-
25.1 Advisory and Assistance Services	\$204,504	\$184,454	\$286,770	\$102,316
25.2 Other Services from Non-Federal Sources	\$6,982	\$14,371	\$14,576	\$205
25.3 Other Goods and Services from Federal Sources	\$17,774	\$17,641	\$17,641	-
25.4 Operation and Maintenance of Facilities	\$337	\$262	\$262	-
25.7 Operation and Maintenance of Equipment	\$947	\$1,834	\$1,834	-
26.0 Supplies and Materials	\$230	\$219	\$227	\$8
31.0 Equipment	\$2,569	\$10,009	\$10,009	-
42.0 Insurance Claims and Indemnities	\$473	-	-	-
Total - Non Pay Object Classes	\$240,190	\$235,518	\$337,875	\$102,357

Vetting Operations – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Vetting Operations	134	123	\$53,016	130	119	\$51,723	133	121	\$45,125	3	2	(\$6,598)
Total	134	123	\$53,016	130	119	\$51,723	133	121	\$45,125	3	2	(\$6,598)
Subtotal Discretionary - Appropriation	134	123	\$53,016	130	119	\$51,723	133	121	\$45,125	3	2	(\$6,598)

PPA Level III Description

The numerous small vetting programs included in the Vetting Operations Level III PPA are in an operational and maintenance mode and will continue to vet the various populations each fiscal year using a name-based Security Threat Assessment (STA). Some of these populations also require FBI fingerprint-based Criminal History Records Checks (CHRCs), which are funded with fee revenue and are discussed under Commercial Aviation and Airports Fee and Air Cargo/Certified Cargo Screening Program Fee Level III PPAs (in following sections).

**Vetting Operations – PPA Level III
Summary of Budget Changes**

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	134	123	\$53,016
FY 2020 Enacted	130	119	\$51,723
FY 2021 Base Budget	130	119	\$51,723
2020 Pay Raise	-	-	\$539
2021 Pay Raise	-	-	\$132
FERS Agency Contribution	-	-	\$72
Vetting Base Adjustment	-	-	\$3,813
Total, Pricing Increases	-	-	\$4,556
CSG Adjustment	-	-	(\$9,905)
Delay in Hiring	-	-	(\$427)
Total, Pricing Decreases	-	-	(\$10,332)
Total Adjustments-to-Base	-	-	(\$5,776)
FY 2021 Current Services	130	119	\$45,947
Awards Spending Increase	-	-	\$183
C-UAS Capabilities	3	2	\$428
Total, Program Increases	3	2	\$611
TIM Adjustment	-	-	(\$1,433)
Total, Program Decreases	-	-	(\$1,433)
FY 2021 Request	133	121	\$45,125
FY 2020 To FY 2021 Change	3	2	(\$6,598)

**Vetting Operations – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Vetting Operations	134	123	\$17,507	\$142.33	130	119	\$17,355	\$145.84	133	121	\$18,064	\$149.29	3	2	\$709	\$3.45
Total	134	123	\$17,507	\$142.33	130	119	\$17,355	\$145.84	133	121	\$18,064	\$149.29	3	2	\$709	\$3.45
Discretionary - Appropriation	134	123	\$17,507	\$142.33	130	119	\$17,355	\$145.84	133	121	\$18,064	\$149.29	3	2	\$709	\$3.45

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$13,075	\$12,589	\$13,107	\$518
11.3 Other than Full-Time Permanent	-	\$126	\$126	-
11.5 Other Personnel Compensation	\$431	\$616	\$616	-
12.1 Civilian Personnel Benefits	\$4,001	\$4,024	\$4,215	\$191
Total - Personnel Compensation and Benefits	\$17,507	\$17,355	\$18,064	\$709
Positions and FTE				
Positions - Civilian	134	130	133	3
FTE - Civilian	123	119	121	2

Pay Cost Drivers

Pay Cost Drivers (Dollars in Thousands)	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
TIM Program Support	45	\$7,521	\$167.13	45	\$7,544	\$167.64	45	\$7,794	\$173.20	-	\$250	\$5.56
Other Vetting Program Support	78	\$9,986	\$128.03	74	\$9,811	\$132.58	76	\$10,270	\$135.13	2	\$459	\$2.55
Total - Pay Cost Drivers	123	\$17,507	\$142.33	119	\$17,355	\$145.84	121	\$18,064	\$149.29	2	\$709	\$3.45

Explanation of Pay Cost Drivers

TIM Program Support: This cost driver funds the personnel that work for the TIM Program. These personnel provide program management and information technology expertise to maintain the operations of the TIM System. Changes to this cost driver in FY 2021 reflect an increase to the agency's FERS Contribution, the 2021 pay increase, and an awards spending increase.

Other Vetting Program Support: This cost driver provides salaries and benefits for vetting program support. Changes to this cost driver reflect the increased agency FERS Contribution, the 2021 pay increase, and an awards spending increase. Changes also include additional FTE to support C-UAS Capabilities offset by a delay in hiring in order to fund the 2020 pay increase.

**Vetting Operations - PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Vetting Operations	\$35,509	\$34,368	\$27,061	(\$7,307)
Total	\$35,509	\$34,368	\$27,061	(\$7,307)
Discretionary - Appropriation	\$35,509	\$34,368	\$27,061	(\$7,307)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$66	\$178	\$183	\$5
22.0 Transportation of Things	-	\$22	\$22	-
23.2 Rental Payments to Others	\$787	\$993	\$993	-
23.3 Communications, Utilities, and Misc. Charges	\$80	\$94	\$94	-
25.1 Advisory and Assistance Services	\$33,541	\$17,015	\$9,490	(\$7,525)
25.2 Other Services from Non-Federal Sources	\$19	\$7,408	\$7,613	\$205
25.3 Other Goods and Services from Federal Sources	\$133	-	-	-
25.4 Operation and Maintenance of Facilities	\$149	\$74	\$74	-
25.7 Operation and Maintenance of Equipment	-	\$887	\$887	-
26.0 Supplies and Materials	\$93	\$89	\$97	\$8
31.0 Equipment	\$168	\$7,608	\$7,608	-
42.0 Insurance Claims and Indemnities	\$473	-	-	-
Total - Non Pay Object Classes	\$35,509	\$34,368	\$27,061	(\$7,307)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
TIM Program Operations and Maintenance	\$18,939	\$16,566	\$15,133	(\$1,433)
CSG Program Operations and Maintenance	\$10,519	\$15,821	\$5,916	(\$9,905)
Biometric International Information Sharing	\$4,676	\$614	\$614	-
Other Costs	\$1,375	\$1,367	\$5,398	\$4,031
Total – Non Pay Cost Drivers	\$35,509	\$34,368	\$27,061	(\$7,307)

Explanation of Non Pay Cost Drivers

TIM Program Operations and Maintenance: The TIM Program replaces legacy vetting systems with a consolidated person-centric system. The TIM System provides an integrated, end-to-end solution to manage identities, credentials, and assessment results for millions of transportation workers, providing more accurate and timely identification of terrorist threats. The FY 2021 request reflects a decrease to this cost driver as the TIM program transitions to operations and sustainment after reaching FOC in FY 2020.

CSG Program Operations and Maintenance: This cost driver funds the operations and maintenance funding associated with the CSG system. The CSG provides a common vetting management and adjudication platform for conducting security threat assessments (STAs) on various transportation populations through the use of software applications and a common information technology infrastructure. Changes to this cost driver in FY 2021 are due to planned technology integrations resulting in IT efficiencies.

Biometric International Information Sharing: This cost driver provides funding to purchase interface software and equipment for TSA to integrate with the Automated Biometric Identification System (IDENT) and Homeland Advanced Recognition Technology (HART) to receive and separate international records as a separate vetting source of information to be used for vetting and decision making analysis. There is no change to this cost driver over FY 2020 levels.

Other Costs: This cost driver funds the general administrative expenses of the vetting programs. The FY 2021 request reflects increases due to the C-UAS enhancement and a realignment of funds from the CSG cost driver.

TWIC Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
TWIC Fee	60	59	\$65,535	60	59	\$61,364	68	67	\$69,500	8	8	\$8,136
Total	60	59	\$65,535	60	59	\$61,364	68	67	\$69,500	8	8	\$8,136
Subtotal Discretionary - Offsetting Fee	60	59	\$65,535	60	59	\$61,364	68	67	\$69,500	8	8	\$8,136

PPA Level III Description

The TWIC® program provides a vital security measure to ensure that individuals who pose a security threat do not gain unescorted access to secure areas of the Nation's maritime transportation industry. The TWIC® program, mandated by the Maritime Transportation Security Act (MTSA) of 2002, requires the Secretary of Homeland Security to issue a biometric transportation security card to those requiring unescorted access to MTSA-regulated facilities and vessels after determining the individual does not pose a security risk.

Fee Authority: 49 CFR Part 1572 authorizes the collection of fees for Maritime workers requesting unescorted access to secure areas of vessels, facilities, and outer continental shelf regulated by the MTSA of 2002.

Fee Uses: The security fee is imposed on applicants to recover the full cost of security threat assessment and credentialing services.

Change Mechanism: Rates have been set through rulemaking for the three fees. Below are the applicant fee rates as of October 1, 2016:

- Standard Fee - \$125.25
- Reduced Fee - \$105.25
- Replacement Fee - \$60.00

Previous Changes: The last fee rate adjustment took place on October 1, 2016. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

TSA drafted and began initial coordination of a very large rulemaking that was designed to establish standardized, services, processes, and fees for various vetting programs that had been implemented as standalone programs. The draft rulemaking was in coordination for several years. Ultimately, other DHS rulemakings gained priority and further coordination of the Standardized Vetting, Adjudication, and Redress (SVAR) rulemaking ended.

Recovery Rate: Fees collected for the TWIC Program are intended to be full cost recovery.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$62,116	\$70,027	\$57,072	\$67,900	\$62,623	\$59,933	\$59,992	\$439,659
Total of Eligible Expenses	\$66,188	\$63,117	\$54,531	\$57,723	\$54,767	\$60,261	\$61,215	\$417,802
Cost Recovery %	93.8%	110.9%	104.7%	117.6%	114.3%	99.5%	98.0%	105.2%

**TWIC Fee – PPA Level III
Summary of Budget Changes**

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	60	59	\$65,535
FY 2020 Enacted	60	59	\$61,364
FY 2021 Base Budget	60	59	\$61,364
Increase to Fee-Funded Positions	8	8	-
Projected Change in Collections	-	-	\$8,136
Total, Pricing Increases	8	8	\$8,136
Total Adjustments-to-Base	8	8	\$8,136
FY 2021 Current Services	68	67	\$69,500
FY 2021 Request	68	67	\$69,500
FY 2020 To FY 2021 Change	8	8	\$8,136

**TWIC Fee – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
TWIC Fee	60	59	\$7,995	\$135.51	60	59	\$8,135	\$137.88	68	67	\$9,283	\$138.55	8	8	\$1,148	\$0.67
Total	60	59	\$7,995	\$135.51	60	59	\$8,135	\$137.88	68	67	\$9,283	\$138.55	8	8	\$1,148	\$0.67
Discretionary - Offsetting Fee	60	59	\$7,995	\$135.51	60	59	\$8,135	\$137.88	68	67	\$9,283	\$138.55	8	8	\$1,148	\$0.67

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$5,941	\$5,941	\$6,745	\$804
11.5 Other Personnel Compensation	\$276	\$276	\$276	-
12.1 Civilian Personnel Benefits	\$1,778	\$1,918	\$2,262	\$344
Total - Personnel Compensation and Benefits	\$7,995	\$8,135	\$9,283	\$1,148
Positions and FTE				
Positions - Civilian	60	60	68	8
FTE - Civilian	59	59	67	8

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
TWIC Program Support	59	\$7,995	\$135.51	59	\$8,135	\$137.88	67	\$9,283	\$138.55	8	\$1,148	\$0.67
Total - Pay Cost Drivers	59	\$7,995	\$135.51	59	\$8,135	\$137.88	67	\$9,283	\$138.55	8	\$1,148	\$0.67

Explanation of Pay Cost Driver

TWIC Program Support: This cost driver supports personnel that work in support of the TWIC Program. Changes to this cost driver in FY 2021 are due to an increase in fee-funded positions to manage the growth and maintenance of the TWIC program based on current and projected application levels.

**TWIC Fee – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
TWIC Fee	\$57,540	\$53,229	\$60,217	\$6,988
Total	\$57,540	\$53,229	\$60,217	\$6,988
Discretionary - Offsetting Fee	\$57,540	\$53,229	\$60,217	\$6,988

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$35	\$35	\$35	-
23.2 Rental Payments to Others	\$289	\$289	\$289	-
25.1 Advisory and Assistance Services	\$40,687	\$36,376	\$43,364	\$6,988
25.2 Other Services from Non-Federal Sources	\$294	\$294	\$294	-
25.3 Other Goods and Services from Federal Sources	\$15,460	\$15,460	\$15,460	-
25.4 Operation and Maintenance of Facilities	\$1	\$1	\$1	-
25.7 Operation and Maintenance of Equipment	\$214	\$214	\$214	-
26.0 Supplies and Materials	\$39	\$39	\$39	-
31.0 Equipment	\$521	\$521	\$521	-
Total - Non Pay Object Classes	\$57,540	\$53,229	\$60,217	\$6,988

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
TWIC Operations and Maintenance	\$32,836	\$29,878	\$28,639	(\$1,239)
FBI Fingerprint based Criminal History Records Check	\$15,460	\$14,067	\$22,203	\$8,136)
TIM System Maintenance	\$9,244	\$9,284	\$9,375	\$91
Total – Non Pay Cost Drivers	\$57,540	\$53,229	\$60,217	\$6,988

Explanation of Non Pay Cost Drivers

TWIC Operations and Maintenance: This cost driver funds the program management and other costs associated with the TWIC population. Changes to this cost driver in FY 2021 reflect a realignment of non-pay funding to add 8 additional FTE to support the growth of the TWIC program along with a realignment to cover increased TIM system maintenance for the growing number of program participants.

FBI Fingerprint based Criminal History Records Check: This cost driver pays for costs associated with the FBI performing a Criminal History Records Check (CHRC) for the TWIC population. The FY 2021 request reflects an increase in the cost of the CHRC performed for applicants. This change took effect on January 1, 2019 and increased the CHRC cost by \$1.25 (from \$10.00 to \$11.25) per enrollment.

TIM System Maintenance: This cost driver funds the TWIC program's portion of the TIM System Maintenance. Changes to this cost driver in FY 2021 reflect an increase to maintenance costs that are attributed to system utilization for the supported population.

Hazardous Materials Endorsement Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Hazardous Materials Endorsement Fee	41	40	\$18,500	41	40	\$18,600	42	41	\$19,200	1	1	\$600
Total	41	40	\$18,500	41	40	\$18,600	42	41	\$19,200	1	1	\$600
Subtotal Discretionary - Offsetting Fee	41	40	\$18,500	41	40	\$18,600	42	41	\$19,200	1	1	\$600

PPA Level III Description

The Hazardous Materials Endorsement Threat Assessment (HME) program conducts a threat assessment for any driver seeking to obtain, renew and transfer a hazardous materials endorsement on a State-issued commercial driver's license. In May 2003, TSA published the rule, 49 CFR 1572, to secure the transportation of hazardous materials (hazmat), including explosives, by requiring threat assessments for all individuals who apply for, renew, or transfer a HME on their commercial driver's license (CDL). In January 2007, TSA modified this rule to include additional disqualifiers and appeal mechanisms.

Fee Authority: 49 CFR Part 1572 authorizes the collection of fees for individuals who apply for or renew a hazardous material endorsement for a CDL.

Fee Uses: The security fee is imposed to recover the cost of a STA. The full fee imposed via the agent process consists of three parts: (A) Enrollment Segment of \$34.50; (B) STA Segment of \$38.50; and (C) FBI Segment of \$10.00. The reduced fee imposed via the agent consists of two parts: (A) Enrollment Segment of \$34.50; and (B) STA Segment of \$29.00. The reduced rate is available to an applicant that has previously completed a comparable CHRC. Such applicants may complete the program application without a new CHRC and are not charged for that segment. Additionally, the STA segment is discounted because no criminal adjudication cost need to be recovered because there is no criminal check.

The full fee imposed via the states process consists of two parts: (A) STA Segment of \$35.75 and (B) FBI Segment of \$12.75. The reduced fee imposed via the state process consists of just the STA Segment of \$29.00. The reduced rate is available to an applicant that has previously completed a comparable CHRC. Such applicants may complete the program application without a new CHRC and are not charged for that segment. Additionally, the STA segment is discounted because no criminal adjudication cost need to be recovered because there is no criminal check.

Change Mechanism: Changes to this fee are done via rulemaking. TSA drafted and began initial coordination of a very large rulemaking that was designed to establish standardized services, processes, and fees for various vetting programs that had been implemented as standalone programs. The draft rulemaking was in coordination for several years. Due to competing priorities, this rulemaking effort ended. TSA will look to make potential changes at a later time.

Rates for applicants processed through the TSA agent:

Full Fee Rate \$86.50
 Reduced Fee Rate \$67.00

Rates for applicants processed through states:

Full Fee Rate \$48.50
 Reduced Fee Rate \$29.00

Previous Changes: The last change to this fee took place on October 1, 2016. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

Recovery Rate: Fees collected for the HAZMAT Program are intended to be full cost recovery.

	<i>(Dollars in thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$11,080	\$18,710	\$20,288	\$21,051	\$17,693	\$18,364	\$18,500	\$125,686
Total of Eligible Expenses	\$13,908	\$22,994	\$19,594	\$19,364	\$16,648	\$17,755	\$17,455	\$127,718
Cost Recovery %	79.7%	81.4%	103.5%	108.7%	106.3%	103.4%	106.0%	98.4%

Hazardous Materials Endorsement Fee – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	41	40	\$18,500
FY 2020 Enacted	41	40	\$18,600
FY 2021 Base Budget	41	40	\$18,600
Increase to Fee-Funded Positions	1	1	-
Projected Change in Collections	-	-	\$600
Total, Pricing Increases	1	1	\$600
Total Adjustments-to-Base	1	1	\$600
FY 2021 Current Services	42	41	\$19,200
FY 2021 Request	42	41	\$19,200
FY 2020 To FY 2021 Change	1	1	\$600

**Hazardous Materials Endorsement Fee – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Hazardous Materials Endorsement Fee	41	40	\$5,095	\$127.38	41	40	\$5,205	\$130.12	42	41	\$5,348	\$130.44	1	1	\$143	\$0.32
Total	41	40	\$5,095	\$127.38	41	40	\$5,205	\$130.12	42	41	\$5,348	\$130.44	1	1	\$143	\$0.32
Discretionary - Offsetting Fee	41	40	\$5,095	\$127.38	41	40	\$5,205	\$130.12	42	41	\$5,348	\$130.44	1	1	\$143	\$0.32

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$3,840	\$3,840	\$3,940	\$100
11.5 Other Personnel Compensation	\$97	\$97	\$97	-
12.1 Civilian Personnel Benefits	\$1,158	\$1,268	\$1,311	\$43
Total - Personnel Compensation and Benefits	\$5,095	\$5,205	\$5,348	\$143
Positions and FTE				
Positions - Civilian	41	41	42	1
FTE - Civilian	40	40	41	1

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President’s Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
HME Program Support	40	\$5,095	\$127.38	40	\$5,205	\$130.12	41	\$5,348	\$130.44	1	\$143	\$0.32
Total – Pay Cost Drivers	40	\$5,095	\$127.38	40	\$5,205	\$130.12	41	\$5,348	\$130.44	1	\$143	\$0.32

Explanation of Pay Cost Driver

HME Program Support: This cost driver funds the salaries and benefits of the HME program. Changes to this cost driver in FY 2021 reflect an increase in fee-funded FTE to support the growth and maintenance of the HME program based on current and future projected enrollments.

Hazardous Materials Endorsement Fee – PPA Level III
Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Hazardous Materials Endorsement Fee	\$13,405	\$13,395	\$13,852	\$457
Total	\$13,405	\$13,395	\$13,852	\$457
Discretionary - Offsetting Fee	\$13,405	\$13,395	\$13,852	\$457

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$10	\$10	\$10	-
23.2 Rental Payments to Others	\$169	\$169	\$169	-
23.3 Communications, Utilities, and Misc. Charges	\$109	\$109	\$109	-
24.0 Printing and Reproduction	\$337	\$337	\$337	-
25.1 Advisory and Assistance Services	\$11,659	\$11,649	\$12,106	\$457
25.2 Other Services from Non-Federal Sources	\$133	\$133	\$133	-
25.3 Other Goods and Services from Federal Sources	\$593	\$593	\$593	-
25.4 Operation and Maintenance of Facilities	\$44	\$44	\$44	-
25.7 Operation and Maintenance of Equipment	\$189	\$189	\$189	-
26.0 Supplies and Materials	\$21	\$21	\$21	-
31.0 Equipment	\$141	\$141	\$141	-
Total - Non Pay Object Classes	\$13,405	\$13,395	\$13,852	\$457

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
HME System Operations and Maintenance	\$7,531	\$5,879	\$8,701	\$2,822
TIM System Maintenance	\$4,870	\$6,919	\$3,460	(\$3,459)
FBI Fingerprint based Criminal History Records Check	\$593	\$597	\$1,197	\$600
Consolidated Screening Gateway	\$411	-	\$494	\$494
Total – Non Pay Cost Drivers	\$13,405	\$13,395	\$13,852	\$457

Explanation of Non Pay Cost Drivers

HME System Operations and Maintenance: This cost driver funds HME program management contracts and other costs associated with the HME population. Changes to this cost driver in FY 2021 reflect realignments to the TIM system maintenance and CSG cost drivers based on projected enrollments as well as a cost neutral realignment to Pay Object Classes to fund the additional fee-funded FTE to manage the growing program.

TIM System Maintenance: This cost driver funds the HME program's portion of the TIM System Maintenance. Changes to this cost driver in FY 2021 reflect a decrease in maintenance costs that are attributed to system utilization for the supported population.

FBI Fingerprint based Criminal History Records Check: This cost driver pays for costs associated with the FBI performing a CHRC for the HME population. Changes to this cost driver in FY 2021 are due to an increase in the fee from \$10.00 to \$11.25.

Consolidated Screening Gateway: This cost driver funds the CSG, which provides a common vetting management and adjudication platform for the HME population. Changes to this cost driver in FY 2021 reflect a realignment from the HME system operations and maintenance cost driver based on a cost share model that accounts for the number of projected new program applicants and records that are recurrently vetted for the HME population.

General Aviation at DCA Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
General Aviation at DCA Fee	6	6	\$700	6	6	\$700	7	7	\$600	1	1	(\$100)
Total	6	6	\$700	6	6	\$700	7	7	\$600	1	1	(\$100)
Subtotal Discretionary - Offsetting Fee	6	6	\$700	6	6	\$700	7	7	\$600	1	1	(\$100)

PPA Level III Description

GA program conducts name-based Security Threat Assessment for each passenger (includes armed security officer) and flight crew member for GA aircraft operators operating under the Private Charter Standard Security Program (PCSSP), the Twelve-Five Standard Security Program (TFSSP), and/or conduct corporate flight operations under the DCA Access Standard Security Program. It derives its authority from: Aviation and Transportation Security Act, Pub.L. 107-71, 115 Stat. 597, specifically 49 U.S.C. 114(m)(1), and 106(l)(6) and (m); Section 823 of the Vision 100-Century of Aviation Reauthorization Act P.L.108-176: 117 Stat. 2490 (Dec. 12, 2003), which requires the Secretary of the Department of Homeland Security (DHS) to develop a security plan to permit GA aircraft to operate into and out of DCA (Ronald Reagan Washington National Airport) 49 CFR parts 1520, 1540, and 1562, Subpart B- Ronald Reagan Washington National Airport: Enhanced Security Procedures for Certain Operators.

Fee Authority: 49 CFR Parts 1520, 1540, and 1562 authorize TSA to collect fees for general aviation passengers and crewmembers on fixed based operations into and out of DCA.

Fee Uses: The two services provided through this program are; a name-based security threat assessment for each passenger and crewmember on fixed base operations arriving at and departing from DCA and the physical screening of the same passengers and aircraft use for air transportation.

Change Mechanism: Changes to this fee are done via rulemaking. TSA drafted and began initial coordination of a very large rulemaking that was designed to establish standardized services, processes, and fees for various vetting programs that had been implemented as standalone programs. The draft rulemaking was in coordination for several years. Due to competing priorities this rulemaking effort ended. TSA will look to make potential changes at a later time.

The fee was determined to recover the costs related to providing security threat assessments for passengers and crewmembers on fixed based operations into and out of DCA. There are three major cost components of this fee:

System Costs	\$ 1,440,912
Staff Costs	\$ 2,000,000
<u>Name Check Costs</u>	<u>\$ 525,600</u>
Total	\$ 3,966,512

Costs are for a five-year period. To determine the fee, the total of all cost components is divided by the number of estimated population of the same 5-year period, or \$3,966,512/262,800 for \$15.00.

Previous Changes: This fee amount was previously changed on July 19, 2015. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

Recovery Rate: See chart below for rate of recovery.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$424	\$377	\$553	\$501	\$654	\$538	\$561	\$3,527
Total of Eligible Expenses	\$253	\$29	\$434	\$233	\$44	\$251	\$450	\$1,694
Cost Recovery %	167.6%	1,300.0%	127.4%	215.0%	1,486.4%	214.3%	124.7%	208.2%

General Aviation at DCA Fee – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	6	6	\$700
FY 2020 Enacted	6	6	\$700
FY 2021 Base Budget	6	6	\$700
Increase to Fee-Funded Positions	1	1	-
Total, Pricing Increases	1	1	-
Projected Change in Collections	-	-	(\$100)
Total, Pricing Decreases	-	-	(\$100)
Total Adjustments-to-Base	1	1	(\$100)
FY 2021 Current Services	7	7	\$600
FY 2021 Request	7	7	\$600
FY 2020 To FY 2021 Change	1	1	(\$100)

**General Aviation at DCA Fee – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
General Aviation at DCA Fee	6	6	\$447	\$74.5	6	6	\$454	\$75.67	7	7	\$531	\$75.86	1	1	\$77	\$0.19
Total	6	6	\$447	\$74.5	6	6	\$454	\$75.67	7	7	\$531	\$75.86	1	1	\$77	\$0.19
Discretionary - Offsetting Fee	6	6	\$447	\$74.5	6	6	\$454	\$75.67	7	7	\$531	\$75.86	1	1	\$77	\$0.19

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$285	\$285	\$339	\$54
11.3 Other than Full-Time Permanent	\$5	\$5	\$5	-
11.5 Other Personnel Compensation	\$54	\$54	\$54	-
12.1 Civilian Personnel Benefits	\$103	\$110	\$133	\$23
Total - Personnel Compensation and Benefits	\$447	\$454	\$531	\$77
Positions and FTE				
Positions - Civilian	6	6	7	1
FTE - Civilian	6	6	7	1

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
GA @ DCA Program Support	6	\$447	\$74.50	6	\$454	\$75.67	7	\$531	\$75.86	1	\$77	\$0.19
Total – Pay Cost Drivers	6	\$447	\$74.50	6	\$454	\$75.67	7	\$531	\$75.86	1	\$77	\$0.19

Explanation of Pay Cost Driver

GA @ DCA Program Support: This cost driver funds the salaries and benefits of the program support personnel that work in the GA at DCA program. Changes to this cost driver in FY 2021 reflect an increase in fee-funded FTE to support the growth and maintenance of the HME program based on current and future projected enrollments.

**General Aviation at DCA Fee – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
General Aviation at DCA Fee	\$253	\$246	\$69	(\$177)
Total	\$253	\$246	\$69	(\$177)
Discretionary - Offsetting Fee	\$253	\$246	\$69	(\$177)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$213	\$213	\$36	(\$177)
25.3 Other Goods and Services from Federal Sources	\$10	\$10	\$10	-
26.0 Supplies and Materials	\$30	\$23	\$23	-
Total - Non Pay Object Classes	\$253	\$246	\$69	(\$177)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Program Travel	\$213	\$213	\$36	(\$177)
Program Supplies	\$30	\$23	\$23	-
Other Costs	\$10	\$10	\$10	-
Total – Non Pay Cost Drivers	\$253	\$246	\$69	(\$177)

Explanation of Non Pay Cost Drivers

Program Travel: This cost driver covers the travel costs associated with administering the GA @ DCA program. The FY 2021 request reflects a realignment of \$0.1M to Pay to fund additional fee-funded FTE as well as a reduction of \$0.1M for projected enrollments.

Program Supplies: This cost driver funds the necessary supplies to vet crewmembers and passengers on non-commercial aircraft through other Federal agencies. There are no changes to this cost driver over FY 2020 levels.

Other Costs: This cost driver funds the other remaining costs, including uniforms and clothing materials for the GA @ DCA program. There is no change to this cost driver over FY 2020 levels.

Commercial Aviation and Airports Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Commercial Aviation and Airports Fee	-	-	\$8,000	-	-	\$9,000	-	-	\$9,000	-	-	-
Total	-	-	\$8,000	-	-	\$9,000	-	-	\$9,000	-	-	-
Subtotal Discretionary - Offsetting Fee	-	-	\$8,000	-	-	\$9,000	-	-	\$9,000	-	-	-

PPA Level III Description

The Commercial Aviation and Airport fee (Formerly Called Secure Area Identification Badges – SIDA) requires TSA to perform security threat assessments on more than 20 populations comprising more than 18 million individuals to ensure they do not pose a threat to national security while being afforded access to critical transportation facilities and infrastructure. The security threat assessments vetting supports compliance with the National Strategy for Homeland Security, USA PATRIOT ACT of 2001 (P.L. 107-56) and the Aviation Transportation Security Act of 2001 (P.L. 107-71).

Fee Authority: 28 CFR Part 20 authorizes TSA to collect fees for individuals granted unescorted access to restricted areas of the airport, authority to perform screening functions, or authority to perform checked baggage or cargo functions at airports.

Fee Uses: This fee is a fingerprint-based STA that is passed through to the Federal Bureau of Investigations (FBI). TSA collects \$11.25 per applicant for the FBI fee.

Change Mechanism: Rates are set through Federal Bureau of Investigations, Criminal Justice Information Services Division. Please see 79 FR 63943.

Previous Changes: The last fee rate adjustment date was October 1, 2016. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

Recovery Rate: Fee is intended to be full cost recovery; however, the fee is not recovering the full TSA cost to provide security threat assessment services to the regulated populations.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$6,082	\$6,627	\$8,070	\$11,689	\$8,804	\$9,393	\$9,577	\$41,272
Total of Eligible Expenses	\$10,951	\$14,161	\$26,703	\$40,589	\$40,352	\$46,715	\$41,226	\$220,697
Cost Recovery %	55.5%	46.8%	30.2%	28.8%	21.8%	20.1%	23.2%	18.7%

Commercial Aviation and Airports Fee – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$8,000
FY 2020 Enacted	-	-	\$9,000
FY 2021 Base Budget	-	-	\$9,000
FY 2021 Current Services	-	-	\$9,000
FY 2021 Request	-	-	\$9,000
FY 2020 To FY 2021 Change	-	-	-

Commercial Aviation and Airports Fee – PPA Level III
Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Commercial Aviation and Airports Fee	\$8,000	\$9,000	\$9,000	-
Total	\$8,000	\$9,000	\$9,000	-
Discretionary - Offsetting Fee	\$8,000	\$9,000	\$9,000	-

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$1,676	\$2,676	\$2,676	-
25.2 Other Services from Non-Federal Sources	\$6,324	\$6,324	\$6,324	-
Total - Non Pay Object Classes	\$8,000	\$9,000	\$9,000	-

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
FBI Fingerprint based Criminal History Records Check	\$8,000	\$9,000	\$9,000	-
Total Non-Pay Cost Drivers	\$8,000	\$9,000	\$9,000	-

Explanation of Non Pay Cost Driver

FBI Fingerprint based Criminal History Records Check: TSA passes all fees collected to the FBI to perform a CHRC. This is dependent on the number of applications. There is no anticipated change to this cost driver in FY 2021 over FY 2020 levels.

Other Security Threat Assessments Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Other Security Threat Assessments Fee	-	-	\$50	-	-	\$50	-	-	\$50	-	-	-
Total	-	-	\$50	-	-	\$50	-	-	\$50	-	-	-
Subtotal Discretionary - Offsetting Fee	-	-	\$50	-	-	\$50	-	-	\$50	-	-	-

PPA Level III Description

The Other Security Threat Assessments Fee covers the fingerprint-based FBI criminal history records check for individuals requesting access to Sensitive Security Information material, and several private charter operations to include Standard Security Program, the Maryland Three program, and the Air Space Waivers program. The security threat assessments vetting supports compliance with the National Strategy for Homeland Security, USA PATRIOT ACT of 2001 (P.L. 107-56) and the Aviation Transportation Security Act of 2001 (P.L. 107-71).

Fee Authority: 49 USC 44936 authorizes TSA to collect fees for a security threat assessment conducted on the Maryland-Three Program, the Twelve-Five Security Program, and Private Charter operations.

Fee Uses: A security threat assessment is conducted on three regulated populations. For these programs, TSA collects the FBI fee of \$11.25 per applicant. The three programs are listed below:

- **Maryland-Three Program**

Pilots that operate aircraft to, from, or between three general aviation airports closest to the National Capital Region. These airports are collectively known as the "Maryland Three" airports, and include College Park Airport (CGS), Potomac Airfield (VKX) and Hyde Executive Field (W32.) These airports are all within the Washington, DC Air Defense Identification Zone (ADIZ) and the Washington, D.C. Flight Restricted Zone (FRZ.).

- **Twelve-Five Standard Security Program**

Flight crew members in twelve-five program operations (on an aircraft with a maximum certified takeoff weight of 12,500 pounds or more).

- **Private Charter**

Flight crew members in private charter operations on an aircraft with a takeoff weight of greater than 45,500 kg (100,309.3 pounds) or with a seating configuration of 61 or more.

Change Mechanism: Rates are set through the FBI, Criminal Justice Information Services Division. Please see 79 FR 63943 for the most recent methodology. Note that each applicant pays an additional fee to a third-party vendor, not included in the amount above, for enrollment services. The third-party charge is not imposed or collected by TSA.

Previous Changes: The last fee rate adjustment date was October 1, 2016. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

TSA drafted and began initial coordination of a very large rulemaking that was designed to establish standardized, services, processes, and fees for various vetting programs that had been implemented as standalone programs. The rulemaking would have established a fee that would have fully recovered the entire cost of the threat assessment service. The draft rulemaking was in coordination for several years. Ultimately, other DHS rulemakings gained priority and further coordination of the SVAR rulemaking ended.

Recovery Rate: This fee is intended to be a full cost recovery rate; however, the fee is not recovering the full TSA cost to provide security threat assessment services to the regulated populations.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	-	-	-	-	-	-	-	-
Total of Eligible Expenses	-	-	-	\$47	-	-	-	-
Cost Recovery %	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Other Security Threat Assessments Fee – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$50
FY 2020 Enacted	-	-	\$50
FY 2021 Base Budget	-	-	\$50
FY 2021 Current Services	-	-	\$50
FY 2021 Request	-	-	\$50
FY 2020 To FY 2021 Change	-	-	-

**Other Security Threat Assessments Fee – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Other Security Threat Assessments Fee	\$50	\$50	\$50	-
Total	\$50	\$50	\$50	-
Discretionary - Offsetting Fee	\$50	\$50	\$50	-

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$50	\$50	\$50	-
Total - Non Pay Object Classes	\$50	\$50	\$50	-

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
FBI Fingerprint based Criminal History Records Check	\$50	\$50	\$50	-
Total – Non Pay Cost Drivers	\$50	\$50	\$50	-

Explanation of Non Pay Cost Driver

FBI Fingerprint based Criminal History Records Check: TSA passes all fees collected to the FBI to perform a CHRC. This is dependent upon the number of applicants in each of the programs included in this fee. TSA does not anticipate any changes to the number of applicants in FY 2021.

Air Cargo/Certified Cargo Screening Program Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Air Cargo/Certified Cargo Screening Program Fee	14	14	\$5,000	14	14	\$5,000	16	16	\$5,000	2	2	-
Total	14	14	\$5,000	14	14	\$5,000	16	16	\$5,000	2	2	-
Subtotal Discretionary - Offsetting Fee	14	14	\$5,000	14	14	\$5,000	16	16	\$5,000	2	2	-

PPA Level III Description

The Air Cargo/Certified Cargo Screening Program fee supports security threat assessments of air cargo workers in the air cargo supply chain, including individuals authorized to screen cargo at designated cargo screening facilities. The purpose of the Indirect Air Carrier (IAC) and Certified Cargo Screening Program (CCSP) is to provide for the safety of persons and property traveling on flights provided by the aircraft operator, protect against acts of criminal violence or air piracy, and prevent or deter the introduction of explosives, incendiaries, weapons, and other prohibited items on board an aircraft. Toward this end, TSA conducts vetting for all personnel outlined in 49 CFR 1548 (IAC) and 1549 (CCSP).

Fee Authority: 49 CFR Part 1548 (Final Rule) authorizes TSA to collect fees on individuals who screen or are authorized to have unescorted access to screened cargo on passenger aircraft.

Fee Uses: The security fee is imposed to recover the costs of a name-based STA. TSA collects a fee of \$41 to fund a name-based security threat assessment for all applicants.

Change Mechanism: Changes to this fee are done via rulemaking. TSA drafted and began initial coordination of a very large rulemaking that was designed to establish standardized services, processes, and fees for various vetting programs that had been implemented as standalone programs. TSA will look to make potential changes at a later time.

The fee is based on the total estimated cost of vetting services provided over a five-year period (\$26,818,182). This five-year cost was equally apportioned to the estimated number of applicants (651,731) receiving TSA threat assessment services over the same five-year period.

Previous Changes: The last fee rate adjustment date was June 22, 2012. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

Recovery Rate: This fee is intended to be full cost recovery. See below for rate of recovery.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$3,912	\$3,698	\$5,142	\$4,711	\$4,679	\$4,749	\$4,661	\$31,552
Total of Eligible Expenses	\$3,445	\$1,893	\$1,803	\$2,047	\$2,975	\$3,872	\$6,613	\$22,648
Cost Recovery %	113.6%	195.4%	285.2%	230.1%	157.3%	122.6%	70.5%	139.3%

Air Cargo/Certified Cargo Screening Program Fee – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	14	14	\$5,000
FY 2020 Enacted	14	14	\$5,000
FY 2021 Base Budget	14	14	\$5,000
Increase to Fee-Funded Positions	2	2	-
Total, Pricing Increases	2	2	-
Total Adjustments-to-Base	2	2	-
FY 2021 Current Services	16	16	\$5,000
FY 2021 Request	16	16	\$5,000
FY 2020 To FY 2021 Change	2	2	-

**Air Cargo/Certified Cargo Screening Program Fee – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Air Cargo/Certified Cargo Screening Program Fee	14	14	\$1,935	\$138.21	14	14	\$1,971	\$140.79	16	16	\$2,265	\$141.56	2	2	\$294	\$0.77
Total	14	14	\$1,935	\$138.21	14	14	\$1,971	\$140.79	16	16	\$2,265	\$141.56	2	2	\$294	\$0.77
Discretionary - Offsetting Fee	14	14	\$1,935	\$138.21	14	14	\$1,971	\$140.79	16	16	\$2,265	\$141.56	2	2	\$294	\$0.77

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$1,418	\$1,418	\$1,624	\$206
11.5 Other Personnel Compensation	\$60	\$60	\$60	-
12.1 Civilian Personnel Benefits	\$457	\$493	\$581	\$88
Total - Personnel Compensation and Benefits	\$1,935	\$1,971	\$2,265	\$294
Positions and FTE				
Positions - Civilian	14	14	16	2
FTE - Civilian	14	14	16	2

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President’s Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Air Cargo Fee Program Support	14	\$1,935	\$138.21	14	\$1,971	\$140.79	16	\$2,265	\$141.56	2	\$294	\$0.77
Total Pay Cost Drivers	14	\$1,935	\$138.21	14	\$1,971	\$140.79	16	\$2,265	\$141.56	2	\$294	\$0.77

Explanation of Pay Cost Driver

Air Cargo Fee Program Support: This cost driver funds the salaries and benefits of the personnel that support the Air Cargo Fee Program. Changes to this cost driver in FY 2021 reflect an increase in fee-funded FTE to support the growth and maintenance of the Air Cargo Fee program based on current and future projected enrollments.

Air Cargo/Certified Cargo Screening Programs Fee – PPA Level III
Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Air Cargo/Certified Cargo Screening Program Fee	\$3,065	\$3,029	\$2,735	(\$294)
Total	\$3,065	\$3,029	\$2,735	(\$294)
Discretionary - Offsetting Fee	\$3,065	\$3,029	\$2,735	(\$294)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$30	\$30	\$30	-
23.2 Rental Payments to Others	\$164	\$164	\$164	-
25.1 Advisory and Assistance Services	\$2,065	\$2,029	\$1,735	(\$294)
25.3 Other Goods and Services from Federal Sources	\$265	\$265	\$265	-
25.4 Operation and Maintenance of Facilities	\$43	\$43	\$43	-
25.7 Operation and Maintenance of Equipment	\$118	\$118	\$118	-
26.0 Supplies and Materials	\$5	\$5	\$5	-
31.0 Equipment	\$375	\$375	\$375	-
Total - Non Pay Object Classes	\$3,065	\$3,029	\$2,735	(\$294)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
TIM System Maintenance	\$892	\$1,349	\$1,386	\$37
Program Management	\$2,081	\$1,680	\$1,129	(\$551)
Consolidated Screening Gateway	\$92	-	\$220	\$220
Total – Non Pay Cost Drivers	\$3,065	\$3,029	\$2,735	(\$294)

Explanation of Non Pay Cost Drivers

TIM System Maintenance: This cost driver funds the Air Cargo Fee program's portion of the TIM System Maintenance. Changes to this cost driver in FY 2021 reflect an increase to maintenance costs that are attributed to system utilization for the supported population.

Program Management: This cost driver funds the program management contracts and other costs associated with running the Air Cargo Fee program. Changes to this cost driver in FY 2021 reflect a realignment to Pay Object Classes to increase fee-funded personnel as well as a realignment to the TIM System Maintenance and CSG cost drivers based on a cost share model.

Consolidated Screening Gateway: This cost driver funds the CSG, which provides a common vetting management and adjudication platform for the Air Cargo Fee population. Changes to this cost driver in FY 2021 reflect a realignment from the Program Management cost driver based on a cost share model that accounts for the number of projected new program applicants and records that are recurrently vetted for the Air Cargo Fee population.

TSA Precheck Fee – PPA Level III**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
TSA Precheck Fee	132	130	\$136,900	132	130	\$137,000	203	201	\$250,614	71	71	\$113,614
Total	132	130	\$136,900	132	130	\$137,000	203	201	\$250,614	71	71	\$113,614
Subtotal Discretionary - Offsetting Fee	132	130	\$136,900	132	130	\$137,000	203	201	\$250,614	71	71	\$113,614

PPA Level III Description

TSA Pre✓[®] is a DHS Trusted Traveler program where applicants can enroll for vetting and adjudication to obtain a Known Traveler Number (KTN) and use the expedited TSA Pre✓[®] security lanes at participating airports. This program was established in accordance with ATSA, Department of Homeland Security Appropriations Act: SEC. 109. ENHANCED SECURITY MEASURES section 3 to establish requirements to implement trusted passenger programs and use available technologies to expedite the security screening of passengers who participate in such programs, thereby allowing security screening personnel to focus on those passengers who should be subject to more extensive screening.

Fee Authority: 49 USC 114 Public Law 109-90 Section 540 authorizes TSA to collect fees for eligible program candidates that have enrolled in the program and provided their KTN during the reservation process.

Fee Uses: TSA Pre✓[®] Application Program is an expedited screening service being offered at certain airport checkpoints throughout the United States. Eligible candidates are referred to a designated checkpoint lane to undergo expedited checkpoint screening.

Change Mechanism: Changes to this fee are done via rulemaking. The fee was implemented to fully recover cost related to the program over a five-year period. TSA estimated that the cost of the program over the five-year period to be \$165.8M. TSA also estimated that 1,950,000 applicants would apply to the program over the same five-year period. To fully recover the costs, the fee was set at \$85.00. As of August 2019, the program is reporting a total of 9,156,677 enrollments, which equates to a daily average of 8,857 enrollments over a 5-day business period.

Previous Changes: There have been no changes to the fee rate since the program initiated in December 2013.

Recovery Rate: Recover rate is intended to be full cost recovery. See chart below for rate of recovery.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	-	\$50,115	\$87,128	\$180,034	\$141,577	\$149,546	\$195,662	\$804,062
Total of Eligible Expenses	\$122	\$30,039	\$58,917	\$133,482	\$121,376	\$166,601	\$207,944	\$718,581
Cost Recovery %	0.0%	166.8%	147.9%	134.9%	116.6%	89.8%	94.1%	111.9%

TSA Precheck Fee – PPA Level III
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	132	130	\$136,900
FY 2020 Enacted	132	130	\$137,000
FY 2021 Base Budget	132	130	\$137,000
Increase to Fee-Funded Positions	71	71	-
Projected Change in Collections	-	-	\$113,614
Total, Pricing Increases	71	71	\$113,614
Total Adjustments-to-Base	71	71	\$113,614
FY 2021 Current Services	203	201	\$250,614
FY 2021 Request	203	201	\$250,614
FY 2020 To FY 2021 Change	71	71	\$113,614

**TSA Precheck Fee – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
TSA Precheck Fee	132	130	\$17,904	\$137.72	132	130	\$18,140	\$139.54	203	201	\$29,058	\$144.57	71	71	\$10,918	\$5.03
Total	132	130	\$17,904	\$137.72	132	130	\$18,140	\$139.54	203	201	\$29,058	\$144.57	71	71	\$10,918	\$5.03
Discretionary - Offsetting Fee	132	130	\$17,904	\$137.72	132	130	\$18,140	\$139.54	203	201	\$29,058	\$144.57	71	71	\$10,918	\$5.03

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$13,105	\$13,105	\$20,748	\$7,643
11.5 Other Personnel Compensation	\$433	\$433	\$433	-
12.1 Civilian Personnel Benefits	\$4,366	\$4,602	\$7,877	\$3,275
Total - Personnel Compensation and Benefits	\$17,904	\$18,140	\$29,058	\$10,918
Positions and FTE				
Positions - Civilian	132	132	203	71
FTE - Civilian	130	130	201	71

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
Precheck Program Support	130	\$17,904	\$137.72	130	\$18,140	\$139.54	201	\$29,058	\$144.57	71	\$10,918	\$5.03
Total – Pay Cost Drivers	130	\$17,904	\$137.72	130	\$18,140	\$139.54	201	\$29,058	\$144.57	71	\$10,918	\$5.03

Explanation of Pay Cost Driver

Precheck Program Support: This cost driver funds the salaries and benefits for the TSA Pre✓[®] Application Program support personnel. Changes to this cost driver in FY 2021 reflect an increase in fee-funded positions to manage the growing PreCheck Program based on current and projected enrollments.

**TSA Precheck Fee – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
TSA Precheck Fee	\$118,996	\$118,860	\$221,556	\$102,696
Total	\$118,996	\$118,860	\$221,556	\$102,696
Discretionary - Offsetting Fee	\$118,996	\$118,860	\$221,556	\$102,696

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$73	\$73	\$73	-
23.2 Rental Payments to Others	\$364	\$364	\$364	-
23.3 Communications, Utilities, and Misc. Charges	\$1,672	\$1,672	\$1,672	-
24.0 Printing and Reproduction	\$1,950	\$1,950	\$1,950	-
25.1 Advisory and Assistance Services	\$111,608	\$111,472	\$214,168	\$102,696
25.2 Other Services from Non-Federal Sources	\$195	\$195	\$195	-
25.3 Other Goods and Services from Federal Sources	\$1,283	\$1,283	\$1,283	-
25.4 Operation and Maintenance of Facilities	\$94	\$94	\$94	-
25.7 Operation and Maintenance of Equipment	\$405	\$405	\$405	-
26.0 Supplies and Materials	\$41	\$41	\$41	-
31.0 Equipment	\$1,311	\$1,311	\$1,311	-
Total - Non Pay Object Classes	\$118,996	\$118,860	\$221,556	\$102,696

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Program Management	\$111,068	\$110,903	\$189,535	\$78,632
TIM System Maintenance	\$6,645	\$6,674	\$29,067	\$22,393
FBI Fingerprint based Criminal History Records Check	\$1,283	\$1,283	\$2,954	\$1,671
Total – Non Pay Cost Drivers	\$118,996	\$118,860	\$221,556	\$102,696

Explanation of Non Pay Cost Drivers

Program Management: This cost driver supports the facilities lease, marketing, and operations and program support costs associated with the TSA Pre✓[®] Application Program. Changes to this cost driver in FY 2021 reflect a realignment of \$22.4M to the TIM System Maintenance cost driver, as well as an increase due to projected enrollments.

TIM System Maintenance: This cost driver funds the Pre✓[®] Application Program's portion of the TIM system maintenance. Changes to this cost driver in FY 2021 reflect a realignment of costs from the Program Management cost driver to fully support the PreCheck population for the TIM system. TSA expects that 60% of current PreCheck participants will re-enroll in FY 2021, as their current five-year enrollment period will be coming to an end.

FBI Fingerprint based Criminal History Records Check: This cost driver includes costs associated with the FBI performing a criminal history records check for applicants to the TSA Pre✓[®] Application Program. Changes to this cost driver reflect projected enrollment numbers.

*Alien Flight School Fee – PPA Level III***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Alien Flight School Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300
Total	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300
Subtotal Mandatory - Fee	17	17	\$5,200	17	17	\$5,200	19	19	\$5,500	2	2	\$300

PPA Level III Description

The Alien Flight Student Program (AFSP) was established in 2004 to ensure that foreign students seeking new or recurring training at flight schools regulated by the FAA do not pose a threat to aviation or national security. It derives its authority from: Vision 100 – Century of Aviation Reauthorization Act, Section 612, which prohibits flight schools regulated by the FAA from providing flight training to covered individuals unless the Secretary of Homeland Security first determines that they do not pose a threat to aviation or national security. TSA issued an Interim Final Rule (IFR), Rule 49 CFR Parts 1552, in 2004, which established the current requirements for covered individuals seeking flight training in the United States or from an FAA-certified flight training provider and TSA implemented the AFSP in order to conduct the STAs authorized by the ATSA, Pub. L. 107-71, (115 Stat. 597, 613, Nov. 19, 2001), sec. 113) and Vision 100.

Fee Authority: PL 108-176 (Section 612) 49 USC 44939 authorizes TSA to collect fees for non-United States citizens and other designated individuals that are candidates for training of aircraft with a maximum certificated takeoff weight of 12,500 pounds or more at training locations that provide a United States license, certification or rating.

Fee Uses: A security threat assessment of the flight school candidates that allows the candidate to receive the desired flight training at a location that provides a United States license, certification or rating. The security fee provides increased protection of U.S. citizens and property from acts of terrorism. The security fee is charged for each flight school applicant at a rate of \$130 per applicant for training categories 1, 2 or 3 or at a rate of \$70 per applicant for training category 4.

Change Mechanism: Changes to this fee are done via rulemaking. TSA drafted and began initial coordination of a very large rulemaking that was designed to establish standardized services, processes, and fees for various vetting programs that had been implemented as standalone programs. The

draft rulemaking was in coordination for several years. Due to competing priorities, this rulemaking effort ended. TSA will look to make potential changes at a later time.

The security fee for Categories 1-3 was calculated to recover the full recurring cost to TSA for performing the security threat assessments. Specific cost elements include:

Hardware/Software	\$375,000
Contract Employees	\$4,022,400
Federal Employee Travel	\$30,000
Terrorist Threat Analysis	\$4,410,000
Fee Payment Processing	<u>\$250,000</u>
Total	\$9,087,400

To determine the fee, TSA divided the total recurring costs by the number of annual threat assessments, that is \$9,087,400 divided by 70,000 annual applicants resulting in a security fee of \$130.

Category 4:

The recurrent training fee was calculated to recover the full recurring cost to TSA for performing the security threat assessments. Specific cost elements include:

Hardware/Software	\$589,907
Enrollments	\$3,643,722
Program Management	\$1,525,572
Terrorist Threat Analysis	\$90,361
Program Administration	<u>\$169,880</u>
Total	\$6,019,442

To determine the fee, TSA divided the actual historical costs by the number of historical training requests, which is \$6,019,442 divided by 85,638 applicants resulting in a recurrent training security fee of \$70.

Previous Changes: The last fee rate adjustment date was May 19, 2009. The fee structure of this individual program was reviewed in the context of other similar vetting programs at TSA to identify differences and consistencies with other similar TSA vetting programs providing comparable services. The review was done to help promote the equitable imposition of fee and to possibly provide comparability of services to individuals across multiple TSA fee programs.

Recovery Rate: The fee is intended to be full cost recovery. See chart below for rate of recovery.

	<i>(Dollars in Thousands)</i>							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	TOTAL
Amount of Fee Collected	\$5,100	\$5,200	\$5,200	\$5,200	\$5,200	\$5,754	\$5,932	\$37,586
Total of Eligible Expenses	\$2,986	\$5,140	\$5,472	\$4,226	\$5,475	\$6,318	\$4,172	\$33,789
Cost Recovery %	170.8%	101.2%	95.0%	123.0%	95.0%	91.1%	142.2%	111.2%

**Alien Flight School Fee – PPA Level III
Summary of Budget Changes**

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	17	17	\$5,200
FY 2020 Enacted	17	17	\$5,200
FY 2021 Base Budget	17	17	\$5,200
Increase to Fee-Funded Positions	2	2	-
Projected Change in Collections	-	-	\$300
Total, Pricing Increases	2	2	\$300
Total Adjustments-to-Base	2	2	\$300
FY 2021 Current Services	19	19	\$5,500
FY 2021 Request	19	19	\$5,500
FY 2020 To FY 2021 Change	2	2	\$300

**Alien Flight School Fee – PPA Level III
Personnel Compensation and Benefits**

Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted				FY 2020 Enacted				FY 2021 President's Budget				FY 2020 to FY 2021 Total			
	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate	Pos.	FTE	Amount	Rate
Alien Flight School Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6
Total	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6
Mandatory - Fee	17	17	\$1,828	\$107.53	17	17	\$1,859	\$109.35	19	19	\$2,165	\$113.95	2	2	\$306	\$4.6

Pay by Object Class

Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 - FY 2021 Change
11.1 Full-time Permanent	\$1,078	\$1,078	\$1,292	\$214
11.3 Other than Full-Time Permanent	\$288	\$288	\$288	-
11.5 Other Personnel Compensation	\$64	\$64	\$64	-
12.1 Civilian Personnel Benefits	\$398	\$429	\$521	\$92
Total - Personnel Compensation and Benefits	\$1,828	\$1,859	\$2,165	\$306
Positions and FTE				
Positions - Civilian	17	17	19	2
FTE - Civilian	17	17	19	2

Pay Cost Drivers

Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President’s Budget			FY 2020 to FY 2021 Total Changes		
	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate	FTE	Amount	Rate
AFSP Program Support	17	\$1,828	\$107.53	17	\$1,859	\$109.35	19	\$2,165	\$113.95	2	\$306	\$4.59
Total - Pay Cost Drivers	17	\$1,828	\$107.53	17	\$1,859	\$109.35	19	\$2,165	\$113.95	2	\$306	\$4.59

Explanation of Pay Cost Driver

AFSP Program Support: This cost driver funds the salaries and benefits associated with the AFSP support personnel. Changes to this cost driver in FY 2021 reflect an increase in fee-funded personnel to manage projected growth in program enrollments.

**Alien Flight School Fee – PPA Level III
Non Pay Budget Exhibits**

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Alien Flight School Fee	\$3,372	\$3,341	\$3,335	(\$6)
Total	\$3,372	\$3,341	\$3,335	(\$6)
Mandatory - Fee	\$3,372	\$3,341	\$3,335	(\$6)

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$7	\$7	\$7	-
23.2 Rental Payments to Others	\$19	\$19	\$19	-
25.1 Advisory and Assistance Services	\$3,218	\$3,187	\$3,181	(\$6)
25.2 Other Services from Non-Federal Sources	\$17	\$17	\$17	-
25.3 Other Goods and Services from Federal Sources	\$30	\$30	\$30	-
25.4 Operation and Maintenance of Facilities	\$6	\$6	\$6	-
25.7 Operation and Maintenance of Equipment	\$21	\$21	\$21	-
26.0 Supplies and Materials	\$1	\$1	\$1	-
31.0 Equipment	\$53	\$53	\$53	-
Total - Non Pay Object Classes	\$3,372	\$3,341	\$3,335	(\$6)

Non Pay Cost Drivers

Non Pay Cost Drivers <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Program Management	\$3,342	\$3,311	\$3,305	(\$6)
FBI Fingerprint based Criminal History Records Check	\$30	\$30	\$30	-
Total - Non Pay Cost Drivers	\$3,372	\$3,341	\$3,335	(\$6)

Explanation of Non Pay Cost Drivers

Program Management: This cost driver funds the program operations and management costs associated with the Alien Flight Student Program. Changes to this cost driver in FY 2021 reflect an increase of \$0.3M for projected enrollments offset by a decrease of \$0.3M realigned to Payroll to fund increased fee-funded FTE.

FBI Fingerprint based Criminal History Records Check: This cost driver funds costs associated with the FBI performing a CHRC on program applicants. There are no changes to this cost driver over FY 2020 levels.

Department of Homeland Security
Transportation Security Administration
Procurement, Construction, and Improvements



Fiscal Year 2021
Congressional Justification

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Procurement, Construction, and Improvements

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Aviation Screening Infrastructure	-	-	\$419,789	-	-	\$360,100	-	-	\$283,385	-	-	(\$76,715)
Total	-	-	\$419,789	-	-	\$360,100	-	-	\$283,385	-	-	(\$76,715)
Subtotal Discretionary - Appropriation	-	-	\$169,789	-	-	\$110,100	-	-	\$33,385	-	-	(\$76,715)
Subtotal Mandatory - Appropriation	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-

The Procurement, Construction, and Improvements (PC&I) appropriation provides the Transportation Security Administration (TSA) funds, above certain threshold amounts, necessary for the manufacture, purchase, or enhancement of one or more assets (which hereinafter also refers to end items) prior to sustainment. Activities funded by this appropriation are typically categorized as one of the following:

- Procurement – the obtaining of one or more end items through purchase, transfer, exchange, or other means. The configuration of an end item required to meet the asset's intended use is part of procurement.
- Construction – the erection, installation, or assembly of something (i.e., new facilities, improvements, vessels, and aircrafts); the addition, expansion, extension, alteration, conversion, or replacement of an existing facility; or the relocation of a facility from one installation to another.
- Improvement – the act or process of obtaining an increase in capability and/or capacity.

PC&I funding enables TSA to support the planning, operational development, engineering, and purchase of assets for the following Programs, Projects, and Activities (PPAs):

Aviation Screening Infrastructure: This PPA includes three Level II PPAs, Checkpoint Support, Checked Baggage and Aviation Security Capital Fund, which fund major acquisitions that support activities related to TSA’s passenger and baggage screening functions. The FY 2021 President’s Budget includes funding for the following: Procurement and installation of Explosives Detection Systems (EDS), Explosives Trace Detection (ETD) units, and Checkpoint Property Screening Systems (CPSS).

**Procurement, Construction, and Improvements
Budget Authority and Obligations**

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$419,789	\$360,100	\$283,385
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$279,154	\$198,228	-
Rescissions to Current Year/Budget Year	-	(\$5,764)	-
Net Sequestered Resources	(\$750)	-	-
Reprogrammings/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$698,193	\$552,564	\$283,385
Collections – Reimbursable Resources	-	-	-
Total Budget Resources	\$698,193	\$552,564	\$283,385
Obligations (Actual/Estimates/Projections)	\$499,965	\$552,564	\$283,385
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

**Procurement, Construction, and Improvements
Summary of Budget Changes**

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$419,789
FY 2020 Enacted	-	-	\$360,100
FY 2021 Base Budget	-	-	-
CPSS Procurement and Deployment	-	-	\$28,893
Electronic Baggage Screening Program (ASCF/Mandatory)	-	-	\$250,000
Electronic Baggage Screening Program (EBSP)	-	-	\$4,492
Total Investment Elements	-	-	\$283,385
FY 2021 Request	-	-	\$283,385
FY 2020 To FY 2021 Change	-	-	(\$76,715)

Procurement, Construction, and Improvements

Non Pay Budget Exhibits

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$267,905	\$183,800	\$144,732	(\$39,068)
25.3 Other Goods and Services from Federal Sources	\$3,693	-	-	-
25.7 Operation and Maintenance of Equipment	-	\$8,000	-	(\$8,000)
26.0 Supplies and Materials	\$7	-	-	-
31.0 Equipment	\$148,184	\$168,300	\$138,653	(\$29,647)
Total - Non Pay Object Classes	\$419,789	\$360,100	\$283,385	(\$76,715)

**Procurement, Construction, and Improvements
Capital Investments Exhibits**

Capital Investments

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Checkpoint Property Screening System	N024-000005612	1	Procurement	Non-IT	Yes	\$91,500	\$70,100	\$28,893
Electronic Baggage Screening Program	N024-000005611	1	Procurement	Non-IT	Yes	\$69,872	\$40,000	\$4,492
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$2,922	-	-
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$5,495	-	-
Aviation Security Capital Fund (mandatory)	-	-	-	-	-	\$250,000	\$250,000	\$250,000

*Aviation Screening Infrastructure – PPA**Budget Comparison and Adjustments***Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Checkpoint Support	-	-	\$94,422	-	-	\$70,100	-	-	\$28,893	-	-	(\$41,207)
Checked Baggage	-	-	\$75,367	-	-	\$40,000	-	-	\$4,492	-	-	(\$35,508)
Aviation Security Capital Fund (mandatory)	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-
Total	-	-	\$419,789	-	-	\$360,100	-	-	\$283,385	-	-	(\$76,715)
Subtotal Discretionary - Appropriation	-	-	\$169,789	-	-	\$110,100	-	-	\$33,385	-	-	(\$76,715)
Subtotal Mandatory - Appropriation	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-

PPA Level I Description

The Aviation Screening Infrastructure PPA funds major acquisitions that support activities related to TSA's passenger and baggage screening functions.

This PPA is further allocated into the following Level II PPAs:

Checkpoint Support: This Level II PPA funds major acquisitions that support activities related to the screening of passengers and their carry-on luggage at checkpoints in airports around the Nation.

Checked Baggage: This Level II PPA funds major acquisitions that support activities related to TSA's checked baggage screening functions in airports around the Nation.

Aviation Security Capital Fund: This mandatory account is sourced from the aviation passenger security fee and funds the purchase and installation of Explosives Detection Systems at airports across the United States. This funding is combined with appropriated funding under the Level II Checked Baggage PPA in the Electronic Baggage Screening Program.

Aviation Screening Infrastructure – PPA
Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$419,789	\$360,100	\$283,385
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$279,154	\$198,228	-
Rescissions to Current Year/Budget Year	-	(\$5,764)	-
Net Sequestered Resources	(\$750)	-	-
Reprogrammings/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$698,193	\$552,564	\$283,385
Collections – Reimbursable Resources	-	-	-
Total Budget Resources	\$698,193	\$552,564	\$283,385
Obligations (Actual/Estimates/Projections)	\$499,965	\$552,564	\$283,385
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Aviation Screening Infrastructure – PPA
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$419,789
FY 2020 Enacted	-	-	\$360,100
FY 2021 Base Budget	-	-	-
CPSS Procurement and Deployment	-	-	\$28,893
Electronic Baggage Screening Program (ASCF/Mandatory)	-	-	\$250,000
Electronic Baggage Screening Program (EBSP)	-	-	\$4,492
Total Investment Elements	-	-	\$283,385
FY 2021 Request	-	-	\$283,385
FY 2020 To FY 2021 Change	-	-	(\$76,715)

Aviation Screening Infrastructure – PPA
Non Pay Budget Exhibits

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$267,905	\$183,800	\$144,732	(\$39,068)
25.3 Other Goods and Services from Federal Sources	\$3,693	-	-	-
25.7 Operation and Maintenance of Equipment	-	\$8,000	-	(\$8,000)
26.0 Supplies and Materials	\$7	-	-	-
31.0 Equipment	\$148,184	\$168,300	\$138,653	(\$29,647)
Total - Non Pay Object Classes	\$419,789	\$360,100	\$283,385	(\$76,715)

Aviation Screening Infrastructure – PPA
Capital Investments Exhibits

Capital Investments

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Checkpoint Property Screening System	N024-000005612	1	Procurement	Non-IT	Yes	\$91,500	\$70,100	\$28,893
Electronic Baggage Screening Program	N024-000005611	1	Procurement	Non-IT	Yes	\$69,872	\$40,000	\$4,492
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$2,922	-	-
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$5,495	-	-
Aviation Security Capital Fund (mandatory)	-	-	-	-	-	\$250,000	\$250,000	\$250,000

*Checkpoint Support – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Checkpoint Property Screening System	-	-	\$91,500	-	-	\$70,100	-	-	\$28,893	-	-	(\$41,207)
Security Technology Integrated Program	-	-	\$2,922	-	-	-	-	-	-	-	-	-
Total	-	-	\$94,422	-	-	\$70,100	-	-	\$28,893	-	-	(\$41,207)
Subtotal Discretionary - Appropriation	-	-	\$94,422	-	-	\$70,100	-	-	\$28,893	-	-	(\$41,207)

PPA Level II Description

Checkpoint Support funds major acquisitions that support activities related to the screening of passengers and their carry-on luggage at checkpoints in airports around the Nation. This Level II PPA is comprised of the following investments/activities:

Checkpoint Property Screening System (CPSS): This investment supports the procurement, deployment, and testing of CPSS systems, including Computed Tomography (CT) machines, for use at the airport checkpoint from FY 2020 into out-years for medium and full-size units. Procurements for these purposes in FY 2019 and prior were made under the Passenger Screening Program.

Security Technology Integrated Program (STIP): STIP is an Information Technology (IT) program with the goal to address the need for the automated exchange of information between Transportation Security Equipment (TSE), other STIP users, and TSA stakeholders.

Checkpoint Support – PPA Level II Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$94,422	\$70,100	\$28,893
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$8,238	\$1,300	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$102,660	\$71,400	\$28,893
Collections – Reimbursable Resources	-	-	-
Total Budget Resources	\$102,660	\$71,400	\$28,893
Obligations (Actual/Estimates/Projections)	\$101,360	\$71,400	\$28,893
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Checkpoint Support – PPA Level II
Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$94,422
FY 2020 Enacted	-	-	\$70,100
FY 2021 Base Budget	-	-	-
CPSS Procurement and Deployment	-	-	\$28,893
Total Investment Elements	-	-	\$28,893
FY 2021 Request	-	-	\$28,893
FY 2020 To FY 2021 Change	-	-	(\$41,207)

**Checkpoint Support – PPA Level II
Non Pay Budget Exhibits**

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$2,922	-	-	-
25.7 Operation and Maintenance of Equipment	-	\$8,000	-	(\$8,000)
31.0 Equipment	\$91,500	\$62,100	\$28,893	(\$33,207)
Total - Non Pay Object Classes	\$94,422	\$70,100	\$28,893	(\$41,207)

**Checkpoint Support – PPA Level II
Capital Investments Exhibits**

Capital Investments

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Checkpoint Property Screening System	N024-000005612	1	Procurement	Non-IT	Yes	\$91,500	\$70,100	\$28,893
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$2,922	-	-

Checkpoint Property Screening System – Investment

Capital Investments Exhibits

Procurement/Acquisition Programs

Checkpoint Property Screening System

Procurement, Construction, and Improvements Funding

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Checkpoint Property Screening System	N024-000005612	1	Procurement	Non-IT	Yes	\$91,500	\$70,100	\$28,893

Investment Description

The CPSS program supports checkpoint screening capability by addressing identified capability gaps in current property screening technologies' ability to reliably and efficiently detect new and evolving threats to civil aviation. CPSS works to upgrade the current use of Advanced Technology (AT) X-rays, the primary screening system for accessible property at checkpoints, with Computed Tomography (CT) Technology (the most impactful technology available as concluded by DHS Research and Development (R&D) efforts). As a proven technology that has been used in screening checked baggage for 15 years, CT will enhance carry-on screening for the current threat of interest and overall checkpoint security effectiveness. The CPSS Program will advance TSA beyond its existing capabilities by deploying an improved aviation security infrastructure for the screening of accessible property.

CT technology adds dimension (3D images) and density to objects within a carry-on item, providing Transportation Security Officers (TSOs) with a better ability to identify and detect threats. The AT/CT project is an improvement beyond the AT-2 (Tier II) detection standard as it provides 3D imaging capabilities and detection software to automatically identify threats. The CPSS program will incrementally increase threat detection capabilities, add automated conveyance, and enable networking capabilities that are not currently present in systems being procured under the AT/CT Project. This enhanced technology addresses TSA's need to provide detection of a broader range of homemade explosives, reduced false alarm rates, improve automated detection for explosive threats and prohibited items, enable remote image screening, increase detection at a reduced threat mass, and provide the ability for passengers to leave liquids and laptops in bags.

Justification

Current property screening technologies have become increasingly limited in terms of their ability to reliably and efficiently detect new and evolving threats to civil aviation. TSA currently uses AT X-rays as the primary screening system for accessible property at checkpoints. TSA has a need to

detect a broader range of homemade explosives and detect threats at a lower threat mass; reduce false alarm rates; automate detection for explosive threats and prohibited items; enable remote image screening; provide the ability for passengers to leave liquids and laptops in bags; and ensure automated conveyance of personal property.

The most impactful property screening technology available today is the CT system, as it can automate much of the threat detection function while enhancing security effectiveness. CT systems offer an enhanced imaging platform that can be upgraded to automatically detect a broader range of threats. CT is a proven screening technology that has been used for checked baggage since TSA was founded. The CPSS program will employ an incremental approach to rapidly deliver CPSS systems to checkpoints in order to increase efficiency, provide continuous control, and track divested property during the screening process. TSA's goal is to complete a one-to-one replacement of ATs with CPSS systems until Full Operational Capacity (FOC) is met.

The CT technology delivers significant capability advancements compared to today's 2D X-ray technology platforms as it provides a 3D view of the carry-on bag and enables the officers to rotate scanned carry-on bags 360 degrees. These features allow officers to virtually remove unwanted clutter, and greatly enhances their ability to visually inspect the contents of carry-on bags for explosives and prohibited items. In these ways, CT technology offers improved detection capability by more effectively detecting smaller and more artfully concealed threats, thereby increasing TSA's overall security effectiveness while enabling passengers to leave electronics and liquids in their carry-on bags.

Beginning in FY 2020, TSA is pursuing and sustaining four CPSS system configurations: AT/CT, CPSS Base, CPSS Mid-size and CPSS Full-size. CPSS system configuration types enable TSA to meet all airport throughput and lane size requirements. Each CPSS system configuration size provides enhanced capabilities above and beyond those provided by the system configuration size below them.

AT/CT systems are a CT scanner equipped with gravity rollers, ingress/egress conveyors, Primary Viewing Station (PVS), Alternate Viewing System (AVS), and the AT-2 Tier II threat detection algorithm (upgradeable). CPSS Base systems are a CT scanner equipped with gravity rollers, ingress/egress conveyors, Primary Viewing Station (PVS), Alternate Viewing System (AVS), 6.2 threat detection algorithm, and STIP Client Compatibility. CPSS Mid-size systems include all Base capabilities, plus an operator-initiated auto divert capability. CPSS Full-size systems include all Mid-size capabilities, plus an automated bin conveyance system with parallel divestiture and re-composure, automated bin return, and a high threat containment box. TSA will begin procurement of systems that meet the Accessible Property Screening System (APSS) Detection Standard 6.2 under the CPSS program once systems have completed the qualification process, which includes detection certification, suitability testing, and system evaluation.

For procurement costs, Base units are estimated to be \$380,000 per unit, Mid-size units are estimated to cost \$480,000 per unit and Full-size are estimated to cost \$713,000 per unit. All estimates assume the procurement costs of the scanner, equipment, first-year maintenance warranty with a four-year option, and vendor shipping/installation. For deployment, the estimated per unit costs are \$200,000 for each Base and Mid-size unit and \$250,000 for each Full-size unit. These deployment figures include costs for airport infrastructure work, which must occur prior to deployment, often during the year preceding deployment of the system. Total cost, including procurement and deployment, is \$580,000 for Base units, \$680,000 for Mid-size units and \$963,000 for Full-size units.

TSA is working with the five vendors in the Contract Information chart on the following pages to develop and test the standards in the new checkpoint CT machines. TSA will procure CPSS systems from selected vendors based on the results of testing and specifics of their proposal. Following completion of the CPSS Qualified Product List, TSA will procure and deploy as many CPSS units as possible based upon the available CPSS budget and specific configurations most needed.

The FY 2021 President’s Budget includes \$28.9M of PC&I funding to support the procurement of approximately 30 Full-size units. As stated above, Full-size units provide the most functionality and therefore, the most benefit to aviation security. Specifically, the automated bin conveyance system that comes with full-size machines is expected to support increased passenger throughput, automated bin return is expected to allow TSOs to better focus on security, and the high threat containment box will allow TSA to continue operating a lane, as TSOs await Law Enforcement to investigate a high threat item. These units will be deployed to passenger checkpoints at the top high-risk airports in the United States that receive Last Point of Departure (LPD) flights. TSA anticipates that deployments will be completed in FY 2022. The determination to provide \$28.9M is based on the following assumptions:

Estimated Cost per Full-Size Unit <i>(Dollars in Thousands)*</i>	
Procurement of the CT Scanner with Automated Conveyance System and equipment	\$650
Initial Original Equipment Manufacturer Maintenance Warranty	\$63
Deployment	\$250
Total	\$963

*Reflects estimated costs as of June 2019 for a Full-size system. Amounts are subject to change based on actual contract awards.

The \$28.9M of PC&I funding will continue TSA’s accelerated capital investment strategy to enhance the screening of carry-on baggage to meet current threats and overall checkpoint security effectiveness. With the FY 2021 funds (30 Full-size units), TSA will have procured a total of 521 CPSS systems nationwide, or approximately 23 percent of the Full Operational Capability (FOC) of 2,218 units.

FY 2019 Key Milestone Events

- Achieved AT/CT Acquisition Decision Event (ADE)-3 by Q1 FY 2019.
- Achieved CPSS ADE-2A and stood-up CPSS Program in Q4 of FY 2019.
- Procured 300 AT/CT units in Q4 of FY 2019.
- Complete site remediation for 169 AT/CT units for FY 2019 procurement.

FY 2020 Planned Key Milestone Events

- Complete site remediation for remaining 131 AT/CT units from FY 2019.
- Deploy approximately 300 AT/CT units that were procured in FY 2019.
- Achieve 6.2 Level 0 certification detection standard.
- Achieve CPSS Acquisition Decision Event ADE-2B for CPSS Base and CPSS Mid-size units.

FY 2021 Planned Key Milestone Events

- Complete qualification of all CPSS system configurations.
- Achieve CPSS ADE-3 for CPSS Full-size units.
- Procure approximately 190 CPSS Base or CPSS Mid-size units based on current unit prices that meet APSS detection standard 6.2 Level 0 (funded from recoveries and unobligated balances of mandatory funding in the Aviation Security Capital Fund).
- Procure approximately 30 CPSS Full-size units based on current unit prices that meet APSS detection standard 6.2 Level 0.
- Start site remediation for approximately 190 CPSS Base or CPSS Mid-size units.
- Start site remediation for approximately 30 CPSS Full-size units.

Overall Investment Funding

<i>(Dollars in thousands)</i>	Prior Years	FY 2019	FY 2020	FY 2021
Operations and Support	\$1,005,008	\$169,981	\$178,313	\$175,456
Procurement, Construction, and Improvements (Discretionary)	\$2,209,439	\$91,500	\$70,100	\$28,893
Research and Development	\$22,695	\$18,099	\$20,407	\$27,608
Legacy Appropriation	\$171,970			
Project Funding	\$3,409,112	\$279,580	\$268,820	\$231,957
Obligations	\$3,184,829	\$279,580		
Expenditures	\$1,005,008	\$156,506		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value <i>(Dollars in thousands)</i>
70T04018P9DAP2040	ScanTech Identification Beam Systems, LLC	FFP	05/2018	05/2018	11/2020	No	\$600
70T04018P9DAP2036	IDSS Holdings, Inc.	FFP	05/2018	05/2018	11/2020	No	\$600
70T04018P9DAP2039	Analogic Corporation	FFP	05/2018	05/2018	11/2020	No	\$600
70T04018P9DAP2041	L3 Communications Corp	FFP	05/2018	05/2018	11/2020	No	\$600
70T04019C9DAP2010	Smiths Detection, Inc.	FFP	03/2019	03/2019	06/2024	No	\$96,800

Significant Changes to Investment since Prior Year Enacted

In FY 2020, TSA will complete site prep for the remaining 131 AT/CT units from FY 2019. In FY 2021, TSA revised plan is to procure a combination of CPSS Base or CPSS Mid-size units and CPSS Full-size units to enable TSA to meet airport throughput and lane size requirements.

<i>(Dollars in Thousands)</i>	Mid-size unit (FY 2020)	Full-size unit (FY 2021)
Scanner	\$300	\$300
Ancillary and Peripheral Equipment	\$130	\$350
First-Year Maintenance Warranty	\$50	\$63
Subtotal - Procurement	\$480	\$713
Subtotal - Deployment (e.g. site surveys, infrastructure remediation, deployment/removal)	\$200	\$250
Total Costs per Unit	\$680	\$963

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2019			
Achieved ADE-2A			FY 2019 Q4	FY 2019 Q4
Procured a total of up to 300 AT/CT units			FY 2019 Q4	FY 2020 Q1
	FY 2020			
Achieve ADE-2B for CPSS Base and CPSS Mid-size units			FY 2020 Q4	FY 2020 Q4
Deployment approximately 300 AT/CT units			FY 2020 Q1	FY 2020 Q4
	FY 2021			
Achieve ADE-3 for CPSS Full-size units			FY2021 Q3	FY 2021 Q3
Procure approximately 190 CPSS Base or CPSS Mid-size units			FY2021 Q3	FY 2021 Q4
Procure approximately 30 CPSS Full-size CPSS units			FY2021 Q4	FY 2021 Q4

Security Technology Integrated Program (STIP) – Investment

Capital Investments Exhibits

Procurement/Acquisition Programs

Security Technology Integrated Program
Procurement, Construction, and Improvements Funding

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$2,922	-	-

Investment Description

The STIP investment focuses on improving the automated exchange of information between TSE, other STIP users, and TSA stakeholders. STIP provides a dynamic, adaptable communications infrastructure that enables centralized management and monitoring of the TSE fleet. For example, the EMD and the AIT STIP will be used to transfer passenger counts; alarm counts; equipment status and location information to the data repository. The TSE application software updates can also be transferred. It provides the ability to respond to the rapidly changing threat environment in a more agile manner, resulting in improvements in efficiency and effectiveness of screening operations and threat detection. The ability to capture passenger counts via STIP will allow for reallocation of TSO resources. Cost savings will be obtained by centralizing the deployment of software and equipment inventory. With a networked system, TSA has an enhanced ability to dynamically adapt technology to evolving threats. STIP enables TSE to address key capability gaps identified by TSA, namely security, configuration management, information sharing and enterprise management, resource management, and remote monitoring and maintenance. Additionally, STIP meets the information collection, retrieval, and dissemination requirements of the checked baggage and checkpoint programs, and enables improvements within operations and maintenance for TSE.

STIP funding represented in the Checkpoint Support Level II PPA represents the resources necessary to facilitate the installation of this infrastructure. This program is distinct and separate from the STIP funding shown in the Checked Baggage Level II PPA.

Justification

After achieving FOC in FY 2019, the STIP investment does not require additional PC&I funding in FY 2021. Sustainment funding for STIP is included in the Operations and Support (O&S) appropriation.

FY 2019 Key Milestone Events

- Developed and deployed software releases to ensure cybersecurity compliance.
- Expanded help desk support for approximately 505 additional CAT units.

FY 2020 Planned Key Milestone Events

- Deploy STIP end-to-end connectivity at IAD as proof of concept.

FY 2021 Planned Key Milestone Events

- N/A

Overall Investment Funding

<i>(Dollars in thousands)</i>	Prior Years	FY 2019	FY 2020	FY 2021
Operations and Support	\$83,346	\$5,432	\$9,850	\$12,281
Procurement, Construction, and Improvements	\$110,975	\$8,417	-	-
Research and Development	-	-	-	-
Legacy Appropriation	\$41,310			
Project Funding	\$235,631	\$13,849	-	-
Obligations	\$193,288	\$13,849		
Expenditures	\$172,804	\$13,632		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in thousands)
HSTS0415JCT2530	CSRA	FFP	08/2015	08/2015	02/2019	No	\$17,026
HSTS0414ACT8505	Deloitte Consulting	FFP	05/2014	05/2014	11/2019	No	\$234,000
70T04018A9GAP2501	Unisys	FFP	11/2017	11/2017	04/2020	No	\$250,000

Significant Changes to Investment since Prior Year Enacted

None. STIP achieved FOC in FY 2019 and, as with the FY 2020 President’s Budget, no additional PC&I funds are required for this investment. O&M funding for this program is provided in the O&S appropriation under the Screening Technology Maintenance PPA.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2019			
Remediate cybersecurity vulnerabilities			FY 2019 Q1	Ongoing
	FY 2020			
Deploy STIP end-to-end connectivity at IAD as proof of concept			FY 2020 Q2	FY 2020 Q4
	FY 2021			
N/A				

*Checked Baggage – PPA Level II***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Electronic Baggage Screening Program	-	-	\$69,872	-	-	\$40,000	-	-	\$4,492	-	-	(\$35,508)
Security Technology Integrated Program	-	-	\$5,495	-	-	-	-	-	-	-	-	-
Total	-	-	\$75,367	-	-	\$40,000	-	-	\$4,492	-	-	(\$35,508)
Subtotal Discretionary - Appropriation	-	-	\$75,367	-	-	\$40,000	-	-	\$4,492	-	-	(\$35,508)

PPA Level II Description

Checked baggage funds major acquisitions that support activities related to TSA's baggage screening functions in airports around the Nation. Checked Baggage is comprised of the following Investments/Activities:

Electronic Baggage Screening Program (EBSP): EBSP identifies, tests, procures, deploys, installs, sustains, and recapitalizes TSE across all Federalized airports to ensure 100 percent screening of checked baggage.

Security Technology Integrated Program (STIP): STIP is an IT program with the goal to address the need for the automated exchange of information between TSE, and other STIP users, and TSA stakeholders.

Checked Baggage – PPA Level II
Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$75,367	\$40,000	\$4,492
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$5,346	\$5,964	-
Rescissions to Current Year/Budget Year	-	(\$5,764)	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$80,713	\$40,200	\$4,492
Collections – Reimbursable Resources	-	-	-
Total Budget Resources	\$80,713	\$40,200	\$4,492
Obligations (Actual/Estimates/Projections)	\$74,749	\$40,200	\$4,492
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

**Checked Baggage – PPA Level II
Summary of Budget Changes**

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$75,367
FY 2020 Enacted	-	-	\$40,000
FY 2021 Base Budget	-	-	-
Electronic Baggage Screening Program (EBSP)	-	-	\$4,492
Total Investment Elements	-	-	\$4,492
FY 2021 Request	-	-	\$4,492
FY 2020 To FY 2021 Change	-	-	(\$35,508)

Checked Baggage – PPA Level II
Non Pay Budget Exhibits

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$71,383	\$40,000	\$3,532	(\$36,468)
25.3 Other Goods and Services from Federal Sources	\$3,693	-	-	-
26.0 Supplies and Materials	\$7	-	-	-
31.0 Equipment	\$284	-	\$960	\$960
Total - Non Pay Object Classes	\$75,367	\$40,000	\$4,492	(\$35,508)

**Checked Baggage – PPA Level II
Capital Investments Exhibits**

Capital Investments

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Electronic Baggage Screening Program	N024-000005611	1	Procurement	Non-IT	Yes	\$69,872	\$40,000	\$4,492
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$5,495	-	-

Electronic Baggage Screening Program (EBSP) – Investment**Capital Investments Exhibits****Procurement/Acquisition Programs****Electronic Baggage Screening Program****Procurement, Construction, and Improvements Funding**

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Electronic Baggage Screening Program	N024-000005611	1	Procurement	Non-IT	Yes	\$69,872	\$40,000	\$4,492

Investment Description

The EBSP identifies, tests, procures, deploys, installs, sustains, and recapitalizes TSE across all Federalized airports to ensure 100 percent screening of checked baggage. The EBSP supports screening to minimize the risk of personal injury or death, or damage or loss of property due to terrorist or criminal activity. It reduces costs and improves security screening effectiveness and efficiency through the enhancement of TSE and automation of processes to detect and prevent the introduction of explosives materials, weapons, and other dangerous articles into commercial aircraft. Key objectives are:

- Increasing threat detection capability;
- Improving checked baggage screening efficiency;
- Replacing obsolete EDS and ETD units; and
- Using competitive procurement contracts for new and viable technologies.

Funding for the EBSP includes appropriated discretionary funding, and \$250.0M in mandatory appropriations from the Aviation Security Capital Fund (ASCF) which is funded through the Aviation Passenger Security Fee.

Both the Implementing Recommendations of the 9/11 Commission Act and the FY 2017 Homeland Security Appropriations Act include language specifying that TSA is required to prioritize funding for explosives detection systems based on security effectiveness, airport's current reliance on other screening solutions, lobby congestion resulting in increased security concerns, high injury rates, airport readiness, and increased cost effectiveness.

Based on this direction, EBSP allocates funding using the following funding priorities:

1. *Critical Program Operations Management*: Managing the program, including staffing, training, and other critical costs required to execute the program.
2. *Equipment to Ensure 100 percent Screening Compliance*: Procurement and deployment of TSE (including EDS and ETD units) to maintain 100 percent screening compliance.
3. *Critical Operational Projects*: Urgent projects funded by EBSP to quickly remedy issues which inhibit 100 percent screening compliance.
4. *Fulfillment of Existing Obligations*: 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.
5. *Threat Detection/Program Milestone Capability Development*: 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.
6. *Recapitalization or Upgrade of Equipment Due for Useful Life Replacement*: The replacement or upgrade of TSE which have reached the 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.
7. *System-Level Capability and Operational Efficiencies*: Development and deployment of TSE system-level enhancements, process improvement efforts, and operational efficiencies. This only includes TSE-related efficiencies.
8. *Airport-Level Capability and Operational Efficiencies*: Installation of new in-line systems (Type 1 application) or Checked Baggage Inspection System (CBIS) improvements to meet Planning Guidelines and Design Standards (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 Baggage Handling System (BHS) components, consolidation of BHS and Checked Baggage Reconciliation Area (CBRA) matrices, and increases to CBIS size.
9. *Airport Project Reimbursements*: Reimbursement to airport operators who had a reasonable expectation of reimbursement for costs associated with the construction and deployment of in-line baggage screening systems (Type 1 application) incurred in the absence of a Letter of Intent (LOI) or Other Transactional Agreement (OTA) with TSA. Airport requests for reimbursement must be evaluated and validated in accordance to the current EBSP Reimbursement Review and Validation Plan.

Justification

To maintain and improve security effectiveness in baggage screening, the FY 2021 President's Budget includes \$254.5M (\$250.0M from the ASCF and \$4.5M in discretionary appropriations) for the EBSP investment. The funding will allow TSA to test, procure, and deploy checked baggage screening technologies and equipment with the latest threat detection capabilities to approximately 440 airports nationwide. In FY 2021, TSA plans to procure a total of 49 EDS, and plans to award a total of 19 OTAs to facilitate design and facility modification efforts.

Discretionary appropriations support critical program functions that execute planned program requirements. In FY 2021, specific activities include:

- *Development of Capability Enhancements such as advanced algorithms to detect new threats and improved threat discrimination to increase security effectiveness.*

- *Test and Evaluation functions such as logistics and information security support for the integrated CBIS at the TSA Systems Integration Facility.*
- *Support the effectiveness, efficiency and health and safety of Transportation Security Officers (TSOs) by deploying equipment to improve ergonomics and replacing broken equipment.*

The ASCF is used for acquisition and installation of checked baggage screening equipment and airport infrastructure modifications. Specific activities include:

- Qualification (developmental and operational testing) of transportation security equipment.
- Procurement, deployment, and installation of new and enhanced screening technologies and detection capabilities.
- Airport design and facility modification efforts to enable the deployment of new and enhanced screening capabilities.
- Engineering initiatives to enhance detection capabilities, as well as automate equipment, and better integrate screening technology into airports.
- Strengthening the cybersecurity posture of screening equipment.

FY 2019 Planned Key Milestone Events

- Upgraded of EDS networks to support Home-Made Explosives (HME) capability, improve availability, and mitigate technical obsolescence.
- Continued deployment of HME algorithms.
- Continued upgrade of EDS to enable detection of HME and mitigate technical obsolescence.
- Continued model Smith Detection 9000/9400 EDS Recapitalization for HME readiness.
- Continued design and development of new in-line screening capabilities.
- Reimbursed airports for \$40.0M for prior baggage system upgrades.

FY 2020 Planned Key Milestone Events

- Continue deployment of algorithms to detect HMEs.
- Continue development and deployment of advanced threat detection algorithms.
- Continue upgrade of EDS to enable detection of HME and mitigate technical obsolescence.
- Continue model Smith Detection 9000/9400 EDS recapitalization for HME readiness.
- Continue deployment of L3 Network Optinet Upgrade to enable HME capability and mitigate technical obsolescence.
- Continue upgrade of EDS networks to support HME capability, improve availability, and mitigate technical obsolescence.
- Continue development and testing of Common Image Format.
- Continue design and development of new in-line screening capabilities.
- Fund 5 New In-Line Facility Modifications.
- Airport reimbursement of \$40.0M for prior baggage system upgrades.

FY 2021 Planned Key Milestone Events

- Continue development and deployment of advanced threat/HME Algorithms.
- Complete upgrade of EDS to enable detection of HME and mitigate technical obsolescence.
- Continue SD 9000/9400 EDS Recapitalization for HME readiness.
- Complete upgrade of EDS networks to prevent screening operations downtime.
- Complete deployment of L3 Network Optinet Upgrade to enable HME capability and mitigate technical obsolescence.
- Continue development and testing of Common Image Format.
- Fund 11 new In-Line Facility Modifications.

Overall Investment Funding

<i>(Dollars in thousands)</i>	Prior Years	FY 2019	FY 2020*	FY 2021
Operations and Support	\$3,099,919	\$192,691	\$195,496	\$239,771
Procurement, Construction, and Improvements (Discretionary)	\$747,733	\$69,872	\$40,000	\$4,492
Procurement, Construction, and Improvements (Mandatory)	\$8,794,168	\$250,000	\$250,000	\$250,000
Research and Development	\$7,495	\$2,495	\$2,495	\$2,495
Legacy Appropriations	\$699,913			
Total Project Funding	\$13,349,228	\$515,058	\$485,496	\$494,263
Obligations	\$12,369,421	\$393,459		
Expenditures	\$9,422,564	\$47,071		

* EBSP FY 2020 discretionary funding in PC&I has moved to O&S in FY 2020. Currently showing as a non-recur with \$4.5M in FY 2021 staying in PC&I.

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value (Dollars in thousands)
70T04019C9CAP3000	TechFlow	Firm Fixed Price	11/2018	12/2018	05/2020	No	\$916,550
70T04018D9CAP1035	Smiths Detection Inc.	Firm Fixed Price / T&M	09/2018	10/2018	09/2023	No	\$500,000
HSTS04-15-DCT4057	Leidos	IDIQ, Variable Quantity	07/2015	07/2015	07/2020	No	\$450,000
HSTS04-15-D-CT4059	Raytheon Company	IDIQ, Variable Quantity	07/2015	07/2015	07/2020	No	\$450,000
HSTS0415DCT4056	Leidos	IDIQ, Variable Quantity	07/2015	07/2015	07/2020	No	\$450,000

Significant Changes to Investment since Prior Year Enacted

N/A

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2019			
Continue deployment to recapitalize ETD machines			FY 2019 Q1	FY 2019 Q4
Open new EDS Competitive Procurement 2 (EDS-CP2) Qualification window to enhance EDS capability			FY 2019 Q2	FY 2019 Q4
Attain Initial Operating Capability for homemade explosive detection			FY 2018 Q2	FY 2019 Q2
Continue replacing EDS units			FY 2019 Q1	FY 2019 Q4
Continue awarding Design and Facility Modification OTAs for EDS recapitalization efforts of 9000/9400 units			FY 2019 Q1	FY 2019 Q4
Continued the distribution of funding in accordance with the Reimbursement Funding Execution Plan to 14 airports			FY 2019 Q2	FY 2019 Q3
	FY 2020			
Continue recapitalization efforts of 9000/9400 units			FY 2020 Q1	FY 2020 Q4
Continue replacing EDS units			FY 2020 Q1	FY 2020 Q4
Continue deploying cybersecurity and network upgrades			FY 2020 Q1	FY 2020 Q4
Continue development of advanced threat and Full HME algorithms for up to three vendors			FY 2020 Q1	FY 2020 Q4
	FY 2021			
Continue recapitalization efforts of 9000/9400 and 5500 units			FY 2021 Q1	FY 2021 Q4
Continue replacing EDS units			FY 2021 Q1	FY 2021 Q4
Continue deploying cybersecurity and network upgrades and threat detection algorithms			FY 2021 Q1	FY 2021 Q4
Continue development of advanced threat and Full HME algorithms for up to three vendors			FY 2021 Q1	FY 2021 Q4

Security Technology Integrated Program (STIP) – Investment

Capital Investments Exhibits

Procurement/Acquisition Programs

Security Technology Integrated Program

Procurement, Construction, and Improvements Funding

Investment <i>(Dollars in Thousands)</i>	Unique Item Identifier	Acquisition Level	Procurement/ Construction	IT/Non-IT	MAOL	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Security Technology Integrated Program	024-000005624	2	Procurement	IT	No	\$5,495	-	-

Investment Description

The STIP investment focuses on improving the automated exchange of information between TSE, other STIP users, and TSA stakeholders. STIP provides a dynamic, adaptable communications infrastructure that enables centralized management and monitoring of the TSE fleet. It provides the ability to respond to the rapidly changing threat environment in a more agile manner, resulting in improvements in efficiency and effectiveness of screening operations and threat detection. With a networked system, TSA has an enhanced ability to dynamically adapt technology to evolving threats. STIP enables TSE to address key capability gaps identified by TSA, namely security, configuration management, information sharing and enterprise management, resource management, and remote monitoring and maintenance. Additionally, STIP meets the information collection, retrieval, and dissemination requirements of the checked baggage and checkpoint programs, and enables improvements within operations and maintenance for TSE.

STIP funding represented in the Check Baggage Level II PPA represents the resources necessary to facilitate the installation of this infrastructure. This program is distinct and separate from the STIP funding shown in the Checkpoint Support Level II PPA.

Justification

After achieving FOC in FY 2019, the STIP investment does not require additional PC&I funds in FY 2021. Sustainment funding for STIP is included in the O&S appropriation.

FY 2019 Key Milestone Events

- Developed and deployed software releases to ensure cybersecurity compliance.
- Expanded help desk support for approximately 505 additional CAT units.

FY 2020 Planned Key Milestone Events

- N/A

FY 2021 Planned Key Milestone Events

- N/A

Overall Investment Funding

<i>(Dollars in thousands)</i>	Prior Years	FY 2019	FY 2020	FY 2021
Operations and Support	\$77,653	\$5,693	\$5,432	\$9,850
Procurement, Construction, and Improvements	\$102,075	\$8,417		-
Research and Development	-	-	-	-
Legacy Appropriation	\$41,310			
Project Funding	\$221,038	\$14,110	\$5,432	\$9,850
Obligations	\$178,695	\$14,593		
Expenditures	\$159,511	\$14,432		

Contract Information (Current/Execution Year, Budget Year)

Contract Number	Contractor	Type	Award Date (mo/yr)	Start Date (mo/yr)	End Date (mo/yr)	EVM in Contract	Total Value <i>(Dollars in thousands)</i>
70T04018A9GAP2501	Unisys	FFP	11/2017	11/2017	04/2020	No	\$250,000
HSTS0414ACT8505	Deloitte Consulting	FFP	05/2014	05/2014	11/2019	No	\$234,000
HSTS0415JCT2530	CSRA	FFP	08/2015	08/2015	02/2019	No	\$17,026

Significant Changes to Investment since Prior Year Enacted

None. STIP achieved FOC in FY 2019 and, as with the FY 2020 President's Budget, no additional PC&I funds are required for this investment. O&M funding for this program is provided in the O&S appropriation under the Screening Technology Maintenance PPA.

Investment Schedule

Description	Design Work		Project Work	
	Initiated	Completed	Initiated	Completed
	FY 2019			
Remediate cybersecurity vulnerabilities			FY 2019 Q1	Ongoing
	FY 2020			
Deploy STIP end-to-end connectivity at IAD as proof of concept			FY 2020 Q2	FY 2020 Q4
	FY 2021			
N/A				

Aviation Security Capital Fund – PPA Level II

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Aviation Security Capital Fund (mandatory)	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-
Total	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-
Subtotal Mandatory - Appropriation	-	-	\$250,000	-	-	\$250,000	-	-	\$250,000	-	-	-

PPA Level II Description

The Aviation Screening Infrastructure PPA funds major acquisitions that support activities related to TSA’s passenger and baggage screening functions. This funding is executed as a part of the Electronic Baggage Screening Program, and is described within that Capital Investment Exhibit.

Aviation Security Capital Fund – PPA Level II
Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$250,000	\$250,000	\$250,000
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$265,570	\$190,964	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	(\$750)	-	-
Reprogrammings/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$514,820	\$440,964	\$250,000
Collections – Reimbursable Resources	-	-	-
Total Budget Resources	\$514,820	\$440,964	\$250,000
Obligations (Actual/Estimates/Projections)	\$323,856	\$440,964	\$250,000
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

**Aviation Security Capital Fund – PPA Level II
Summary of Budget Changes**

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$250,000
FY 2020 Enacted	-	-	\$250,000
FY 2021 Base Budget	-	-	-
Electronic Baggage Screening Program (ASCF/Mandatory)	-	-	\$250,000
Total Investment Elements	-	-	\$250,000
FY 2021 Request	-	-	\$250,000
FY 2020 To FY 2021 Change	-	-	-

Aviation Security Capital Fund – PPA Level II

Non Pay Budget Exhibits

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
25.1 Advisory and Assistance Services	\$193,600	\$143,800	\$141,200	(\$2,600)
31.0 Equipment	\$56,400	\$106,200	\$108,800	\$2,600
Total - Non Pay Object Classes	\$250,000	\$250,000	\$250,000	-

Department of Homeland Security
Transportation Security Administration
Research and Development



Fiscal Year 2021
Congressional Justification

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Research and Development

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted			FY 2020 Enacted			FY 2021 President's Budget			FY 2020 to FY 2021 Total Changes		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Research and Development	-	-	\$20,594	-	-	\$22,902	-	-	\$29,524	-	-	\$6,622
Total	-	-	\$20,594	-	-	\$22,902	-	-	\$29,524	-	-	\$6,622
Subtotal Discretionary - Appropriation	-	-	\$20,594	-	-	\$22,902	-	-	\$29,524	-	-	\$6,622

The Transportation Security Administration’s (TSA) Research and Development (R&D) appropriation funds necessary technology demonstration, prototype testing, and system development in support of passenger, baggage, and intermodal screening functions. R&D funds are used to support the following Technology Readiness Levels (TRLs):

Basic Research		Applied Research		Technology Development	Technology Demonstration	System Development
TRL-1	TRL-2	TRL-3	TRL-4	TRL-5	TRL-6	TRL-7
Basic Principles Observed/ Reported	Technology Concept/Application Formulated	Critical Function or Characteristic Proof of Concept	Validation in Lab Environment	Validation in Relevant Environment	System Prototypes in Relevant Environment	System Prototypes in Operational Environment

The FY 2021 President’s Budget includes funding within this appropriation for work to be performed by the Innovation Task Force (ITF) and for the Checkpoint Automation (CPAM) program, formerly known as the Open Threat Assessment Platform (OTAP) program. This funding enables TSA to engage in inter-agency agreements with established research organizations, such as the DHS S&T, the Department of Energy, the Naval Sea Systems Command, and other federally funded R&D centers. Much of TSA’s R&D work is performed through the ITF, which is a collaboration among TSA, manufacturers, and airports to demonstrate emerging technological, automated, ergonomic, environmental, or aesthetic improvements for checkpoint and checked baggage areas. The ITF provides TSA with an avenue to work with industry to develop and test more flexible, mature, and standardized “curb to gate” security solutions and techniques for transportation infrastructure.

Research and Development Budget Authority and Obligations

Budget Authority <i>(Dollars in Thousands)</i>	FY 2019	FY 2020	FY 2021
Enacted/Request	\$20,594	\$22,902	\$29,524
Carryover and/or Recoveries (Actual/Estimates/Projections)	\$3,229	\$1,291	-
Rescissions to Current Year/Budget Year	-	-	-
Net Sequestered Resources	-	-	-
Reprogrammings/Transfers	-	-	-
Supplementals	-	-	-
Total Budget Authority	\$23,823	\$24,193	\$29,524
Collections – Reimbursable Resources	-	-	-
Total Budget Resources	\$23,823	\$24,193	\$29,524
Obligations (Actual/Estimates/Projections)	\$22,532	\$24,193	\$29,524
Personnel: Positions and FTE			
Enacted/Request Positions	-	-	-
Enacted/Request FTE	-	-	-
Onboard and Actual FTE; Includes Collections - Reimbursable Resources			
Onboard (Actual/Estimates/Projections)	-	-	-
FTE (Actual/Estimates/Projections)	-	-	-

Research and Development Summary of Budget Changes

Budget Formulation Activity <i>(Dollars in Thousands)</i>	Positions	FTE	Amount
FY 2019 Enacted	-	-	\$20,594
FY 2020 Enacted	-	-	\$22,902
FY 2021 Base Budget	-	-	-
Checkpoint Automation (CPAM)	-	-	\$4,990
Emerging Alarm Resolution Technologies	-	-	\$3,000
On-Person Detection/NextGen AIT	-	-	\$5,000
Technology Demonstrations, Prototype Testing, and System Development	-	-	\$16,534
Total Research and Development Projects	-	-	\$29,524
FY 2021 Request	-	-	\$29,524
FY 2020 To FY 2021 Change	-	-	\$6,622

Research and Development Non Pay Budget Exhibits

Non Pay Summary

Organization <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Total Changes
Research and Development	\$20,594	\$22,902	\$29,524	\$6,622
Total	\$20,594	\$22,902	\$29,524	\$6,622
Discretionary - Appropriation	\$20,594	\$22,902	\$29,524	\$6,622

Non Pay by Object Class

Non-Pay Object Classes <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget	FY 2020 to FY 2021 Change
21.0 Travel and Transportation of Persons	\$3,500	\$3,580	\$3,580	-
23.3 Communications, Utilities, and Misc. Charges	\$1,500	\$1,535	\$1,535	-
24.0 Printing and Reproduction	\$250	\$260	\$260	-
25.5 Research and Development Contracts	\$12,844	\$14,967	\$21,589	\$6,622
26.0 Supplies and Materials	\$1,500	\$1,535	\$1,535	-
31.0 Equipment	\$1,000	\$1,025	\$1,025	-
Total - Non Pay Object Classes	\$20,594	\$22,902	\$29,524	\$6,622

**Research and Development Projects
Summary of Projects**

Research and Development Project <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Emerging Alarm Resolution Technologies	-	-	\$3,000
On-Person Detection/NextGen AIT	-	-	\$5,000
Innovation Task Force	\$15,604	\$17,912	\$16,534
Checkpoint Automation (CPAM)	\$4,990	\$4,990	\$4,990

Emerging Alarm Resolution Technologies Technology Readiness Level Exhibit

Research and Development Project <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Emerging Alarm Resolution Technologies	-	-	\$3,000

R&D Project Description

The Emerging Alarm Resolution Technologies program is a new initiative to conduct R&D activities to improve secondary resolution technologies. Current alarm resolution tools are limited in detection ability to screen across the full container types and rely heavily on manual processes by the Transportation Security Officer (TSO). Secondary screening countermeasures do not accurately resolve all alarms generated in primary screening, and certain threats may be incorrectly cleared because they are comprised of material that secondary countermeasures cannot detect.

- **Problem:** TSA's current property resolution technologies are relatively old and do not have the capability to read through non opaque bottles. Even with the current efforts to improve primary detection (x-ray for carry-on Computed Tomography (CT)/Checkpoint Property Screening System (CPSS) and Explosive Detection System (EDS) for checked baggage), overall security effectiveness improvements require secondary resolution technologies be improved.
- **Solution:** TSA will invest in the development and testing of emerging alarm resolution technologies to address a wider range of explosive threats, mitigate complex concealments, and enhance the overall screening baseline. TSA is making significant investments in next generation passenger and baggage screening technologies (e.g., checkpoint CT). However, without effective alarm resolution tools, the optimal detection capabilities cannot be actualized. Through this R&D project, TSA will release Targeted Broad Agency Announcements (T-BAA), seeking to develop next generation bottle liquid scanners, explosive trace detectors, colorimetric tools, and other relevant alarm resolution tools used to mitigate credible threats to aviation.
- **Justification:** The FY 2021 President's Budget provides \$3.0M to enable TSA to enhance and assess up to two candidate systems. This effort aligns to the TSA Capability Analysis Report (CAR)'s two materiel recommended courses of action (COAs):
 - COA #4: Replace Explosives Trace Detection Systems (ETD) with Improved Trace Threat Detection Technology (ITTDT).
 - COA #5: Replace ETD/Bottled Liquids Scanners (BLS) with Bulk Threat Detection Technology (BTDT).

The assessment will focus on detection capability to be conducted at the Transportation Security Laboratory (TSL) and will address gaps in threat alarm resolution beyond the current legacy equipment, with the intent of replacing legacy equipment to minimize long-term capital equipment costs. Successful candidate systems will then require future operational assessments to be conducted at the TSA Systems Integration Facility (TSIF).

- **Impact:** TSA will have the capability to refine and test mature systems for improved threat detection capabilities as a means of informing the program with potential recapitalization options for the existing ETD and BLS systems. Identifying alternative secondary alarm resolution equipment that works effectively in conjunction with the enhanced detection of the checkpoint CT/CPSS scanners would improve TSA's security effectiveness and operational efficiency through a comprehensive system-of-systems approach from primary screening such as checkpoint CT/CPSS and secondary screening such as ETD and BLS within TSA security ecosystem. If testing is successful, these systems could be procured in order to perform secondary screening alarm resolution at airports nationwide, as well as be used for primary screening of checked baggage at Category III and IV airports.

Type of Research

Developmental.

Technology Readiness Level

The program will be issuing a T-BAA to solicit proposals for alarm resolution capabilities. Emerging capabilities developed to maturity through the program will initially start at a TRL ranging from 5-7.

Transition Plan

The program will target the development, demonstration, and evaluation of Alarm Resolution (AR) capabilities for Accessible Property Screening (APS), On-Person Screening (OPS), and Checked-baggage (CB).

Under the planned T-BAA, accepted capabilities will be further developed to focus on three main areas:

- **Increase efficiencies of existing process**
 - e.g. Improved sampling collection method, collection material, treated collection material, temperature variation of disorder, Machine Learning, etc..
- **Improve detection performance**
 - i.e. based on current Detection Standard for ETD and BLS.
- **Improve security effectiveness through technology upgrades for replacement**
 - e.g. Machine Learning, Automated sampling, Auto-AR, New technologies (independent or coupled to existing primary screening devices, information sharing between devices to help target AR, etc.
- **Standardization of platform to facilitate Transportation Security Equipment (TSE) integration**
 - e.g. Digital Imaging and Communications in Security (DICOS), Interface procedures for data sharing and transfer, data rights, 3rd Party Software Developers etc.

The project(s) selected under this T-BAA will improve performance and integration of TSE’s across all three operational screening environments. The strategic approach for AR will facilitate the emergence of a broader market of opportunity for potential solution providers beyond current AR tools (i.e. ETD and BLS), in addition to modularizing TSA’s equipment for greater efficiency and security awareness.

Project Schedule

Research & Development Description	Planned Start Date	Planned Completion	TRL Level(s)
FY 2019			
N/A	N/A	N/A	N/A
FY 2020			
Mission Need Statement/Capability Development Plan/T-BAA Release and Review of Vendor Proposals	FY 2020 Q1	FY 2020 Q4	6
FY 2021			
T-BAA Award to two (2) alarm resolution providers	FY 2021 Q1	FY 2021 Q1	6
TSL Testing and Evaluation	FY 2021 Q4	FY 2022 Q4	6

On-Person Detection/NextGen AIT Technology Readiness Level Exhibit

Research and Development Project <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
On-Person Detection/NextGen AIT	-	-	\$5,000

R&D Project Description

The On-Person Detection/Next Gen Advanced Imaging Technology (AIT) program will develop and demonstrate modularized walk-through passenger systems to improve security effectiveness and operational efficiency in passenger screening, specifically On-Person Screening (OPS).

- Problem:** AIT systems are TSA's best primary OPS technology. However, many are approaching a decade in age and even newer, smaller ones occupy significant space in the checkpoint. Their limited throughput represents a significant potential bottleneck in light of increasing passenger volume and airport space constraints.
- Solution:** Funding will be used to release a T-BAA that would provide a contracting pathway to develop qualified walk-through passenger screening systems for potential future fleet-wide replacement of legacy units. T-BAA development would encompass the following priorities, which are subject to change based on performance and/or capability gap priorities: screening at speed, reduced divestiture, enhanced threat detection, standoff detection, dynamic switching, common graphical user interface (CGUI), common file format, remote screening, and secure transmission.
- Justification:** The FY 2021 President's Budget includes \$5.0M to begin an R&D effort for Next Generation AIT solutions. This funding will allow TSA to transition solutions from S&T, develop and issue BAAs, conduct demonstrations for proofs of concept, and mature requirements. TSA will coordinate with S&T to understand integration points between projects and to streamline funding to best benefit fielded capabilities. TSA will utilize the FY 2021 funding to conduct analyses of BAA responses received, perform in-depth review and testing of enhanced detection capabilities submitted, and potentially develop prototypes. The analysis from these activities will inform future procurement and deployment requests.

Specifically, TSA will issue T-BAAs and fund potential demos for screening at speed, reduced divestiture, and Tier 3 screening efforts. Demonstrations of proofs of concept for new technologies regarding screening at speed, reduced divestiture, and Tier 3 screening efforts will enable data collection for further OPS requirements development. TSA will also pilot solutions for risk-based screening protocols in service of progressing dynamic switching capabilities. In addition, TSA will use this funding to inform requirements development for standoff detection, CGUI, secure transmission, remote screening, dynamic switching, and training for the field.

- **Impact:** Deliver OPS capability that will meet or exceed new requirements in throughput, detection, display, and connectivity to allow TSA to detect emerging threats without increasing the frequency of physical searches.

Type of Research

Developmental.

Technology Readiness Level

The program will be issuing a T-BAA to solicit proposals for OPS capabilities. Emerging capabilities developed to maturity through the program will initially start at a TRL-5 through TRL-7.

Transition Plans

The program will target the development, demonstration, and evaluation of OPS capabilities for Travelers/Passengers (Pax), Non-Traveling Individuals (NTI), and Aviation Workers (AW).

Under the planned T-BAA, accepted capabilities will be further developed to focus on three main areas:

- **Improve Detection performance and throughput**
 - i.e. based on current Detection Standard and operational requirements.
- **Increase efficiencies of existing process**
 - e.g. Material Discrimination, Machine Learning, Synthetic Data Creation, etc.
- **Improve security effectiveness through technology upgrades for replacement**
 - e.g. Machine Learning, Paused Walk-through, Continuous Walk-Through, Screening of Footwear while screening the Pax, New Technologies/Countermeasure Systems, information sharing between devices to help target AR, etc.
- **Standardization of platform to facilitate TSE integration**
 - e.g. Common Graphical User Interface (CGUI), Common Workstation, Digital Imaging and Communications in Security (DICOS), Interface procedures for data sharing and transfer, data rights, 3rd Party Software Developers etc.

The project(s) selected under this T-BAA will serve as the first of many projects to improve performance and integration of TSE's across all three Aviation Security types. The strategic approach for OPS will facilitate the emergence of a broader market of opportunity for potential solution providers beyond TSA's current OPS tool(s) (i.e. AIT anomaly detection), in addition to modularizing equipment for greater efficiency and security awareness.

Project Schedule

Research & Development Description	Planned Start Date	Planned Completion	TRL Level(s)
FY 2019			
N/A	N/A	N/A	N/A
FY 2020			
N/A			
FY 2021			
Development of Capability	FY 2021 Q1	FY 2022 Q1	5
Demonstration of Capability	FY 2021 Q3	FY 2022 Q3	5
TSL Testing and Evaluation	FY 2021 Q4	FY 2022 Q4	6
Certify Systems for TSA acquisition	FY 2022 Q1	FY 2022 Q4	7

Innovation Task Force Technology Readiness Level Exhibit

Research and Development Project <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Innovation Task Force	\$15,604	\$17,912	\$16,534

R&D Project Description

This R&D funding enables TSA’s Innovation Task Force (ITF) to conduct technology demonstrations, prototype testing, and system development in support of passenger, baggage, and intermodal screening functions for TSA’s R&D appropriation. Work is performed by the ITF in collaboration with industry/manufacturers and airports in order to demonstrate new technologies, infrastructure, and configurations, which will improve aviation and transportation security processes throughout a traveler’s journey. The identified solutions are tested and demonstrated in an operational environment in order to evaluate their viability and to inform requirements for potential future procurement and deployment. The ITF provides TSA with an avenue to work with industry to develop and test more flexible, mature, and standardized “curb-to-gate” security solutions and techniques for transportation infrastructure. R&D work performed by the ITF is focused on aviation security, but the tools can be applied for surface transportation environments as well.

- **Problem:** Potential technological and process solutions must be tested and demonstrated in an operational environment to evaluate their viability for future procurement and deployments to evaluate their viability and inform requirements for potential transportation infrastructure upgrades.
- **Solution:** Through the ITF demonstration process, ITF provides solution vendors an opportunity to test and demonstrate in an operational environment to evaluate their solution’s viability and to inform requirements for potential future procurement and deployment. This demonstration process allows solutions to be installed in live operational environments in various U.S. airports – a system unable to be replicated in a lab without great cost – thereby providing manufacturers with a relevant demonstration environment and stream of shared or “commerce” data.
- **Justification:** FY 2021 funding of \$16.5M will support the following activities: ITF’s industry engagement activities; ongoing solution demonstration selection, planning, and close-out; and other strategic initiatives, such as the Innovation Checkpoint at Las Vegas McCarran International Airport (LAS). At LAS, ITF can run system pilots that test how emerging technologies could negatively or positively impact an operational checkpoint. This includes having multiple manufactures of the same technology running side-by-side (e.g., the on-going CT demonstrations), utilizing crowd movement analytics to gain continuous timing and flow data of the passengers with the recently installed crowd movement system, emerging identity management solutions (e.g., Credential Authentication Technology with Camera for biometric 1-to-1 identity verification), and training and procedure non-materiel solutions. ITF’s ongoing industry engagement garners increased interest from domestic and global industry partners and solution providers who would like to collaborate with TSA in demonstrating their technologies

in live-airport environments. Because TSA relies on industry to develop solutions, ITF's industry engagement is the critical node by which new and emerging solutions are introduced to TSA's ecosystem. ITF, as a leader in the innovation space, will continue to regularly host and participate in industry days and key industry events to share knowledge, connect with stakeholders, and promote opportunities to partner with TSA.

Additionally, in FY 2021, ITF will continue to use intentional industry engagement to garner interest in annual solicitation opportunities. Solicitation activities in FY 2021 may include a more traditional-BAA or targeted-BAA, as well as continuing to pursue more innovative intake methods, such as problem-statement-specific crowdsourcing, academic partnerships, and prize challenges.

ITF utilizes the TSCAP process and capability road maps to identify gaps which are then utilized to identify and prioritize technologies for demonstration. The results of these demonstrations are then incorporated into the capability roadmaps and requirements documents. Potential FY 2021 technologies to demonstrate include capabilities related to: Enhanced OPS, Identity Management biometric and alarm resolution solutions, Mass Spectrometry ETD for Property Screening and Alarm Resolution, Enhanced Passenger Communications, Detection at Range for On-Person Screening, Common Guide for Accessible Property, On-Person Shoe Analyzers, and Automated Threat Recognition (ATR) Systems for Accessible Property and Checked Baggage. These technologies also include those related to Customer Movement Analytics, which would support the maturity of the Real-Time Wait Time requirement as outlined in Section 1922 of the *2018 FAA Reauthorization Act*.

ITF's efforts provide significant cost savings thanks to public-private partnerships and leveraging the TSA bailment and capability acceptance process to fund demonstrations. ITF will also use FY 2021 funding to continue maturing the operations and strategy for the Advancing the Checkpoint Environment (ACE) initiative, bringing all of these systems together in a system-of-systems at the Innovation Checkpoint at Las Vegas-McCarran International Airport (LAS). This first-of-its-kind space offers TSA the opportunity to test multiple emergent solutions and processes concurrently, providing an environment that allows TSA to continuously evolve its overarching checkpoint operations, ensure cost-avoidance through the early recognition of needed systemic improvements, and drive agency decision making with data. The Innovation Checkpoint also allows TSA to demonstrate new capabilities and technologies with little to no effect on daily airport operations in a "plug-and-play" environment. This will set TSA up to successfully pursue a more integrated checkpoint, maturing the systems architecture, and moving to a system of systems.

- **Impact:** After a demonstration period, solutions are vetted by a formal steering committee to be transitioned to one of four potential outcomes: 'Not at This Time,' 'More Work Needed,' 'Procure,' or 'Acquire.' Solution demonstrations approved for 'Acquire' will be considered by TSA for potential acquisition and deployment, to be funded through either TSA's PC&I appropriation or its O&S appropriation depending on the per-end-item cost. The resulting improvements to transportation security equipment technologies will meet the integrated aviation security system architecture needs for the future of airport security screening, and will help to better address the emerging threat landscape.

Type of Research

Demonstration.

Technology Readiness Level

Emerging solutions demonstrated through the ITF are at TRL-6 or TRL-7. Level-6 means they are functioning models used for testing purposes in the relevant environment and have not moved into the production/acquisition phase, whereas Level-7 infers a product is more mature but may need some additional software or hardware development.

Transition Plans

The ITF is focused on taking a fresh look at the entire aviation security system while working with public and private partners. This partnership provides a platform for government, industry, and stakeholders to gather requirements for new approaches to transportation security and accelerate the development and deployment of new technologies and process improvements.

TSA supported the deployment of CT technology by conducting operational testing in various airports throughout the United States focusing on enhancing threat detection as well as increased throughput to gain effectiveness and efficiency. ITF demonstrations have informed eight requirements documents, four acquisition and/or procurement decisions, and multiple process improvements including projects around Blended Lanes and Enhanced Accessible Property Screening (EAPS).

Project Schedule

Research & Development Description	Planned Start Date	Planned Completion	TRL Level(s)
FY 2019			
Continued establishment of additional ITF facilities	FY 2019 Q1	FY 2019 Q2	6
Select solutions from third solicitation for demonstration (Cohort 3)	FY 2019 Q1	FY 2019 Q2	6
Complete demonstrations from Cohort 2	FY 2019 Q1	FY 2019 Q4	6
Issue fourth solution solicitation for demonstrations (Cohort 4)	FY 2019 Q2	FY 2019 Q4	6
Building of TSIF Checkpoint (Innovation Test Bed)	FY 2019 Q2	FY 2019 Q4	6
Continued development and soft go-live of LAS ACE	FY 2019 Q1	FY2019 Q4	6
Field test and deploy algorithm upgrades to demonstration CT systems	FY 2019 Q2	FY2019 Q4	7
ITF Industry Day	FY 2019 Q2	FY 2019 Q4	6
Publication of Checkpoint Requirements and Planning Guide	FY 2019 Q2	FY 2019 Q4	6
FY 2020			
Continue establishment of additional ITF facilities	FY 2020 Q1	FY 2020 Q2	6
Continue development and use of LAS ACE	FY 2020 Q1	FY 2020 Q4	6
Select solutions from fourth solicitation for demonstration (Cohort 4)	FY 2020 Q1	FY 2020 Q2	6
Select solutions from fourth solicitation for demonstration (Cohort 4)	FY 2020 Q1	FY 2020 Q2	6
Complete demonstrations from Cohort 3	FY 2020 Q1	FY 2020 Q4	6
Issue fifth solution solicitation for demonstrations (Cohort 5)	FY 2020 Q2	FY 2020 Q4	6
FY 2021			
Continue establishment of additional ITF facilities	FY 2021 Q1	FY 2021 Q3	6
Continue development and use of LAS ACE	FY 2021 Q1	FY 2021 Q4	6
Select solutions from fifth solicitation for demonstration (Cohort 5)	FY 2021 Q1	FY 2021 Q2	6
Complete demonstrations from Cohort 5	FY 2021 Q1	FY 2021 Q4	6
Issue sixth solution solicitation for demonstrations (Cohort 6)	FY 2021 Q3	FY 2021 Q4	6

Checkpoint Automation (CPAM) Technology Readiness Level Exhibit

Research and Development Project <i>(Dollars in Thousands)</i>	FY 2019 Enacted	FY 2020 Enacted	FY 2021 President's Budget
Checkpoint Automation (CPAM)	\$4,990	\$4,990	\$4,990

R&D Project Description

The Checkpoint Automation (CPAM) program, formerly known as Open Threat Assessment Platform (OTAP), seeks to define and develop an integrated countermeasures architecture, and automate screening functions with modular systems. This will improve TSA's security effectiveness and efficiency, creating an ability to serve increasing passenger flows while rapidly responding to emerging threats.

- **Problem:** TSA's current systems are highly complex and proprietary with little data, image, or interface standardization. This forces TSA to rely solely on the equipment manufacturers and existing contracting mechanisms for software, algorithm, component, or operational upgrades. This limitation prevents TSA from engaging with new and innovative partners to solve problems and can slow response to the emerging needs.
- **Solution:** FY 2021 funding will support the CPAM open architecture approach, which will decouple the hardware and software development lifecycles in order to promote increased innovation of threat detection capabilities. This will allow TSA to respond in a more proactive, dynamic manner and it closes the gap between TSA and adversary's innovation cycles. The program will enable standard interfaces to be established, meaning different vendors' equipment will be able to communicate with each other, such as passing scan data from one vendor's x-ray to another vendor's threat-detection algorithm, which is the current focus. These accessible components will allow transportation security vendors to provide innovative solutions, such as sensors or algorithms, for all TSE, regardless of the original equipment manufacturer (OEM). Approved vendors will have access to threat article and bag X-ray scan databases and the opportunity to develop and apply prototype algorithms to TSA's open hardware platform and ultimately, OEM vendors.
- **Justification:** The FY 2021 President's Budget includes approximately \$5.0M to fund two software and hardware incremental developments listed as follows:
 - The first increment will be for the development of third party Automated Target Recognition (ATRs) that detect prohibited items, and the continued integration of the CPAM system and the Common Workstation. The new (ATR) software is designed to enhance privacy by eliminating passenger-specific images while improving throughput capabilities and streamlining the checkpoint screening process.

- The second increment will be to expand the capability of the open architecture and develop integration of the CPAM system with other checkpoint TSE systems/units. The hardware upgrade will continue to enhance security screening passengers for metallic and non-metallic threats – including weapons, explosives and other objects concealed under layers of clothing similar to TSA’s current AIT units.
- **Impact:** The program will allow TSA to replace or add modules without affecting the rest of the system. The CPAM large database of sensor data will be used by private-sector algorithm developers to improve TSA’s detection algorithms. Such a capability has the potential to re-shape TSA’s mode of operation, and provide improvements in security effectiveness, operational efficiency, passenger experience, cost, and industry vitality.

Type of Research

Demonstration

Technology Readiness Level

Emerging solutions are at TRL-6 or higher. Level-6 means they are functioning models used for testing purposes in the relevant environment and have not moved into the production/acquisition phase.

Transition Plans

The program aims to develop and demonstrate an open architecture baggage screening mature prototype in partnership with a few select TSE manufacturers. The project enables modularization of TSE at aviation security checkpoints and enables a broad market of third-party vendors to develop and implement threat detection algorithms compatible with field deployable TSE.

Project Schedule

Research & Development Description	Planned Start Date	Planned Completion	TRL Level(s)
FY 2019			
Develop Passenger Based Object Database (PBOD)	FY 2019 Q1	Ongoing	6
Develop a Certifiable 3rd Party ATR	FY 2019 Q1	FY 2019 Q2	6
Install Open Platform Software Library (OPSL) on an X-Ray System	FY 2019 Q3	FY 2019 Q3	6
Demonstrate OPSL code Corrected Sensor Data Interface (CSDI) on AIT System	FY 2019 Q3	FY 2019 Q4	6
Demonstrate OPSL code on a CT system	FY 2019 Q3	FY 2019 Q4	6
Develop System Simulator	FY 2019 Q3	FY 2019 Q4	6
FY 2020			
Re-engage Sandia National Labs through Kickoff Sessions	FY 2020 Q4	FY 2020 Q4	6
Conduct CPAM Increment 1A assessment testing at Integrated Defense Security Solutions (IDSS)	FY 2020 Q4	FY 2020 Q4	6
FY 2021			
Conduct CPAM Increment 1B assessment testing at IDSS	FY 2021 Q1	FY 2021 Q1	6
Conduct CPAM Increment 1C assessment testing at the TSIF	FY 2021 Q1	FY 2021 Q1	6
Conduct Increment 2A testing of CPAM with IDSS Automatic Threat Recognition(ATR), and the Common Workstation at IDSS	FY 2021 Q2	FY 2021 Q2	6
Conduct Increment 2B testing of CPAM with IDSS ATR, and the Common Workstation at the TSIF	FY 2021 Q3	FY 2021 Q3	6
Conduct Increment 2C testing of CPAM with IDSS ATR, and the Common Workstation at Airport	FY 2021 Q4	FY 2021 Q4	6