



Unclaimed Money at Airports in Fiscal Year 2018

March 19, 2019

Fiscal Year 2019 Report to Congress



**Homeland
Security**

Transportation Security Administration

Message from the Administrator

March 19, 2019

I am pleased to present the following report, “Unclaimed Money at Airports in Fiscal Year 2018,” which has been prepared by the Transportation Security Administration (TSA).

In response to a requirement accompanying the Fiscal Year (FY) 2005 Department of Homeland Security (DHS) Appropriations Act (P.L. 108-334), this report provides the total amount of unclaimed money recovered from each airport during FY 2018 and how unclaimed money is being used for civil aviation security.

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



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

The Honorable Chuck Fleischmann
Ranking Member, House Appropriations Subcommittee on Homeland Security

The Honorable Shelley Moore Capito
Chairman, Senate Appropriations Subcommittee on Homeland Security

The Honorable Jon Tester
Ranking Member, Senate Appropriations Subcommittee on Homeland Security

The Honorable Peter DeFazio
Chairman, House Committee on Transportation and Infrastructure

The Honorable Sam Graves
Ranking Member, House Committee on Transportation and Infrastructure

The Honorable Bennie G. Thompson
Chairman, House Committee on Homeland Security

The Honorable Mike Rogers
Ranking Member, House Committee on Homeland Security

The Honorable Roger F. Wicker
Chairman, Senate Committee on Commerce, Science, and Transportation

The Honorable Maria Cantwell
Ranking Member, Senate Committee on Commerce, Science, and Transportation

Inquiries related to this report may be directed to me at (571) 227-2801.

Sincerely yours,

A handwritten signature in black ink that reads "David P. Pecoske". The signature is written in a cursive style with a large initial 'D' and a long, sweeping underline.

David P. Pecoske
Administrator

Executive Summary

The FY 2005 DHS Appropriations Act (P.L. 108-334) requires TSA's Administrator to transmit an annual report on the collection of unclaimed money at airports and the expenditure of those funds. Congress directed TSA to provide an accounting of the amount of unclaimed money recovered in total and at each individual airport. TSA also was directed to describe how that money is being used to provide civil aviation security. This report provides the total amount of unclaimed money recovered from each airport during FY 2018, and describes how unclaimed money is being used for civil aviation security.



Unclaimed Money at Airports in Fiscal Year 2018

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I. Legislative Language

This document constitutes the Transportation Security Administration's (TSA) annual report on the collection of unclaimed money at airports during Fiscal Year (FY) 2018, and the expenditure of those funds as required by the FY 2005 Department of Homeland Security Appropriations Act (P.L. 108-334).

Specifically, Section 515(b) of P.L. 108-334 states:

(b) ANNUAL REPORT – Not later than 180 days after the date of enactment of this Act and annually thereafter, the Administrator of the Transportation Security Administration shall transmit to the Committee on Transportation and Infrastructure of the House of Representatives; the Committee on Appropriations of the House of Representatives; the Committee on Commerce, Science and Transportation of the Senate; and the Committee on Appropriations of the Senate, a report that contains a detailed description of the amount of unclaimed money recovered in total and at each individual airport, and specifically how the unclaimed money is being used to provide civil aviation security.

II. Background

Unclaimed money is money that passengers inadvertently leave behind at airport screening checkpoints. In most cases, this consists of coins that passengers remove from their pockets while undergoing security screening. TSA always seeks to make sure that all traveler property, including loose change, finds its way back to the proper owner. However, when loose change does not, it will be directed to critical aviation security programs.

Section 44945 of title 49, United States Code, grants TSA statutory budget authority to expend unclaimed money:

§ 44945 Disposition of Unclaimed Money.—Notwithstanding section 3302 of title 31, unclaimed money recovered at any airport security checkpoint shall be retained by the Transportation Security Administration and shall remain available until expended for the purpose of providing civil aviation security as required in this chapter.

During FY 2018, TSA collected \$960,105.49 in unclaimed money. Receipts of unclaimed money are deposited into a Special Fund account so that the resources can be tracked easily and subsequently expended.

III. Unclaimed Money Collections and Expenditures

A. Section 3.1 – Unclaimed Money Collections

The following table lists the total amount of unclaimed money collected during FY 2018, by airport. A **hub** is a central airport that flights are routed through, and **spokes** are the routes that planes take out of the hub airport. Spoke airports deposit unclaimed money collected at their checkpoints to the respective hub airports. The hub airports then deposit a combined total of collections and send the receipt of deposits to TSA headquarters. The amounts below reflect collected U.S. currency. However, because of economies of scale regarding costs of conversion into U.S. currency, all foreign currency is combined before it is exchanged into U.S. dollars. During the FY 2018 reporting period, all deposits totaled \$960,105.49, which includes \$85,930.04 in foreign currency.

Airport Code	Hub Airport	Amount
ABQ	Albuquerque Int'l Sunport Airport	\$ 2,197.76
ALB	Albany Int'l Airport	\$ 6,330.06
ANC	Ted Stevens Anchorage Int'l Airport	\$ 3,853.55
ATL	Hartsfield Atlanta Int'l Airport	\$ 13,356.95
AUS	Austin-Bergstrom Int'l Airport	\$ 9,737.62
BDL	Hartford - Bradley Int'l Airport	\$ 2,907.74
BHM	Birmingham Int'l Airport	\$ 1,677.43
BIL	Billings Logan Int'l Airport	\$ 1,217.83
BIS	Bismarck Airport	\$ 851.73
BNA	Nashville Int'l Airport	\$ 11,028.12
BOI	Boise Air Terminal/Gowen Field	\$ 1,273.42
BOS	Logan Int'l Airport	\$ 23,694.63
BTV	Burlington Int'l Airport	\$ 542.49
BUR	Burbank-Glendale-Pasadena Airport	\$ 2,701.86
BWI	Baltimore-Washington Int'l Airport	\$ 14,771.16
CHS	Charleston Int'l Airport/AFB	\$ 5,863.14
CLT	Charlotte Douglas Int'l Airport	\$ 3,450.39
CMH	Port Columbus Int'l Airport	\$ 10,600.31
CPR	Natrona County Int'l Airport	\$ 204.89
CRW	Yeager Airport	\$ 394.96
CVG	Cincinnati/Northern Kentucky Int'l Airport	\$ 6,687.37
DAL	Dallas Love Field	\$ 2,900.56
DCA	Reagan Washington National Airport	\$ 14,584.08

Airport Code	Hub Airport	Amount
DEN	Denver Int'l Airport	\$ 19,706.00
DFW	Dallas/Fort Worth Int'l Airport	\$ 36,707.99
DSM	Des Moines Int'l Airport	\$ 2,041.00
DTW	Detroit Metro Wayne County Airport	\$ 12,579.47
ELP	El Paso Int'l Airport	\$ 1,012.09
EWR	Newark Int'l Airport	\$ 41,026.07
FLL	Fort Lauderdale-Hollywood Int'l Airport	\$ 16,579.40
FSD	Sioux Falls Airport	\$ 410.44
GRR	Gerald Ford Airport	\$ 1,521.93
HNL	Honolulu Int'l Airport	\$ 12,552.80
HOU	Houston - Hobby Airport	\$ 3,366.86
IAD	Washington Dulles Int'l Airport	\$ 31,090.38
IAH	George Bush Intercontinental Airport	\$ 21,556.64
ICT	Wichita Mid-Continent Airport	\$ 477.41
IND	Indianapolis Int'l Airport	\$ 5,554.46
JAN	Jackson Evers Int'l Airport	\$ 497.76
JAX	Jacksonville Int'l Airport	\$ 5,170.51
JFK	John F. Kennedy Int'l Airport	\$ 72,392.74
LAS	McCarran Int'l Airport	\$ 33,038.23
LAX	Los Angeles Int'l Airport	\$ 71,748.83
LGA	LaGuardia Airport	\$ 17,906.63
LIT	Bill and Hillary Clinton Airport	\$ 1,651.59
MCO	Orlando Int'l Airport	\$ 32,687.10
MHT	Manchester Boston Regional Airport	\$ 575.31
MIA	Miami Int'l Airport	\$ 50,504.49
MKE	General Mitchell Int'l Airport	\$ 3,813.65
MLI	Moline - Quad City Int'l Airport	\$ 737.06
MSP	Minneapolis-St. Paul Int'l Airport	\$ 14,299.00
MSY	New Orleans Int'l Airport	\$ 7,261.65
OAK	Metropolitan Oakland Int'l Airport	\$ 5,292.71
OKC	Will Rogers World Airport	\$ 4,357.10
OMA	Omaha - Eppley Airfield	\$ 3,415.10
ORD	O'Hare Int'l Airport	\$ 49,597.23
PBI	Palm Beach Int'l Airport	\$ 2,728.25
PDX	Portland Int'l Airport	\$ 8,140.30
PHL	Philadelphia Int'l Airport	\$ 8,171.51

Airport Code	Hub Airport	Amount
PHX	Phoenix Sky Harbor Int'l Airport	\$ 11,340.91
PIT	Pittsburgh Int'l Airport	\$ 6,899.57
PVD	T. F. Green State Airport	\$ 1,147.20
RDU	Raleigh-Durham Int'l Airport	\$ 4,914.11
RIC	Richmond Int'l Airport	\$ 4,280.34
RSW	Southwest Florida Int'l Airport	\$ 4,550.50
SAN	San Diego Int'l Airport, Lindbergh	\$ 5,484.21
SAT	San Antonio Int'l Airport	\$ 4,613.60
SAV	Savannah Int'l Airport	\$ 1,261.54
SEA	Seattle-Tacoma Int'l Airport	\$ 12,678.94
SFO	San Francisco Int'l Airport	\$ 33,264.80
SJC	San Jose Int'l Airport	\$ 10,411.57
SJU	Luis Munoz Marin Int'l Airport	\$ 627.84
SLC	Salt Lake City Int'l Airport	\$ 5,526.95
SMF	Sacramento Int'l Airport	\$ 5,453.07
STL	Lambert St Louis Int'l Airport	\$ 7,938.40
TPA	Tampa Int'l Airport	\$ 12,784.16
Total	Subtotal - U.S. Currency	\$ 874,175.45
	Subtotal - Foreign Currency	\$ 85,930.04
	Grand Total	\$ 960,105.49

B. Section 3.2 – Unclaimed Money Expenditures

In FY 2018, TSA collected \$960,105.49. TSA uses these funds to provide civil aviation security in accordance with P.L. 108-334. In previous years, funds have been used to pay for checkpoint maintenance, translation of checkpoint signage into different foreign languages, PreCheck (creation of ineligible list for delivery to Secure Flight, vetting, and expansion costs), and Adjudication Center system enhancements. As of March 15, 2019, TSA has not expended any of the funds collected in FY 2018. With the recent passage of the FY 2019 appropriations, TSA currently is assessing suitable uses of these resources.

IV. Conclusion

TSA will continue to inform Congress on the use of unclaimed money to improve civil aviation security. TSA is committed to protecting the Nation's transportation systems to ensure the freedom of movement for people and commerce, with minimal inconvenience to its customers. TSA always seeks to make sure that all traveler property, including loose change, finds its way back to the proper owner. However, when loose change does not, it will be directed to critical aviation security programs.