



Electronic Baggage Screening Program

Program Specific Recovery Act Plan
May 15, 2009



Homeland
Security

Transportation Security Administration

Foreword/Message from the Acting Assistant Administrator

May 15, 2009

I am pleased to present the following report, “Electronic Baggage Screening Program Recovery Act Plan,” which has been prepared by the Transportation Security Administration (TSA). The report has been developed in response to the requirements set forth in the American Recovery and Reinvestment Act (“ARRA,” P.L. 111-5), as well as requirements set forth in the Office of Management and Budget Memorandum M-09-15, Updated Implementing Guidance for the American Recovery and Reinvestment Act of 2009.

The Electronic Baggage Screening Program Recovery Act Plan provides a summary of projects and activities planned to achieve the purposes specified for “Aviation Security” in the American Recovery and Reinvestment Act.

If I may be of further assistance, please do not hesitate to contact my office at OSTcommunications@dhs.gov.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'R. Kane', written in a cursive style.

Robin Kane
Acting Assistant Administrator
Office of Process and Technology

Executive Summary

The Transportation Security Administration (TSA) Electronic Baggage Screening Program (EBSP) Recovery Act Plan provides a summary of the specific projects and activities planned under the American Recovery and Reinvestment Act (ARRA). It fulfills the reporting requirement specified in Section 2.8 of the Office of Management and Budget (OMB) memorandum dated April 3, 2009 (Updated Implementing Guidance for the American Recovery and Reinvestment Act of 2009, M-09-15).

TSA's Electronic Baggage Screening Program supports the Department of Homeland Security's goals of protecting our Nation from dangerous goods and protecting our Nation's critical transportation infrastructure by strengthening screening of checked baggage to reduce the probability of a successful terrorist or other criminal attack to the air transportation system. EBSP's objective is to deter, detect, mitigate, and prevent transportation of explosives or other prohibited items in checked baggage on commercial aircraft. Since December 31, 2003, EBSP has been responsible for ensuring 100% screening of checked baggage in the United States using Explosive Detection System (EDS) equipment and Explosives Trace Detector (ETD) devices as the primary screening technologies.

EBSP was allocated \$700 million of the \$1 billion in ARRA funding appropriated to Aviation Security. The funds will be obligated between Q3 FY09 and Q4 FY10 and will directly benefit the traveling public, air carriers, airport authorities, and our Nation as a whole, by strengthening our critical transportation infrastructure and ensuring freedom of movement for people and commerce. This investment will enable TSA to accelerate, by more than two years, the implementation of optimal screening solutions at checked baggage screening areas in airports throughout the Nation. It will enhance TSA's current threat detection capabilities, increase the efficiency of the checked baggage screening process, and contribute to the long-term development of a flexible security infrastructure "platform" capable of accommodating future growth in airline traffic over the next 20 years.

Specifically, EBSP will allocate nearly \$600 million to airport facility modification projects for the construction of Checked Baggage Inspection Systems (CBIS) consisting of a high-speed baggage handling system (BHS) and in-line EDS equipment at 16 of our Nation's airports.

EBSP will allocate over \$60 million for the purchase and installation of Reduced Size EDS equipment at approximately 32 medium to small airports without current EDS capability and for recapitalization efforts at approximately 18 airports with EDS equipment at the end of its life cycle.

Finally, EBSP will allocate ARRA funding to additional operational activities required to support the successful the program including: systems integration support, testing and evaluation, engineering changes, and program management.

EBSP's critical milestones include project awards for the 16 selected facility modification projects. TSA is working aggressively with airport authorities to complete negotiations. Because each project is unique and negotiations have not yet been completed, specific project plans and

schedules are not yet available. As shown in the table below, the majority of airport facility modification project awards will be completed by Q4 FY09.

Table 1: EBSP Key Milestones

Key Milestones	Planned Award Date
First 5 Airport Facility Modification Project Awards	Q3 FY09
Next 7 Airport Facility Modification Project Awards	Q4 FY09
Final 4 Airport Facility Modification Project Awards	Q2 FY10

Consistent with the performance, transparency, and accountability tenets of the ARRA, EBSP has identified performance measures, reporting procedures, and accountability measures to help ensure ARRA funding is managed appropriately.

Finally, EBSP is preparing mitigation strategies for several potential barriers to effective implementation of this plan.



Electronic Baggage Screening Program Recovery Act Plan

Table of Contents

I.	Legislative Requirement	1
II.	Funding	1
III.	Objectives	2
IV.	Activities	3
V.	Characteristics	8
VI.	Delivery Schedule	10
VII.	Environmental Review Compliance and Federal Infrastructure Investments	11
VIII.	Measures	15
IX.	Monitoring/Evaluation	16
X.	Transparency	18
XI.	Accountability	19
XII.	Barriers to Effective Implementation	19
XIII.	Appendices	20

I. Legislative Requirement

This document has been prepared by the Transportation Security Administration and responds to the requirements set forth in the American Recovery and Reinvestment Act (“ARRA,” P.L. 111-5), which includes the following among other provisions:

For an additional amount for “Aviation Security”, \$1,000,000,000 for procurement and installation of checked baggage explosives detection systems and checkpoint explosives detection equipment: Provided, That the Assistant Secretary of Homeland Security (Transportation Security Administration) shall prioritize the award of these funds to accelerate the installations at locations with completed design plans: Provided further, That no later than 45 days after the date of enactment of this Act, the Secretary of Homeland Security shall submit to the Committees on Appropriations of the Senate and the House of Representatives a plan for the expenditure of these funds.

and,

Sec. 1603. All funds appropriated in this Act shall remain available for obligation until September 30, 2010, unless expressly provided otherwise in this Act.

This document also responds to the requirements set forth in the Office of Management and Budget Memorandum M-09-15, *Updated Implementing Guidance for the American Recovery and Reinvestment Act of 2009*, which includes the following among other provisions:

Agencies will also submit separate plans for each program funded by the ARRA. Draft Agency Program plans will be due to OMB no later than May 1st, and must be finalized no later than May 15th. Agencies should work with their OMB representative to set an appropriate submission date and review process.

II. Funding

On February 17, 2009, the American Recovery and Reinvestment Act (ARRA) of 2009 (Public Law 111-5) was enacted to assist those most impacted by the recession by creating and preserving jobs and promoting economic recovery. The funding was specified for multiple areas of national interest. The Transportation Security Administration (TSA) received \$1 billion to invest in the procurement and installation of checked baggage explosives detection systems and checkpoint explosives detection equipment to be obligated by September 30, 2010. Of the available funds, TSA has allocated \$700 million to the Electronic Baggage Screening Program (EBSP) for facility modifications and the construction of airport baggage handling systems to support optimized checked baggage screening solutions.

Treasury Account Funding Symbol: 70 0556 09/10

Program Name: DHS Aviation Security (Electronic Baggage Screening Program)

Amount Appropriated: \$1B (\$700M for Electronic Baggage Screening Program)

III. Objectives

Program Purpose

The Electronic Baggage Screening Program (EBSP) supports the Department of Homeland Security's (DHS) goals of protecting our Nation from dangerous goods and protecting our Nation's critical transportation infrastructure by strengthen screening of checked baggage to reduce the probability of a successful terrorist or other criminal attack to the air transportation system. EBSP was originally initiated by the White House Commission on Aviation Safety and Security at the Federal Aviation Administration (FAA) in 1997. In response to the events of September 11, 2001, a Congressional mandate transferred EBSP to the Department of Homeland Security (DHS). Furthermore, public laws were enacted to accelerate and dramatically increase the scope of EBSP. The Aviation and Transportation Security Act (Public Law 107-71) required that all checked baggage must be screened at all the Nation's airports with an explosive detection system or a suitable alternative as soon as possible, but not later than December 31, 2002. The Homeland Security Act of 2002 (Public Law 107-296) granted DHS a waiver until December 31, 2003.

EBSP has met that requirement and continues to be responsible for ensuring 100% screening of checked baggage in the United States. EBSP is currently responsible for the testing, procurement, deployment, integration, and full life cycle support for approximately 7,700 pieces of security technology equipment at approximately 450 of the Nation's airports. Their objective is to deter, detect, mitigate, and prevent transportation of explosives or other prohibited items in checked baggage on commercial aircraft. The primary technologies used by EBSP today are Explosive Detection System (EDS) equipment and Explosives Trace Detector (ETD) devices.

Approximately \$600 million in ARRA funding will be allocated to facility modification projects to deploy optimal solutions by constructing Checked Baggage Inspection Systems (CBIS), consisting of a high-speed baggage handling system (BHS) and in-line EDS equipment at 16 of our Nation's airports. Over \$20 million will be allocated to the purchase and installation of new Reduced Size Explosive Detection Systems (RSEDS) for airports without current EDS capabilities while approximately \$40 million will be used to replace existing EDS equipment with RSEDS at airports where existing equipment has reached the end of its useful life cycle. Finally, \$40 million of the ARRA funds will be allocated for programmatic operations and maintenance resources as well as technology support required to ensure effective execution of EBSP.

This significant investment in checked baggage screening will accelerate TSA's planned deployment schedule by more than two years and strengthen EBSP's ability to meet its objectives, which include:

- Maintaining 100% screening of passenger checked baggage;
- Improving efficiency and effectiveness by deploying next generation in-line EDS technology;
- Providing EDS capability to additional airports;
- Reallocating EDS and ETD technology to other areas or airports; and

- Standardizing the production, acquisition, and deployment of optimal baggage screening solutions.

Public Benefits

ARRA funding invested in EBSP will directly benefit the traveling public, air carriers, airport authorities, and our Nation as a whole, by strengthening our critical transportation infrastructure and ensuring freedom of movement for people and commerce. In the short term, the investment will enhance TSA's current threat detection capabilities and increase the efficiency of the screening process.

This investment will enable TSA to accelerate, by more than two years, the implementation of optimal screening solutions at checked baggage screening areas in airports throughout the Nation and will contribute to the long-term development of a flexible security infrastructure "platform" capable of accommodating future growth in airline traffic over the next 20 years.

IV. Activities

EBSP ARRA activities are focused on several initiatives to strengthen TSA's ability to deter, detect, mitigate, and prevent transportation of explosives or other prohibited items in checked baggage on commercial aircraft including:

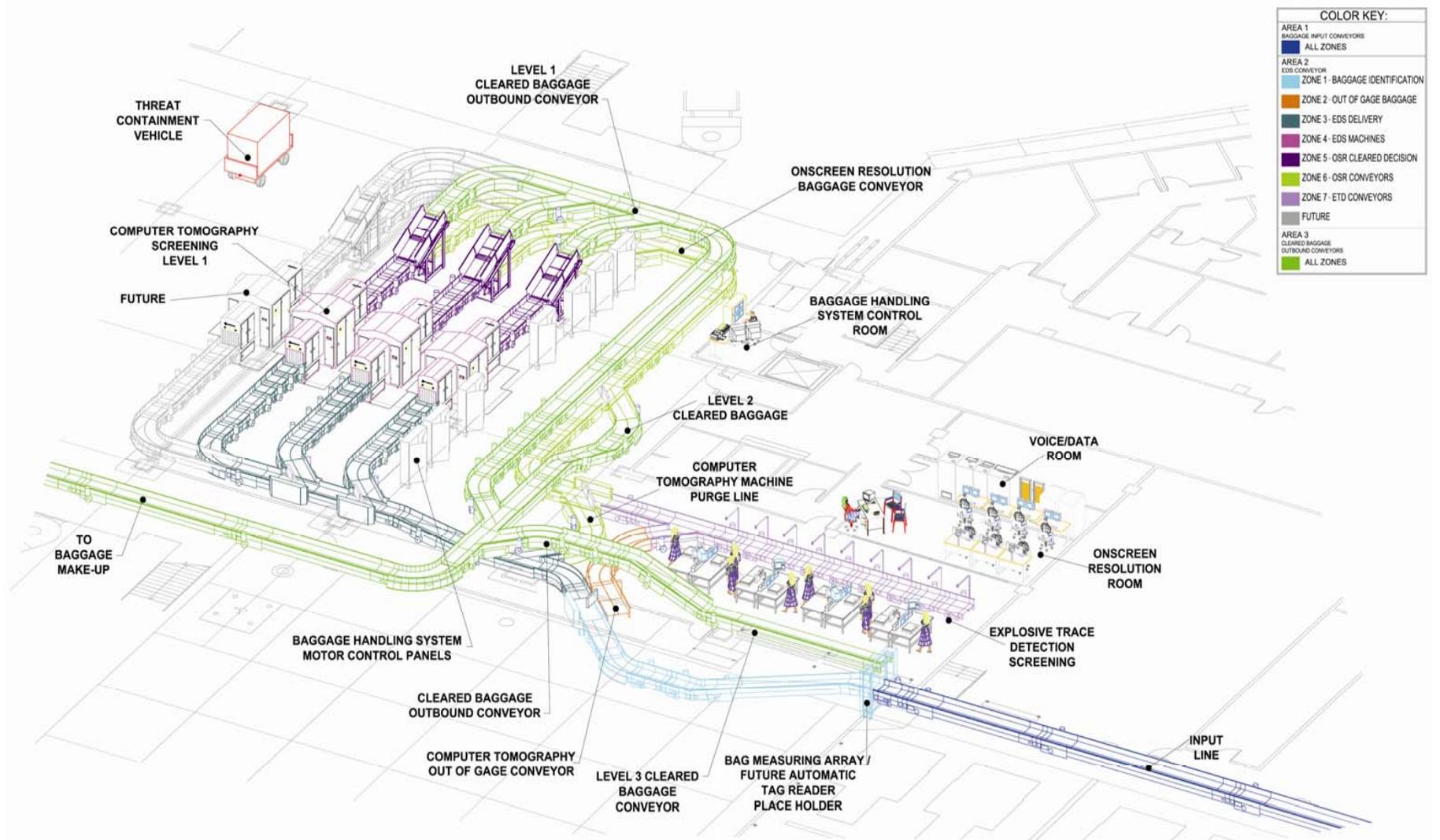
- Airport Facility Modification Projects;
- Deployment of Reduced Size Explosive Detection Systems; and
- Program Operations and Management.

Airport Facility Modification Projects

TSA has identified 16 airports for facility modification projects where a CBIS will be constructed. A CBIS consists of two parts: the BHS and integrated, in-line EDS equipment. A BHS is a type of conveyor system installed in airports to rapidly transport checked baggage from the ticket counter, through screening areas where it is screened for explosives, and onto departing aircraft. When a BHS is combined with integrated, in-line EDS equipment it is referred to as a CBIS. A conceptual example of an automated CBIS is shown in Figure 1: Automated CBIS Example.

To meet Congressional deadlines after September 11, TSA quickly deployed approximately 1,000 EDS machines and 6,000 table top Explosive Trace Detectors (ETD) to screen checked baggage for explosives, most of which were installed in airport lobbies. Today, TSA is engaging airport authorities in project awards to modify existing facilities and BHSs into automated CBISs that will fully integrate with the airports' behind-the-scenes BHSs. Working in partnership with the airports, TSA facilitates the design and funding of these complex systems to achieve maximum operational efficiency for TSA and the airport.

Figure 1: Automated CBIS Example



Approximately \$600 million in ARRA funding is designated for facility modification projects to be awarded to 16 airport authorities in 10 states through project awards using Other Transaction Agreements (OTAs). A list of airports receiving funding for facility modification projects is shown in Table 2: List of Airports Receiving Funding for Facility Modification Projects. Geographic location of these airports can be seen in Figure 2: Location of Facility Modification Projects.

Selection and prioritization of the airport facility modifications are based upon airport application submissions to the TSA. Selection of facility modifications are based upon an established selection process that includes a risk-based Project Prioritization Model (PPM) that also takes into account other considerations including the quality and completeness of the airport’s application, TSA’s cost validation process, and the airport’s readiness to move forward with the project.

Based on the established selection process, 16 airports located around the United States (see list below) were selected to receive ARRA funding for airport facility modifications. TSA will assess the ability to add other airport facility modification projects once the cost validation process is completed for these 16 airports and subsequent negotiations are concluded.

Table 2: List of Airports Receiving Funding for Facility Modification Projects

Airport Code	Airport Name	Airport Location
ATL	Hartsfield - Jackson Atlanta International	Atlanta, GA
CMH	Port Columbus International	Columbus, OH
DAY	James M Cox Dayton International	Dayton, OH
HNL	Honolulu International	Honolulu, HI
HSV	Huntsville International - Carl T Jones Field	Huntsville, AL
JAC	Jackson Hole	Jackson Hole, WY
MCO	Orlando International	Orlando, FL
MSY	Louis Armstrong New Orleans International	New Orleans, LA
OGG	Kahului	Maui, HI
PHL	Philadelphia International	Philadelphia, PA
PWM	Portland International Jetport	Portland, ME
SFO	San Francisco International	San Francisco, CA
SJC	Norman Y. Mineta San Jose International	San Jose, CA
SMF	Sacramento International	Sacramento, CA
SNA	John Wayne Airport-Orange County	Orange County, CA
TLH	Tallahassee Regional	Tallahassee, FL

Figure 2: Location of Facility Modification Projects

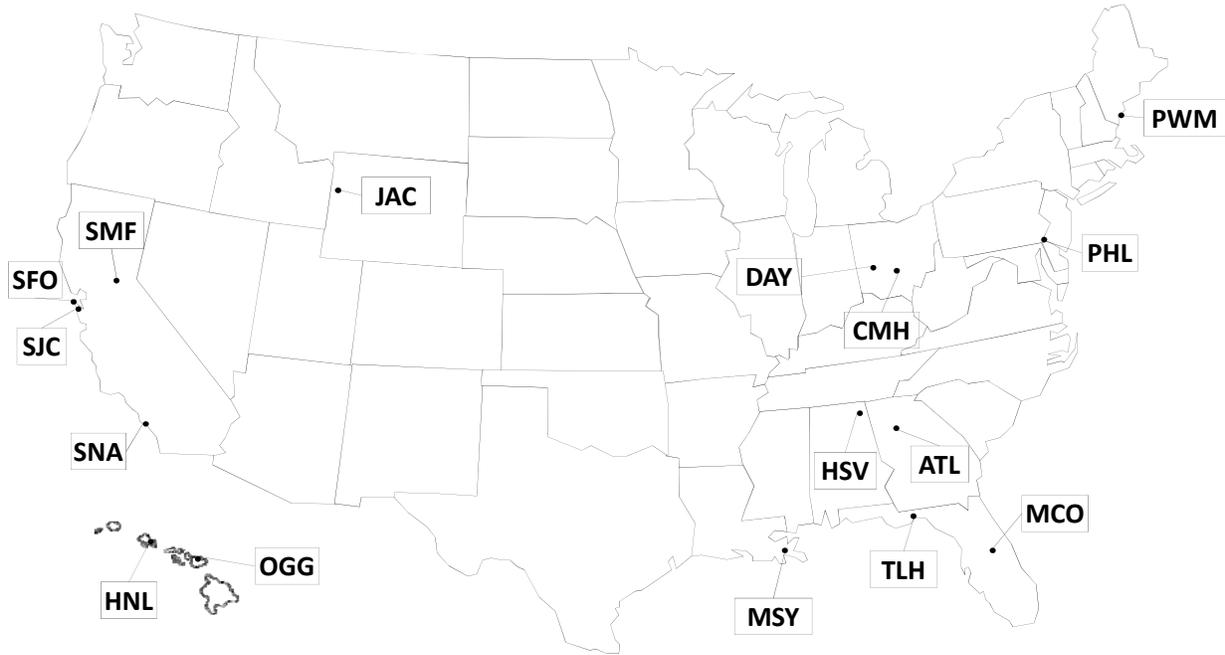


Table 3: Facility Modification Project Key Milestones

Key Milestones	Planned Completion Date
First 5 Facility Modification Awards	Q3 FY09
Next 7 Facility Modification Awards	Q4 FY09
Final 4 Facility Modification Awards	Q2 FY10

Deployment of Reduced Size Explosive Detection Systems

TSA will allocate over \$60 million in ARRA funding for the purchase and installation of RSEDS equipment. This funding includes over \$20 million for deployment of RSEDS equipment at approximately 32 airports without current EDS capability and over \$40 million for recapitalization efforts at approximately 18 airports with EDS equipment, which has reached the end of its life cycle.

Table 4: EDS Key Milestones

Key Milestones	Planned Completion Date
Contract Award	Q3 FY09
Deployment	Q2 FY10 – Q1 FY11

Program Operations and Management

EBSP will allocate approximately \$40 million in ARRA funds for additional activities required to successfully manage and execute the projects outlined above including:

System Integration Support Services – Support for installation of security technology equipment at geographically dispersed airports nationwide.

Testing and Evaluation Support Services – Data collection, evaluation, and analysis support to include supporting testing, modeling and simulation, and special studies associated with the security of transportation systems.

Engineering Support Services – Support for engineering tasks, logistics support and design reviews.

Program Management Support Services – Functional support in the areas of acquisitions, budget and finance, test and evaluation, communications, industry outreach, front office, support to the Integrated Logistics Support branch, Contracting Officer’s Technical Representative (COTR) support, deployment, human resources, program control, program review, and support to the Operational Support branch.

Operations and Compliance/Interim Solution Support – Support for moves, adds, and changes of currently owned security technology equipment.

Table 5: Program Operations and Management Key Milestones

Key Milestones	Planned Completion Date
Program Management Support Services Award	TBD
Testing and Evaluation Support Services Awards	Q4 FY09
System Integration Support Services Awards	Q3 FY09
Engineering Support Services Awards	Q4 FY09
Operations and Compliance/Interim Solution Support Contract Modification(s)	TBD

V. Characteristics

To obligate the ARRA funds, TSA will use a combination of project awards using OTAs and competitive contract awards.

Airport Facility Modification Project Awards (OTAs)

TSA will enter into OTAs with airport authorities for facility modification projects. Because every terminal at every airport is unique, and given the variety of local factors and conditions that affect funding and design decisions, the determination of an optimal screening solution for an airport requires a partnership between TSA, the airport operator, and its key airline tenants.

Prior to negotiating an OTA with an airport authority, a cost estimate provided by the airport will be compared to the TSA independent cost estimate to determine cost reasonableness.

Additionally, the initial airport design review will be conducted and determined to be an optimal baggage screening solution.

The OTA will establish a funding cost share percentage between TSA and the airport authority, define the roles and responsibilities of TSA and the airport, and serve as the contract vehicle to reimburse the airport for approved project costs.

The burden of the construction management, logistics, and work performance is placed upon the airport for completing the CBIS site preparation. The airport uses established contracting processes to award contracts to perform necessary structural, electrical, and mechanical work necessary to support the installation of the TSA screening equipment.

A TSA COTR will be assigned to provide program coordination, project oversight, and review of incurred project costs. Payment will be made to the airport on a documented cost basis. Costs will be reviewed for applicability, allowable costs, and reasonableness. The OTA allows the airport to manage the acquisition and logistics issues involved with airport infrastructure construction changes and still provides TSA oversight of the project and input into how the reimbursement funds are expended.

Any property improvements to the airport facilities such as baggage handling systems, heating, air conditioning, lighting, and electrical panels that are installed to support the operating environment of the EDS equipment will be owned by the airport and be the airport's responsibility to operate, maintain, and repair as needed. EDS screening equipment will be owned, operated, and maintained by TSA.

TSA expects to award OTAs up to \$600 million for facility modification projects in 16 airports between Q3 FY09 and Q2 FY10.

Competitive Contract Awards

EDS Purchase and Install – One or more task orders will be awarded to a small business using an existing competitively awarded contract for the purchase and installation of Reduced Size EDS

(RSEDS) with Universal Conveyor Systems (UCS). This equipment will be deployed to airports currently using ETD units as primary screening equipment and to airports undergoing recapitalization efforts for EDS equipment at the end of its life cycle.

Program Management Support Services – Contractor support is required for functional support in the areas of acquisitions, budget and finance, test and evaluation, communications, industry outreach, integrated logistics support, COTR support, deployment, human resources, program control, program review, and operational support. A contract task order will be awarded to a large business on an existing competitively awarded contract.

Testing and Evaluation Support Services – Contractor support is required for data collection, evaluation, and analysis support to include supporting testing, modeling and simulation, and special studies associated with the security of transportation systems. A full and open competition is in process and currently in the evaluation phase with an anticipated award date in Q4 FY09 to multiple vendors. Following award of the multiple contracts, specific requirements will be competed among the awardees.

System Integration Support Services – Contractor support is required to support a variety of tasks associated with the installation of security technology equipment at geographically dispersed airports nationwide. A full and open competition is in process and currently in the evaluation phase with an anticipated award date in Q3 FY09 to multiple vendors. Following award of the multiple contracts, specific requirements will be competed among the awardees.

Engineering Support Services – Contractor support is required for engineering, logistics support and design reviews. A full and open competition is in process and currently in the evaluation phase with an anticipated award date in Q4 FY09 to multiple vendors. Following award of the multiple contracts, specific requirements will be competed among the awardees.

Operations and Compliance/Interim Solutions – Contract modifications to existing competitively awarded contracts will be required to support installation, reconfiguration, or modification of currently owned security technology equipment.

Personnel Compensation and Benefits

Approximately \$4M of EBSP's Operations and Management allocation will be used for personnel compensation and benefits for additional Federal employees. These new full-time employees are needed to support a surge in program activities. As ARRA-funded projects are completed, TSA intends to retain these new Federal employees by fully offsetting their costs through the elimination of full-time contractor positions, thus reducing TSA's reliance on contractor resources.

VI. Delivery Schedule

Facility Modification Projects

TSA is working aggressively with airport authorities to complete negotiations for the 16 selected facility modification projects. The selected airport projects and the planned award dates are subject to change based on airport schedules and contract negotiations. Each facility modification project is unique. As each project is unique and negotiations have not yet been completed, specific project plans and schedules are not yet available. Planned award dates for the 16 facility modification OTAs are shown in Table 6: Planned Facility Modification Projects Obligation Schedule.

Table 6: Planned Facility Modification Projects Schedule

Airport Code	Airport Name	Airport Location	Planned Award Date
ATL	Hartsfield - Jackson Atlanta International	Atlanta, GA	Q2 FY10
CMH	Port Columbus International	Columbus, OH	Q2 FY10
DAY	James M Cox Dayton International	Dayton, OH	Q2 FY10
HNL	Honolulu International	Honolulu, HI	Q3 FY09
HSV	Huntsville International - Carl T Jones Field	Huntsville, AL	Q4 FY09
JAC	Jackson Hole	Jackson Hole, WY	Q4 FY09
MCO	Orlando International	Orlando, FL	Q3 FY09
MSY	Louis Armstrong New Orleans International	New Orleans, LA	Q2 FY10
OGG	Kahului	Maui, HI	Q3 FY09
PHL	Philadelphia International	Philadelphia, PA	Q3 FY09
PWM	Portland International Jetport	Portland, ME	Q4 FY09
SFO	San Francisco International	San Francisco, CA	Q3 FY09
SJC	Norman Y. Mineta San Jose International	San Jose, CA	Q4 FY09
SMF	Sacramento International	Sacramento, CA	Q4 FY09
SNA	John Wayne Airport-Orange County	Orange County, CA	Q4 FY09
TLH	Tallahassee Regional	Tallahassee, FL	Q4 FY09

EDS Purchase and Installation

TSA expects to award a task order in Q3 FY09 for the purchase and installation of RSEDS equipment at 50 airports. Delivery is expected to begin in Q3 FY09 and be complete by Q3 FY10. A detailed delivery schedule will be developed following the task order award, taking into account logistical considerations for each airport.

Service Support Contracts

Expected award dates for service support contracts are shown in Table 7: Contract Award Schedule.

Table 7: Contract Award Schedule

Contract	Planned Award Date
Program Management Support Services	TBD
Testing and Evaluation Support Services	Q4 FY09
System Integration Support Services	Q3 FY09
Engineering Support Services	Q4 FY09
Operations and Compliance/Interim Solution Support	TBD

VII. Environmental Review Compliance and Federal Infrastructure Investments

Environmental Review Compliance

The National Environmental Policy Act (NEPA) requires that Federal agencies consider the potential for impacts to the quality of the human environment during the planning and development of proposed actions. DHS Management Directive 023-01, *Environmental Planning Program*, establishes procedures for DHS and its components to comply with NEPA. The environmental planning process provides for three levels of evaluation: categorical exclusion, environmental assessment, and environmental impact statement.

TSA has identified 16 airports for facility modification projects to construct baggage handling systems (BHS). A BHS is a type of conveyor system installed in airports to rapidly transport checked baggage from the ticket counter, through screening areas where it is screened for explosives, and onto departing aircraft. A BHS that is constructed with integrated, in-line EDS equipment is called a Checked Baggage Inspection System (CBIS).

ARRA funding will be awarded through project awards using OTAs to 16 airport authorities in 10 states. These OTAs are cost-sharing agreements between TSA and the airport authority. Under an OTA, TSA agrees to provide funding to support facility modifications and provide explosives detection equipment to airports implementing a CBIS that complies with TSA's *Planning Guidelines and Design Standards (PGDS) for CBIS*.

The scope of these projects may involve TSA funding of interior construction/demolition at airports, modifications of floor plans, installation of air conditioning in areas staffed by TSA personnel, and necessary lighting. Once the project is completed, the airport authority owns the renovated spaces and the installed BHS. TSA owns and maintains the EDS equipment.

A NEPA compliance review was completed on March 31, 2009 for airport facility modification projects. TSA applied a program-wide categorical exclusion (B3) to from DHS Management Directive (MD) 023-01, which states:

B3. Proposed activities and operations to be conducted in an existing structure that would be compatible with and similar in scope to its ongoing functional uses and would be consistent with previously established safety levels and in compliance with applicable Federal, tribal, state, or local requirements to protect the environment.

Additionally, TSA will allocate ARRA funding for the purchase and installation of EDS equipment at approximately 50 airports. A NEPA and National Historic Preservation Act (NHPA) compliance review was completed on July 31, 2008 for the installation of EDS equipment. TSA applied a program-wide categorical exclusion (B8) from DHS MD 023-01 which states:

B8. Acquisition, installation, maintenance, operation, or evaluation of security equipment to screen for or detect dangerous or illegal individuals or materials at existing facilities and the eventual removal and disposal of that equipment in compliance with applicable requirements to protect the environment. Examples of the equipment include, but are not limited to:

- (a) Low-level x-ray devices,*
- (b) Cameras and biometric devices,*
- (c) Passive inspection devices,*
- (d) Detection or security systems for explosive, biological, or chemical substances, and*
- (e) Access controls, screening devices, and traffic management systems.*

If there is the potential for a particular installation to have extraordinary circumstances related to historical preservation, TSA will conduct an environmental review of the identified installation on a case-by-case basis.

ARRA Environmental Compliance

The EDS equipment identified for purchase and installation by EBSP does not have an EPEAT certification, an Energy Star certification, a FEMP certification, nor does it fall under any of the green purchasing preference programs stated in Executive Order 13423. EDS is specialized equipment that serves a mission-critical function and currently does not have energy saving alternatives.

Table 8: Environmental Compliance

PROJECT NAME	DHS Aviation Security EBSP - Facility Modification Projects
ARRA Unique ID Number	70 0556 09/10
Project Objective	Enhance aviation security efforts
Project Description	Facility modifications projects to construct Checked Baggage Inspection Systems
ELECTRONIC PRODUCT ENVIRONMENTAL ASSESSMENT TOOL (EPEAT)	
Bronze	0
Silver	0
Gold	0
Non EPEAT purchases where EPEAT products were available	0
ENERGY STAR PRODUCTS	
Quantity	0
Costs	\$0
Non Energy Star purchases where Energy Star products were available (Quantity)	0
Non Energy Star purchases where Energy Star products were available (Costs)	\$0
FEMP LABELED/APPROVED PRODUCTS	
Quantity	0
Costs	\$0
Non FEMP purchases where FEMP products were available (Quantity)	0
Non FEMP purchases where FEMP products were available (Costs)	\$0
GREEN PURCHASING	
Recycled content products	\$0
USDA designated bio-based products	\$0
Alternative fuels	\$0
Environmentally Preferable Products	\$0
Hybrid and alternative fuel vehicles	0
Non-ozone depleting substances	\$0
Renewable Energy	\$0

Federal Infrastructure Investments

TSA will not own the renovated spaces or the installed BHS. However, TSA intends to demonstrate Federal leadership in sustainability, energy efficiency, and reducing environmental impact by requiring the airport authority application and conveyor system design to be in compliance with TSA's *Planning Guidelines and Design Standards (PGDS)*, which has incorporated the *Guiding Principles for Sustainable New Construction and Major Renovations*.

The applications must meet requirements stated in the PGDS to be funded under an OTA. Given the nature of these construction projects, the opportunities for sustainability include lighting, energy efficient capital equipment, as well as the practicable recycling of demolition debris and use of recycled content construction materials.

Table 9: ARRA Sustainability

PROJECT NAME	DHS Aviation Security EBSP - Facility Modification Projects
ARRA Unique ID Number	70 0556 09/10
Project Objective	Enhance aviation security.
Project Description	Facility modifications projects to construct Checked Baggage Inspection Systems (CBIS).
SUSTAINABILITY REQUIREMENTS- apply to all construction, renovations, and leases	
Employ Integrated Design Principles	Requirement Met: PGDS incorporates <i>Guiding Principles for Sustainable New Construction and Major Renovations</i> . Application approval is dependent on meeting the requirements of the PGDS. System acceptance testing is part of standard protocol.
Optimize Energy Performance	
Protect and Conserve Water	Requirement Met: PGDS incorporates <i>Guiding Principles for Sustainable New Construction and Major Renovations</i> . These projects do not impact water systems or usage.
Enhance Indoor Environmental Quality	
Reduce Environmental Impact of Materials	
ENERGY REQUIREMENTS- apply to all construction and renovations	
Energy Efficient Buildings	Requirement Met: PGDS incorporates <i>Guiding Principles for Sustainable New Construction and Major Renovations</i> . These installations will be performed in part of the building. The existing electrical infrastructure will not be modified and additional meters for the building will not be added.
Energy Efficient Capital Equipment	
Metering	Requirement Met: PGDS incorporates <i>Guiding Principles for Sustainable New Construction and Major Renovations</i> . TSA will not be purchasing electrical power for the completed system
Solar Hot Water	Requirement Met: PGDS incorporates <i>Guiding Principles for Sustainable New Construction and Major Renovations</i> . These projects do not impact water systems or usage.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)	
Registration goal	TSA will not own or lease the impacted space. A LEED goal was not selected for this project.
Registration attained	
LEED POINTS EARNED	
LEED points goal	
LEED points attained	
Site credits	
Indoor Air Quality	
Materials	
Water	
Energy	
Innovation	

VIII. Measures

TSA will use the following measures to track progress in meeting its performance targets and achievement of its strategic goals and objectives.

Number of ARRA-Funded Facility Modification Projects Awarded

Term: Quarterly

Type: Output

This measure captures the number of ARRA-funded airport facility modification projects awarded.

Year	Target	Actual
FY09 Q3	5	
FY09 Q4	7	
FY10 Q1	0	
FY10 Q2	4	

Number of ARRA-Funded Facility Modification Projects Completed

Term: Annually

Type: Output

This measure captures the number of completed and operational Checked Baggage Inspection Systems (CBIS) resulting from the 16 airport facility modification projects.

Year	Target	Actual
FY10	12	
FY11	4	

Number of ARRA-Funded Reduced Size EDS Units Deployed

Term: Quarterly

Type: Output

This measure captures the number of Reduced Size Explosive Detection Systems (RSEDS) purchased and deployed with ARRA funding.

Quarter	Target	Actual
FY10 Q2	30	
FY10 Q3	30	
FY10 Q4	30	
FY11 Q1	33	

IX. Monitoring/Evaluation

TSA will utilize several processes to ensure that cost, schedule, and program performance is assessed, that areas of high risk are identified and addressed, and that the expected outcomes are being achieved.

Program Management Reviews

The Assistant Administrator (AA) for the Office of Process and Technology (OPT) will continue to conduct quarterly Program Management Reviews (PMRs) of the program. During the PMRs, the Program Manager reiterates the program description and reviews a mapping of office, program, and project goals. A comprehensive progress report is presented including resource utilization, budget execution, spend plan changes, schedule updates, completed and upcoming milestones, procurement statuses, project statuses, and high-level program risks. Open discussions are held and any necessary corrective actions are assigned and initiated.

AA Weekly Reporting

Weekly reports are submitted to the OPT AA including a summary of key accomplishments, outstanding risks and issues, financial status, deployment status of equipment purchased, and project schedules.

TSA ARRA Guidance Team / Senior Accountable Official

TSA has chartered an ARRA Guidance Team comprised of senior agency executives and chaired by the agency's Senior Accountable Official for ARRA. The Team meets routinely to monitor, direct, and prioritize efforts at TSA and to ensure the successful implementation of all guidance, policies, and procedures set forth in the ARRA, as well as those required by OMB, DHS, and other applicable laws, policies, and regulations. Further, the ARRA Guidance Team will ensure that all activities and outcomes are consistent with the transparency and accountability tenets of the ARRA and that TSA meets or exceeds the expectations of DHS, the Administration, and Congress related to the implementation of the ARRA.

TSA ARRA Working Group / Senior Accountable Official Designee

TSA has established an intra-agency working group including subject matter experts and the key individuals responsible for the planning, prioritization, execution, reporting, and auditing of ARRA programs, projects, and related activities within TSA. The group is chaired by the Senior Accountable Official Designee and will meet on a regular basis to share information and coordinate tasks and activities associated with the implementation of the ARRA at TSA.

DHS Acquisition Management System

DHS Acquisition Directive 102 (AD102) establishes and defines DHS' acquisition management system for all types of acquisitions. The policy outlines the review processes, Acquisition Decision Authorities, framework, documentation, and common acquisition standards and practices required to successfully manage acquisition programs. EBSP follows the AD102 policy for all projects and will continue to do so for ARRA-funded activities.

Next Generation Periodic Reporting System

The Next Generation Periodic Reporting System (nPRS) is a key monthly reporting system that gives DHS leadership oversight over program management and investments. The nPRS allows leadership to monitor and evaluate current program and project activity in areas of budget/funding, performance, program baselines, risks and shortfalls. These monthly updates are reported through a comprehensive set of measures and data at the contract, project, and program level. The system incorporates key artifacts and forms, creating a single source for program life cycle documentation. Additionally, program risk is monitored through the quarterly submission of the Probability of Program Success (PoPS) that assesses the effectiveness and efficiency of a program's performance through a holistic approach of scores weighted by elements, metrics, and criteria questions. Additional program assessment and evaluation can be conducted internally using a variety of tools that can measure program trends and scores in areas of managerial concern. This tool will continue to be used to track EBSP projects including ARRA-funded activities.

Contract Program Management Reviews (Contract PMRs)

TSA conducts regular contract PMRs for all contracts to review progress to date, planned activities, financial issues, and schedules. Contracting Officers (COs) and Contracting Officer Technical Representatives (COTRs) conduct these meetings with the contractor.

Financial Reporting

TSA will augment existing standard procedures to record, track, report, and audit all financial transactions associated with the ARRA funds. Weekly financial reports produced from data in TSA's general ledger will be used to track progress against planned obligations and expenditures and to reconcile discrepancies.

X. Transparency

TSA will promote the transparency objectives of the ARRA to the maximum extent practicable, consistent with national security interests and restrictions on release of proprietary information.

Communication

TSA will use Recovery.gov and the DHS Recovery Web site (www.dhs.gov/recovery) as primary locations for posting ARRA related reports and information. ARRA data will also be made available on Recovery.gov through system integrations with existing federal financial systems including FBO.gov, Grants.gov, and USAspending.gov. In addition, TSA will communicate through press releases and other media outlets.

Program Performance

TSA will report on an ongoing basis, but not less than weekly, program performance including all major actions taken to date or major planned projects and activities, and major milestones reached. Report will be posted on the DHS Recovery Web site and will include a link from Recovery.gov.

Financial Information

To the greatest extent practical, TSA will make the recipients and uses of all ARRA funds transparent to the public, reported in a clear, accurate, and in a timely manner. TSA will identify all obligations and expenditures in existing financial and procurement systems with the unique treasury symbol to easily identify all transactions involving ARRA funds. TSA will provide total, cumulative obligation and gross outlay data in Weekly Financial and Activity Reports.

Contracts and Other Transaction Agreements

TSA will comply with all of the applicable requirements of the ARRA with respect to:

- posting of presolicitation notices;
- announcing contract awards;
- entering award-level transaction data into Federal Procurement Data System (FPDS);
- required actions for awards that are not fixed-price or competitive; and
- recipient reporting.

Accessibility

TSA will ensure that all content, including printable reports, are accessible to people with disabilities and meets requirements of Section 508 of the Rehabilitation Act of 1973. Content will be published in standard, open document formats.

XI. Accountability

TSA has designated the Acting Assistant Administrator for the Office of Process and Technology/Chief Technology Officer as the Senior Accountable Official (SAO) for ARRA activities at TSA. The SAO has ultimate responsibility for the ensuring the successful achievement of the ARRA goals identified in this document.

To that end, the SAO will use existing processes described in *Section IX. Monitoring/Evaluation*, to hold managers accountable for their performance and the performance of the program. These measures help ensure that cost, schedule, and program performance is continually assessed, that areas of high risk are quickly identified and addressed, and that expected outcomes are being achieved.

In addition, employee Performance Agreements will be modified to include both organizational and individual goals aligned with the goals and objectives of this recovery plan. Progress made toward the achievement of these goals will be reviewed and assessed by the supervisor as part of the employee’s annual and mid-cycle performance review.

XII. Barriers to Effective Implementation

Table 10: Barriers to Effective Implementation

Potential Barrier	Mitigation Strategy
The ability of TSA to negotiate, execute and support the airport agreements within the current timeframe.	Hiring for anticipated positions and reallocating existing personnel to support the new mission need.
Due to current economic conditions and a slowdown in air travel, the cost share portion of the project may limit airports from providing their portion of project costs 10 percent for medium or large hub airports and 5 percent for small airports. If airports are unable to secure funding, TSA may be forced to select different project sites.	Prepare alternate locations for cost sharing projects that will serve as backups if primary locations cannot meet funding requirements.
Required use of American steel, iron and manufactured equipment will raise the costs and lengthen schedule timelines of all agreements with airports.	Additional resources will be added to manage this process.

XIII. Appendices

Appendix A: List of Acronyms

Table 11: List of Acronyms

Abbreviation	Term
ARRA	American Recovery and Reinvestment Act of 2009
BHS	Baggage Handling System
BTS	Bureau of Transportation Statistics
CBIS	Checked Baggage Inspection System
COTR	Contracting Officer's Technical Representative
DHS	Department of Homeland Security
EBSP	Electronic Baggage Screening Program
EDS	Explosive Detection System
ETD	Explosives Trace Detection
FAA	Federal Aviation Administration
FY	Fiscal Year
MD	Management Directive
nPRS	Next Generation Periodic Reporting System
OMB	Office of Management and Budget
OPT	Office of Process and Technology
OTA	Other Transactional Agreement
PPM	Project Prioritization Model
RSEDS	Reduced Size EDS
SAO	Senior Accountable Official
TSA	Transportation Security Administration