Agenda

- Electronic Baggage Screening Program (EBSP) Overview
- Strategic Initiatives
- Current and Future Explosives Detection Systems Procurement Vehicles
- EDS Competitive Procurement Update
- EDS Recapitalization and Optimization
- Questions
Electronic Baggage Screening Program

The Electronic Baggage Screening Program ensures that TSA meets the mandate of screening 100% of checked baggage for explosives and other threats to aircraft. EBSP manages the full lifecycle of acquisition activities including requirements identification, testing, procurement, deployment, and sustainment of screening equipment.

- **Program Objectives Include:**
  - Increase threat detection capability
  - Improve checked baggage screening efficiency
  - Replace the aging fleet of EDS and Explosives Trace Detection units
  - Drive competition
  - Replace expiring contracts
EBSP Strategic Initiatives Summary

In the future, TSA aims to achieve higher levels of detection and optimal systems for checked baggage screening.

<table>
<thead>
<tr>
<th>Near Term Plan</th>
<th>Mid Term Plan</th>
<th>Long Term Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Increase detection capability</td>
<td>• Standardization of production and acquisition of technologies</td>
<td>• Implement higher levels of detection</td>
</tr>
<tr>
<td>• Recapitalization of aging equipment</td>
<td>• Standardization of imaging</td>
<td>• Evolution of detection standards for equipment</td>
</tr>
<tr>
<td>• Drive competition</td>
<td>• Modularity of equipment</td>
<td>• Achieve steady-state recapitalization of equipment</td>
</tr>
<tr>
<td>• Standardization of production and acquisition of technologies</td>
<td>• Risk-based screening</td>
<td>• Risk-based screening</td>
</tr>
<tr>
<td>• Award new contracts</td>
<td>• Implement higher levels of detection</td>
<td>• Efficiently/effectively respond to emerging threats</td>
</tr>
<tr>
<td>• Realize efficiencies</td>
<td>• Realize efficiencies</td>
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</tr>
</tbody>
</table>

*Slide 4*
Current and Future EDS Procurement Vehicle Status

- Continue to drive competition for EDS

- EBSP is moving from current sole-source contracts to continuous competition through the **EDS competitive procurement (EDS-CP)**.
  - Acquisitions will be made via a rolling Qualified Products List (QPL), designated by “windows” (the first being Window 1A), that will incrementally achieve higher levels of detection.

- Current sole-source contracts are being extended for a short period to eliminate any gap in EDS availability for deployment.
EDS Testing and Evaluation Under EDS-CP

Phases of EDS-CP

<table>
<thead>
<tr>
<th>Testing</th>
<th>Evaluation</th>
<th>Acquisition</th>
<th>Contract Award</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CERT - Evaluates a system’s ability to detect live and simulated threats</td>
<td>• System Evaluation Reports - Results of CERT, TSIF and IOT&amp;E phases are used to evaluate the overall effectiveness and suitability of the systems tested.</td>
<td>• Proposal Evaluations - Technical and Cost</td>
<td>• Award Decision</td>
</tr>
<tr>
<td>• TSIF - Evaluates a system’s operational and throughput capability</td>
<td></td>
<td>• Acquisition Review Board - DHS/TSA decision to award contracts for suitable systems</td>
<td>• Contract Award - Final contracts are signed with vendors.</td>
</tr>
<tr>
<td>• IOT&amp;E - Places units in the field for final, real-world testing and evaluation with live bags</td>
<td></td>
<td>• Negotiation - TSA Acquisitions works with vendors on price and schedules prior to final contract award.</td>
<td></td>
</tr>
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</table>

- Systems that successfully pass Certification (TSL), Integration (TSIF), and Operational (IOT&E) testing will be qualified for contract award.

- **Second chance test and evaluation** for systems that did not initially pass TSL and/or TSIF testing, as well as new systems afforded the opportunity to participate in the second chance window, continue to progress through TSL and TSIF scenarios.
  - IOT&E will be conducted once systems pass testing at both TSL and TSIF.
EBSP Recapitalization Strategy

Current state of the EBSP fleet:

- Focus on meeting 100% screening mandate has led to an uneven age distribution in the current fleet
- 1/2 the fleet will reach the end of its useful life by 2013; 2/3 in the next 5 years
- If equipment begins to fail, the program can not support large-scale replacement in a short time-frame

Recapitalization strategy:
Replace EDS and ETD based on a combination of historical maintenance and equipment age to efficiently maintain the 100% screening mandate, while working toward achieving steady-state equipment replacement to reduce “spikes” in recap efforts every 10 years.
EBSP Recapitalization vs. Optimization

- **Recapitalization** efforts include one-for-one replacement of existing stand-alone EDS, replacement of partially integrated EDS, and the replacement of fully integrated (in-line) EDS, that best utilizes existing space and meets throughput needs.

- **Optimization** refers to efforts to improve performance, increase efficiency, enhance safety and security, reduce operating costs, and address personnel considerations associated with in-line EDS, which can include replacement of Baggage Handling System components.

**Key criteria for project selection and prioritization:**

- **Reliability:** The equipment is placing an undue burden on operations, which is defined as falling below an average of 96% operational availability over the course of the previous year.
- **Performance:** The equipment is consistently underperforming per PGDS guidance.
- **Obsolescence:** The equipment is obsolete in performance characteristics such as detection, imaging, and throughput, or parts are no longer available.
- **Age:** The equipment has reached the end of its useful life, which is currently established at a planning target of ten years from date of initial site acceptance testing (SAT) for an EDS.

**Recap/Optimization efforts to date:**

- Began replacement of stand-alone equipment in 2009 (approximately 220 units)
- BOS and SFO are first pilot sites for in-line optimization
Advance Surveillance Program

Presented by: James Prokop
Deputy Program Manager

July 12, 2011
Agenda

- Advanced Surveillance Program (ASP) Overview
- ASP History
- Requirements Evaluation
- Program Accomplishments
- Joint Initiative - Video Quality in Public Safety Project
- The Future
Advanced Surveillance Program (ASP)

What Do We Do?

ASP provides additional security capabilities as part of TSA's layered approach. This is accomplished by partnering with transportation authorities to expand existing systems. The result is the federal government gains the ability to observe and detect people and property moving through the security screening process and facilities.

Key Points:

- Uses a repeatable process based on a facility- and technology-agnostic approach
- Facilitates and implement locally generated requirements within the parameters of the larger program authority
- Apply a prioritization matrix to process locally initiated requests for program participation
- Provide Other Transaction Agreements (OTAs) with the transportation authorities; these are not grants
- Obtain access for the government to systems supported by ASP funding
ASP can track its origins to public laws and reports dating back to 1990. The program supports:

- The Intelligence Reform and Terrorism Prevention Act of 2004 (Public Law 108-458) Section 4020. Checked Baggage Screening Area Monitoring.
Requirements Evaluation

- Requirements are developed at the local level and are broken down by location and what level of detail is expected.
  - Requirements are prioritized
  - Program validates that funding, policy, laws, privacy, and security concerns are met

- Example requirement: “A view that covers the front of the document ticket check station that covers the entire queue lane with enough detail to recognize an individual and what items they have in their possession.”

- The requested views, any other location-specific needs, and the locations at which DHS gains access to the system result in the project requirements for that location.

- Policies for access and facility specific usage are established in locally generated agreement between TSA and the transportation facility operator.
Program Accomplishments

By Fiscal Year

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<th>Project Development 1</th>
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<tr>
<td>FY06/07/08/09</td>
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<tr>
<td>FY10</td>
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<td>Perimeter</td>
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<table>
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<th>In Close-Out 2</th>
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<tr>
<td>Perimeter</td>
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Projects By Category*

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<tr>
<td>Total</td>
<td>38</td>
<td>53</td>
<td>91</td>
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* Numbers include perimeter projects and multiple projects can exist at a single facility. Active includes Current and In Close-Out projects.

Expended ASP Funds to Date

0
Current $79,722,679
$191,762,136

1 – Total number of airports requesting participation is 66
2 – In Close-Out: installation and testing is 100% complete
3 – Closed: Project is 100% invoiced, site verification is complete, AR’s have been received, and COTR closure and/or de-obligation in process
Video Quality in Public Safety (VQiPS) Joint Initiative

This project is an effort of the U.S. Department of Homeland Security’s Science and Technology Directorate’s Office for Interoperability and Compatibility.

Purpose

- To inform public safety agencies about how to develop their own guidelines and specifications for determining video quality needs

Outcomes

- Shared understanding of the importance of quality video applications and system components
- Increased knowledge of tools and documents available to assist public safety agencies in identifying and articulating their needs
The VQiPS Working Group developed an interactive online tool to complement the Volume I User Guide document, called the Video Requirements Web Tool.

- Publicly released in May 2011
- Video Requirements Web Tool:
  - Combines the latest research from the Public Safety Communications Research (PSCR) with other research and existing standards
  - Provides guidance on optics, cameras, video processing, transmission, storage, and display
  - Includes a recommendation tool that users can fill out to determine which Generalized Use Class fits their application.

**Download tool at:**
The Future

Waiting for full approval by an SDO and acceptance of the interoperability standards that are already developed for possible inclusion in future efforts:

- Open Network Video Interface Forum (ONVIF)
  

- Physical Security Interoperability Alliance (PSIA)

For More Information

Email: OSTCommunications@dhs.gov

Perimeter Reports Website: http://www.tsa.gov/approach/tech2/docs.shtm
QUESTIONS