

U.S. DEPARTMENT OF HOMELAND SECURITY
TRANSPORTATION SECURITY ADMINISTRATION

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Before the

SUBCOMMITTEE ON HOMELAND SECURITY
COMMITTEE ON APPROPRIATIONS
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Good morning, Mr. Chairman, Congressman Sabo, and Members of the Subcommittee.

I am pleased to testify before the Subcommittee on the President's Fiscal Year (FY) 2005 budget request for the Transportation Security Administration (TSA). TSA's mission, to protect the nation's transportation systems to ensure the freedom of movement for people and commerce, is completely aligned with the mission of the Department of Homeland Security (DHS), and our objectives fully support the Department's strategic goals.

I would like to thank the Subcommittee for its support as we stood up TSA in a fast-paced environment. We have listened carefully to the Subcommittee's concerns and recommendations, and they have helped us strengthen our security program. TSA's success in the past two years, intercepting more than 10.7 million prohibited items for example, has helped to increase confidence in the security of transportation. Passenger volumes are returning to pre-9/11 levels, and we anticipate passenger levels will continue to increase in the future. As we proceed with full implementation of our programs, incorporate the infrastructure necessary for our business operations, and stabilize as an organization, we look forward to continuing a productive and collaborative partnership with Congress.

The President's FY 2005 budget request will support key initiatives to improve the effectiveness and efficiency of TSA's efforts to secure our nation's transportation system. TSA's top priorities in FY 2005 include:

- Strengthening aviation security. We will stabilize and enhance our system-of-systems approach to aviation security, measure and improve screening performance, develop advanced screening technology, and expand the Federal Flight Deck Officer program.
- Upgrading access and inspection security. TSA will continue to develop and implement credentialing and background check programs, continue to support

local law enforcement at airports, strengthen inspection, and enforce agency security regulations.

- Improving air cargo security. In partnership with air carriers and other stakeholders, TSA will continue to implement the range of initiatives encompassed in its Air Cargo Strategic Plan.
- Enhancing surface transportation security through intelligence, stakeholder outreach, and integration. TSA will work with our colleagues in DHS and in the Department of Transportation to assess the risk of terrorist attacks to all surface modes of transportation and develop and implement security strategies to thwart attacks while minimizing the impact on the flow of cargo and mobility of passengers.

The President's FY 2005 Budget Request of \$5.296 billion for TSA is dedicated to stabilizing and strengthening TSA's essential mission. This request is \$892 million more than the adjusted enacted level for FY 2004.

Strengthening Aviation Security

The majority of TSA funding in FY 2005 is requested to support and improve passenger and baggage screening operations at the nation's airports, an essential layer in TSA's rings of aviation security. Today TSA is right-sizing and stabilizing screening operations based on security requirements and opportunities for increasing efficiencies in business processes so that at the end of FY 2004 an appropriate mix of full-time and part-time personnel will represent no more than 45,000 full-time equivalents. Supporting and enhancing the effectiveness of screening operations requires a broad range of services and activities, from training and supplies to performance management systems, from management and headquarters support to human resources services and equipment maintenance. As part of our long-term plan for stabilizing our workforce, we are evolving to a business model that vests more hiring authority at the local level with our Federal Security Directors (FSDs). The original methods we used in centralizing recruitment, assessment, hiring, and training of screeners were necessary in the fast-paced environment to meet the original statutory deadlines. This centralized model is not the right fit for sustaining an existing workforce. This is a high priority item for TSA.

Information and data on TSA performance are critical to our ability to make strategic decisions. TSA is implementing measures to assess performance, including TSA's Passenger Screening Effectiveness Index, Cost Per Passenger, Cost Per Bag, and Customer Service Index elements of the Screening Performance Indices. This information will be used to assess the impact of higher passenger volume on the effectiveness of our security operations and the public's level of satisfaction. TSA's Customer Satisfaction Index is based on feedback from passenger surveys at airports, polls, and traveler comments. TSA's score for all airports is 80 percent, indicating that overall, passengers are "more than satisfied" with their experience at passenger security

checkpoints. Over 1.7 million passengers and 2 million bags are processed through airport checkpoints on a daily basis, yet average wait times are still low.

For FY 2005, the President's budget requests \$2.424 billion for 45,000 screener FTE and 1210 terminal screening managers. At the requested level, funding will support screener salaries and management at all commercial airports. The screener workforce will be cross-trained to perform duties both as passenger and baggage screeners. Included in the requested level is \$130 million for contract screening airports. This funding is based on an estimate of resources necessary to maintain the current five pilot project airports. However, actual funding needs for contract screening operations may vary depending on the current evaluation of contract screening, the program's future deployment and management structure, and other contract screening transitions at airports.

A total of \$145 million is requested in FY 2005 to fully implement the passenger and baggage screening training programs critical to maintaining high skill levels in our screener workforce. This will support training for replacement screeners as well as support recurrent and advanced training to the entire screener workforce to meet and maintain proficiency and qualification standards.

All passenger screeners must meet annual recertification standards, passing a Standard Operating Procedures Job Knowledge Test, an Image Certification Test, and a Practical Skills Demonstration, and achieve a fully successful performance rating. Recertification for 2003-2004 began on October 1, 2003, and will be completed this month.

As reported to this Subcommittee last fall, TSA recognizes that we must continually work to maintain and sharpen screener capabilities. TSA has made significant progress in implementing the Short-Term Screening Improvement Plan, a series of integrated interventions that include enhanced training and technology deployment, policy and process reengineering, increased support to the field, and increased covert testing.

TSA uses its Special Operations Program to provide ongoing and immediate feedback to screeners, their supervisors, and TSA leadership on screener performance. The Special Operations Program's overall objectives are to test the security systems at the airports and to introduce difficult, real-life threat items to the screener workforce. Once covert testing is completed at a checkpoint, Special Operations teams conduct post-test reviews with available screeners to reenact the test and provide training.

As part of the Short-Term Screening Improvement Plan, Special Operations teams have tested 68 airports between October 1, 2003, and February 1, 2004. Testing between October 1 and December 31, 2003, focused on increasing the number of airports tested for the first time, to establish a performance baseline. In January 2004, Special Operations teams began retesting airports to determine whether performance improved once the screening performance initiatives had been deployed. In January 2004, Special Operations teams retested 15 airports, with 11 airports improving overall checkpoint performance an average of 21 percent.

These overall covert checkpoint tests are also showing improvement in individual screener performance. Between September 2002 and February 1, 2004, TSA conducted 1,227 checkpoint tests at 171 airports. Checkpoint test results have improved nearly 14 percent. During January 2004 testing, the pass rate for two of the checkpoint tests was nearly 90 percent or better.

To maintain high levels of screener proficiency, TSA's screener improvement plan places a strong emphasis on recurrent screener training and supervisory training. Over 700 inert Modular Bomb Set (MBS II) and weapons training kits have been deployed to every airport in the country as an integral part of TSA's recurrent training for screeners, enabling them to see and touch the components of improvised explosive devices and weapons. TSA is also developing protocols to help FSDs conduct their own airport level screening testing. To blend nationally and locally developed training, TSA has established the "Excellence in Screener Performance" video training series. The first two videos, "Hand Held Metal Detector/Pat Down Search" and "X-ray Operator" have been delivered to the field. Training videos on physical bag search and screening persons with disabilities are now in production. The third part of our recurrent training program is a series of web-based and computer-based screener training. Eight training products are in production, with the first due to the field in March 2004.

From the standpoint of training delivery, our most significant accomplishment is the launching of our learning management system, the TSA Online Learning Center (OLC). The OLC makes available over 350 general training and development courses in addition to TSA specific training.

Recognizing the need to provide our front line supervisors with the tools they need to manage effectively the screener workforce, we have sent more than 2500 supervisors to introductory leadership training at the Graduate School, United States Department of Agriculture. We will continue to offer 10 sessions each week until all screening supervisors have received this training. We are currently adding a customized module to this training that includes airport-specific examples of leadership issues they might encounter.

TSA also has begun training some of its senior screeners to recognize patterns of unusual or suspicious behavior. This additional skill set will further enhance aviation security.

TSA promptly investigates significant security incidents as they are disclosed. Using teams of security specialists and investigators who recreate the security breach, vulnerabilities in the system are revealed, and TSA can immediately take corrective action. TSA has also forged a working relationship with other federal law enforcement agencies and task forces when incidents require coordinated investigative activities.

TSA's 158 FSDs form the backbone of security management and leadership at the nation's airports. Our budget requests \$284 million in FY 2005 to support our FSDs and other airport security management and staff positions nationwide. In order to streamline the administrative operations at airports, larger airports have been designated as hubs,

providing security direction, administrative support, and staff resources to smaller airports.

In FY 2005, TSA will continue the deployment of electronic explosive detection equipment at the nation's airports and look for efficiencies to improve passenger and baggage screening. The total FY 2005 discretionary funding request for explosives detection systems (EDS) and explosives trace detection (ETD) equipment purchase and installation is \$150 million, with \$250 million through the Aviation Security Capital Fund, for a total resource level of \$400 million. Vision 100—Century of Aviation Reauthorization Act (Vision 100), P.L. 108-176, established the Aviation Security Capital Fund. The first \$250 million of passenger fees authorized by the Aviation and Transportation Security Act, P.L. 107-71, will be deposited into this fund. Fund resources can be spent on projects to replace baggage conveyer systems related to aviation security, to reconfigure terminal baggage areas as needed to install EDS, to deploy EDS in airport terminals, and for other airport security capital improvement projects.

TSA's EDS/ETD equipment purchase and installation program is the key to compliance with statutory requirements for full electronic screening of checked baggage. TSA purchases and installs this equipment through a variety of mechanisms, including congressionally authorized Letters of Intent (LOIs), which provide a partial reimbursement to airports for facility modifications required to install in-line EDS solutions. TSA has issued eight airport LOIs, covering 9 airports. TSA is also using resources to purchase and install EDS and ETD machines at airports outside the LOI process.

The FY 2005 budget request includes proposed language to maintain policies which guide the current program cost share and distribution of funding for LOIs, keeping the cost share at 75 percent for large airports and 90 percent for all other airports and overriding allocation formulas. TSA believes the current cost share is fair and equitable and that revised allocation formulas could potentially disrupt current LOI commitments and be detrimental to long-term security effectiveness.

TSA is also requesting approximately \$86 million to provide technological support at passenger checkpoints. This funding would support reconfiguration at a portion of the 34 remaining airports that would benefit from reconfiguration and provide \$30 million for purchase of advanced checkpoint equipment. This funding also supports TSA's continuing implementation of the Threat Image Projection (TIP) program, an essential element of TSA's screening improvement program. TIP superimposes threat images on X-ray screens during actual operations and records whether or not screeners identify the threat object. Through a tremendous example of private-public partnership, a significantly enhanced 2400-image Threat Image Projection (TIP) library was uploaded to every TIP Ready X-Ray (TRX) in the country during the height of winter holiday travel season without interrupting service. This new TIP image library replaces the much smaller 200-image library developed by the Federal Aviation Administration (FAA) with images that will continuously provide screeners exposure to the most current threats,

including improvised explosive devices (IEDs). Now 100 percent of checkpoint security lanes are equipped with TRXs with the 2400-image TIP library, providing real-time data on screener performance. Data is available quickly at the local level and reported to headquarters for aggregated analysis and monitoring. Through this combination of increased deployment of TRX machines and activation of the expanded TIP image library, we are able to collect and analyze significant amounts of performance data that has not been previously available. TIP is an excellent tool for evaluating the skills of each individual screener so that we can focus directly on areas needing skill improvement. By regularly exposing screeners to a variety of threat object images, TIP provides continuous on-the-job training and immediate feedback and remediation.

TSA uses a wide range of interconnected information technology solutions to maximize its security efforts. In the past, collecting TIP data for analysis and reporting was a cumbersome task. Network connectivity to checkpoints will be the ultimate answer to efficient collection, analysis, and reporting of TIP data. This effort will provide the capability for continuous training, including real-time training on current threats; greater capacity for monitoring TIP performance; connectivity with checked baggage areas; and a foundation for planned implementations of additional administrative, surveillance, CAPPS II, and other security enhancements. TSA is requesting approximately \$294 million in FY 2005 to support its Information Technology Core, which will provide the telecommunications infrastructure support and services necessary for TSA to fully utilize TIP capabilities.

The President's Fiscal Year 2005 budget includes a request for \$49 million for TSA applied Research and development (R&D) and \$50 million for Next Generation EDS. Working closely with the DHS Science and Technology (S&T) Directorate, we have established an ambitious program to develop and deploy new security technologies and use technology to enhance human performance. Technology can help us make our screening operations more effective, more efficient, less time-consuming, and less costly. TSA operates a state-of-the-art research laboratory, the Transportation Security Laboratory (TSL), in Atlantic City, New Jersey. Several screening and other security technologies are under development at the TSL, including an explosives detection portal to determine if explosives are being carried on a passenger's person, document scanners to detect trace amounts of explosive materials on items such as boarding passes, and scanners for better screening of casts and prosthetic devices. We are also developing EDS for carry-on baggage and improving explosives detection technology for screening liquids.

We are continuing work on the Next Generation of EDS for checked baggage screening to increase throughput capacity, improve detection capabilities, and lower false positive alarm rates. Simultaneously, we are collaborating with new and existing vendors to develop technologies that will enable us to detect explosives in smaller amounts than are currently established in our certification standard and that will occupy a smaller footprint at airports. We have piloted an on-screen alarm resolution protocol and will soon start the training that will enable our screeners to more closely examine an image without opening a traveler's luggage, resulting in clearing more false positive alarm images

without a drop in detection proficiency. Within the Next Generation program, we are also looking at new applications of X-ray, electro-magnetic, and nuclear technologies to probe sealed containers for materials that pose a threat to aviation security.

We are planning FY '05 R&D efforts to combine expanded technological capabilities in conjunction with sensor fusion development. Unfortunately, the restricted space at airports and other transportation facilities will not support continuing additions to the footprints of our screening areas. Therefore, we must design systems that will address multiple threats within very confined spaces. The challenge of moving new technology from the laboratory to the real world is significant.

TSA's R&D program also focuses on developing standards for biometric systems through ongoing pilot programs and laboratory efforts. TSA's efforts in this arena are being coordinated with the US VISIT program office. Research in biometrics technologies continues to be applicable and useful in supporting several TSA initiatives such as the Transportation Workers Identification Credential (TWIC) program, the Registered Traveler program, infrastructure access control programs, and employee screening.

TSA's Federal Flight Deck Officer (FFDO) program has now been in place for more than one year, adding another important layer to our rings of aviation security. The FY 2005 budget proposes \$25 million to support and continue expansion of FFDO training for pilots at the Federal Law Enforcement Training Center in Artesia, New Mexico. TSA developed and implemented this program in close cooperation with organizations representing airline pilots, such as the Air Line Pilots Association (ALPA) and the Coalition of Airline Pilots Associations (CAPA). Pilots provided valuable insights to TSA during the formation of the FFDO program and many of their suggestions are reflected today in the initial qualifications, training, and standard operating procedures for FFDOs; and training location and support facilities. In January 2004, TSA began doubling the number of FFDO classes, and we plan to provide initial training and qualification for thousands of FFDOs by the end of this fiscal year. TSA has streamlined the process for pilots to become FFDOs. The selection process consists of an on-line application, an hour-long computerized assessment, an interview, and a background check. FFDO assessments are administered at over 200 locations throughout the United States, and more are being added. Classes are available continuously except during certain holidays.

Pilots also must attend re-qualification sessions twice a year to ensure that they maintain a high level of proficiency and familiarity with program requirements. Ten private, state, and local government sites are available for self-scheduling of re-qualification training. Sites were selected in geographically diverse locations that would be convenient to pilots. As the numbers of FFDOs grows, TSA will expand the number of recurrent training sites to meet their needs.

With the enactment of Vision 100, the FFDO program has been expanded to include cargo pilots and other flight deck crewmembers. TSA is examining modifications to the

current FFDO curriculum and operating procedures to reflect the different environment in which cargo pilots operate. TSA initiated the on-line application process for cargo and other flight deck crewmembers in February 2004 and expects to conduct its first cargo FFDO prototype program this April.

A total of \$60 million is requested for FY 2005 for the second generation Computer Assisted Passenger Pre-Screening System (CAPPS II). CAPPS II is a limited, automated prescreening system authorized by Congress that will become a critical element in TSA's system-of-systems approach to security. Developed with the utmost concern for individual privacy rights, CAPPS II will modernize the prescreening system currently implemented by the airlines. It will seek to authenticate travelers' identities and perform risk assessments to detect individuals who may pose a terrorist-related threat or who have outstanding Federal or state warrants for crimes of violence.

Under CAPPS II, airlines will ask passengers for a slightly expanded amount of reservation information, including full name, date of birth, home address, and home telephone number. With this expanded information, the system will quickly verify the identity of the passenger using commercially available data and conduct a risk assessment leveraging current intelligence information. The overall process will result in a recommended screening level, categorized as no risk, unknown or elevated risk, or high risk. The commercially available data will not be viewed by government employees, and intelligence information will remain behind the government firewall. The entire prescreening process is expected to take as little as five seconds to complete.

TSA is carefully reviewing the recent report on CAPPS II issued by the General Accounting Office (GAO) and working diligently to resolve all concerns. GAO generally concluded that in most areas that Congress asked them to review, our work on CAPPS II is not yet complete. DHS has generally concurred in GAO's findings, which in our view validates the fact that CAPPS II is a program still under development. As we resolve issues of access to data needed for testing CAPPS II, and the testing phase moves forward and results in a more mature system, we are confident of our ability to satisfy all of the questions that Congress posed.

Vision 100 transferred the Alien Pilot Security Assessment Program from the Department of Justice to the Department of Homeland Security. The law requires that DHS conduct background checks on aliens seeking flight training at U.S. flight schools, stipulating that checks must be completed within 30 days. TSA is currently working with the Federal Bureau of Investigation to implement this program, and we estimate that as many as 70,000 background checks will be required each year. TSA is requesting funding for FY 2005 at a level of \$4.6 million, which we estimate could be recovered in fees.

Upgrading Access and Inspection Security

The President's FY 2005 budget requests \$91.6 million in overall funding to strengthen security credential programs, with an estimated recovery of costs of \$71.6 million in credential fees. This requested funding would support activities to develop the

Registered Traveler program at a level of \$15 million. TSA is analyzing whether a Registered Traveler program can effectively reduce the “hassle factor” in passenger and baggage screening without compromising aviation security. TSA envisions that a fully implemented Registered Traveler program would be voluntary in nature and could offer qualified participants an expedited travel experience. A comprehensive risk assessment would be conducted on Registered Traveler program applicants to determine their eligibility. TSA is working on a proposed strategy for implementing small-scale Registered Traveler pilot programs in FY04, and requests \$15 million to expand contract support and technology resources for the Registered Traveler program in FY 05. TSA will analyze the results of the pilot programs to determine the program’s effects on security and customer service. TSA is also exploring technology solutions associated with non-intrusive positive identity verification at the passenger security checkpoint, such as biometrics, that would further expedite security clearance for registered travelers.

In addition to the Registered Traveler program, requested funding for credential programs would support the Alien Pilot Security Assessment Program discussed above, the Transportation Worker Identification Credential (TWIC) at a level of \$50 million, the HAZMAT Driver License Endorsement Program at a level of \$17 million, and Credentialing Enterprise Start-up at \$5 million. Because all Credentialing Enterprise programs involve the use of specific law enforcement and anti-terrorist databases, TSA is developing a common platform of technology and contractor support to conduct appropriate background checks. Although each credentialing program may involve special requirements and adjudication, this common platform will realize economies of scale through shared resources such as systems equipment, database connectivity, contractor support space, and other start-up costs that will not be recovered through fees.

We are developing a TWIC prototype and supporting measures to mitigate the threat of insider attacks to transportation infrastructure. During prototype, this credential will test the feasibility of bringing uniformity and consistency to the process of granting access to transportation workers entrusted to work in the most sensitive and secure areas of our national transportation system. The President’s FY 2005 request includes spending authority to begin implementing the TWIC concept within parameters that will be defined by the Administration after completion of the prototype assessment.

TSA is requesting \$120 million to support its contingent of regulatory compliance inspectors in FY 2005. These inspectors ensure that airports, air carriers, and other regulated entities within the airport property are in compliance with all federal security regulations. An additional \$90 million will support reimbursements to state and local agencies providing law enforcement support for airport security checkpoints. An estimated 300 reimbursable agreements with state and local law enforcement agencies are necessary to provide the law enforcement support at levels deemed appropriate by TSA FSDs.

The President’s budget requests \$17 million in FY 2005 to support 354 K-9 units under the National Explosives Detection Canine Team program. TSA-certified canine teams perform a critical role in aviation security, performing multiple tasks throughout the

entire airport environment, such as screening checked baggage, searching unattended bags, searching vehicles approaching terminals during increased threat levels, screening cargo on a limited basis, screening mail at certain pilot project locations, and responding to bomb threats. TSA helps local law enforcement agencies by procuring and training selected canines, training selected law enforcement officers, and by partially reimbursing agencies for costs.

Improving Air Cargo Security

Each year, U.S. air carriers transport approximately 12.5 million tons of cargo. To deny terrorists the opportunity to exploit our thriving air cargo system, TSA has developed an Air Cargo Strategic Plan that calls for the focused deployment of tools, resources, and infrastructure that are available today, as well as creating a foundation for future improvements as technology and resources become available. For FY 2005, a total of \$85 million is requested for TSA's aviation cargo screening program.

TSA has prohibited all "unknown shipper" cargo from flying aboard passenger carriers since September 11, 2001, thereby limiting cargo to packages from identifiable shippers under the TSA Known Shipper program. TSA is rolling out an automated Known Shipper database that will allow air carriers and indirect air carriers to verify immediately the status of a specific shipper.

Under the Air Cargo Strategic Plan, TSA will establish a Cargo Pre-Screening system that identifies which cargo should be considered "high-risk," and work with industry and other federal agencies to ensure that 100 percent of high-risk cargo is inspected. We are also partnering with stakeholders to implement enhanced background checks on persons with access to cargo and new procedures for securing aircraft while they are on the ground. A Notice of Proposed Rulemaking is in development for enhanced screening of cargo on passenger aircraft, along with stronger security measures for Indirect Air Carriers and the establishment of a mandatory security program for all-cargo carriers. TSA and U.S. Customs and Border Protection are working together on air cargo initiatives through four established work groups, making plans for future collaboration, leveraging of existing programs, and sharing resources and technologies.

Within the \$85 million requested for air cargo screening in FY 2005, TSA is requesting \$55 million for an aggressive R&D program to investigate technologies that will improve our ability to screen physically high-risk air cargo. TSA will look at new technologies for screening large cargo, including pallets and containerized cargo. In January 2004, TSA issued a market survey requesting submissions and participation of vendors of commercial off-the-shelf explosives detection technology to support cargo inspection. A number of vendors have been tentatively selected for laboratory evaluation of their products against the current EDS certification criteria. We have issued a request for proposals (RFP) for potential inventors of explosives detection technology for the screening of containerized cargo and U.S. Mail to be transported on passenger aircraft. This RFP will lead to the award of R&D grants to assist in the development of promising technologies. At TSL, we are conducting a cargo characterization study to determine the

feasibility of using currently deployed explosives detection technology (EDS and ETD) to screen cargo while new systems are under development.

Enhancing Surface Transportation Security Through Intelligence, Stakeholder Outreach, and Integration

For modes of transportation other than aviation, TSA is developing policies and programs to ensure proper coordination, integration, and information exchange among our federal, state, and local partners in non-aviation modes of transportation and to unite disparate transportation systems under a single security strategy. Our goal in this regard is to ensure that efforts to provide security in non-aviation modes are consistent, coordinated, and effective. As part of this effort, DHS will issue a National Transportation System Security Plan as part of its overall Critical Infrastructure Protection Plan, which is currently under development. We are providing Departmental leadership and guidance in this area, particularly with respect to modal security plans, to ensure that they are integrated into an effective concept of operations for management of the transportation sector's security.

TSA's FY 2005 request includes \$24 million for personnel and operational resources dedicated to security in non-aviation transportation modes and \$17 million to support TSA's around-the-clock Transportation Security Coordination Center (TSCC). The complex, interdependent land transportation environment is especially challenging. TSA will continue to assess the risk of terrorist attacks on non-aviation transportation modes, assess the need for standards and procedures to address those risks, and ensure compliance with established regulations and policies.

This completes our highlights of key programs and initiatives for FY 2005.

TSA has achieved an unqualified audit opinion for FY 2003, its third consecutive clean audit. In FY 2004, TSA is striving to maintain its clean audit record and correct any internal control weaknesses noted in audit reports. With passenger and baggage screening rollouts complete and the transition to DHS behind us, TSA is well poised to continue implementing more efficient and effective financial management processes across the organization.

In closing, I want to convey how proud I am of TSA's security screening workforce. They have carried out their responsibilities with diligence and professionalism in a dynamic environment. The reality of TSA's mission is that we must constantly be prepared to provide the best level of security we can within the resources we have been provided. The increased variety and sophistication of weapons and communication tools available to modern terrorists presents a significant challenge. We have seen all too vividly that successful terrorist attacks against aviation can disrupt the U.S. and global economies. With security strengthened and economic recovery well underway, it is imperative that TSA accommodate expected growth in air travel in the years ahead. With preventive measures in place, the risk of terrorism is reduced, not eliminated. TSA will

continue to identify and reevaluate threats and vulnerabilities and make decisions that both facilitate transportation and improve its security.

Thank you for the opportunity to provide this information. TSA looks forward to working with the Subcommittee as we continue our efforts to strengthen homeland security. I will be pleased to answer your questions.