

SECURING THE CHECKPOINT PROPERTY SCREENING
 SYSTEM (S-CPSS) ACT OF 2022

MAY 24, 2022.—Committed to the Committee of the Whole House on the State of
 the Union and ordered to be printed

Mr. THOMPSON of Mississippi, from the Committee on Homeland
 Security, submitted the following

R E P O R T

[To accompany H.R. 6827]

The Committee on Homeland Security, to whom was referred the bill (H.R. 6827) to authorize appropriations to accelerate the procurement and deployment of computed tomography equipment to enhance detection capabilities for carry-on baggage, and for other purpose, having considered the same, reports favorably thereon without amendment and recommends that the bill do pass.

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PURPOSE AND SUMMARY

H.R. 6827, the “Securing the Checkpoint Property Screening System (S-CPSS) Act of 2022,” seeks to accelerate the Transportation Security Administration’s (TSA) procurement and deployment of computed tomography (CT) equipment at airport checkpoints by

authorizing \$1.6 billion to be appropriated for the Checkpoint Property Screening System (CPSS) program through fiscal year (FY) 2026. The procurement and deployment of CT equipment at the scale authorized by the bill will enhance the detection capability of carry-on baggage screening at TSA security checkpoints. An important feature of this measure is the \$82.1 million authorized for participation in the CPSS program by small businesses that have displayed an ability to develop or produce advanced checkpoint property screening technology. This provision is in furtherance of TSA's January 2020 strategy to diversify the security technology marketplace, which included 12 initiatives to increase small business participation, that was required under the "TSA Modernization Act" (Pub. L. 115-254).

BACKGROUND AND NEED FOR LEGISLATION

H.R. 6827, the "Securing the Checkpoint Property Screening System (S-CPSS) Act of 2022," authorizes appropriations for broader deployment of CT units at TSA security checkpoints nationwide. Today, advanced technology (AT) X-ray machines are the most common systems used to screen carry-on items at TSA checkpoints. In 2016, TSA's capability analysis process identified a need for updated screening equipment that could detect a broader range of explosives, reduce false alarm rates, minimize operational bottlenecks, and allow passengers to leave liquids in carry-on bags. In November 2017, to address capability gaps in carry-on bag screening, TSA initiated the CPSS program with the goal of replacing over 2,000 AT X-ray systems with enhanced three-dimensional CT systems to detect a broader range of explosives and improve the passenger experience. TSA has highlighted to Congress the need for the full deployment of CT systems as a critical tool to counter current threats to aviation.

Committee Members, on a bipartisan basis, have long expressed support for the program and supported funding for full procurement and deployment of CT machines on an expedited timeline to counter existing threats. Unfortunately, at the current funding level, it could take more than a decade to procure and deploy all the CT machines needed to achieve full operating capability. On a bipartisan basis, Committee Members have expressed frustration with the pace of CT procurement and deployment and have expressed some concerns regarding the implementation of the program. Those concerns include a lack of adequate oversight and support of CT systems acquisition by the Department of Homeland Security (DHS), as the DHS Office of the Inspector General highlighted in a September 2021 report, and the use of sole-source awards in the program which limits competition and undermines small business participation.

H.R. 6827 seeks to address these concerns by accelerating the procurement and deployment of CT equipment at airport checkpoints by authorizing appropriations of over \$1.6 billion for the procurement and deployment of CT equipment through FY 2026. Additionally, the bill authorizes appropriations of over \$82 million through FY 2026 to support the research and development of small businesses that have displayed an ability to produce technologies supporting the advancement of checkpoint property screening. This additional funding would strengthen research and development and

private sector partnerships of critical technology innovations for checkpoint screening, including software and third-party algorithm development. Importantly, the bill includes reporting requirements to ensure each award satisfies key DHS and TSA performance parameters.

HEARING

For the purposes of clause 3(c)(6) of rule XIII of the Rules of the House of Representatives, the following hearing was used to develop H.R. 6827:

- On September 29, 2021, the Committee held a hearing entitled, “20 Years After 9/11: The State of the Transportation Security Administration.” The Committee heard testimony from David P. Pekoske, Administrator, Transportation Security Administration, U.S. Department of Homeland Security; Peter Neffenger, Private Citizen and Former Administrator, TSA; John S. Pistole, President of Anderson University and Former Administrator, TSA; and J.M. Loy, Private Citizen and Former Administrator, TSA.

COMMITTEE CONSIDERATION

The Committee met on March 2, 2022, a quorum being present, to consider H.R. 6827 and ordered the measure to be favorably reported to the House, without amendment, by voice vote.

COMMITTEE VOTES

Clause 3(b) of rule XIII requires the Committee to list the recorded votes on the motion to report legislation and amendments thereto.

No recorded votes were requested during consideration of H.R. 6827.

COMMITTEE OVERSIGHT FINDINGS

In compliance with clause 3(c)(1) of rule XIII, the Committee advises that the findings and recommendations of the Committee, based on oversight activities under clause 2(b)(1) of rule X, are incorporated in the descriptive portions of this report.

CONGRESSIONAL BUDGET OFFICE ESTIMATE, NEW BUDGET AUTHORITY, ENTITLEMENT AUTHORITY, AND TAX EXPENDITURES

With respect to the requirements of clause 3(c)(2) of rule XIII and section 308(a) of the Congressional Budget Act of 1974, and with respect to the requirements of clause 3(c)(3) of rule XIII and section 402 of the Congressional Budget Act of 1974, the Committee has requested but not received from the Director of the Congressional Budget Office a statement as to whether this bill contains any new budget authority, spending authority, credit authority, or an increase or decrease in revenues or tax expenditures.

FEDERAL MANDATES STATEMENT

An estimate of Federal mandates prepared by the Director of the Congressional Budget Office pursuant to section 423 of the Unfunded Mandates Reform Act was not made available to the Committee in time for the filing of this report. The Chairman of the

Committee shall cause such estimate to be printed in the *Congressional Record* upon its receipt by the Committee.

DUPLICATIVE FEDERAL PROGRAMS

Pursuant to clause 3(c) of rule XIII, the Committee finds that H.R. 6827 does not contain any provision that establishes or reauthorizes a program known to be duplicative of another Federal program.

STATEMENT OF GENERAL PERFORMANCE GOALS AND OBJECTIVES

Pursuant to clause 3(c)(4) of rule XIII, the objective of H.R. 6827 is to authorize appropriations to accelerate the procurement and deployment of computed tomography equipment to enhance detection capabilities for carry-on baggage and for other purposes.

CONGRESSIONAL EARMARKS, LIMITED TAX BENEFITS, AND LIMITED TARIFF BENEFITS

In compliance with rule XXI, this bill, as reported, contains no congressional earmarks, limited tax benefits, or limited tariff benefits as defined in clause 9(d), 9(e), or 9(f) of rule XXI.

ADVISORY COMMITTEE STATEMENT

No advisory committees within the meaning of section 5(b) of the Federal Advisory Committee Act were created by this legislation.

APPLICABILITY TO LEGISLATIVE BRANCH

The Committee finds that H.R. 6827 does not relate to the terms and conditions of employment or access to public services or accommodations within the meaning of section 102(b)(3) of the Congressional Accountability Act.

SECTION-BY-SECTION ANALYSIS OF THE LEGISLATION

Section 1. Short title.

This section states that the Act may be cited as the “Securing the Checkpoint Property Screening System (S-CPSS) Act of 2022”.

Sec. 2. Procurement and deployment efforts of computed tomography equipment at airport checkpoints.

Subsection (a) requires the TSA Administrator to brief the appropriate congressional committees regarding planned procurement and deployment efforts regarding computed tomography equipment at airport checkpoints through the CPSS program within 6 months of the bill’s enactment and annually thereafter for 5 years.

Subsection (b) requires the TSA Administrator to brief the appropriate congressional committees if TSA decides to make an award to a system that does not meet CPSS key performance parameters at least 2 weeks prior to such an award.

Subsection (c) authorizes \$1.6 billion to be appropriated over 5 years for TSA to procure and deploy computed tomography equipment at airport checkpoints to enhance detection capabilities for carry-on baggage. It specifies authorization amounts per fiscal year as follows: \$257 million for FY 2022; \$336 million for FY 2023; \$343 million for FY 2024; \$350 million for FY 2025; and \$355.4 million for FY 2026.

Subsection (c) also would authorize \$82.1 million over 5 years to TSA to provide funding to small businesses for research and development of technologies under consideration for the CPSS program. It specifies authorization amounts per fiscal year as follows: \$12.85 million for FY 2022; \$16.8 million for FY 2023; \$17.15 million for FY 2024; \$17.5 million for FY 2025; and \$17.777 million for FY 2026. To be eligible to receive such funding, a small business shall demonstrate an ability to produce technologies supporting the advancement of checkpoint security screening, as determined by the TSA Administrator.

Subsection (d) provides definitions for the terms “Administrator,” “appropriate congressional committees,” and “TSA.”

