

Opposing the Privatization of the TSA

WHEREAS, the Transportation Security Administration (TSA) was created in direct response to the September 11, 2001, terrorist attacks to strengthen the security of the nation's transportation systems, particularly aviation. Established by the Aviation and Transportation Security Act (ATSA) on November 19, 2001, it federalized airport security to prevent future hijackings and ensure safe travel. Congress created the agency to replace the patchwork of private airport screening operations across the country; and

WHEREAS, the TSA, under the Trump administration, is actively advancing a "GoldPlus" privatization plan, potentially shifting security screening backwards to private contractors while maintaining federal oversight, aiming for increased efficiency, innovation, and cost savings. The push, part of 2026/2027 budget proposals, seeks to expand the existing Screening Partnership Program (SPP) to more airports, reducing federal personnel costs; and

WHEREAS, the initiative, supported by conservative proposals like Project 2025, follows government shutdowns where TSA agents worked without pay, fueling arguments for reform. The Trump administration is aggressively moving to privatize TSA. In addition to quietly advancing the GoldPlus plan, DHS under former Homeland Security Secretary Kristi Noem has also sought to strip TSA airport screeners of their union rights as well; and

WHEREAS, the "GoldPlus" concept means that private contractors would manage both staff and technology, with the TSA acting as the oversight body to ensure security compliance. Approximately 20 U.S. airports, including San Francisco International (SFO), use private contractors through the SPP, which is overseen by the TSA; and

WHEREAS, the American Federation of Government Employees (AFGE) union and other concerned critics, argue this push to privatization could lead to lower pay for screeners, higher staff turnover, reduced security quality, and potentially cause security failures similar to those experienced that spurred the agency's creation.

THEREFORE BE IT RESOLVED, that the National Association for the Advancement of Colored People (NAACP) opposes the "GoldPlus" privatization plan and the further expansion of privatization under the SPP program to nearly 250 smaller airports – thereby, putting profits before security and undermining the workforce necessary to ensure safety at America's airports.

BE IT FINALLY RESOLVED, that the NAACP calls for a moratorium on all Federal privatization projects until there is a clear independent study on the cost and benefits of each project including the impact it will have on the Federal workforce, state/regional/local economy and who is set to benefit from the transition from a publicly run operation to a private one.