



# DHS Exhibit 300 Public Release BY08 (Form) / TSA - Registered Traveler (RT) (2008) (Item)

Form Report, printed by: Administrator, System, Feb 12, 2007

## OVERVIEW

### General Information

1. Date of Submission:	Aug 29, 2006
2. Agency:	Department of Homeland Security
3. Bureau:	Security, Enforcement and Investigations (SEI)
4. Name of this Capital Asset:	TSA - Registered Traveler (RT) (2008)
Investment Portfolio:	TSA Home Portfolio 2008
5. Unique ID:	N024-50-01-03-01-5627-00

(For IT investments only, see section 53. For all other, use agency ID system.)

### All investments

6. What kind of investment will this be in FY2008?

(Please NOTE: Investments moving to O&M ONLY in FY2008, with Planning/Acquisition activities prior to FY2008 should not select O&M. These investments should indicate their current status.)

Acquisition

7. What was the first budget year this investment was submitted to OMB?

FY2006

8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap.

The Transportation Security Administration (TSA) has statutory authority to establish requirements to implement trusted passenger programs and to expedite screening of passengers who have completed a security background investigation, allowing for the reallocation of screening resources from screened passengers to non-screened and, therefore, higher risk passengers.

Currently, no program exists with the intent of maximizing the effectiveness of screening resources while minimizing the time spent by passengers in the screening process. The Registered Traveler (RT) program seeks to address those needs by allowing eligible travelers to voluntarily submit their biographic and biometric information to TSA, in order to conduct a security threat assessment (STA) to determine whether or not the travelers are a threat to transportation and/or national security. The STA includes running the RT Applicants' information through terrorist-related databases, criminal databases for outstanding warrants, and other government databases that TSA maintains or uses in order to confirm that applicants are U.S. citizens, lawful permanent resident aliens or nationals of the United States, and to ensure that the applicant does not pose or is not suspected of posing a threat to transportation or national security.

TSA has tested the effectiveness of the program as well as the feasibility of using a public/private industry partnership by implementing pilots at numerous of airports. The introduction of the public/private model reduces TSA's role to setting standards as well as performing oversight and vetting, a role that decreases TSA's life cycle costs.

Fee Authority has been approved for the RT program, allowing it to be fee-funded. The national rollout will begin with the Registered Traveler Interoperability Pilot (RTIP). The pilot's purpose is to ensure that an individual's RT status can be verified at any and all participating airports, a necessity for the success of the program.

9. Did the Agency's Executive/Investment Committee approve this request?

Yes

9.a. If "yes," what was the date of this approval?

Feb 22, 2006

10. Did the Project Manager review this Exhibit?

Yes

12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project.

Yes

12.a. Will this investment include electronic assets (including computers)?

Yes

12.b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only)

No

12.b.1. If "yes," is an ESPC or UESC being used to help fund this investment?

12.b.2. If "yes," will this investment meet sustainable design principles?

12.b.3. If "yes," is it designed to be 30% more energy efficient than relevant code?

13. Does this investment support one of the PMA initiatives?

Yes

If "yes," select the initiatives that apply:

<b>Human Capital</b>	Yes
<b>Budget Performance Integration</b>	Yes
<b>Financial Performance</b>	Yes
<b>Expanded E-Government</b>	Yes
<b>Competitive Sourcing</b>	Yes
<b>Faith Based and Community</b>	
<b>Real Property Asset Management</b>	
<b>Eliminating Improper Payments</b>	
<b>Privatization of Military Housing</b>	
<b>R and D Investment Criteria</b>	
<b>Housing and Urban Development Management and Performance</b>	
<b>Broadening Health Insurance Coverage through State Initiatives</b>	
<b>Right Sized Overseas Presence</b>	
<b>Coordination of VA and DoD Programs and Systems</b>	

13.a. Briefly describe how this asset directly supports the identified initiative(s)?

Human Capital: Within 30 days (complete application receipt) threat assessment performed and applicant notified of status; Budget Performance Integration: RT will track outcome-oriented metrics to monitor program performance; Financial Performance: 100% fee-based; tracks fees, costs and revenue monthly and monitors contracts; E-Gov: RT electronically shares information between other federal orgs and state govts; Competitive Sourcing: 80% of costs are services with contracts competitively awarded

14. Does this investment support a program assessed using OMB's Program Assessment Rating Tool (PART)?

No

14.a. If "yes," does this investment address a weakness found during the PART review?

14.b. If "yes," what is the name of the PART program assessed by OMB's Program Assessment Rating Tool?

14.c. If "yes," what PART rating did it receive?

15. Is this investment for information technology (See section 53 for definition)?

No

**For information technology investments only:**

16. What is the level of the IT Project (per CIO Council's PM Guidance)?

Level 1

17. What project management qualifications does the Project Manager have? (per CIO Council's PM Guidance)

(1) Project manager has been validated as qualified for this investment

18. Is this investment identified as "high risk" on the Q4 - FY 2006 agency high risk report (per OMB's "high risk" memo)?

Yes

19. Is this a financial management system?

No

19.a. If "yes," does this investment address a FFMIA compliance area?

19.a.1. If "yes," which compliance area:

19.a.2. If "no," what does it address?

Compliance, oversight (auditing)

19.b. If "yes," please identify the system name(s) and system acronym(s) as reported in the most recent financial systems inventory update required by Circular A-11 section 52.

20. What is the percentage breakout for the total FY2008 funding request for the following? (This should total 100%)

Area	Percentage	
Hardware		
Software		

<b>Services</b>		
<b>Other</b>		
<b>Total</b>		—

21. *If this project produces information dissemination products for the public, are these products published to the Internet in conformance with OMB Memorandum 05-04 and included in your agency inventory, schedules and priorities?*

N/A

23. *Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?*

<b>SUMMARY OF FUNDING</b>
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<b>SUMMARY OF SPENDING FOR PROJECT PHASES (In Millions)</b>
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1. Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions, and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The total estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition," and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long term energy, environmental, decommissioning, and/or restoration costs. The costs associated with the entire life-cycle of the investment should be included in this report.

All amounts represent Budget Authority

	PY-1 & Earlier	PY	CY	BY
	-2005	2006	2007	2008
<b>Planning:</b>				
<b>Budgetary Resources</b>	10.156	1.296	0.546	0.235
<b>Acquisition:</b>				
<b>Budgetary Resources</b>	0.000	0.787	1.112	1.789
<b>Subtotal:</b>				
<b>Budgetary Resources</b>	10.156	2.083	1.658	2.024
<b>Maintenance:</b>				
<b>Budgetary Resources</b>	0.000	0.270	1.637	5.691
<b>TOTAL, All Stages</b>				
<b>Budgetary Resources</b>	10.156	2.353	3.295	7.715
<b>Government FTE Cost</b>	4.344	1.006	1.541	1.742
<b># of FTEs</b>	12.00	12.00	12.00	12.00
<b>Total, BR + FTE Cost</b>	14.500	3.359	4.836	9.457

Note: For the cross-agency investments, this table should include all funding (both managing partner and partner agencies).

Government FTE Costs should not be included as part of the TOTAL represented.

2. Will this project require the agency to hire additional FTE's?

No

2.a. If "yes," how many and in what year?

3. If the summary of spending has changed from the FY2007 President's budget request, briefly explain those changes.

Lifecycle Cost Delta (FY 2007 Estimate vs. Current Estimate): The RT lifecycle cost was estimated in FY 2007 at \$384.6 million (for a life cycle of FY 2004 through FY 2012). This estimate was based on the assumption that all program costs would be assumed by the Government. As a result of an alternative analysis and a successful pilot in Orlando, a private sector-based model was chosen for RT implementation. This new approach (Public/Private Partnership Program) decreases the Government's role to setting standards, oversight and vetting. As a result the RT lifecycle costs stated above only represent TSA costs of \$91.5 million.

Lifecycle Cost Allocation to Phases: The allocation of costs to the three lifecycle phases is based on the completion of the following milestones.

Planning Phase Milestones:

- Approval of Mission Need Statement
- Approval of Acquisition Program Baseline
- Approval of Business Model
- Approval of Fee Model
- Approval of Acquisition Plan

Acquisition Phase Milestones

- Issuance of Final Privacy Impact Assessment by 8/21/06
- Issuance of Final Security, Privacy and Compliance Standards by 10/11/06
- Launch Service Provider Enrollment by 10/12/06
- Launch Registered Traveler Interoperability Pilot (RTIP) by 10/31/06
- Completion of RT Interoperability Pilot (RTIP)

- Completion of Fee Rule

Operations and Maintenance Phase  
(Phase is continuous – no exit criteria)