DHS Exhibit 300 Public Release BY09 (Form) / TSA - Transportation Worker Identification Credentialing (TWIC) (2009) (Item)

Form Report, printed by: Administrator, System, **Feb 6, 2008**

OVERVIEW

General Information

1. Date of Submission:	Jul 27, 2007
2. Agency:	Department of Homeland Security
3. Bureau:	Security, Enforcement and Investigations (SEI)
4. Name of this Capital Asset:	TSA - Transportation Worker Identification Credentialing (TWIC) (2009)
5. Unique ID:	024-50-01-02-01-5628-00
(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 FY2009?

(Please NOTE: Investments moving to O&M ONLY in FY2009, with Planning/Acquisition activities prior to FY2009 should not select O&M. These investments should indicate their current status.)

Operations and Maintenance

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

FY2005

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. [LIMIT: 2500 char]

As established under the Maritime Transportation Security Act (MTSA), the Uniting and Strengthening America by Providing Appropriate Tools Required to Intercept and Obstruct Terrorism Act (US PATRIOT Act), the Aviation Transportation Security Act (ATSA), and other legislation, TSA is charged with improving the ability to control access to secure areas of the nation's transportation infrastructure. TSA has statutory responsibility for issuing biometric credentials to transportation workers requiring unescorted access to secure physical and logical areas of the transportation system. However, there has been no nationwide program which conducts threat assessments in accordance with consistent national standards and which also issues a common biometric credential recognized throughout the industry. The Transportation Worker Identification Program (TWIC) will address both of these issues. The vision of the TWIC Program is to improve security by establishing a system-wide common secure credential, used across all transportation modes, for all personnel requiring unescorted physical and/or logical access to secure areas of the transportation system.

While TWIC's mission is to issue the TWIC credential to all transportation modes, the first phase of the implementation strategy is to issue TWIC credentials to the maritime industry only. After the TWIC Program has obtained the necessary approvals by TSA and DHS, TWIC cards will be issued to the other transportation modes as subsequent phases of the TWIC implementation strategy.

The TWIC program was developed through efforts that began in early FY 2002 to review, identify, and mitigate deficiencies in the transportation industry's ability protect the secure areas of their operations. This requirement defines the following mission needs:

- Positively identify authorized individuals who require unescorted access to secure areas of the nation's transportation system.
- Determine the eligibility of individuals to be authorized unescorted access to secure areas of the transportation system by conducting a security threat assessment.
- Ensure that unauthorized individuals are not able to defeat or otherwise compromise the access system in order to be granted permissions that have been assigned to an authorized individual.
- Identify individuals who fail to maintain their eligibility requirements subsequent to being permitted unauthorized access to secure areas of the nation's transportation system and immediately revoke the individual's permissions.

TSA's mission is to protect the nation's transportation systems to ensure freedom of movement for people and commerce. Its mission responsibilities are aligned with DHS's mission to prevent terrorist attacks and reduce America's vulnerability to terrorism. TSA is clearly responsible for deterring foreign and domestic terrorists from causing harm or disrupting the transportation system or its users. Through the TWIC Program, TSA conducts security threat assessments on maritime transportation workers by accessing criminal, terrorist and immigration databases. For those transportation workers who meet TSA's established criteria, personalized

TWIC cards are printed and issued to individuals. These transportation workers present their cards at local facilities as demonstration of their access rights. The absence of this program would leave America's critical maritime port facilities vulnerable to terrorist activities.

The number of maritime transportation workers who are expected to enroll in the TWIC program is estimated to be at least 750,000. They will enroll at one of 147 Enrollment Centers in the United States and territories. Actual enrollments began in October 2007. As of January 22, 2008, fifty-four TWIC Enrollment Centers have been opened, and 58,719 maritime workers have enrolled.

9. Did the Agency's Executive/Investment Committee approve this request?	
Yes	
9.a. If "yes," what was the date of this approval?	
Apr 22, 2003	
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:	

Human Capital	No
Budget Performance Integration	Yes
Financial Performance	No
Expanded E-Government	Yes
Competitive Sourcing	No
Faith Based and Community	No
Real Property Asset Management	No
Eliminating Improper Payments	No
Privatization of Military Housing	No
R and D Investment Criteria	No
Housing and Urban Development Management and Performance	No
Broadening Health Insurance Coverage through State Initiatives	No
Right Sized Overseas Presence	No
Coordination of VA and DoD Programs and Systems	No

13.a. Briefly and specifically describe for each selected how this asset directly supports the identified initiative(s)? (e.g. If E-Gov is selected, is it an approved shared service provider or the managing partner?)	
This investment implements a number of initiatives that meet PMA goals: (1) TWIC cards use state-of-the-art contactless Smart Card technology that is aligned with HSPD12 and FIPS 201-1; (2) Shares information electronically between FBI, USCIS, and other TSA organizations; (3) Uses the internet for pre-enrollment of applicants; and (4) Collects enrollment, system and cost performance data and measures performance against quality, cost and schedule targets.	
14. Does this investment support a program assessed using Program Assessment Rating Tool (PART)?	
Yes	
14.a. If "yes," does this investment address a weakness found during the PART review?	
Yes	
14.b. If "yes," what is the name of the PART program assessed by OMB's Program Assessment Rating Tool?	
TSA - Transportation Vetting and Credentialing	
14.c. If "yes," what rating did the PART receive?	
Results Not Demostrated	
15. Is this investment for information technology (See section 53 for definition)?	
Yes	

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 2007 agency high risk report (per OMB Memorandum M-05-23)

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: [LIMIT: 250 char]

19.a.2. If "no," what does it address? [LIMIT: 500 char]

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. [LIMIT: 2500 char]

20. What is the percentage breakout for the total FY2009 funding request for the following? (This should total 100%)

Area	Percentage	
Hardware	3.41	
Software	7.63	
Services	63.68	
Other	25.29	
Total	100.00	⭐

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?

Yes

Question 24 must be answered by all Investments:

24. Does this investment directly support one of the GAO High Risk Areas?

Yes

SUMMARY OF SPENDING

SUMMARY OF SPENDING FOR PROJECT PHASES (In Millions)

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 -2006	PY 2007	CY 2008	BY 2009
Planning:				
Budgetary Resources	65.637	0.000	0.000	0.000
Acquisition:				
Budgetary Resources	7.838	10.722	0.000	0.000
TOTAL, sum of stages:				
Budgetary Resources	73.475	10.722	0.000	0.000
Maintenance:				
Budgetary Resources	0.000	1.702	24.350	24.243
TOTAL, All Stages				
Budgetary Resources	73.475	12.424	24.350	24.243
Government FTE Costs	3.559	1.476	2.150	2.257
# of FTEs	15.00	15.00	15.00	15.00
Total, BR + FTE Cost	77.034	13.900	26.500	26.500

Note: For the multi-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? [LIMIT: 500 char]

3. If the summary of spending has changed from the FY2008 President's budget request, briefly explain those changes. [LIMIT: 2500 char]

The amounts shown in this Summary of Spending table do not represent the current estimate at completion for the program. Below is a comparison of the budget amounts in last year's FY08 Summary of Spending table, the amounts reflected in the current Fee Authority (this business case), and current budget projections for the program. TSA will request a change from the current Fee Authority to the current projection, and once it is approved, TSA will resubmit this business case with the current budget projections.

....FY07....FY08.....FY09.....FY10.....FY11.....FY12.....FY13

FY08 OMB-300 projections (for info. purposes only)....71.7......38.4......14.8......15.1......16.8......72.0...... ---

Current Fee Authority (this Business Case).................13.9......26.5......26.5......26.5......26.5......26.5......26.5

Current budget projections...15.2......83.8......23.7......22.4......22.8......24.0......73.7

This program has been funded by appropriated funds and Screening, Administrative and Operations (SAO) funds through FY07. When we begin enrollment (projected to begin September 2007), the program will be funded from fee revenue rather than appropriations. Under Congressional Fee Authority, TWIC will collect fee revenues and spend within the level of funds collected. Generally, enrollment levels and fee revenue amounts are not within TSA's control. The program has projected future enrollment levels and related costs beginning Sept. 2007. When the new Fee Authority for FY08 and FY09 has been approved, the program will update this E-300 Business Case to reflect these new budget projections.