TWIC and the Stakeholders

Jeremy Grant
MAXIMUS
Background: Two Types of Stakeholders

Holders of Wooden Stakes
Not to be confused with...
Background: Many Stakeholders
TWIC: End-user concerns

- How is this going to work?
- Are the Feds going to take over security at my site?
- Who will pay for this?
- How will it disrupt the way I do things now?
TWIC: End-user concerns

- "Last time I got called to the ID card office, I got arrested."
- "There may be a warrant out for my arrest."
- "No way yer gonna’ put a transponder in me!"
- "I know my rights and I don’t have to get one of them chip cards."
The View from Capitol Hill

- Many competing policy and political interests
- Election year can only complicate things
- Projects of this size need champions!
TRANSPORTATION WORKER IDENTIFICATION CARD

- The conferees agree to provide $50,000,000 for the transportation worker identification card (TWIC) instead of $55,000,000 as proposed by the House and $35,000,000 as proposed by the Senate. The conferees are concerned with the status of implementing TWIC and the lack of progress in the test and evaluation phase as well as the development of guidelines, technology, applications, and enrollment for personalization and issuance of a universal card that are to be developed by fiscal year 2004.

- The conferees encourage TSA to evaluate all technologies for these cards, including those currently in use in other federal agencies, to ensure that the most secure and cost efficient identification card is developed.

- Further, the conferees agree with language contained in the House report that **TSA develop a personalization system that is centralized and uses an existing government card production facility for these activities.** While providing funds for this program, the conferees direct TSA not to obligate funds for the next phase until a spend plan has been developed, the Committees on Appropriations are briefed on the results of the technical evaluation and prototype phases, and agree that the program should move forward.

*P.L. 108-94, Signed into Law 10/1/03*
Proposed Budget FY '05

For 2005, the Budget proposes $5.297 million for the Transportation Security Administration (TSA), of which an estimated $2.580 million will be financed by offsetting collections from aviation passenger security fees and airline security fees, and $67 million in fees to credential higher risk transportation workers. Funds will be used for aviation screening operations including passenger and baggage screening activities at the Nation's airports; screening technology equipment operations including passenger and baggage screening activities at the Nation's airports, screening technology equipment and services; regulatory and security inspection activities and air cargo security improvements. In addition, funds will be dedicated to conducting research activities to develop effective and improved screening technologies; expand flight deck officer and to undertake activities that provide program leadership in tandem with other Departmental organizations, in ensuring the security of all means of transportation.

The Budget provides $352 million in mandatory resources for TSA. Under VISION 2000—Century of Aviation Reauthorization Act (PL 108-177), the first $250 million collected in aviation passenger security fees is dedicated and made available through an Aviation Security Capital Fund. Through authority provided in this same law, the Budget assumes an estimated collection of $6 million in fees for background checks of foreign flight school students.
Jeremy Grant
Vice President, Enterprise Solutions
MAXIMUS
jeremygrant@maximus.com