



## IT Program Assessment

### TSA – Transportation Threat Analysis Center (TTAC) IT Modernization (TIM) (2010)

#### Review

The DHS Chief Information Officer conducted a comprehensive program review of the TSA Transportation Threat Analysis Center (TTAC) IT Modernization (TIM) Program on January 12, 2010. The TIM Program is a business transformation program that harmonizes diverse programs through new technology, processes, organizations and capabilities. The successful completion of TIM will deliver a consolidated and integrated secure transportation vetting and credentialing services platform that will increase the probability of preventing a successful terrorist or other criminal attack on the transportation system; integrate and provide an end-to-end capability to manage identities, credentials, and assessment results for millions of transportation sector workers in a person centric view leverages the lessons learned (e.g. customer engagement strategies, business processes, technology, etc) from years of managing a diverse portfolio of screening programs; and unify the enrollment and vetting services across all the programs to enable fee parity. TIM is designed to improve information sharing about individuals by providing a person-centric view capability, consistent with privacy and civil rights/civil liberties requirements, and to provide the capability for reuse of vetting results, advancing one of the key goals of the Department as set by the DHS Screening Coordination Office.

#### Assessment

Major findings during the DHS CIO IT Program Review of the TTAC IT Modernization Program include:

- Program is vital to improving both DHS and TSA screening and vetting of individuals, providing consistent vetting and enabling capabilities for providing enterprise level vetting and screening services. TIM also reuses existing capabilities across DHS where appropriate, and will mitigate many of the risks identified in IT Program Reviews of legacy TSA programs.
- TIM management needs to work closely with the Screening Coordination Office (SCO) to ensure the architecture and design of TIM makes maximum use of other DHS Service Oriented Architecture (SOA)-based services.
- TSA, working with the DHS SCO, is pursuing a rulemaking for a Universal Fee Rule that will provide necessary flexibility for TSA to provide common screening, vetting, and IT support capabilities to the universe of programs supported by TTAC. Implementation of the Universal Fee Rule will help mitigate any funding limitations legacy TSA programs might otherwise face as stand-alone fee-funded programs, enabling fee parity.
- The TIM program will provide Continuity of Operations (COOP) capabilities for all supported programs, including legacy TSA programs that do not now have COOP capabilities.
- TIM has clearly engaged effectively with legacy programs to incorporate their business and technology requirements.
- The schedule for TIM is aggressive, and the program has identified a need for aggressive recruiting to fully staff the TIM PMO with the appropriate number of well-qualified personnel to execute effective delivery of a program of this magnitude and importance.
- TIM program management and TTAC management are effectively engaged with legacy programs, DHS partners, and other stakeholders to ensure all equities are considered and addressed in execution of the TIM program, and will provide capabilities that can be effectively reused by other DHS Components and programs.
- No other significant program shortcomings or risks were identified.

Findings and issues from the DHS CIO IT Program Review of the TTAC IT Modernization Program are being effectively addressed by TSA, TTAC, and TIM management. Many issues/risks identified in IT Program Reviews of the legacy TSA programs will be mitigated by TSA TTAC IT Modernization.

**Score: 3**