DHS Comprehensive Acquisition Status Report

Third Quarter, Fiscal Year 2015

March 3, 2016

Fiscal Year 2015 Report to Congress

Homeland Security

Under Secretary for Management

Message from the Under Secretary for Management

<div align="center">March 3, 2016</div>

I am pleased to present the "DHS Comprehensive Acquisition Status Report" for the third quarter of Fiscal Year (FY) 2015, which was prepared jointly by the Office of Program Accountability and Risk Management (PARM) and the Office of the Chief Financial Officer (OCFO).

The report was compiled pursuant to language in the *FY 2015 Department of Homeland Security Appropriations Act* (P.L. 114-4) and accompanying Explanatory Statement, House Report 113-481, and Senate Report 113-198. This report provides the status of programs that 1) are listed and defined in the departmental memorandum titled, "Master Acquisition Oversight List," dated March 1, 2015, and 2) had reported a new Acquisition Program Baseline, a new Acquisition Decision Memorandum, or a significant deviation with respect to acquisition cost, quantity, or schedule subsequent to the prior report.

Pursuant to congressional requirements, this report is being provided to the following Members of Congress:

> The Honorable John R. Carter
> Chairman, House Appropriations Subcommittee on Homeland Security
>
> The Honorable Lucille Roybal-Allard
> Ranking Member, House Appropriations Subcommittee on Homeland Security
>
> The Honorable John Hoeven
> Chairman, Senate Appropriations Subcommittee on Homeland Security
>
> Honorable Jeanne Shaheen
> Ranking Member, Senate Appropriations Subcommittee on Homeland Security

If you have any questions, please do not hesitate to contact me at (202) 447-3400 or the Department's Deputy Under Secretary for Management and Chief Financial Officer, Chip Fulghum, at (202) 447-5751.

Sincerely,

Russell C. Deyo
Under Secretary for Management

Executive Summary

The FY 2015 Department of Homeland Security (DHS) Appropriations Act (P.L. 114-4) directs the DHS Under Secretary for Management to produce a Comprehensive Acquisition Status Report (CASR) to be included with the submission of the President's Budget, and quarterly updates to be submitted 45 days after the completion of each quarter.

PARM prepared this third quarter update to the annual CASR to fulfill the annual reporting mandate. The data in this report were derived from DHS source systems, including the Next Generation Periodic Reporting System and the Investment Management System. It also was supplemented with data from DHS acquisition program governance records and was coordinated with DHS Components and programs. Although this report shows anticipated future budgets for various DHS acquisitions, such funding levels do not represent a commitment by the Administration to request funds in any given fiscal year or at all. Future events will affect decisions about when, whether, and at what level to request future funding for acquisition programs and projects. Also, the report identifies potential program risks and shortfalls. In each case where a deficiency is identified, DHS Components are taking action to mitigate these risks and to resolve deficiencies.

DHS Comprehensive Acquisition Status Report
Fiscal Year 2015, Third Quarter

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I. Legislative Language

This report was compiled pursuant to language in the *Fiscal Year* (FY) *2015 Department of Homeland Security* (DHS) *Appropriations Act* (Public Law 114-4), its accompanying Explanatory Statement, House Report 113-481, and Senate Report 113-198.

Public Law 114-4 states:

> That the Under Secretary for Management shall include in the President's budget proposal for fiscal year 2016, submitted pursuant to section 1105(a) of title 31, United States Code, a Comprehensive Acquisition Status Report, which shall include the information required under the heading "Office of the Under Secretary for Management" under title I of division D of the Consolidated Appropriations Act, 2012 (Public Law 112-74), and shall submit quarterly updates to such report not later than 45 days after the completion of each quarter.

The Explanatory Statement accompanying P.L. 114-4 includes the following provision:

> Comprehensive Acquisition Status Report
>
> The Comprehensive Acquisition Status Report shall be submitted as a part of the justification documents accompanying the President's budget proposal for fiscal year 2016 and shall contain all programs on the major acquisition oversight list and others of special interest. Funding amounts shall be displayed by appropriation and PPA. Further, the Department shall work with the Committees to post a non-FOUO version to the Department's website not later than 180 days after the date of enactment of this Act.

House Report 113-481 states:

> The Committee continues statutory language in the corresponding section of the bill requiring the submittal of a Comprehensive Acquisition Status Report (CASR) and subsequent quarterly updates, and expects the Department to comply with those requirements in terms of both content and schedule. In addition to the information currently included in the report, the Department shall include all level 1, 2, and 3 programs with a breakout by appropriation and PPA. Further, the report shall be provided to Congress and published on the Department's public-facing website (with the exception of specific sensitive but unclassified information).

Senate Report 113-198 states:

COMPREHENSIVE AND QUARTERLY ACQUISITION STATUS
REPORTS

In order to obtain the information necessary for in-depth congressional oversight, statutory language is included in this act that requires a Comprehensive Acquisition Status Report to be included as part of the submission of the President's fiscal year 2016 budget, with quarterly updates to be submitted 45 days after the completion of each quarter. The requirements for the reports are described in House Report 112-331.

P.L. 112-74 states:

Provided further, That the Under Secretary for Management shall, pursuant to the requirements contained in the joint statement of managers accompanying this Act, provide to the Committees on Appropriations of the Senate and the House of Representatives a Comprehensive Acquisition Status Report with the President's budget for fiscal year 2013 as submitted under section 1105(a) of title 31, United States Code, and quarterly updates to such report not later than 30 days after the completion of each quarter.

The Explanatory Statement (House Report 112-331) accompanying P.L. 112-74 includes the following provision:

Comprehensive and Quarterly Acquisition Status Reports

… In order to obtain the information necessary for in-depth congressional oversight, statutory language is included in this Act under "Office of the Under Secretary for Management" that requires a Comprehensive Acquisition Status Report to be included as part of the submission of the President's fiscal year 2013 budget, with quarterly updates to be submitted 30 days after the completion of each quarter. The requirements for both reports are addressed below.

The Comprehensive Acquisition Status Report shall include programs identified for Major Acquisition Oversight as defined in the Department memorandum titled ''Department of Homeland Security Major Acquisition Oversight List'' dated January 25, 2011, and programs that have been classified for major acquisition oversight subsequent to the referenced memorandum.

The Comprehensive Acquisition Status Report shall include for each major acquisition:

1. A narrative description to include current gaps and shortfalls, the capabilities to be fielded, and the number of planned increments and/or units;

2. Acquisition Review Board (or other board designated to review the acquisition) status of each acquisition, including the current acquisition phase, the date of the last review and a listing of the required documents that have been reviewed with the dates reviewed and/or approved;

3. The most current approved Acquisition Program Baseline (to include project schedules and events);

4. A comparison of the original Acquisition Program Baseline, the current Acquisition Program Baseline, and the current estimate;

5. Whether or not an Independent Verification and Validation has been implemented, with an explanation for the decision and a summary of any findings;

6. A rating of cost risk, schedule risk, and technical risk associated with the program (including narrative descriptions and mitigation actions);

7. Contract status (to include earned value management data as applicable);

8. A life-cycle cost of the acquisition, and time basis for the estimate;

9. A planned procurement schedule, including the best estimate of the annual cost and increments/units to be procured annually until procurement is complete;

10. A table delineated by appropriation that provides (for prior years; past year; current year; budget year; budget year plus one; budget year plus two; budget year plus three; budget year plus four and beyond; and total cost) the actual or estimated appropriations, obligations, unobligated authority, and planned expenditures;

11. The reason for any significant changes (from the previous comprehensive report) in acquisition quantity, cost, or schedule;

12. Key Events/Milestones from the prior fiscal year; and

13. Key Events/Milestones for the current fiscal year.

Quarterly reports shall include:

1. An updated status report on any major acquisition for which there has been an approved or a new acquisition program baseline, a new acquisition decision memorandum, or where there has been significant deviation from the prior report with respect to acquisition cost, quantity, or schedule (a significant change is any deviation in cost or quantity that exceeds eight percent or any change in schedule that exceeds six months).

2. A table depicting the title of the program, quantity and cost based on the original Acquisition Program Baseline, quantity and cost based on the most current acquisition program baseline, the quantity and cost of the most current estimate, and the explanation for any change in quantity and cost from prior reports.

3.   If applicable, a copy of the acquisition decision memorandum, together with a copy of the Letter of Assessment signed by the Director of Testing and Evaluation.

The requirements described under this heading shall replace those included in Senate Reports 111–31 and 112–74.

II. Introduction

A. Background

Successful acquisition program management requires having the right people, policies, processes, and technologies in place to ensure effective use of taxpayer resources. This includes maturing the acquisition workforce, enhancing policy, managing the governance framework, providing ongoing program support when needed, conducting investment analysis, and promoting best practices. On October 1, 2011, DHS established the Office of Program Accountability and Risk Management (PARM) as the Management Directorate's executive office for acquisition program management. PARM works with DHS leaders and program managers to build acquisition program management capabilities across the Department.

B. Governance

DHS has developed a comprehensive approach to acquisition program management and oversight. Management Directive (MD) 102-01, *Acquisition Management*, approved in January 2010 and revised in December 2011, established departmental acquisition policies, processes, and formal Acquisition Review Boards (ARB) to provide governance for major departmental programs.

This Master Acquisition Oversight List (MAOL) is effective as of March 1, 2015, and supersedes the MAOL approved June 30, 2014. Acquisition program thresholds for capital assets are based on estimated program lifecycle costs. DHS Instructional Guidebook MD 102-01-001 defines capital assets program threshold levels as follows:[1]

- Level 1 (Major) – Lifecycle Cost at or above $1 billion
- Level 2 (Major) – Lifecycle Cost $300 million or more, but less than $1 billion
- Level 3 (non-Major) – Lifecycle Cost is less than $300 million

DHS Instructional Guidebook MD 102-01-001 also applies to the acquisition of enterprise services.[2] Acquisition program thresholds for enterprise services are based on annual expenditures. Enterprise services program threshold levels are as follows:

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[1] Per DHS Instruction MD 102-01-001, capital assets are typically recognizable things that the government takes possession of, such as systems, vehicles, or structures.
[2] Per DHS Instruction MD 102-01-001, enterprise services provide mission capability and support.

- Level 1 (Major) – Annual Expenditures at or above $1 billion
- Level 2 (Major) – Annual Expenditures $100 million or more, but less than $1 billion
- Level 3 (non-Major) – Annual Expenditures are less than $100 million

Additionally, an acquisition may be raised to a higher level by the Chief Acquisition Officer if: (a) its importance to DHS's strategic and performance plans is disproportionate to its size; (b) it has high executive visibility; (c) it affects more than one DHS Component; (d) it has significant program or policy implications; (e) it has been designated as Special Interest; or (f) the Acquisition Decision Authority recommends an increase to a higher acquisition level.

C. Description of Terminology Used in the Program Information Sections

In "Section III: Program Information," there are instances where data are not required or available. For example, if the program is in the Need Phase of the MD 102-01 process, an Acquisition Program Baseline (APB) is not yet required. Table 2 for the program would show "Not Applicable" for the "Original APB" date, because the program does not have an APB to update. The "Current APB" date also would not be applicable. In Table 8, because an APB has not been approved, the "Approved By" and "Approval Date" columns would be labeled "Not Applicable."

III. Program Information

This section shows the status of major DHS acquisition programs as of June 30, 2015. The programs are listed in alphabetical order by Component and are in accordance with the requirements established in the March 1, 2015, MAOL. Section 4 of each program table below aligns with the FY 2016 President's Budget. Although the CASR shows anticipated future budgets for various DHS acquisitions, such funding levels do not represent a commitment by the Administration to request funds in any given fiscal year or at all. Future events will affect decisions about when, whether, and at what level to request future funding for acquisition projects.

Program Information Sections correspond to all requirements in the Explanatory Statement accompanying the *FY 2012 DHS Appropriations Act* (P.L. 112-74) as follows:

- Section 1: "General Information" – Fulfills Joint Explanatory Statement requirements #1, 2, 8, and 9.
- Section 2: "APB Comparison" – Requirements #3 and 4
- Section 3: "Independent Verification & Validation (IV&V) Status" – Requirement #5
- Section 4a: "Budget and Funding Status" – Requirement #10
- Section 4b: "Procurement Quantity by Year" – Requirement #9
- Section 5a: "Top Cost Risks" – Requirement #6
- Section 5b: "Top Schedule Risks" – Requirement #6
- Section 5c: "Top Technical Risks" – Requirement #6
- Section 6a: "Contract Status" – Requirement #7
- Section 6b: "Planned Procurement Schedule" – Requirement #9
- Section 7a: "Key Events/Milestones for Previous 12 Months" – Requirement #12
- Section 7b: "Key Events/Milestones for Next 12 Months" – Requirement #13
- Section 7c: "APB Milestones for the Next 12 Months" – Requirement #13
- Section 8: "Key Project Documents" – Requirement #2
- Section 9: "Reason for Any Significant Change from Previous Report" – Requirement #11

Additional details regarding Program Information Sections 1, 3, 4, 8, and 9 are provided below.

The ARB date in the Last ARB block of Section 1 for each program comes from the following sources, in order of preference from high to low:

- Most recent DHS ARB or Acquisition Decision Memorandum (ADM)
- Most recent DHS Portfolio Review
- Most recent Component ARB

Programs that are Post-Acquisition Decision Event (ADE) 3 no longer are reviewed by the ARB. For Post-ADE 3 programs, the most recent DHS Portfolio Review or Component ARB date will be used.

The Life Cycle Cost Estimate (LCCE) in the LCCE block of Section 1 for each program comes from one of the following sources, in order of preference from high to low:

- Signed DHS LCCE at the approved 50-percent confidence level (*DHS Approved*)
- Signed DHS APB LCCE approved threshold level (*DHS Approved*)
- LCCE Point Estimate (*Component Submitted*)
- Independent Government Cost Estimate (IGCE) (for enterprise services programs only) (*Component Submitted*)
- Analysis of Alternatives (*Component Submitted*)

The level and date at which the LCCE is approved will be found in Section 8: Key Documents.

The Section 4b captures the procurement quantity schedule for the program. For information technology (IT) programs, the procurement quantity will always be 1 and will be identified as such in the year of Full Operating Capability (FOC). Increments and separate releases will be reported in Key Events/Milestones section(s) 7a and 7b.

The IV&V statuses provided in Table 3 identify levels of performance risk, characterized as a Composite Risk Score, for each program included in the CASR except for those programs identified as "Service" or "Sustainment." These programs are denoted with "Not Applicable" in the Composite Risk Score section and "None" in the Summary of Results.

The Composite Score is calculated based on four primary measures: Cost Variance, Schedule Variance, Risk Register Update, and Policy and Governance Compliance.

- Cost Variance: This measure compares actual costs to baseline costs at points within program execution. The Cost Variance calculation is consistent with Office of Management and Budget (OMB) guidance.
- Schedule Variance: This measure compares actual schedule performance to the schedule baseline at points within program execution. The Schedule Variance calculation is consistent with OMB guidance.

- Risk Register Update: This measure considers the frequency within which a program examines its risks for continued relevancy or adds new risks. Risk Register Update is consistent with evaluation factors for the Federal IT Dashboard.
- Policy and Governance Compliance: This measure assesses a program's compliance with DHS MD 102-01.

A scoring model is applied to the program data collected from the enterprise systems, and numeric scores are assigned. These scores are averaged to calculate the Composite Risk Score for that program. Programs with higher Composite Risk Scores are assessed to have higher potential risk.

The "Current Year" column in the "Project Request" line of Section 4 details a project's FY 2016 budget request, while the "Appropriations" line lists either the funding carried over from previous fiscal years or the funding available under the *FY 2015 DHS Appropriations Act* (P.L. 114-4). The "Budget Year" column represents FY 2015. All subsequent "Budget Year" columns follow accordingly. The "Budget Year+4 (BY+4) and Beyond" column in the "Project Request" line of Section 4 provides the BY+4 budget request and, if available, anticipated future year funding for the remainder of the investment. This future year funding is an estimate and is not a budgeted request. Obligations, Unobligated Balances, and Expenditures include carryover from previous fiscal years when negative numbers are depicted in Table 4.

The "Key Project Documents" in Section 8 include information for DHS acquisition programs that pre-date MD 102-01. These programs are considered to be in compliance by DHS, provided the program had the appropriate documentation approvals under the previous policy. On May 9, 2013, the Under Secretary for Management waived acquisition documentation requirements for 42 programs that were in sustainment when MD 102-01 was approved. For those programs, waived key documents are identified by "DHS – Waived by ADM."

COMPONENT & PROGRAM	ORIGINAL APB		MOST CURRENT APB		Reason for Inclusion	DATE	EXPLANATION OF CHANGES/UPDATES/GUIDANCE
	QTY	COST ($M)	QTY	COST ($M)			
TSA – Electronic Baggage Screening Program (EBSP)	*N/A*	*$14,080.000*	*N/A*	*N/A*	*ADM*	*May 28, 2015*	*Authorization for ADE 3 Full Rate Production for Morpho Detection CTX 9800 Simplified Enclosure Input Output, Medium Speed, Explosive Detection System*
TSA – Passenger Screening Program (PSP)	*N/A*	*$5,728.720*	*N/A*	*$3,883.160*	*ADM*	*May 7, 2015*	*Authorization for ADE 3 Full Rate Production for Advanced Imaging Technology (AIT-2)*
TSA – Technology Infrastructure Modernization Program (TIM)	*N/A*	*$398.109*	*N/A*	*N/A*	*ADM*	*Jun 9, 2015*	*Action items assigned to support the ADE-2B re-baseline*
USCG – 225-Foot WLB Buoy Tender Mid-Life Maintenance Availability*	*N/A*	*N/A*	*N/A*	*N/A*	*ADM*	*Jun 2, 2015*	*Program to be removed from the MAOL because of Post-FOC status*
USCG – HH-65 Conversion/ Sustainment Projects	*102*	*$53,433.000*	*102*	*$13,862.000*	*ADM*	*Jun 22, 2015*	*Approval for Long Lead Time Material, production materials for the ADE-2C event in 2016*
USCIS – Transformation	*N/A*	*$2,073.800*	*N/A*	*$3,118.90390*	*ADM*	*Jan 6, 2015*	*ADE-2B re-baseline approval and removal of breach status*

Table 1. Table of ADMs, APB Approvals and Breaches QUARTERLY PROGRAM UPDATES

* Removed from MAOL and no longer is required to report on the CASR

Transportation Security Administration (TSA)

TSA – Electronic Baggage Screening Program (EBSP)

1	GENERAL INFORMATION (#1, #2, #8)						
Investment	TSA – EBSP		**Last ARB**	**Level**	**Phase**	**LCCE ($M)**	**LCCE Date**	**Reporting Period**

Investment	TSA – EBSP	**Last ARB**	**Level**	**Phase**	**LCCE ($M)**	**LCCE Date**	**Reporting Period**
DHS Program Management (PM) Certification	Level III	Feb 27, 2015	Level 1	Mixed: Obtain, Produce/ Deploy & Support	$21,749.970	Dec 6, 2013	Q3FY2015
Investment Description	The EBSP identifies tests and procures, deploys, installs, sustains, and recapitalizes Transportation Security Equipment (TSE) across all federalized airports to ensure 100-percent screening of checked baggage. The EBSP supports screening to minimize the risk of personal injury or death, or damage or loss of property due to terrorist or criminal activity. It reduces costs and improves security screening efficiency through automation of processes to detect and prevent the introduction of explosives materials, weapons, and other dangerous articles into commercial aircraft. Key objectives are: increasing threat detection capability; improving checked baggage screening efficiency; replacing aging Explosives Detection System (EDS) and Explosive Trace Detection (ETD) units; and using competitive procurement contracts for new and viable technologies. The EBSP addresses a capability gap by screening 100 percent of checked baggage. EBSP deploys approximately 2,000 EDS units and 2,600 ETD units in approximately 440 airports.						

2	APB COMPARISON (#3, #4)				
Original APB	Aug 17, 2012	**Current APB**	Original APB still current	**Comparison**	Not Applicable

3			
	1	**Summary of Results**	- Program reports meeting cost and schedule targets. - Program updated its risk register within 30 days. - All required MD 102-01 documents are submitted and approved.

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4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**								
Appropriation: Aviation Security	**Prior Years**	**Past Year**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$10,177.643	$531.588	$518.696	$494.911	$510.046	$516.221	$505.558	$7,376.824	$20,631.487
Appropriations ($M)	$10,182.894	$503.498	$511.438						$11,197.830
Obligations ($M)*	$10,123.473	$385.213	$259.716						$10,768.402
Unobligated Balance ($M)	$59.421	$118.285	$251.722						$429.428
Expenditures ($M)	$7,780.939	$384.572	$233.983						$8,399.494

*Obligations for multi-year funds are reflected in the year of obligation.

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**						
Appropriation: Aviation Security Program/Project/Activity (PPA): EDS Procurement and Installation	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$51.919	$51.192	$52.830	$54.496	$55.330	$1,148.537	$1,414.304
Appropriations ($M)	$51.929						$51.929
Obligations ($M)*	$40.718						$40.718
Unobligated Balance ($M)	$11.211						$11.211
Expenditures ($M)	$114.959						$114.959

*Obligations for multi-year funds are reflected in the year of obligation.

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**							
Appropriation: Aviation Security **PPA: Aviation Security Capital Fund (Mandatory)**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$250.000	$250.000	$250.000	$250.000	$250.000	$3,000.000	$4,250.000
Appropriations ($M)	$250.000						$250.000
Obligations ($M)*	$158.613						$158.613
Unobligated Balance ($M)	$91.387						$91.387
Expenditures ($M)	$113.097						$113.097

*Obligations for multi-year funds are reflected in the year of obligation.

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**							
Appropriation: Aviation Security **PPA: Screening Technology and Maintenance**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$216.777	$193.719	$207.216	$211.725	$200.228	$3,228.287	$4,257.952
Appropriations ($M)	$209.509						$209.509
Obligations ($M)*	$60.385						$60.385
Unobligated Balance ($M)	$149.124						$149.124
Expenditures ($M)	$5.927						$5.927

*Obligations for multi-year funds are reflected in the year of obligation.

4b	**PROCUREMENT QUANTITY BY YEAR (# 9)**								
	Prior Year – FY 2013	**FY 2014**	**FY 2015**	**FY 2016**	**FY 2017**	**FY 2018**	**FY 2019**	**FY 2020 and Beyond**	**Total**
Quantity of End Units or System(s)									
Quantity of End Units or System(s) – Explosives Detection Systems	1,354	74	69	53	181	206	110	341	2,388
Quantity of End Units or System(s) – Explosives Trace Detection	2,553	0	85	0	0	0	0	30	2,668
Comment(s)	The total quantity procured includes projected unit procurements in the out years as well those units that have been decommissioned and replaced. - FY 2015 is based on the Third Quarter EDS Spend Plan. - FY 2016 is based on the FY 2016 Congressional Justification. - FY 2017 – Beyond aligns with the 2015 TSA Strategic Five-Year Technology Investment Plan and the EBSP LCCE version 3.0 (Dec 2013). An updated EBSP LCCE is currently under DHS review for approval; therefore, equipment quantities are subject to change.								

5a	**TOP COST RISKS (#6) [Probability – Medium, High; Impact – Medium, High]**				
	No cost risks meet CASR criteria.	**Type**	Cost	**Probability**	**Impact**
Strategy					

5b					
Risk Description	If there is no Homemade Explosive (HME) alarm resolution technology in existence, then there will be a delay in the deployment of Initial Operating Capability (IOC) of that capability.	**Type**	Schedule	**Probability** High	**Impact** Medium
Mitigation Strategy	Coordinate with the Office of Security Operations (OSO) to identify potential nontechnology approaches to resolve HME alarms and establish procedures until technology is available. Collect operational data and conduct assessment of data to develop lessons learned.				

5c	TOP TECHNICAL RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If the existing cybersecurity capabilities of fielded EDS and ETD systems are unable to be upgraded, then TSA may be exposed to potential cyber threats (i.e., breaches and insider and external threats).	Type	Technical	Probability	High	Impact	High
Mitigation Strategy	Developing an enterprise solution for all TSE through coordination with TSA stakeholders to include an IT Security maintenance program for both Security Technology Integrated Program (STIP) and non-STIP connect TSE. Established an XP Remediation Plan for operating system upgrades on the MD 9000/9400, MD MUX peripheral, and Reveal CT-80 DR/DR. Continue STIP development, testing, and deployment milestones under the new IT security requirements working with STIP and original equipment manufacturer stakeholders.						
Risk Description	If vendors are unable to develop algorithms to comply with detection standard v7.2 and legacy systems require extensive hardware upgrades, then Reduced Sized EDS may not be upgradeable and TSA will not have equipment available to meet higher detection levels, which would require premature replacement of deployed Reduced Sized EDS and changes to the recapitalization strategy.	Type	Technical	Probability	Medium	Impact	High
Mitigation Strategy	Work with vendors to develop algorithms that comply with v7.2 for the CT80DR and DR. Schedule meeting with vendors and contracting officers to discuss priorities in support of activities. Work with additional vendors to encourage development of v7.2 detection standard.						

6a	CONTRACT STATUS (#7) Top 5 Contracts by Dollar Level							
Contract Number	Status	Description of Product or Service	Type	Start Date	End Date	Earned Value Management (EVM) in	Total Value ($M)
HSTS04-12-D-CT1173	Awarded	EDS Competitive Procurement (CP) Medium Speed EDS Purchase & Install	Order Dependent (Indefinite Delivery Vehicle (IDV) only)	Aug 21, 2012	Aug 20, 2017	No	$528.225
HSTS04-12-D- CT1200	Awarded	EDS CP Medium Speed EDS Purchase & Install	Order Dependent (IDV only)	Aug 21, 2012	Aug 20, 2017	No	$500.000
HSTS04-11-D- CT3072	Awarded	Maintenance.	Firm Fixed Price	Jul 1, 2011	Jun 30, 2015	No	$443.338
HSTS04-11-D-CT3083	Awarded	Maintenance (integrated logistics support; corrective and expected maintenance)	Order Dependent (IDV only)	Jul 1, 2011	Jun 30, 2015	No	$300.420
HSTS04-09-D-ST2233	Awarded	Systems Engineering & Integration Services (security equipment integration services work in order to install PSP equipment nationwide)	Cost Plus Fixed Fee	Aug 20, 2009	Aug 20, 2015	No	$300.000

6b	**PLANNED PROCUREMENT SCHEDULE (#9) Top 5 Contracts by Dollar Level**							
Contract Number	**Status**	**Description of Product or Service**	**Type**	**Start Date**	**End Date**	**EVM in Contract?**	**Total Value ($M)**	
TBD	Pre-Award Pre-Solicitation	EDS Competitive Procurement – High Speed	Indefinite Delivery Indefinite Quantity (IDIQ)	Apr 15, 2016	Sep 30, 2018	No	TBD	
TBD	Pre-Award Pre-Solicitation	Transportation Security Deployment Services – Systems Integration Professional Services	Firm Fixed Price	Jul 30, 2015	Feb 1, 2020	No	TBD	
TBD	Pre-Award Pre-Solicitation	Test and Evaluation Support Services	TBD	Sep 1, 2015	Aug 31, 2020	No	TBD	
TBD	Pre-Award Pre-Solicitation	Professional Engineering and Logistics Support Services	Firm Fixed Price	Jul 1, 2015	Mar 31, 2020	No	TBD	

7a	**KEY EVENTS/ MILESTONES FOR PREVIOUS 12 MONTHS (#12) (Period between Jul 01, 2014 to Jun 30, 2015)**		
Description	EBSP Program, Operations and Management – Second Half FY 2014 Program management support constitutes schedule, cost and performance management, scheduling, and risk analysis. The support includes the functional areas: acquisition, integrated logistics support, business and finance, test and evaluation, communications, deployment, human resources, purchase requests, and Contracting Officer Representative (COR) support. It also includes technical, data analysis support, and system integration support.	**Completion Date**	Sep 30, 2014
Description	EBSP Engineering Initiatives – Second Half FY 2014 The TSA's Engineering Program develops the system requirements and provides pre- and post-deployment engineering support of electronic baggage screening security screening equipment that includes modeling and simulation activities. Engineering actively monitors the testing of the system during the Operational Test and Evaluation (OT&E) phase. During the Operations and Support (O&S) phases, Engineering monitors site activities, examines system performance, and manages the Engineering Change Proposal process to identify system improvements and future enhancements.	**Completion Date**	Sep 30, 2014
Description	EDS-CP Purchase and Install – Second Half FY 2014 This includes the purchase and installation of EDS technologies to include the three distinct groups (reduced-sized, medium-speed, and high-speed).	**Completion Date**	Sep 30, 2014
Description	EBSP LOI/OTA– Second Half FY 2014 Other Transaction Agreement (OTA) Airports: The EBSP program creates OTAs to provide TSA's share of funding for airports to prepare the airport facility for the TSA integrated checked baggage information system and security equipment that is to be purchased and installed. Letter of Intent (LOI) Airports: LOIs are negotiated with individual airports, and costs are shared over multiple years.	**Completion Date**	Sep 30, 2014

7a	KEY EVENTS/ MILESTONES FOR PREVIOUS 12 MONTHS (#12) (Period between Jul 01, 2014 to Jun 30, 2015)		
Description	EBSP Program, Operations and Management – First Half FY 2015 Program management support constitutes schedule, cost and performance management, scheduling, and risk analysis. The support includes the functional areas: acquisition, integrated logistics support, business and finance, test and evaluation, communications, deployment, human resources, purchase requests, and COR support. It also includes technical, data analysis support, and system integration support.	**Completion Date**	Mar 31, 2015
Description	EBSP Engineering Initiatives – First Half FY 2015 The TSA's Engineering Program develops the system requirements and provides pre- and post-deployment engineering support of electronic baggage screening security screening equipment that includes modeling and simulation activities. Engineering actively monitors the testing of the system during the OT&E phase. During the O&S phases, Engineering monitors site activities, examines system performance, and manages the Engineering Change Proposal process to identify system improvements and future enhancements.	**Completion Date**	Mar 31, 2015
Description	EDS-CP Purchase and Install – First Half FY 2015 This includes the purchase and installation of EDS technologies to include the three distinct groups (reduced-sized, medium-speed, and high-speed).	**Completion Date**	Mar 31, 2015
Description	EBSP LOI/OTA– First Half FY 2015 OTA Airports: The EBSP program creates OTAs to provide TSA's share of funding for airports to prepare the airport facility for the TSA integrated checked baggage information system and security equipment that is to be purchased and installed. LOI Airports: LOIs are negotiated with individual airports, and costs are shared over multiple years.	**Completion Date**	Mar 31, 2015

7b	KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)		
Description	EBSP Program, Operations and Management – Second Half FY 2015 Program management support constitutes schedule, cost and performance management, scheduling, and risk analysis. The support includes the functional areas: acquisition, integrated logistics support, business and finance, test and evaluation, communications, deployment, human resources, purchase requests and COR support. It also includes technical, data analysis support, and system integration support.	**Completion Date**	Sep 30, 2015
Description	EBSP Engineering Initiatives – Second Half FY 2015 The TSA's Engineering Program develops the system requirements and provides pre- and post-deployment engineering support of electronic baggage screening security screening equipment that includes modeling and simulation activities. Engineering actively monitors the testing of the system during the OT&E phase. During the O&S phases, Engineering monitors site activities, examines system performance, and manages the Engineering Change Proposal process to identify system improvements and future enhancements.	**Completion Date**	Sep 30, 2015

7b	KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)		
Description	EDS-CP Purchase and Install – Second Half FY 2015 This includes the purchase and installation of EDS technologies to include the three distinct groups (reduced-sized, medium-speed, and high-speed).	**Completion Date**	Sep 30, 2015
Description	EBSP LOI/OTA– Second Half FY 2015 OTA Airports: The EBSP program creates OTAs to provide TSA's share of funding for airports to prepare the airport facility for the TSA integrated checked baggage information system and security equipment that is to be purchased and installed. LOI Airports: LOIs are negotiated with individual airports, and costs are shared over multiple years.	**Completion Date**	Sep 30, 2015

7c	APB MILESTONES (#13) (Oct 01, 2013 Through Final Operational Capability Delivery)		
Description	EDS-CP FOC (for deployment/upgrade of EDS with automatic threat detection at 11/05 standard, or the 4/10 standard minus Categories S and Z), for 2000 units-Reduced Threat Mass Detection Upgrade Across Operational Fleet	**Completion Date**	Sep 30, 2014

8	KEY PROJECT DOCUMENTS (#2)					
Approved Mission Needs Statement (MNS)	Yes	**Approved By**	Component Approved	**Approval Date**	Mar 30, 2004	
Approved Operational Requirements Document (ORD)	Yes	**Approved By**	DHS Approved	**Approval Date**	Aug 17, 2012	
Approved AP	Yes	**Approved By**	DHS Approved	**Approval Date**	Jun 25, 2014	
Approved APB	Yes	**Approved By**	DHS Approved	**Approval Date**	Aug 17, 2012	
Approved Testing and Evaluation Master Plan (TEMP)	Yes	**Approved By**	DHS Approved	**Approval Date**	Jun 18, 2010	
Approved Integrated Logistics Support Plan (ILSP)	Yes	**Approved By**	DHS Approved	**Approval Date**	Dec 12, 2011	
Approved LCCE	Yes	**Approved By**	DHS Approved	**Approval Date**	Dec 6, 2013	

9	REASON FOR ANY SIGNIFICANT CHANGE FROM PREVIOUS REPORT (#11)		
	Not Applicable	Not Applicable	Not Applicable
	$14,080.000	$14,080.000	No change from previous report
	FY 2004	FY 2004	No change from previous report

TSA – Passenger Screening Program (PSP)

1	GENERAL INFORMATION (#1, #2, #8)							
Investment	TSA – PSP		**Last ARB**	**Level**	**Phase**	**LCCE ($M)**	**LCCE Date**	**Reporting Period**
DHS PM Certification	Level III		Feb 27, 2015	Level 1	Mixed: Obtain, Produce/ Deploy & Support	$4,817.597	May 1, 2014	Q3FY2015
Investment Description	PSP identifies, tests, procures, deploys, and sustains equipment to detect threats concealed on people and in their carry-on items as they enter the airport terminal sterile area through the passenger screening checkpoints. PSP is composed of three capability areas: People Screening, Carry-on Baggage Screening, and Layered Security. While increasing screening effectiveness, PSP also balances other operational considerations such as maximizing checkpoint efficiency; mitigating privacy and dignity concerns; maintaining operational affordability; reducing security risk; and addressing deployment, maintenance, and other equipment lifecycle issues. PSP is evaluating the next generation of detection systems to enhance current screening capabilities. PSP addresses a capability gap by creating a security system that is an optimized, integrated, and layered mix of networked systems that address known and emerging threats and vulnerabilities, and supports risk-based security initiatives.							

2	APB COMPARISON (#3, #4)				
Original APB	Aug 25, 2009	**Current APB**	Feb 1, 2015	**Comparison**	Updated LCCE information based on May 1, 2014 approved LCCE; Updated FOC quantities and procurement schedule threshold and objective dates to align with current schedules.

3				
			- Program reports meeting cost targets but shows significant deviation from its schedule baseline. - All required MD-102 documents are submitted and approved.	

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**								
Appropriation: Aviation Security	**Prior Years**	**Past Year**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$2,278.520	$165.678	$170.365	$172.752	$166.795	$169.977	$185.388	$1,362.990	$4,672.465
Appropriations ($M)	$2,278.520	$167.704	$162.333						$2,608.557
Obligations ($M) *	$2,073.362	$186.799	$174.931						$2,435.092
Unobligated Balance ($M)	$205.158	(19.095)	(12.598)						$173.465
Expenditures ($M)	$1,820.814	$207.935	$158.217						$2,186.966

*Obligations for multi-year funds are reflected in the year of obligation.

4a							
Project Request ($M)	$92.633	$ 85.962	$87.892	$89.861	$90.857	$738.470	$1,185.675
Appropriations ($M)	$77.333						$77.333
Obligations ($M) *	$90.534						$90.534
Unobligated Balance ($M)	(13.201)						(13.201)
Expenditures ($M)	$90.747						$90.747

*Obligations for multi-year funds are reflected in the year of obligation.

4a BUDGET AND FUNDING STATUS (dollar values in $M) (#10)							
Appropriation: Aviation Security **PPA: Screening Technology Maintenance**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$77.732	$86.790	$78.903	$80.116	$94.531	$624.520	$1,042.592
Appropriations ($M)	$85.000						$85.000
Obligations ($M) *	$84.397						$84.397
Unobligated Balance ($M)	$0.603						$0.603
Expenditures ($M)	$67.470						$67.470

*Obligations for multi-year funds are reflected in the year of obligation.

4b PROCUREMENT QUANTITY BY YEAR (# 9)								
Quantity of End Units or System(s)								
AIT	745	13	61	0	0	0	43	827	1,689
Advanced Technology X-ray (AT)	1,647	550	55	0	296	233	169	1,332	4,282
Chemical Analysis Device	255	0	0	0	0	0	0	0	255
Credential Authentication Technology (CAT)	0	12	4	1,072	0	0	0	0	1,088
Enhanced Metal Detector	0	0	0	1,090	70	72	28	200	1,460
ETD	1,395	0	1,085	0	0	297	298	1,885	4,960
Bottled Liquids Scanner (BLS)	1,690	0	0	0	0	0	382	1,148	3,220
Boarding Pass Scanner	1,400	75	625	0	0	0	0	0	2,100

4b	PROCUREMENT QUANTITY BY YEAR (# 9)
Comment(s)	Total represents the number of units purchased and does not take into account units at the end of life replaced with advanced technology or decommissioned units. Total units may exceed FOC levels. - The procurement data for FY 2015 are taken from the Third Quarter Checkpoint Support Spend Plan. - The procurement data for FY 2016 are based on the FY 2016 Congressional Justification and include equipment projected to carry over from FY 2015. - The procurement data for FY 2017–FY 2020 and Beyond are based on the May 2014 approved PSP LCCE. PSP is currently in the process of updating the LCCE; as a result, procurement quantities are subject to change on the basis of updated assumptions and requirements.

5a	TOP COST RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If meeting emerging threat requirements technology costs increase, then the program may not be able to afford new systems.		Cost		Probability	Medium		Medium
Strategy	The program will collaborate with industry and other stakeholders to develop requirements and cost-effective solutions.							

5b	TOP SCHEDULE RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If an acceptable AT-2 enhanced algorithm cannot be developed, tested, and approved for currently deployed systems, then deployment of a solution that will increase operational efficiencies and improve threat detection will be affected.	Type	Schedule	Probability	Medium	Impact	Medium
Mitigation Strategy	Conduct operational assessment of Tier 2 algorithm with Tier 1 concept of operations (CONOPS) at Category 2 airports. Work with industry stakeholders to develop technology enhancements, operational improvements, and add-on capabilities to provide efficiencies and increased detection while developing requirements for next-generation systems.						
Risk Description	If the CAT system is rated not effective in the Solution Engineering Review because the standard operating procedure (SOP) is not effective and/or users do not comply, then the program will not be able to produce and deploy the system.	Type	Schedule	Probability	Medium	Impact	Medium
Mitigation Strategy	The Program Management Office is working with OSO/stakeholders to refine Phase II SOP/CONOPS prior to OT&E.						

5c	TOP TECHNICAL RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If a revised ETD software version is unable to pass detection requirements and operational assessments, then solution delivery to the field will be delayed further.	**Type**	Technical	**Probability**	Medium	**Impact**	High
Mitigation Strategy	Vendor will participate in third-party test events with support from Transportation Security Integrated Facility (TSIF) and Transportation Security Labs test teams.							

6a	CONTRACT STATUS (#7) Top 5 Contracts by Dollar Level						
Contract Number	**Status**	**Description of Product or Service**	**Type**	**Start Date**	**End Date**	**EVM in Contract?**	**Total Value ($M)**
HSTS04-09-D-CT2041	Awarded	ETD equipment; strategic sourcing IDIQ	Firm Fixed Price	Sep 7, 2009	Sep 6, 2015	No	$676.288
HSTS04-09-D-CT2040	Awarded	ETD equipment; strategic sourcing IDIQ	Firm Fixed Price	Sep 7, 2009	Sep 10, 2015	No	$579.528
HSTS04-13-C-CT3067	Awarded	Maintenance services (integrated logistics services)	Firm Fixed Price	Sep 19, 2013	Jan 31, 2018	No	$414.454
HSTS04-10-D-CT2116	Awarded	AT2 X-ray	Firm Fixed Price	Sep 14, 2010	Sep 13, 2015	No	$325.000
HSTS04-10-D-CT2117	Awarded	AT2 System procurement, delivery, and deployment	Firm Fixed Price	Sep 14, 2010	Sep 13, 2015	No	$325.000

6b	PLANNED PROCUREMENT SCHEDULE (#9) Top 5 Contracts by Dollar Level						
Contract Number	**Status**	**Description of Product or Service**	**Type**	**Start Date**	**End Date**	**EVM in Contract?**	**Total Value ($M)**
TBD	Pre-Award Pre-Solicitation	Test and Evaluation Support Services	TBD	Sep 1, 2015	Aug 31, 2020	No	TBD
TBD	Pre-Award Pre-Solicitation	Transportation Security Deployment Services - Systems Integration Professional Services	Firm Fixed Price	Feb 1, 2015	Feb 1, 2020	No	TBD
TBD	Pre-Award Pre-Solicitation	New BLS solution	Firm Fixed Price	Dec 31, 2019	Dec 31, 2021	No	TBD

7a	KEY EVENTS/MILESTONES FOR PREVIOUS 12 MONTHS (#12) (Period between July 01, 2014 to Jun 30, 2015)		
Description	Received ADE 2B/2C approval for CAT and awarded IDIQ contract for 12 Low Rate Initial Production units to conduct developmental and operational testing.	**Completion Date**	Jul 9, 2014
Description	Deployment of purchased AT2 units to airports. Deployment support includes, but is not limited to: creation and maintenance of deployment schedules for all PSP technology deployments, updated daily as changes occur; creation and maintenance of integrated master schedule for all PSP equipment deployment, updated weekly as changes occur; maintenance of separate deployment schedules for each vendor with active deployment; preparation, and maintenance of regional deployment plans quarterly; management and oversight of ongoing airport deployment projects; and coordination after contract award with Architecture and Engineering (A&E) vendor, Systems Integrator (SI) vendor, Contracting Officer's Technical Representative (COTR), OEMs, airports, OSO, and other TSA offices.		Sep 30, 2014
Description	Deployment of purchased AT2 units to airports. Deployment support includes, but is not limited to: creation and maintenance of deployment schedules for all PSP technology deployments, updated daily as changes occur; creation and maintenance of integrated master schedule for all PSP equipment deployment, updated weekly as changes occur; maintenance of separate deployment schedules for each vendor with an active deployment; preparation and maintenance of regional deployment plan quarterly; management and oversight of ongoing airport deployment projects; and coordination after contract award with A&E vendor, SI vendor, COTR, OEMs, airports, OSO, and other TSA offices.	**Completion Date**	Mar 31, 2015
Description	Phase 7 system testing at TSIF for Qualifications and Developmental Testing and Evaluation, including Safety, Throughput, and Acceptance testing for PSP technologies	**Completion Date**	Mar 31, 2015

7b	KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)		
Description	Phase 8 system testing at TSIF for Qualifications and Developmental Testing and Evaluation, including Safety, Throughput, and Acceptance testing for PSP technologies.	**Completion Date**	Sep 30, 2015
Description	Deployment of purchased AT units to airports. Deployment support includes, but is not limited to: creation and maintenance of deployment schedules for all PSP technology deployments, updated daily as changes occur; creation and maintenance of integrated master schedule for all PSP equipment deployment, updated weekly as changes occur; maintenance of separate deployment schedules for each vendor with an active deployment; preparation and maintenance of regional deployment plan quarterly; management and oversight of ongoing airport deployment projects; and coordination after contract award with A&E vendor, SI vendor, COTR, OEMs, airports, OSO, and other TSA offices.	**Completion Date**	Sep 30, 2015
Description	Deployment of purchased AIT units to airports. Deployment support includes, but is not limited to: creation and maintenance of deployment schedules for all PSP technology deployments, updated daily as changes occur; creation and maintenance of integrated master schedule for all PSP equipment deployment, updated weekly as changes occur; maintenance of separate deployment schedules for each vendor with an active deployment; preparation and maintenance of regional deployment plan quarterly; management and oversight of ongoing airport deployment projects; and coordination after contract award with A&E vendor, SI vendor, COTR, OEMs, airports, OSO, and other TSA offices.	**Completion Date**	Nov 30, 2015

7b	KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)		
Description	CAT Phase II Testing and Deployment: Phase II OT&E includes updates to the CAT system made after Phase I Operational Testing. Upon successful completion of OT&E, an award will be made and procurement will begin to select airports. Deployment support includes, but is not limited to: creation and maintenance of deployment schedules for all PSP technology deployments, updated daily as changes occur; creation and maintenance of integrated master schedule for all PSP equipment deployment, updated weekly as changes occur; maintenance of separate deployment schedules for the vendor with an active deployment; preparation and maintenance of regional deployment plan quarterly; management and oversight of ongoing airport deployment projects; and coordination after contract award with A&E vendor, SI vendor, COTR, OEMs, airports, OSO, and other TSA offices.	**Completion Date**	Dec 31, 2015
Description	Deployment of purchased AIT units to airports. Deployment support includes, but is not limited to: creation and maintenance of deployment schedules for all PSP technology deployments, updated daily as changes occur; creation and maintenance of integrated master schedule for all PSP equipment deployment, updated weekly as changes occur; maintenance of separate deployment schedules for each vendor with an active deployment; preparation and maintenance of regional deployment plan quarterly; management and oversight of ongoing airport deployment projects; and coordination after contract award with A&E vendor, SI vendor, COTR, OEMs, airports, OSO, and other TSA offices.	**Completion Date**	Mar 31, 2016

7c	APB MILESTONES (#13) (Oct 01, 2013 Through Final Operational Capability Delivery)		
Description	BLS: FOC	**Completion Date**	Jun 30, 2014
Description	Next Gen ETD: FOC	**Completion Date**	Sep 30, 2014
Description	AIT-2: IOC	**Completion Date**	Feb 27, 2015

8	KEY PROJECT DOCUMENTS (#2)					
Approved MNS	Yes	**Approved By**	DHS Approved	**Approval Date**	Sep 16, 2008	
Approved ORD	Yes	**Approved By**	DHS Approved	**Approval Date**	Apr 24, 2014	
Approved AP	Yes	**Approved By**	DHS Approved	**Approval Date**	Nov 5, 2012	
Approved APB	Yes	**Approved By**	DHS Approved	**Approval Date**	Feb 1, 2015	
Approved TEMP	Yes	**Approved By**	DHS Approved	**Approval Date**	Jan 29, 2010	
Approved ILSP	Yes	**Approved By**	DHS Approved	**Approval Date**	Sep 6, 2011	
Approved LCCE	Yes	**Approved By**	DHS Approved	**Approval Date**	May 1, 2014	

9	**REASON FOR ANY SIGNIFICANT CHANGE FROM PREVIOUS REPORT (#11)**		
Criteria	Previous Report	Current Report	Reason for Change
Quantity	Not Applicable	Not Applicable	Not Applicable
APB Cost Threshold ($M)	$2,903.020	$2,903.020	No change from previous report
Schedule (FOC)	FY 2016	FY 2016	No change from previous report

TSA – Technology Infrastructure Modernization (TIM) Program

1	**GENERAL INFORMATION (#1, #2, #8)**							

Investment	TSA – TIM Program			Last ARB	Level	Phase	LCCE ($M)	LCCE Date	Reporting Period
DHS PM Certification	Level III			Jan 28, 2015	Level 2	Mixed: Obtain, Produce/ Deploy & Support	$598.471	Aug 15, 2011	Q3FY2015
Investment Description	The TIM Program reduces the probability of a terrorist attack on the transportation sector by replacing legacy vetting systems with a person-centric system. This approach eliminates exploitable gaps, improves enrollment and threat assessment methodologies, and enables TSA to vet and provide credentials to more transportation populations. The TIM System provides an integrated, end-to-end (E2E) solution to manage identities, credentials, and assessment results for millions of transportation workers, providing more accurate and timely identification of terrorist threats. TIM provides a service-oriented architecture framework, mission services, and service capabilities. The IOC was achieved in May 2014 with FOC anticipated in March 2016. The TIM Program addresses a capability gap by replacing legacy vetting systems with a person-centric system. This approach will eliminate exploitable gaps, improve enrollment and threat assessment methodologies, and enable TSA to vet and provide credentials to more transportation populations. The program is being developed in four main increments, which are Service-Oriented Architecture (SOA) infrastructure, SOA foundation, Mission Services in support of Maritime, and Surface and Aviation programs and populations.								

2	**APB COMPARISON (#3, #4)**				

Original APB	Nov 4, 2011	**Current APB**	Original APB still current	**Comparison**	Not Applicable

3	**IV&V STATUS (#5)**		

Composite Risk Score (1-5, lower is better)	2	**Summary of Results**	- Program reports meeting cost targets but shows significant deviation from its schedule baseline. - Program updated its risk register within 30 days. - All required MD-102 documents are submitted and approved.

4a	BUDGET AND FUNDING STATUS (dollar values in $M) (#10)								
Appropriation: Intelligence and Vetting**	**Prior Years**	**Past Year**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$178.459	$54.251	$42.713	$41.493	$43.546	$44.036	$44.493	$268.744	$717.735
Appropriations ($M)	$178.459	$54.251	$42.713						$275.423
Obligations ($M)*	$176.468	$50.696	$21.114						$248.278
Unobligated Balance ($M)	$1.991	$3.555	$21.599						$27.145
Expenditures ($M)	$112.525	$76.625	$32.357						$221.507

*Obligations for multi-year funds are reflected in the year of obligation.
**Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget.

4a	BUDGET AND FUNDING STATUS (dollar values in $M) (#10)						
Appropriation: Intelligence and Vetting **PPA: Other Vetting Programs****	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$38.324	$29.544	$30.119	$30.721	$31.045	$255.162	$414.915
Appropriations ($M)	$38.324						$38.324
Obligations ($M) *	$21.114						$21.114
Unobligated Balance ($M)	$17.210						$17.210
Expenditures ($M)	$32.357						$32.357

*Obligations for multi-year funds are reflected in the year of obligation.
*Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget.

4a BUDGET AND FUNDING STATUS (dollar values in $M) (#10)

Appropriation: Intelligence and Vetting PPA: TWIC - Fee**	Current Year	Budget Year	BY+1	BY+2	BY+3	BY+4 and Beyond	Total
Project Request ($M)	$4.389	$5.142	$5.245	$5.350	$5.404	$5.458	$30.988
Appropriations ($M)	$4.389						$4.389
Obligations ($M) *	$0.000						$0.000
Unobligated Balance ($M)	$4.389						$4.389
Expenditures ($M)	$0.000						$0.000

*Obligations for multi-year funds are reflected in the year of obligation.
**Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget.

4a BUDGET AND FUNDING STATUS (dollar values in $M) (#10)

Appropriation: Intelligence and Vetting PPA: Hazardous Material (HazMat) – Fee**	Current Year	Budget Year	BY+1	BY+2	BY+3	BY+4 and Beyond	Total
Project Request ($M)	$0.000	$3.246	$3.311	$3.377	$3.411	$3.445	$16.790
Appropriations ($M)	$0.000						$0.000
Obligations ($M) *	$0.000						$0.000
Unobligated Balance ($M)	$0.000						$0.000
Expenditures ($M)	$0.000						$0.000

*Obligations for multi-year funds are reflected in the year of obligation.
**Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**						
Appropriation: Intelligence and Vetting **PPA: Air Cargo Fee****	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$0.000	$0.000	$0.491	$0.501	$0.506	$0.511	$2.009
Appropriations ($M)	$0.000						$0.000
Obligations ($M) *	$0.000						$0.000
Unobligated Balance ($M)	$0.000						$0.000
Expenditures ($M)	$0.000						$0.000

*Obligations for multi-year funds are reflected in the year of obligation.
**Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget.

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**						
Appropriation: Intelligence and Vetting **PPA: TSA Pre-Check Fee****	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$0.000	$3.561	$3.632	$3.705	$3.742	$3.779	$18.419
Appropriations ($M)	$0.000						$0.000
Obligations ($M) *	$0.000						$0.000
Unobligated Balance ($M)	$0.000						$0.000
Expenditures ($M)	$0.000						$0.000

*Obligations for multi-year funds are reflected in the year of obligation.
**Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget.

4a	**BUDGET AND FUNDING STATUS (dollar values in $M) (#10)**							
Appropriation: Intelligence and Vetting **PPA: Alien Flight Student Program - Fee****	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Project Request ($M)	$0.000	$0.000	$0.748	$0.382	$0.385	$0.389	$1.904
Appropriations ($M)	$0.000						$0.000
Obligations ($M) *	$0.000						$0.000
Unobligated Balance ($M)	$0.000						$0.000
Expenditures ($M)	$0.000						$0.000

*Obligations for multi-year funds are reflected in the year of obligation.
**Projected Requests are based on FY 2016 FOC for TIM as reflected in the FY 2016 President's Budget.

4b	**PROCUREMENT QUANTITY BY YEAR (# 9)**								
	Prior Years	**Past Year**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Quantity of End Units or System(s)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Comment(s)									

5a	TOP COST RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If the proposed costs for the development contractor to complete the TIM development to FOC are larger than estimated in the TIM LCCE, then the program will incur schedule delays through readjustment of scope and accelerated acquisitions to bring on additional contractors.	**Type**	Cost	**Probability**	Medium	**Impact**	High
Mitigation Strategy	Work with TSA Acquisitions to ensure that proposals from the development contractors provide best value to the program. This will be done through proper setting of requirements and negotiations on associated hours to complete work packages required by the Government.						
Risk Description	If the TIM program is unable to get approval on its re-baseline LCCE and mitigation strategy, then the program will continue to be in a breach position from its original LCCE.	**Type**	Cost	**Probability**	Medium	**Impact**	High
Mitigation Strategy	Work with TSA and DHS Acquisitions and Governance groups to ensure that the TIM LCCE is complete in its characterization of mission and requirements, and the costs in the LCCE are approved						

5b	TOP SCHEDULE RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If the TIM program is unable to re-baseline its schedule to meet the demands of additional scope and functionality requirements to the TIM system, then the TIM program will remain in breach of its previously approved schedule baseline.	**Type**	Schedule	**Probability**	Medium	**Impact**	High
Mitigation Strategy	Work with TSA and DHS Acquisitions groups to re-baseline the TIM program and be underway with a new schedule baseline by the end of Q42015.						

5c	TOP TECHNICAL RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If the TIM system is unable to leverage the capabilities of other systems within DHS for biometric and person-centric matching (like the Automated Biometric Identification System) for its mission, then the program may incur unnecessary costs to achieve its mission.	**Type**	Technical	**Probability**	Medium	**Impact**	Medium
Mitigation Strategy	Work with DHS systems and stakeholders to ensure that systems that provide matching services have the ability to meet the TIM mission and have the proper technology to meet TIM requirements						
Risk Description	If the TIM program is unable to provide functionality enhancements of the TIM system to the TSA Adjudication Center, then the ability for the TSA Adjudication Center to optimize its ability to adjudicate transportation workers will be limited.	**Type**	Technical	**Probability**	Medium	**Impact**	Medium
Mitigation Strategy	Continue to work with the TSA Adjudication Center and TSA Program Management Division to ensure that priorities and requirements for functionality enhancements to TIM are known and prioritized accordingly						
Risk Description	If the enrollment data for the TSA Pre✓® population are "dirtier" than expected, then data migration of that population will take longer at an additional cost than expected.	**Type**	Technical	**Probability**	Medium	**Impact**	Medium
Mitigation Strategy	Begin data migration and data analysis for TSA Pre✓® populations early, and recognize any potential issues with data cleanliness so that they can be mitigated before schedule is affected						

6a	CONTRACT STATUS (#7) Top 5 Contracts by Dollar Level

Contract Number	Status	Description of Product or Service	Type	Start Date	End Date	EVM in Contract?	Total Value ($M)
HSTS0212JTTC221	Awarded	System Development and Operations & Maintenance (O&M)	Cost Plus Award Fee	Aug 1, 2012	Jul 30, 2017	Yes	$250.000
HSTS0213JOIA324	Awarded	System Development – Surface Services	Cost Plus Award Fee	Aug 1, 2012	Jul 30, 2017	Yes	$250.000
HSTS0213JOIA317	Awarded	O&M	Firm Fixed Price	Aug 1, 2012	Jul 30, 2017	No	$250.000
HSTS0213XOIA031	Awarded	Data Center Services	Other	Sep 15, 2011	Jun 30, 2015	No	$15.261
HSTS0211JTTC214	Awarded	IV&V	Firm Fixed Price	Aug 2 2011	Mar 15, 2015	No	$10.500

6b	PLANNED PROCUREMENT SCHEDULE (#9) Top 5 Contracts by Dollar Level							
Contract Number	**Status**	**Description of Product or Service**	**Type**	**Start Date**	**End Date**	**EVM in Contract?**	**Total Value ($M)**
TBD	In Process	IV&V Recompete	Firm Fixed Price	TBD	TBD	No	TBD
HSTS0213JOIA324	In Process	System Development – Surface Services Rescoped	Cost Plus Fixed Fee	TBD	TBD	Yes	TBD

7a	KEY EVENTS/ MILESTONES FOR PREVIOUS 12 MONTHS (#12) (Period between Jul 01, 2014 to Jun 30, 2015)		
Description	Maritime Business and Technical Services to include: Registration and Enrollment, Eligibility and Vetting, Issuance, Verification and Use, Expiration and Revocation, Redress and Waiver, Trend Analytics, & Service Design	**Completion Date**	Jul 25, 2014

7b	KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)		
Description	Incorporate Surface Mission Business and Technical Services	**Completion Date**	Aug 29, 2015
Description	Transition the Surface Populations	**Completion Date**	Aug 29, 2015
Description	Incorporate Aviation Mission Business and Technical Services	**Completion Date**	Sep 30, 2015

7c	APB MILESTONES (#13) (Oct 01, 2013 Through Final Operational Capability Delivery)		
Description	ADE 2C Decision (Maritime)	**Completion Date**	Mar 19, 2014
Description	IOC	**Completion Date**	May 12, 2014
Description	ADE 3 Decision (Surface)	**Completion Date**	Sep 30, 2014
Description	ADE 3 Decision (Aviation)	**Completion Date**	Jun 30, 2015
Description	FOC	**Completion Date**	Sep 30, 2015

8	KEY PROJECT DOCUMENTS (#2)					
Approved MNS	Yes	**Approved By**	Component Approved	**Approval Date**	Apr 28, 2009	
Approved ORD	Yes	**Approved By**	DHS Approved	**Approval Date**	Apr 9, 2012	
Approved AP	Yes	**Approved By**	DHS Approved	**Approval Date**	Jan 2, 2013	
Approved APB	Yes	**Approved By**	DHS Approved	**Approval Date**	Nov 4, 2011	
Approved TEMP	Yes	**Approved By**	Component Approved	**Approval Date**	Nov 27, 2013	
Approved ILSP	Yes	**Approved By**	DHS Approved	**Approval Date**	Nov 4, 2011	
Approved LCCE	Yes	**Approved By**	DHS Approved	**Approval Date**	Aug 15, 2011	

9   REASON FOR ANY SIGNIFICANT CHANGE FROM PREVIOUS REPORT (#11)

Criteria	Previous Report	Current Report	Reason for Change
Quantity	Not Applicable	Not Applicable	Not Applicable
APB Cost Threshold ($M)	$398.109	$398.109	No change from previous report
Schedule (FOC)	FY 2016	FY 2016	No change from previous report

United States Coast Guard (USCG)*

*The USCG programs do not include O&M budget under the Project Request line in Table 4: Budget and Funding Status. This is because of the uniqueness of the Coast Guard accounting system. The exception to this is the Core Accounting System program, which shows the O&M budget in Table 4.

USCG – HH-65 Conversion/Sustainment Projects

1	**GENERAL INFORMATION (#1, #2, #8)**						
Investment	USCG – HH-65 Conversion/Sustainment Projects	**Last ARB**	**Level**	**Phase**	**LCCE ($M)**	**LCCE Date**	**Reporting Period**
DHS PM Certification	Level III	Apr 17, 2015	Level 1	Mixed: Obtain, Produce/ Deploy & Support	$12,287.340	Mar 18, 2014	Q3FY2015
Investment Description	The H-65 Conversion/Sustainment project recapitalizes and modernizes the fleet of Short-Range Recovery aircraft. The project consists of six discrete segments (DS): (DS1) Fleet Re-Engineering; (DS2) National Capital Region Area Defense; (DS3) Airborne Use of Force; (DS4) Obsolete Component Modernization Navigation and flight data system replacement; (DS5) Ship Helicopter Secure and Traverse System; and DS6 Automatic Flight Control System and cockpit modernization (AFCS/Avionics). Upgrades include a flight deck and sensor modernization effort, replacing obsolete components with technology enhancements through the installation of state-of-the-market equipment including a digital glass cockpit and Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance suite.						

2	**APB COMPARISON (#3, #4)**				
Original APB	May 15, 2007	**Current APB**	Mar 26, 2014	**Comparison**	Changes made to reflect latest revision threshold and objective figures for version 3.0

3	**IV&V STATUS (#5)**		
Composite Risk Score (1-5, lower is better)	1	**Summary of Results**	- Program reports meeting cost and schedule targets. - Program updated its risk register within 30 days. - All required MD 102-01 documents are submitted and approved.

4a BUDGET AND FUNDING STATUS (dollar values in $M) (#10)

Appropriation: Acquisition, Construction, and Improvements Sub-PPA: Provide if wanted PPA: HH-65 Conversion/Sustainment Projects	Prior Years	Past Year	Current Year	Budget Year	BY+1	BY+2	BY+3	BY+4 and Beyond	Total
Project Request ($M)	$1,602.370	$12.000	$30.000	$40.000	$35.000	$30.000	$30.000	$291.942	$2,071.312
Appropriations ($M)	$568.223	$12.000	$30.000						$610.223
Obligations ($M)	$541.632	$0.000	$0.847						$542.479
Unobligated Balance ($M)	$26.591	$12.000	$29.153						$67.744
Expenditures ($M)	$527.508	$0.000	$0.000						$527.508

4b PROCUREMENT QUANTITY BY YEAR (# 9)

	Prior Years	Past Year	Current Year	Budget Year	BY+1	BY+2	BY+3	BY+4 and Beyond	Total
Quantity of End Units or System(s)									
Comment(s)									

5a TOP COST RISKS (#6) [Probability – Medium, High; Impact – Medium, High]

Risk Description	No cost risks meet CASR criteria.		Type	Cost	Probability	Medium	Impact	Medium
Mitigation Strategy								

5b	TOP SCHEDULE RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If DS6 contracting action requirements exceed source selection staff availability (Coast Guard Subject Matter Experts and Contracting Officers), then the H-65 Project may breach schedule because of late deliveries of critical components and integration support.	**Type**	Schedule	**Probability**	Medium	**Impact**	High
Mitigation Strategy	Interagency agreement with Technology Application Program Office Ft. Eustis will supply four major Common Avionics Architecture System (CAAS) components. Bridge contract will be an interim solution until USCG can get contracts in place. CG-9315 and Aviation Logistics Center (ALC) are working closely to assist ALC Contracting in development of contracting data packages, including statement of work, Justification and Approval, and IGCE.						

5c	TOP TECHNICAL RISKS (#6) [Probability – Medium, High; Impact – Medium, High]							
Risk Description	If training commands do not increase current staffing to support DS6, then pilot training backlogs will occur.	**Type**	Technical	**Probability**	Medium	**Impact**	Medium
Mitigation Strategy	Work with the technical authority for personnel and operational commands to ensure that training throughput is properly staffed						

6a	CONTRACT STATUS (#7) Top 5 Contracts by Dollar Level							
Contract Number	**Status**	**Description of Product or Service**	**Type**	**Start Date**	**End Date**	**EVM in Contract?**	**Total Value ($M)**
Government incurred	Awarded	H-65 Conversion/Sustainment (C/S) Project DS6 Automatic Flight Control System/CAAS	Time and Materials	Feb 28, 2010	Sep 30, 2021	No	$252.140
Government incurred	Awarded	H-65 C/S Project DS4 Obsolete Component Modernization	Time and Materials	May 31, 2007	Sep 30, 2015	No	$93.200
HSCG23-14-C-2DA001	Awarded	Digital Weather Radar	Firm Fixed Price	Jan 17, 2014	Jan 17, 2021	No	$12.960

6b	PLANNED PROCUREMENT SCHEDULE (#9) Top 5 Contracts by Dollar Level							
Contract Number	**Status**	**Description of Product or Service**	**Type**	**Start Date**	**End Date**	**EVM in Contract?**	**Total Value ($M)**
No planned procurements							

7a	KEY EVENTS/ MILESTONES FOR PREVIOUS 12 MONTHS (#12) (Period between Jul 01, 2014 to Jun 30, 2015)		
Description	DS6 CAAS Sub-system Critical Design Review	**Completion Date**	Jul 8, 2014

7b	**KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)**		
Description	Developmental Test & Evaluation Test flights begin.	**Completion Date**	Oct 1, 2015

7c	**APB MILESTONES (#13) (Oct 01, 2013 Through Final Operational Capability Delivery)**		
Description	Critical Design Review	**Completion Date**	Jul 8, 2014
Description	ADE 2C – Low Rate Initial Production	**Completion Date**	Sep 30, 2016
Description	IOC	**Completion Date**	Sep 29, 2017
Description	ADE 3	**Completion Date**	Sep 30, 2018

8	**KEY PROJECT DOCUMENTS (#2)**					
Approved MNS	Yes	**Approved By**	DHS Approved	**Approval Date**	Apr 20, 2005	
Approved ORD	Yes	**Approved By**	DHS Approved	**Approval Date**	Nov 19, 2012	
Approved AP	Yes	**Approved By**	Component Approved	**Approval Date**	Apr 2, 2015	
Approved APB	Yes	**Approved By**	DHS Approved	**Approval Date**	Mar 26, 2014	
Approved TEMP	Yes	**Approved By**	DHS Approved	**Approval Date**	Sep 24, 2012	
Approved ILSP	Yes	**Approved By**	DHS Approved	**Approval Date**	Aug 4, 2010	
Approved LCCE	Yes	**Approved By**	Component Approved	**Approval Date**	Mar 18, 2014	

9	**REASON FOR ANY SIGNIFICANT CHANGE FROM PREVIOUS REPORT (#11)**		
Criteria	**Previous Report**	**Current Report**	**Reason for Change**
Quantity	102	102	No change from previous report
APB Cost Threshold ($M)	$13,862.500	$13,862.500	No change from previous report
Schedule (FOC)	FY 2022	FY 2022	No change from previous report

United States Citizenship and Immigration Services (USCIS)

1	GENERAL INFORMATION (#1, #2, #8)						
Investment	USCIS – Transformation	**Last ARB**	**Level**	**Phase**	**LCCE ($M)**	**LCCE Date**	**Reporting Period**
DHS PM Certification	Level III	Apr 1, 2015	Level 1	Mixed: Obtain, Produce/ Deploy & Support	$2,989.540	Apr 1, 2015	Q3FY2015
Investment Description	The goal of Transformation is to modernize USCIS agencywide business processes using IT-enabled reengineering. Transformation will be accomplished through implementation of an integrated operating environment that will transition the agency from a fragmented, paper-based operational environment to a consolidated environment that allows electronic processing of benefit requests. The key customers, stakeholders, and beneficiaries of the Electronic Immigration System (ELIS) are: enterprise partners; DHS Components; USCIS employees; customers and advocates (the persons petitioning USCIS for benefits and services and the organizations representing those individuals); stakeholders with oversight and review responsibilities including Congress, the Office of Management and Budget, the Government Accountability Office, and the DHS Office of the Inspector General; and other stakeholders including public IT industry groups, U.S. citizens, and media outlets. USCIS previously used paper forms for nearly all of its customer support, making it difficult to process immigration benefits efficiently, verify applicants' identities, and provide DHS and other government agencies with the information they need to make informed business decisions. Transformation addresses these capability gaps by deploying an enterprisewide investment, ELIS, to implement a centralized, Web-based solution designed to transform USCIS business operations from a "transaction-centric" model to a "person-centric" model on the basis of customer accounts. The program has completed 6 major releases successfully and an additional 13 releases are planned to be deployed using agile development methodology.						

2	APB COMPARISON (#3, #4)				
Original APB	Jul 6, 2011	**Current APB**	Apr 1, 2015	**Comparison**	Re-baseline the program and document program changes that affect delivery of USCIS ELIS

3	IV&V STATUS (#5)		
Composite Risk Score (1-5, lower is better)	1	**Summary of Results**	- Program reports meeting cost targets but shows significant deviation from its schedule baseline. - Program updated its risk register within 30 days. - All required MD-102 documents are submitted and approved.

4a	BUDGET AND FUNDING STATUS (dollar values in $M) (#10)								
Appropriation: Immigration Examinations Fee Account	Prior Years	Past Year	Current Year	Budget Year	BY+1	BY+2	BY+3	BY+4 and Beyond	Total
Project Request ($M)	$915.146	$176.395	$177.268	$180.911	$135.275	$56.520	$56.546	$241.723[3]	$1,939.784
Appropriations ($M)	$922.325	$176.395	$177.268						$1,275.988
Obligations ($M)	$896.005	$156.984	$93.741						$1,146.730
Unobligated Balance ($M)	$26.320	$19.411	$83.527						$129.258
Expenditures ($M)	$841.933	$130.225	$48.338						$1,020.496

4a	BUDGET AND FUNDING STATUS (dollar values in $M) (#10)							
Appropriation: Immigration Examinations Fee Account PPA: District Operations	Current Year	Budget Year	BY+1	BY+2	BY+3	BY+4 and Beyond	Total
Project Request ($M)	$16.409	$16.721	$17.039	$8.559	$8.722	$37.272	$104.722
Appropriations ($M)	$16.409						$16.409
Obligations ($M)	$9.415						$9.415
Unobligated Balance ($M)	$6.994						$6.994
Expenditures ($M)	$9.415						$9.415

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[3] The FY 2015 Annual CASR reported $299.349M. The amount is updated to reflect the FY 2016 President's Budget.

4a	BUDGET AND FUNDING STATUS (dollar values in $M) (#10)							
Appropriation: **Immigration Examinations** **Fee Account** **Immigration Examinations** **Fee Account** **PPA: Transformation**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**	
Project Request ($M)	$160.859	$164.190	$118.236	$47.961	$47.824	$204.451	$743.521	
Appropriations ($M)	$160.859						$160.859	
Obligations ($M)	$84.326						$84.326	
Unobligated Balance ($M)	$76.533						$76.533	
Expenditures ($M)	$38.923						$38.923	

4b	PROCUREMENT QUANTITY BY YEAR (# 9)								
	Prior Years	**Past Year**	**Current Year**	**Budget Year**	**BY+1**	**BY+2**	**BY+3**	**BY+4 and Beyond**	**Total**
Quantity of End Units or System(s)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Comment(s)									

5a	TOP COST RISKS (#6) [Probability – Medium, High; Impact – Medium, High]					
Risk Description	No cost risks meet CASR reporting criteria.	**Type**	Cost	**Probability**		**Impact**
Mitigation Strategy						

5b	**TOP SCHEDULE RISKS (#6) [Probability – Medium, High; Impact – Medium, High]**							
Risk Description	If automated E2E test coverage is not increased, then there will be schedule uncertainly probability of defects affecting ELIS in production. (Lack of Stable and Robust E2E Automation Test)	**Type**	Schedule	**Probability**	High	**Impact**	High
Mitigation Strategy	Establish & maintain the smoke test by developers before they commit any work to the CI pipeline. Establish a Test System Team (Team 9) to operate in a Kanban mode to manage & address cross-team test dependencies & integration issues. Team 9 will develop standards & guidance for managing test data in support of E2E automated testing, and create a framework for feeding/integrating acceptance tests produced by the development teams into the E2E automation tests.						
Risk Description	If the contractors responsible for Flexible Agile Development Services (FADS) do not perform satisfactorily, then there would be an impact to future schedules.	**Type**	Schedule	**Probability**	Medium	**Impact**	High
Mitigation Strategy	1. Implement Dashboard-based reviews at each sprint to assess performance. 2. Identify root cause of issues. 3. Work with team management to address any issues.						

5c	**TOP TECHNICAL RISKS (#6) [Probability – Medium, High; Impact – Medium, High]**							
Risk Description	If USCIS does not have a strategy for O&M support in place for the new architecture post deployment, then the release of the I-90 functionality will not be approved for deployment.	**Type**	Technical	**Probability**	Medium	**Impact**	High
Mitigation Strategy	1. Devise and implement a plan for monitoring and operations support. 2. Identify resources to support operations and maintenance both short term and long term.						
Risk Description	If USCIS is not able to provide sufficient development resources to support Enterprise Service Bus (ESB) Lockbox Intake, then the interface critical to ELIS may not be kept current reducing ESB effectiveness.	**Type**	Technical	**Probability**	Medium	**Impact**	High
Mitigation Strategy	1. Increased resources in the ESB Lockbox development team to support Performance, End User, and Regression Testing. 2. This risk will close once there is successful testing of ELIS and ESB Lockbox.						

6a CONTRACT STATUS (#7) Top 5 Contracts by Dollar Level

Contract Number	Status	Description of Product or Service	Type	Start Date	End Date	EVM in Contract?	Total Value ($M)
HSSCCG10J00329	Awarded	ADP Facility O&M Service	Time and Material	Sep 24, 2010	Jun 27, 2015	No	$272.512
HSSCCG14F00293	Awarded	FADS	Cost Plus Fixed Fee	Sep 25, 2014	Sep 24, 2016	No	$62.245
HSSCCG14F00295	Awarded	FADS	Cost Plus Fixed Fee	Sep 25, 2014	Sep 24, 2016	No	$61.089
HSSCCG14F00292	Awarded	FADS	Cost Plus Fixed Fee	Sep 25, 2014	Sep 24, 2016	No	$58.584
HSSCCG14F00294	Awarded	FADS	Cost Plus Fixed Fee	Sep 25, 2014	Sep 24, 2016	No	$52.978

6b PLANNED PROCUREMENT SCHEDULE (#9) Top 5 Contracts by Dollar Level

Contract Number	Status	Description of Product or Service	Type	Start Date	End Date	EVM in Contract?	Total Value ($M)
TBD	Pre-Award Pre-Solicitation	Program Management Support Services	Firm Fixed Price	Sep 27, 2015	Sep 26, 2018	No	TBD
TBD	Pre-Award	Support for Platform Engineering and DevOps Integration	Firm Fixed Prices/ Time and Material	TBD	TBD	No	TBD

7a KEY EVENTS/ MILESTONES FOR PREVIOUS 12 MONTHS (#12) (Period between Jul 01, 2014 to Jun 30, 2015)

Description	Release 5.0 Soft Launch	Completion Date	Nov 8, 2014
Description	Release 5.0 Hard Launch	Completion Date	Feb 21, 2015

7b KEY EVENTS/ MILESTONES FOR THE NEXT 12 MONTHS (#13) (Period between Jul 01, 2015 to Jun 30, 2016)

Description	Release 6.0	Completion Date	Aug 15, 2015
Description	Release 7.0	Completion Date	Dec 5, 2015
Description	Release 8.0	Completion Date	Mar 26, 2016

7c APB MILESTONES (#13) (Oct 01, 2013 Through Final Operational Capability Delivery)

Description	FOC	Completion Date	Dec 31, 2018

8	KEY PROJECT DOCUMENTS (#2)						
Approved MNS	Yes	**Approved By**	Component Approved	**Approval Date**	Apr 4, 2005	
Approved ORD	Yes	**Approved By**	DHS Approved	**Approval Date**	Jul 6, 2011	
Approved AP	Yes	**Approved By**	DHS Approved	**Approval Date**	Mar 31, 2015	
Approved APB	Yes	**Approved By**	DHS Approved	**Approval Date**	Apr 1, 2015	
Approved TEMP	Yes	**Approved By**	DHS Approved	**Approval Date**	Mar 10, 2015	
Approved ILSP	Yes	**Approved By**	Component Approved	**Approval Date**	Jun 14, 2010	
Approved LCCE	Yes	**Approved By**	DHS Approved	**Approval Date**	Apr 1, 2015	

9	REASON FOR ANY SIGNIFICANT CHANGE FROM PREVIOUS REPORT (#11)		
Criteria	**Previous Report**	**Current Report**	**Reason for Change**
Quantity	Not Applicable	Not Applicable	No change from previous report
APB Cost Threshold ($M)	$2,073.800	$3,118.390	APB v2.3
Schedule (FOC)	FY 2018	FY 2019	APB v2.3

IV. Appendices

Appendix A. Abbreviations and Acronyms

Acronym	Definition
A&E	Architecture and Engineering
ADE	Acquisition Decision Event
ADM	Acquisition Decision Memorandum
AIT	Advanced Imaging Technology
ALC	Aviation Logistics Center
APB	Acquisition Program Baseline
ARB	Acquisition Review Board
AT	Advance Technology X-Ray
AT2	Advance Technology X-Ray 2
BLS	Bottled Liquid Scanner
CASR	Comprehensive Acquisition Status Report
CAT	Credential Authentication System
CONOPS	Concept of Operations
COR	Contracting Officer's Representative
COTR	Contracting Officer's Technical Representative
CP	Competitive Procurement
C/S	Conversion/Sustainment
DHS	Department of Homeland Security
DRs	Defect Resolution
DS	Discrete Segment
E2E	End-to-End
EBSP	Electronic Baggage Screening Program
EDS	Explosives Detection System
ELIS	Electronic Immigration System
ESB	Enterprise Service Bus
ETD	Explosive Trace Detection
EVM	Earned Value Management
FADS	Flexible Agile Development Services
FOC	Full Operational Capability
FOUO	For Official Use Only
FY	Fiscal Year
HME	Homemade Explosive
IDIQ	Indefinite Delivery Indefinite Quantity

Acronym	Definition
IDV	Indefinite Delivery Vehicle
IGCE	Independent Government Cost Estimate
ILSP	Integrated Logistics Support Plan
IOC	Initial Operating Capability
IT	Information Technology
IV&V	Independent Verification & Validation
LCCE	Life Cycle Cost Estimate
LOI	Letter of Intent
LRIP	Low Rate Initial Production
MAOL	Major Acquisition Oversight List
MD	Management Directive
MNS	Mission Needs Statement
N/A	Not Applicable
O&M	Operations & Maintenance
O&S	Operations & Support
OMB	Office of Management Budget
ORD	Operational Requirements Document
OSO	Office of Security Operations
OT&E	Operational Test and Evaluation
OTA	Other Transaction Agreement
P.L.	Public Law
PARM	Program Accountability and Risk Management
PM	Program Management
PPA	Program/Project/Activity
PSP	Passenger Screening Program
SI	Systems Integrator
SOA	Service Oriented Architecture
SOP	Standard Operating Procedure
STIP	Security Technology Integrated Program
TBD	To Be Determined
TEMP	Testing and Evaluation Master Plan
TIM	Technology Infrastructure Modernization
TSA	Transportation Security Administration
TSIF	TSA Systems Integration Facility
USCG	United States Coast Guard
USCIS	United States Citizenship and Immigration Services

Appendix B. Programs Evaluated

	Component	PROGRAM	Level	Type
1	TSA	Electronic Baggage Screening Program (EBSP)	1	Non-IT
2	TSA	Passenger Screening Program (PSP)	1	Non-IT
3	TSA	Technology Infrastructure Modernization (TIM) Program	2	IT
4	USCG	HH-65 Conversion/Sustainment Projects	1	Non-IT
5	USCIS	Transformation	1	IT