

Core U.S. Secure Document & ID Programs	Description	Key dates	Status at end of Bush Administration	Status under Obama Administration
<p><b>ICAO-compliant US Passport</b> (State Dept with General Services Administration printing)</p>	<p><i>Border Security</i> Not mandated by US law, but instead in response to 2002 US law requiring Visa Waiver Program countries to produce e-Passports, recognizing the ICAO standards for identity and security technologies would benefit US citizens</p>	<p>Aug. 2006 e-Passports available to all US citizens; May 2007 last batch of non-e-Passports produced</p>	<ul style="list-style-type: none"> <li>▪ US only issues e-Passports with applicant’s digital photo on chip</li> <li>▪ Personalization of e-passports takes place in US, although blanks produced offshore</li> <li>▪ Secure facility opened as backup for main plant</li> </ul>	<p>March 16, 2009 government report- US passport acquired with bad breeder documents in 100 % of attempts by undercover agents. To correct problem, State Dept is trying to get verification for driver licenses but states refuse to do so as law requires only access for law enforcement reasons. States are interested in providing birth records. Are receiving internal consular reports of births abroad.</p>
<p><b>Electronic System for Travel Authorization (ESTA)</b> (DHS/CBP Program)</p>	<p>DHS policy linked to Visa Waiver Program country renewals: all nationals and citizens of Visa Waiver Program (VWP) countries now required by law to obtain a travel authorization prior to initiating travel to the US under the VWP. ESTA is a free Internet application administered by the Department of Homeland Security (DHS) through a U.S. government Web site</p>	<p>Aug. 1, 2008 deployed as voluntary/ Jan. 12, 2009 became mandatory</p>	<ul style="list-style-type: none"> <li>▪ Aug. 1, 2008-Feb. 12, 2009: total of 2,850,000 applications processed</li> <li>▪ Refusal rate consistent with I-94 processing, less than 1%.</li> </ul>	<p>Supportive and very happy with program. Looking to eliminate the I-94W (used for VWP travelers) and make this form wholly automated. Those not complying with the ESTA are still being given a grace period, but airlines are not supposed boarding people at this point.</p>
<p><b>Western Hemisphere Travel Initiative (WHTI)</b> (DHS/CBP Program)</p>	<p>All persons seeking entry into US must produce passport or, if at a land border, a passport equivalent which includes a trusted traveler card, and Enhance Driver License, or a PASSport Card</p>	<p>Created by 2004 Sept. 11 Commission law/ June 1, 2009, U.S. government will fully implement land and sea WHTI requirements</p>	<ul style="list-style-type: none"> <li>▪ Jan. 23, 2007: WHTI goes into effect for all air travelers; compliance rate of 99 percent for citizens of the United States, Canada, and Bermuda</li> <li>▪ Jan. 31, 2008, the practice of accepting oral declarations alone at land and sea ports of entry ended</li> </ul>	<p>Secretaries Napolitano and Clinton launched full implementation of WHTI on target date of June 2009. Compliance rates for land and sea travel are higher than expected with over 95% of U.S. and Canadian travelers queried presenting WHTI-compliant documents.</p> <ul style="list-style-type: none"> <li>□ On the northern border, that figure increases to 98% compliance among queried U.S. and Canadian citizens.</li> <li>□ On the northern border, compliance by Canadians is slightly higher than that of U.S. citizens but the gap continues to close.</li> <li>□ Not provided numbers for southern border.</li> </ul>

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<p>Western Hemisphere Travel Initiative (WHTI) (DHS/CBP Program) <b>Cont'd</b></p>				<p><i>Other land border infrastructure improvements include:</i> capture of license plate numbers prior to entry into booths, then vetted through police databases for stolen vehicles. Also, IDs provided by vehicle occupants are tied to vehicle, with occupants vetted via immigration databases and digital photos taken with US passport or US ID application obtained from RFID or PASS Cards used to match vehicle occupant. If don't have RFID, do have to swipe card. Then source data comes up, and that includes an EDL. So no longer does every ID have to be swiped. These procedures at every land port of entry.</p>
<p><b>Passport Card</b> (State Dept Program issued for WHTI compliance)</p>	<p>Driver license size passport equivalent for land and sea border crossing use (with Canada, Mexico, the Caribbean and Bermuda only) issued by State Dept; not available for air travel</p>	<p>Offshoot of WHTI created by 2004 law; July 2008 began issuance</p>	<ul style="list-style-type: none"> <li>▪ Over 785,000 issued as of March 2009</li> <li>▪ \$45 for first time application</li> <li>▪ Card may be issued as part of passport renewal and the cost is only \$20</li> </ul>	<p>Favors continuing program Passport cards are at over 2,097,000 issued as of Sept. 2009, an increase of 1,312,000 in the last six months.</p>
<p><b>US Visit</b> (DHS standalone office)</p>	<p>Provides visa-issuing posts and ports of entry with the biometric technology that enables the U.S. government to establish and verify identity; immigration officials use this information to help them make visa-issuance and admission decisions as part of the visa application process or entry inspection</p>	<p>Mandated by laws beginning in 1996; system deployed in 2004</p>	<ul style="list-style-type: none"> <li>▪ Dec. 18, 2008: all non-US citizens must enroll in US Visit</li> <li>▪ As of Jan. 2009: 10 print digital scans deployed at all air ports of entry</li> <li>▪ Local and federal law enforcement entering into agreements to attain US Visit data, and USCIS also relies on it for immigration benefit applications</li> </ul>	<p>Visit can now display passport application data, so when a US citizen comes through, CBP officers can review historical data that goes back 10 years, helping deplete fraud in re to lost/stolen US passports. Continuing to improve 10 print digital scan.</p>

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US Exit (Within US Visit)	Extension of US Visit; 1996, 1998, 2000 and 2006 laws all required the creation of an integrated entry and exit data system for the primary purpose of knowing if persons coming in were prior overstays and what individuals remained in the country	1996 law; 2 failed pilots since Sept. 11, 2001; new plan put forth April 2008	<ul style="list-style-type: none"> <li>▪ Revamp of prior failed kiosk pilots results in ask of airlines to take biometric exit upon plane boarding</li> <li>▪ Covers air exit, not land</li> <li>▪ Not funded; lobbied against by airline and travel industries</li> </ul>	Visit has completed two pilots for exit at Detroit and Atlanta and issued a report. One used TSA officers at TSA checkpoint, the other used CBP officers at the jetway. CBP control at the jetway worked better.
Trusted Traveler Programs	<b>All trusted traveler programs are WHTI-compliant</b>	Aug. 2008: Can now apply at Global Online Enrollment System		
NEXUS (DHS/CBP Program)	Fast lanes for registered commuters at US/Canadian land, marine and sea border at designated northern border ports of entry, at NEXUS kiosks at the Canadian Preclearance airports, and at marine reporting locations.	Established in 2002 as part of the Shared Border Accord, a partnership between the United States and Canada	<ul style="list-style-type: none"> <li>▪ Approved applicants are issued a photo-identification, proximity RFID card</li> <li>▪ 265,000 members</li> <li>▪ 16 US border points of entry; kiosks at all 8 Canadian pre-clearance airports; 33 marine clearance centers</li> <li>▪ Participants can either present NEXUS card or have iris scanned and make a declaration</li> <li>▪ Cost is \$50 per application</li> </ul>	President Obama has committed to Canadian Prime Minister that facilitation is a key element of northern border relationship; Secretary Napolitano has repeated that commitment; no changes on southern border in re to these programs
SENTRI (DHS/CBP Program)	Fast lanes for registered commuters at US/Mexican border, providing expedited CBP processing for pre-approved, low-risk travelers at land borders.	First implemented at the Otay Mesa, California port of entry on November 1, 1995	<ul style="list-style-type: none"> <li>▪ Applicants must voluntarily undergo a thorough biographical background check against criminal, law enforcement, customs, immigration, and terrorist indices; a 10-fingerprint law enforcement check; and a personal interview with a CBP Officer</li> <li>▪ Approved applicants are issued a photo-identification, proximity RFID card; an RFID decal also issued</li> <li>▪ 186,000 members</li> <li>▪ 15 lanes at 9 largest crossings</li> <li>▪ Cost \$122.50 per application</li> </ul>	No change

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<b>FAST</b> (Free and Secure Trade) (DHS/CBP with Dept Transportation certifying trucks)	FAST Driver Program affords expedited release to approved commercial truck drivers making fully-qualified FAST trips between the U.S and Canada or to the U.S. from Mexico via bilateral agreements.	Implemented on Canadian border in 2002; on Mexican border in 2007	<ul style="list-style-type: none"> <li>▪ 94,000 members</li> <li>▪ 43 Canadian border ports</li> <li>▪ 2 Mexican border ports</li> <li>▪ \$50 fee on both borders</li> <li>▪ Mexico has no driver histories nor criminal info available for vetting; Drug Enforcement Agency reports truck drivers often work with cartels</li> </ul>	No change on program, but a related program that permitted Mexican-licensed trucks from traveling beyond commercial zones along the US-Mexico border was shut down in 2009 appropriations act signed into law by President Obama; when Mexico retaliated with tariffs on US goods, Obama said he would 'work with Mexico'
<b>Global Entry</b> (DHS/CBP Program)	DHS policy program allows US citizens and Lawful Permanent Residents pre-approved, low-risk expedited clearance upon arrival into the US	Deployment began August 2008	<ul style="list-style-type: none"> <li>▪ Takes digital photo and fingerprints</li> <li>▪ Kiosks in pilot at 7 US airports (JFK-NYC; Dulles-DC; Atlanta; Chicago; Houston; LAX; Miami)</li> <li>▪ 5,300 members</li> <li>▪ \$100 per application valid for 5 yrs of pilot</li> </ul>	New data unavailable
<b>Enhanced Driver License</b> (Memos of Understanding between DHS and States, responsible for creating/implementing programs)	DHS policy; 'REAL ID plus' driver license available for US citizens with RFID for trusted traveler-type expedited border crossing from States entering into Memos of Understanding with DHS; EDLs issued have 20 security features, RFID and MRZ for passport use, and a protective sleeve	Washington State- July 2007 New York- Aug. 2008 Vermont-Dec. 2008 <b>Canada:</b> British Columbia: in pilot	<ul style="list-style-type: none"> <li>▪ Washington State --More than 40,000 EDLs since beginning of March 2008</li> <li>▪ New York State --17,500 EDLs since Sept. 2008</li> <li>▪ Vermont —expanding issuance March 2009</li> <li>▪ <b>Canada:</b></li> <li>▪ British Columbia 520 in pilot and plans; to expand program in 2009</li> <li>▪ Manitoba , Ontario , Quebec , and Saskatchewan are slated to issue by June 2009</li> <li>▪ Note: for Canadian queries of US data, no acquisition of data</li> </ul>	<ul style="list-style-type: none"> <li>▪ Washington State --More than 100,000 EDLs since beginning of March 2008</li> <li>▪ Michigan began issuance in April 2009</li> <li>▪ EDLs are listed in the Federal Register at WHTI compliant</li> <li>▪ Supported by Secretary Napolitano in PASS ID legislation; DHS now trying to write up a proposed regulation so that EDL can be used and considered as compliant for federal use as would be required under the PASS ID legislation.</li> <li>▪ She had initially proposed EDLs as a REAL ID replacement , but has reneged on that stance.</li> </ul>
<i>Domestic Security</i>				
<b>REAL ID</b> (DHS issued final regulations and provides grant monies;	Law passed in 2005 to set minimum standards for state driver license and ID issuance processes	Final Rule published Jan. 2008; Final compliance date for states is May 11,	<ul style="list-style-type: none"> <li>▪ Projected cost to states for compliance: \$3.965 billion</li> <li>▪ Grant allocations to date:</li> </ul>	<ul style="list-style-type: none"> <li>▪ Secretary Napolitano seeks to repeal REAL ID and replace with PASS ID</li> <li>▪ Biggest issue is failure to require</li> </ul>

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States responsible for implementation)		2011	\$ 130 million available to states <ul style="list-style-type: none"> <li>Size of market: 56 jurisdictions with approximately 477 million licenses over 11 years</li> </ul>	verification of underlying documents, except for SAVE and SOLV checks, and birth records down the road. Passport checks are out, secure facilities are out, multi-state checks are out. <ul style="list-style-type: none"> <li>No later than Feb. 27, 2009 another set of \$50 million in grants were to be made available to States, but not made available.</li> <li>Sec has granted extension to states to say they need an extension to meet Jan 1, 2010 deadline for first set of benchmarks.</li> </ul>
Transportation Workers Identification Credential (TWIC) (DHS/Transportation Security Administration and US Coast Guard program)	Tamper-resistant biometric credentials that will be issued to workers who require unescorted access to secure areas of ports, vessels, outer continental shelf facilities and all credentialed merchant mariners	Became law 2002; full deployment of all cards on schedule for April 15, 2009; March 2009 begin reader pilots	<ul style="list-style-type: none"> <li>Over 1 million cards issued of estimated 1.2 million required</li> <li>34 of 42 ports have issued cards</li> <li>Brownsville, TX is first pilot port for readers; results at this port and others to guide reader final rule</li> <li>TWIC standards are unique; created own standards</li> </ul>	<ul style="list-style-type: none"> <li>No comment yet</li> <li><i>Note:</i> In early Feb. 2009, without readers, the first fraudulent TWIC cards found on illegal aliens attempting to enter port; physical security features caught perpetrators</li> <li>On Sept. 19, 2009, results of reader capabilities per manufacturer were published; I believe some for both registration and operational use, and others for registration and to assure chain of custody validation.</li> </ul>
HSPD-12 (All federal government departments and agencies)	Post 9/11 Executive Order requiring smart card IDs for all federal government employees; develop a common identification standard that ensures that people are who they say they are, so government facilities and sensitive information stored in networks remain protected. HSPD-12 requires agencies to issue smart cards to federal employees and contractors.	1999-2007, the US Defense Department issues more than 13 million common access cards to active military personnel, civilian employees and eligible contractors/ 2007	<ul style="list-style-type: none"> <li>(Part of) the System Architecture Standards were completed in May 2008.</li> <li>The Office of Management and Budget set milestones for implementation, leading up to a final Oct. 27, 2008, deadline for agencies to complete all background checks and to issue cards to all employees and contractors</li> </ul>	<ul style="list-style-type: none"> <li>DHS is way behind on this due to initial agreement to allow component agencies to comply. That did not work, so now DHS has decided to do a central issuance, and is revamping their role in the program.</li> </ul>

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<p>E-Verify (DHS/US Citizenship &amp; Immigration Services program)</p>		<p>deadlines blown by all other agencies</p>	<ul style="list-style-type: none"> <li>Oct. 27, 2008, deadline for agencies to complete all background checks and to issue cards to all employees and contractors; not one agency met deadline</li> </ul>	
	<p>Voluntary electronic work authorization identity and legal status verification system replacing paper I-9 system to help employers comply with federal law that requires work authorization at time of hire</p>	<p>Law passed in 1996 requiring Basic Pilot; became electronic in June 2004; 14 U.S. states have some form of mandatory requirement that employers use E-Verify</p>	<ul style="list-style-type: none"> <li>Automatic checks of social security, legal status and US passport biographical databases</li> <li>Added in employer access to applicant digital photos for legal alien IDs</li> <li>Corrected false negative returns; working on false positive returns</li> <li>Oversaw 442 % growth in employer use 2007 to early 2009</li> <li>On par to be voluntarily used by employers for 1 in 3 new hires for 2009 with over 3 million queries in the first 7 weeks of 2009 with all of 2008 at 6.6 million queries</li> <li>Over 110,000 employers at over 440,000 worksites signed up since inception</li> <li>Overall, 99.6 percent or higher accuracy</li> </ul>	<ul style="list-style-type: none"> <li>Delayed 2008 Presidential Exec Order mandating use by federal contractors but now in full effect</li> <li>Only reauthorized until Oct. 2009 but does have administration support</li> <li>Nov 2008 they implemented passport data check to reduce false negatives on naturalized citizens.</li> <li>As of July 2009, at a 274 % growth rate in employer use 2007-2009</li> <li>Over 500,00 employers now using program</li> <li>Must present passport, driver license and birth record. Now adding in the digital application photo for US passport and foreign visa application photo/data to help employers assure they have not been presented with a photo substituted US passport or US visa in a foreign passport. What does not have is access to driver license photos for those claiming US citizenship, nor birth record info.</li> </ul>