

Exhibit 300 FY2010

FAAXX504: En Route Automation Modernization (ERAM)

Part I: Summary Information And Justification (All Capital Assets)

Description: In Part I, complete Sections A, B, C, and D for all capital assets (IT and non-IT). Complete Sections E and F for IT capital assets.

I.A. Overview (All Capital Assets)

Description: The following series of questions are to be completed for all investments.

I.A.1. Date of Submission:	2009-03-09
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX504: En Route Automation Modernization (ERAM)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-11-01-1150-00
I.A.6. What kind of investment will this be in FY2010? Description: Please NOTE: Investments moving to O&M in FY2010, with Planning/Acquisition activities prior to FY2010 should not select O&M. These investments should indicate their current status.	Mixed Life Cycle
I.A.8. Provide a brief summary and justification for this investment, including a brief description of how this closes in part or in whole an identified agency performance gap: Description: (Up to 2500 characters)	<p>The En Route Automation Modernization (ERAM) program replaces the air traffic control automation system in Air Route Traffic Control Centers (ARTCCs). The program includes: new system software and hardware (replaces Host Computer System); Enhanced Backup Surveillance (EBUS) system (replaces Direct Access Radar Channel backup system); replacement of parts of the display system infrastructure; technical refresh of the Radar Position Display Processor; and En Route Information Display System (ERIDS), an electronic tool that distributes information to controllers to improve their productivity and efficiency. ERAM will enable improvements in airspace capacity, efficiency and safety (supports DOT/FAA Strategic Goals of Reduced Congestion, Safety, Greater Capacity, see Section I.D) that cannot be realized with the current 30-year old system. It offers flexible routing options, provides safety alerts to prevent collisions and congestion and enables controllers to better handle unplanned events. ERAM's enhanced infrastructure will support the evolution to the next generation air transportation system, and Automatic Dependent Surveillance-Broadcast support. ERAM is both in the control and evaluate phases of the CPIC process. EBUS is deployed and operational at all 20 ARTCCs. ERIDS is deployed and operational at all 20 ARTCCs. ERAM Release 1 has successfully completed government acceptance at the William J. Hughes Technical Center, FAA Academy and 14 operational sites. In FY2010, the focus is on completing deployment of Release 1 at all operational ARTCCs, deployment support for Release 2, maintenance support (hardware, software, logistics support) to Releases 1 and 2, and software development and test support for Release 3. The ERAM team collaborates regularly with the Department of Defense and the Department of Homeland Security who rely on FAA surveillance, and aircraft tracking data to achieve their missions. The FAA executive decision-making body reviewed and approved the final program baseline for DME and O&M on 6/12/03. To date, no JRC rebaseline decisions have been needed. The lifecycle costs for the ERAM were risk-adjusted as part of the (1) work breakdown structure development, (2) addition of risk dollars in selected areas and (3) the addition of a schedule risk adjustment for the full implementation of ERAM (see Section II.B for details). Expected life cycle is 10 years after the last system deployment. PART weakness (I.A.14) is not specific to ERAM.</p>
I.A.9. Did the Agency's Executive/Investment Committee approve this request?	yes
I.A.9.a. If "yes," what was the date of this approval?	2003-06-12
I.A.10. Did the Project Manager review this Exhibit?	yes
I.A.12. Has the agency developed and/or promoted cost effective, energy-efficient and environmentally sustainable techniques or practices for this project?	yes
I.A.12.a. Will this investment include electronic assets (including computers)?	yes
I.A.12.b. Is this investment for new construction or major retrofit of a Federal building or facility? (answer applicable to non-IT assets only)	no
I.A.12.b.1. If "yes," is an ESPC or UESC being used to help fund this investment?	
I.A.12.b.2. If "yes," will this investment meet sustainable design principles?	
I.A.12.b.3. If "yes," is it designed to be 30% more energy efficient than relevant code?	
I.A.13. Does this investment directly support any of the PMA initiatives?	no
I.A.13.a. If "yes," select all that apply:	
I.A.13.b. Briefly and specifically describe for each selected how this asset directly supports the identified initiative(s)? (e.g. If E-Gov is selected, is it an approved shared service provider or the managing partner?) Description: (Up to 500 characters)	
I.A.14. Does this investment support a program assessed using the Program Assessment Rating Tool (PART)? Description: (For more information about the PART, visit www.whitehouse.gov/omb/part .)	yes
I.A.14.a. If "yes," does this investment address a weakness found during a PART review?	yes
I.A.14.b. If "yes," what is the name of the PARTed program?	10001121 - FAA Air Traffic Services
I.A.14.c. If "yes," what rating did the PART receive?	Adequate
I.A.15. Is this investment for information technology?	yes
I.A.16. What is the level of the IT Project? (per CIO Council PM Guidance) Description: Level 1 - Projects with low-to-moderate complexity and risk. Example: Bureau-level project such as a stand-alone information system that has low- to-moderate complexity and risk. Level 2 - Projects with high complexity and/or risk which are critical to the mission of the organization. Examples: Projects that are part of a portfolio of projects/systems that impact each other and/or impact mission activities. Department-wide projects that impact cross-organizational missions, such as an agency-wide system integration that includes large scale Enterprise Resource Planning (e.g., the DoD Business Mgmt Modernization Program). Level 3 - Projects that have high complexity, and/or risk, and have government-wide impact. Examples: Government-wide initiative (E-GOV, President's Management Agenda). High interest projects with Congress, GAO, OMB, or the general public. Cross-cutting initiative (Homeland Security).	Level 3
I.A.17. In addition to the answer in 1.A.11.d, what project management qualifications does the Project Manager have? (per CIO Council PM Guidance)	(1) Project manager has been validated as qualified for this investment
I.A.18. Is this investment or any project(s) within this investment identified as	yes

"high risk" on the Q4-FY 2008 agency high risk report? (per OMB Memorandum M-05-23)	
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFMA compliance area?	
I.A.19.a.1. If "yes," which compliance area: Description: (Up to 250 characters)	
I.A.19.a.2. If "no," what does it address? Description: (Up to 500 characters)	
I.A.19.b. If "yes," please identify the system name(s) and system acronym(s) as reported in the most recent financial systems inventory update required by Circular A-11 section 52 Description: (Up to 2500 characters)	
I.A.20. What is the percentage breakout for the total FY2010 funding request for the following? Description: (This should total 100%)	
I.A.20.a. Hardware	10
I.A.20.b. Software	62
I.A.20.c. Services	28
I.A.20.d. Other	0
I.A.21. If this project produces information dissemination products for the public, are these products published to the Internet in conformance with OMB Memorandum 05-04 and included in your agency inventory, schedules and priorities?	n/a
I.A.23. Are the records produced by this investment appropriately scheduled with the National Archives and Records Administration's approval?	no
I.A.24. Does this investment directly support one of the GAO High Risk Areas?	no

I.B. Summary of Spending (All Capital Assets)

I.B.1 Summary of Spending Table

Description: Provide the total estimated life-cycle cost for this investment by completing the following table. All amounts represent budget authority in millions, and are rounded to three decimal places. Federal personnel costs should be included only in the row designated "Government FTE Cost," and should be excluded from the amounts shown for "Planning," "Full Acquisition," and "Operation/Maintenance." The "TOTAL" estimated annual cost of the investment is the sum of costs for "Planning," "Full Acquisition," and "Operation/Maintenance." For Federal buildings and facilities, life-cycle costs should include long-term energy, environmental, decommissioning, and/or restoration costs. The costs associated with the entire life-cycle of the investment should be included in this report.

Note: For the multi-agency investments, this table should include all funding (both managing partner and partner agencies). Government FTE Costs should not be included as part of the TOTAL represented.

I.B.1.a. Summary of Spending for Project Phases

	PY-1 and earlier	PY 2008	CY 2009	BY 2010
Planning	\$1.400	\$0.000	\$0.000	\$0.000
Acquisition	\$1267.900	\$368.000	\$202.200	\$170.900
Subtotal Planning and Acquisition	\$1269.300	\$368.000	\$202.200	\$170.900
Operations and Maintenance	\$0.000	\$11.516	\$22.223	\$31.954
TOTAL	\$1269.300	\$379.516	\$224.423	\$202.854
Government FTE Costs	\$38.508	\$9.855	\$21.036	\$16.548

I.B.1.b. Summary of Spending for Project Phases (Government FTE Costs Only)

	PY-1 and earlier	PY 2008	CY 2009	BY 2010
Number of FTE represented by cost	245	63	141	151

I.B.2. Will this project require the agency to hire additional FTE's? no

I.B.2.a. If "yes," How many and in what year?

Description: (Up to 500 characters)

I.B.3. If the summary of spending has changed from the FY2009 President's budget request, briefly explain those changes:

Description: (Up to 2500 characters)

The total of the Acquisition (\$2,141.9M) and Operations & Maintenance (\$839.9M) Budgetary Resources combined with the Government FTE total cost (\$704.5) in the Summary of Spending (SOS) is \$3,686.3M. The total lifecycle cost presented in the table in Section II.C.4 is \$3,698.98M. The delta between these two is \$12.7M and represents a net change to the funding received in past years by the ERAM program that has not been accurately reflected in the Capital Investment Plan. The value in the table in Section II.C.4 is \$49.6M more than approved by the Joint Resources Council (JRC) for the lifecycle of the program at the final investment decision (6/12/08). This delta represents the Government Acquisition FTE costs added to the program after the final investment decision. The O&M funding needed for FY 2009 increased by \$3.0M, decreased by \$32.5M for FY 2010, increased by \$32.9M for FY 2011, and decreased by 3.4M in FY 2012 over the BY 2009 OMB Exhibit 300, however the total of the O&M lifecycle cost remains the same at \$1,494.8M. The adjustment was made to cover early training needs in order to meet the current schedule and to meet the needs to support the early implementation schedule. The decrease in FTEs for FY 2008 thru FY 2012 reflects a re-look at the O&M activities required to support the early ERAM implementation schedule. The program office is continuing to review the O&M support needed for the ERAM program. Totals for the SOS with additions and the table in Section II.C.4 may not match exactly due to rounding.

I.D. Performance Information (All Capital Assets)

I.D.1. Performance Information Table

Description: In order to successfully address this area of the exhibit 300, performance goals must be provided for the agency and be linked to the annual performance plan. The investment must discuss the agency's mission and strategic goals, and performance measures (indicators) must be provided. These goals need to map to the gap in the agency's strategic goals and objectives this investment is designed to fill. They are the internal and external performance benefits this investment is expected to deliver to the agency (e.g., improve efficiency by 60 percent, increase citizen participation by 300 percent a year to achieve an overall citizen participation rate of 75 percent by FY 2xxx, etc.). The goals must be clearly measurable investment outcomes, and if applicable, investment outputs. They do not include the

completion date of the module, milestones, or investment, or general goals, such as, significant, better, improved that do not have a quantitative measure.

Agencies must use the following table to report performance goals and measures for the major investment and use the Federal Enterprise Architecture (FEA) Performance Reference Model (PRM). Map all Measurement Indicators to the corresponding "Measurement Area" and "Measurement Grouping" identified in the PRM. There should be at least one Measurement Indicator for each of the four different Measurement Areas (for each fiscal year). The PRM is available at www.egov.gov. The table can be extended to include performance measures for years beyond the next President's Budget.

Fiscal Year	Strategic Goal(s) Supported	Measurement Area	Measurement Grouping	Measurement Indicator
2005	Reduced Congestion	Customer Results	Service Availability	Availability of weather service radar data to the Air Traffic Controllers during backup operations for planned and unplanned outages of the HOST system.
2005	Reduced Congestion	Mission and Business Results	Air Transportation	Availability of safety alerts during backup operations for planned and unplanned outages of the HOST system.
2005	Reduced Congestion	Processes and Activities	Savings and Cost Avoidance	Maintenance Cost
2005	Reduced Congestion	Technology	Technology Improvement	Number of maintenance actions required by the HOST backup system (DARC). (Note: Measurement Area re-categorized from BY 07 to better align with performance indicator). (Previously reported MA: Customer Results).
2005	Reduced Congestion	Technology	Availability	DARC (HOST backup system) Availability
2006	Reduced Congestion	Customer Results	Service Availability	Availability of weather service radar data (at all 20 ARTCCs) during planned or unplanned HOST system outages.
2006	Reduced Congestion	Mission and Business Results	Air Transportation	Availability of safety alerts (at all 20 ARTCCs) during backup operations for planned and unplanned outages of the HOST system.
2006	Reduced Congestion	Processes and Activities	Savings and Cost Avoidance	Maintenance Cost
2006	Reduced Congestion	Technology	Technology Improvement	Number of maintenance actions required by the HOST backup system (DARC). (Note: Measurement Area re-categorized from BY 07 to better align with performance indicator). (Previously reported MA: Customer Results).
2006	Reduced Congestion	Customer Results	Delivery Time	Time required for air traffic controllers to access aeronautical information (e.g. Notice to Airmen (NOTAMS), Pilot reports, aeronautical charts, etc.).
2006	Reduced Congestion	Technology	Availability	Availability of the HOST backup system (DARC) to support planned and unplanned outages of the primary HOST system.
2007	Reduced Congestion	Mission and Business Results	Air Transportation	Increase availability of safety alerts during backup operations for planned and unplanned outages of the HOST system.
2007	Reduced Congestion	Processes and Activities	Costs	Reduced maintenance effort (Mean time to failure, number and length of service calls) of the backup system for HOST.
2007	Reduced Congestion	Technology	Technology Improvement	Number of maintenance actions required by the HOST backup system.
2007	Reduced Congestion	Customer Results	Delivery Time	Time required for air traffic controllers to access aeronautical information (e.g. Notice to Airmen (NOTAMS), Pilot reports, aeronautical charts, etc.).
2007	Reduced Congestion	Technology	Availability	Increase the availability of the backup system to support planned and unplanned outages of the HOST system.
2007	Reduced Congestion	Mission and Business Results	Information Security	Number of Intrusion Detection/Audit Features
2007	Reduced Congestion	Mission and Business Results	Air Transportation	Availability of critical flight data processing (at all 20 ARTCCs)
2007	Reduced Congestion	Mission and Business Results	Air Transportation	Number of Radar
2007	Reduced Congestion	Mission and Business Results	Air Transportation	Number of Aircraft the Air Traffic Control Radar System Can Track.
2007	Reduced Congestion	Mission and Business Results	Air Transportation	External Data Sharing
2007	Reduced Congestion	Technology	Technology Improvement	Software Lines of Code (SLOC)
2008	Reduced Congestion	Technology	Technology Improvement	Number of corrective maintenance actions by the HOST backup system (DARC).
2008	Reduced Congestion	Customer Results	Delivery Time	Time required to access NOTAMS.
2008	Reduced Congestion	Mission and Business Results	Air Transportation	Availability of critical flight data processing
2008	Reduced Congestion	Mission and Business Results	Air Transportation	Number of radars.
2008	Reduced Congestion	Processes and Activities	Savings and Cost Avoidance	Cost of Providing NOTAMS
2008	Reduced Congestion	Technology	IT Contribution to Process, Customer, or Mission	Number of Training Scenarios (Conducted)
2008	Reduced Congestion	Technology	Data Storage	Data Storage (Capacity): Increase flight plan storage capability.
2008	Reduced Congestion	Technology	External Data Sharing	Flight Plan Route Conversion and Checks
2008	Reduced Congestion	Mission and Business Results	Air Transportation	Availability of Air Traffic Automation System to Support En Route Operations.
2009	Reduced Congestion	Technology	Technology Improvement	Number of corrective maintenance actions by the HOST backup system (DARC).
2009	Reduced Congestion	Customer Results	Delivery Time	Time required to access NOTAMS.
2009	Reduced Congestion	Mission and Business Results	Information Security	Number of Intrusion Detection/Audit Features
2009	Reduced Congestion	Mission and Business Results	Air Transportation	Number of radars.
2009	Reduced Congestion	Technology	IT Contribution to Process, Customer, or Mission	Number of Training Scenarios (Conducted).
2009	Reduced Congestion	Processes and Activities	Security	Intrinsic Levels of Security to protect critical ATC radar (surveillance and flight data processing) assets supporting the NAS that ensure safe, expeditious

2010	Reduced Congestion	Technology	Technology Improvement	movement of En Route aircraft. Number of corrective maintenance actions by the HOST backup system (DARC).
2010	Reduced Congestion	Customer Results	Delivery Time	Time required to access NOTAMs.
2010	Reduced Congestion	Mission and Business Results	Air Transportation	Availability
2010	Reduced Congestion	Mission and Business Results	Air Transportation	Number of Radars
2010	Reduced Congestion	Technology	IT Contribution to Process, Customer, or Mission	Number of Training Scenarios (Conducted)
2010	Reduced Congestion	Processes and Activities	Security	Intrinsic Levels of Security to protect critical ATC radar (surveillance and flight data processing) assets supporting the NAS that ensure safe, expeditious movement of En Route aircraft.
2011	Reduced Congestion	Technology	Technology Improvement	Number of corrective maintenance actions by the HOST backup system (DARC).
2011	Reduced Congestion	Customer Results	Delivery Time	Time required to access NOTAMs.
2011	Reduced Congestion	Mission and Business Results	Air Transportation	Availability
2011	Reduced Congestion	Mission and Business Results	Air Transportation	Number of radars
2011	Reduced Congestion	Technology	IT Contribution to Process, Customer, or Mission	Number of Training Scenarios (Conducted)
2011	Reduced Congestion	Processes and Activities	Security	Intrinsic Levels of Security to protect critical ATC radar (surveillance and flight data processing) assets supporting the NAS that ensure safe, expeditious movement of En Route aircraft.
2012	Reduced Congestion	Technology	System Response Time	Time to deliver new software modules to a site.
2012	Reduced Congestion	Customer Results	Customer Satisfaction	Flight Delays
2012	Reduced Congestion	Mission and Business Results	Air Transportation	Availability
2012	Reduced Congestion	Processes and Activities	Cycle Time	Number of days.
2013	Reduced Congestion	Processes and Activities	Cycle Time	Number of days.
2013	Reduced Congestion	Technology	System Response Time	Time to deliver new software modules to a site.
2013	Reduced Congestion	Mission and Business Results	Air Transportation	Availability
2013	Reduced Congestion	Customer Results	Customer Satisfaction	Flight Delays

I.F. Enterprise Architecture (EA) (IT Capital Assets only)

Description: In order to successfully address this area of the capital asset plan and business case, the investment must be included in the agency's EA and Capital Planning and Investment Control (CPIC) process and mapped to and supporting the FEA. The business case must demonstrate the relationship between the investment and the business, performance, data, services, application, and technology layers of the agency's EA.

I.F.1. Is this investment included in your agency's target enterprise architecture?	yes
I.F.1.a. If "no," please explain why? Description: (Up to 2500 characters)	
I.F.2. Is this investment included in the agency's EA Transition Strategy?	yes
I.F.2.a. If "yes," provide the investment name as identified in the Transition Strategy provided in the agency's most recent annual EA Assessment. Description: (Up to 500 characters)	En Route Automation Modernization (ERAM)
I.F.2.b. If "no," please explain why? Description: (Up to 2500 characters)	
I.F.3. Is this investment identified in a completed and approved segment architecture?	yes
I.F.3.a. If "yes," provide the six digit code corresponding to the agency segment architecture. The segment architecture codes are maintained by the agency Chief Architect. For detailed guidance regarding segment architecture codes, please refer to http://www.egov.gov . Description: (In the format 'XXX-000')	102-000

I.F.4. Service Component Reference Model (SRM) Table

Description: Identify the service components funded by this major IT investment (e.g., knowledge management, content management, customer relationship management, etc.). Provide this information in the format of the following table. For detailed guidance regarding components, please refer to <http://www.egov.gov>.

- Use existing SRM Components or identify as "NEW". A "NEW" component is one not already identified as a service component in the FEA SRM.
- A reused component is one being funded by another investment, but being used by this investment. Rather than answer yes or no, identify the reused service component funded by the other investment and identify the other investment using the Unique Project Identifier (UPI) code from the OMB Ex 300 or Ex 53 submission.
- 'Internal' reuse is within an agency. For example, one agency within a department is reusing a service component provided by another agency within the same department. 'External' reuse is one agency within a department reusing a service component provided by another agency in another department. A good example of this is an E-Gov initiative service being reused by multiple organizations across the federal government.
- Please provide the percentage of the BY requested funding amount used for each service component listed in the table. If external, provide the percentage of the BY requested funding amount transferred to another agency to pay for the service. The percentages in this column can, but are not required to, add up to 100%.

Agency Component Name	Agency Component Description	FEA SRM Service Type	FEA SRM Component (a)	Service Component Reused - Component Name (b)
Airborne (NAS: TM Synchronization)	Airborne synchronization or spacing and sequencing of air traffic safely maximize the efficiency and capacity of the NAS throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints, and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS: TM Synchronization)	Tracking and Workflow	Process Tracking	Process Tracking
Flight Plan Support (NAS: Flight Planning)	Flight plan support provides NAS users essential weather and aeronautical information. Flight planning requires such information as expected route, altitude, time of flight, available navigation systems, available routes, special use airspace (SUA) restrictions,	Management of Processes	Configuration Management	

	daily demand conditions, and anticipated flight conditions, including weather and sky conditions (e.g., volcanic ash, smoke, or birds). (NAS: Flight Planning)			
Airborne (NAS: TM Synchronization)	Airborne synchronization or spacing and sequencing of air traffic safely maximize the efficiency and capacity of the NAS throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints, and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS: TM Synchronization)	Knowledge Discovery	Simulation	
Flight Plan Support (NAS: Flight Planning)	Flight plan support provides NAS users essential weather and aeronautical information. Flight planning requires such information as expected route, altitude, time of flight, available navigation systems, available routes, special use airspace (SUA) restrictions, daily demand conditions, and anticipated flight conditions, including weather and sky conditions (e.g., volcanic ash, smoke, or birds). (NAS: Flight Planning)	Security Management	Access Control	
Flight Plan Support (NAS: Flight Planning)	Flight plan support provides NAS users essential weather and aeronautical information. Flight planning requires such information as expected route, altitude, time of flight, available navigation systems, available routes, special use airspace (SUA) restrictions, daily demand conditions, and anticipated flight conditions, including weather and sky conditions (e.g., volcanic ash, smoke, or birds). (NAS: Flight Planning)	Routing and Scheduling	Inbound Correspondence Management	Conflict Resolution
Airborne (NAS: TM Synchronization)	Airborne synchronization or spacing and sequencing of air traffic safely maximize the efficiency and capacity of the NAS throughout the cruise, arrival, and departure phases of flight. Traffic synchronization is provided to aircraft during cruise, through metering at fixes/waypoints, and modifying traffic flow patterns to meet operational objectives and accommodate user preferences. (NAS: TM Synchronization)	Routing and Scheduling	Outbound Correspondence Management	Conflict Resolution

I.F.5. Technical Reference Model (TRM) Table

Description: To demonstrate how this major IT investment aligns with the FEA Technical Reference Model (TRM), please list the Service Areas, Categories, Standards, and Service Specifications supporting this IT investment.

- a. Service Components identified in the previous question should be entered in this column. Please enter multiple rows for FEA SRM Components supported by multiple TRM Service Specifications.
b. In the Service Specification field, agencies should provide information on the specified technical standard or vendor product mapped to the FEA TRM Service Standard, including model or version numbers, as appropriate.

FEA SRM Component (a)	FEA TRM Service Area	FEA TRM Service Category	FEA TRM Service Standard	Service Specification (b) (i.e., vendor and product name)
Access Control	Component Framework	Security	Certificates / Digital Signatures	Secure Sockets Layer (SSL) Tectia OS: Windows, Microsoft
Configuration Management	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	Change and Build Management (ChangeMan Dimensions), Serena Requirements and Traceability Management (DOORS), Telelogic
Process Tracking	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	LAN: Ethernet 100 Mbps HW: IBM P500 Family Processors OS: IBM AIX 5.3
Simulation	Service Interface and Integration	Integration	Middleware	Message Oriented Middleware (AT Coach), LMTSS
Inbound Correspondence Management	Service Platform and Infrastructure	Database / Storage	Database	DBMS: Oracle 10 Adaptation Documentation Tool (XML Based), LMTSS
Outbound Correspondence Management	Service Platform and Infrastructure	Hardware / Infrastructure	Wide Area Network (WAN)	LAN: Ethernet 100 Mbps WAN: FTI HW: IBM P500 Family Processors OS: IBM AIX 5.3

I.F.6. Will the application leverage existing components and/or applications across the Government (e.g. USA.gov, Pay.gov, etc.)? no

I.F.6.a. If "yes," please describe.
Description: (Up to 2500 characters)

Part IV: Planning for "Multi-Agency Collaboration" ONLY

Description: Part IV should be completed only for investments identified as an E-Gov initiative, a Line of Business (LOB) Initiative, or a Multi-Agency Collaboration effort. The "Multi-Agency Collaboration" choice should be selected in response to Question 6 in Part I, Section A above. Investments identified as "Multi-Agency Collaboration" will complete only Parts I and IV of the exhibit 300.

IV.A. Multi-Agency Collaboration Oversight (All Capital Assets)

Description: Multi-agency Collaborations, such as E-Gov and LOB initiatives, should develop a joint exhibit 300.

IV.A.1. Stakeholder Table

Description: As a joint exhibit 300, please identify all the agency stakeholders (all participating agencies, this should not be limited to agencies with financial commitment). All agency stakeholders

should be listed regardless of approval. If the partner agency has approved this joint exhibit 300 please provide the date of approval.	
IV.A.9. Will the selected alternative replace a legacy system in-part or in-whole?	
IV.A.9.a. If "yes," are the migration costs associated with the migration to the selected alternative included in this investment, the legacy investment, or in a separate migration investment?	
IV.A.9.b. If "yes," please provide the following information:	