Exhibit 300 FY2010

FAAXX607: Terminal Automation Modernization and Replacement (TAMR)

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:	2008-09-08
I.A.2. Agency:	021
I.A.3. Bureau:	12
I.A.4. Name of this Capital Asset: Description: (Up to 250 characters)	FAAXX607: Terminal Automation Modernization and Replacement (TAMR)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-11-01-1160-00
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)

This investment modernizes and replaces the automation systems that provide air traffic controllers with the information needed to safely and efficiently control air traffic in the terminal environment. Automation systems at nine locations currently present a risk to service due to limitations in system processor capacity and parts obsolescence. As a result, these systems are unable to support future capacity growth projections and new functionality. These operational shortfalls will be rectified by replacing or modernizing the existing automation systems with modern system processing equipment, thereby increasing computer memory and data processing capacity to accommodate additional functionality and support the projected growth in capacity. New color displays will help controllers better discern weather intensity, thereby improving safety. This investment was approved by the JRC in June 2005. The JRC approved a change in strategy in April 2006. The investment replaces Automated Radar Terminal Systems (ARTS) IIEs at West Palm Beach, Pensacola, Anchorage, Corpus Christi, and Wichita with the Standard Terminal Automation Replacement (STARS) system, the latter three were completed in 2007. In FY08, activities involve completion of 4 FDAD replacements for Chicago, Denver, Minneapolis-St. Paul, and St. Louis. Technical refreshment activities enable the Agency to meet future operational requirements and address hardware and commercial end-of-life issues, sustain operational suitability, incorporate future operational requirements, and keep the system running reliably. This effectively closes performance gaps by providing a robust, modern platform with higher availability and capacity and security features not built-in to the legacy systems. There is no funding or TAMR Phase 2 work in FY09. Our FY10 focus continues to be sustaining performance by qualifying new components to replenish off-the-shelf components that are becoming obsolete in the deployed systems.

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?	2006-04-28
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?	10009062 - FAA Air Traffic Organization - Terminal Programs
I.A.14.c. If "yes," what rating did the PART receive?	Moderately Effective
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)	(4) Project manager assigned but qualification status review has not yet started
I.A.18. Is this investment or any project(s) within this investment identified as "high risk" on the Q4-FY 2008 agency high risk report? (per OMB Memorandum M-05-23)	yes
I.A.19. Is this a financial management system?	no
I.A.19.a. If "yes," does this investment address a FFMIA 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	75
I.A.20.b. Software	0
I.A.20.c. Services	25
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?	yes
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	$0.000	$0.000	$0.000	$0.000
Acquisition	$49.800	$6.807	$0.000	$0.000
Subtotal Planning and Acquisition	$49.800	$6.807	$0.000	$0.000
Operations and Maintenance	$0.429	$1.150	$1.602	$1.745
TOTAL	$50.229	$7.957	$1.602	$1.745
Government FTE Costs	$2.561	$5.934	$5.273	$5.787

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	23	54	46	48

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 changes in BY10 Summary of Spending are a result of TAMR Tech Refresh activities being delayed one year to sustain performance by qualifying new components to replenish off-the-shelf components that are becoming obsolete in the deployed systems. In addition, an adjustment was made to O&M cost, to better reflect the parameter sheet from ATO-F. Finally, we corrected an error as to the FTE cost that appeared in the 2009 Exhibit 300 (which was not submitted to OMB as no F&E dollars were requested for FY09). Due to confusing changes in table format and lack of ease of entry in the old eCPIC, the FTE dollars ($231M) became confused with the FTE head count (1,143) which was then inadvertently incorporated into the table as cost, totaling $1,374M. The revised dollars now closely match the FY08 submission that went to OMB, and the total life cycle cost is now more in agreement with the $408.31M shown for Alt. 2 in the AA section below (the remaining difference is in Activity 5 costs excluded from B/C consideration).

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
2006	Safety	Mission and Business Results	Air Transportation	Define requirements for 9 TAMR sites display upgrade/ replacement.
2006	Safety	Processes and Activities	Compliance	Number of IIIE sites that need NTSB safety recommendations incorporated
2006	Safety	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2006	Safety	Customer Results	Service Efficiency	Passenger Value of Time (PVT) Benefits
2006	Safety	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2006	Safety	Customer Results	Service Availability	System Availability

2006	Safety	Technology	Load levels	Number of TAMR sites identified at risk due to the site's anticipated traffic load.
2007	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/ replacement.
2007	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays
2007	Safety	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2007	Safety	Customer Results	Service Efficiency	Passenger Value of Time (PVT) Benefits
2007	Safety	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2007	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2007	Safety	Technology	Load levels	Number of sites that need processor upgrades to accommodate anticipated traffic loads.
2008	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/ replacement.
2008	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance base on avoiding capacity reductions at each airport resulted in savings in terminal area delays
2008	Safety	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2008	Safety	Customer Results	Service Efficiency	Passenger Value of Time (PVT) Benefits
2008	Safety	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2008	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2008	Safety	Technology	Load levels	Number of sites that need processor upgrades to accommodate anticipated traffic loads.
2009	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/ replacement.
2009	Safety	Mission and Business Results	Air Transportation	On time arrivals
2009	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance, based on avoiding capacity reductions at each airport, resulted in savings in terminal area delays
2009	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2009	Safety	Customer Results	Customer Impact or Burden	Aircraft Direct Operating Costs (ADOC) Benefits
2009	Safety	Customer Results	Service Efficiency	Passenger Value of Time (PVT) Benefits
2009	Safety	Customer Results	Customer Impact or Burden	Average number of general aviation and nonscheduled Part 135 fatal accidents over a three-year period.
2010	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2010	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2010	Safety	Mission and Business Results	Air Transportation	On time arrivals
2010	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance based on avoiding capacity reductions at each airport (resulting in savings in terminal area delays.)
2010	Safety	Technology	Load levels	Number of sites upgraded with

				increased memory to accommodate anticipated traffic loads.
2010	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2011	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2011	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2011	Safety	Mission and Business Results	Air Transportation	On time arrivals
2011	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays.
2011	Safety	Technology	Load levels	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.
2011	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2012	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2012	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2012	Safety	Mission and Business Results	Air Transportation	On time arrivals
2012	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays.
2012	Safety	Technology	Load levels	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.
2012	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2013	Safety	Customer Results	Service Availability	Availability percentage= (Total available hours=(Total Outage Time - Code 62 Outage Time)/Total Available Hours).
2013	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2013	Safety	Mission and Business Results	Air Transportation	On time arrivals
2013	Safety	Processes and Activities	Savings and Cost Avoidance	Cost Avoidance based on avoiding capacity reductions at each airport resulted in savings in terminal area delays.
2013	Safety	Technology	Load levels	Number of sites upgraded with increased memory to accommodate anticipated traffic loads.
2013	Safety	Mission and Business Results	Air Transportation	Number of TAMR sites with display upgrade/replacement
2009	Safety	Technology	Load levels	Number of sites that need hardware and/or operating system (OS) upgrades to accommodate anticipated traffic loads.

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	Terminal Automation Modernization and Replacement (TAMR)-FAA

EA Assessment. Description: (Up to 500 characters)	
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.

a. Use existing SRM Components or identify as "NEW". A "NEW" component is one not already identified as a service component in the FEA SRM.
b. 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.
c. '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.
d. 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)
Aircraft to Aircraft Separation Capability	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments.	Management of Processes	Program / Project Management	
Aircraft to Aircraft Separation Capability	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments.	Management of Processes	Requirements Management	
Aircraft to Aircraft Separation Capability	Aircraft are separated from other known aircraft in the terminal, en route, and oceanic environments. Separation assurance involves the application of separation standards to ensure aircraft remain an appropriate minimum distance or altitude from other known aircraft. Standards are defined for aircraft based on aircraft type, size, equipment, and for operating in different environments. (NAS ATC-Separation Assurance)	Supply Chain Management	Logistics and Transportation	
Traffic Advisory	Traffic advisories are provided to alert aircraft to potential conflicts with others on the surface or in-flight. For example, traffic advisories are provided to aircraft or other flight objects that are in the	Security Management	Access Control	

	proximity of hot air/gas balloons, missile launches, or other potential hazards. Traffic advisories for aircraft on the surface include the number, type, position, and intent of the ground traffic. (NAS ATC-Advisory)			

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)
Logistics and Transportation	Service Access and Delivery	Access Channels	Other Electronic Channels	Logistic Inventory System IBM/VM
Requirements Management	Service Access and Delivery	Service Requirements	Legislative / Compliance	Security - Implemented in accordance with FAA Order 1370.82
Program / Project Management	Service Access and Delivery	Service Transport	Supporting Network Services	SNMP (Simple Network Management Protocol)
Logistics and Transportation	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	TCP/IP - TAMR uses TCP/IP for data requiring guaranteed delivery and TCP/UDP for repetitive data that has a limited life span (e.g. radar data)
Program / Project Management	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	WebCM Progressive Software Solutions, Inc. (ProSoft)
Program / Project Management	Service Platform and Infrastructure	Software Engineering	Test Management	Usability Testing - Operational Test and Evaluation (OT&E) by the users(AT/NATCA, AF/PASS) and WJHTC personnel to ensure the system as a whole is Operationally suitable.
Program / Project Management	Service Platform and Infrastructure	Software Engineering	Test Management	Reliability Testing - Insures the system meets the reliability specification
Program / Project Management	Service Platform and Infrastructure	Software Engineering	Test Management	Installation Testing - The site and WJHTC personnel perform testing at each site to insure the hardware and software was properly installed, correctly configured, and adapted to each site's unique environment.
Program / Project Management	Service Platform and Infrastructure	Software Engineering	Modeling	Case Management - Implemented through CAS CASE tool, Software through Pictures
Logistics and Transportation	Service Platform and Infrastructure	Database / Storage	Storage	NAS (Network-attached storage)
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Motorola PowerPC, ELMA; MICRON -PCI Milenia Series, Dell - Optiplex; Solaris - Sun
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Embedded Technology Devices	Microprocessor - Used to accomplish the Air Traffic Control functions
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Ethernet - Both 10 and 100 MBps are utilized in the system
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Routers and Hubs.
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Router - Utilized in the system
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Network Interface Card (NIC)
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	T1/T3 - Utilized to connect to remote towers.
Logistics and Transportation	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Gateway - Communication gateways are utilized in the system.

Access Control	Component Framework	Security	Supporting Security Services	SKIP - (Simple Key Management Protocol) - SKIP is utilized. SSH (Secure Shell) - SSH is utilized by the system.
Program / Project Management	Component Framework	Business Logic	Platform Independent Technologies	Ada/C - The system will be written in Ada/C.
Program / Project Management	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Lynx OS or Linux/IBM

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:	