Exhibit 300 FY2010

FAAXX718: Display System Replacement/User Request Evaluation Tool (DSR/URET)

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)	FAAXX718: Display System Replacement/User Request Evaluation Tool (DSR/URET)
I.A.5. Unique Project (Investment) Identifier: Description: For IT investment only, see section 53. For all other, use agency ID system.	021-12-01-11-01-1230-00
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.	Operations and Maintenance

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)

At 20 Air Route Traffic Control Centers (ARTCC) FAA controllers offer separation services, traffic advisories, conflict resolution and weather information to pilots en route between airports. The Display System Replacement (DSR) is the primary en route display processing system; it receives aircraft track and other data from the HOST computer and formats it for display to controllers. The User Request Evaluation Tool, or URET, is a decision support aid integrated into the DSR console that automatically tells air traffic controllers of potential conflicts between aircraft, as well as between aircraft and special use airspace. The tool allows air traffic controllers to more efficiently determine whether proposed flight plan changes will conflict with other aircraft or airspace. By allowing controllers to evaluate route change requests and more often assign conflict free direct routings, the aircraft operators are able to save the aviation community both time and fuel. URET benefit measurements are based on the ability of the URET system to allow the controller to provide the airlines more direct routes. The FY10 DSR/URET investment funds cross-functional team members working together to: (1) remove latent defects, (2) manage engineering changes to fix system problems, (3) assess system safety management associated with any change to the fielded system, (4) identify operational problems early enough to replace products before they become obsolete, (5) seek technology opportunities to maintain the fielded capability at current levels and reduce ownership costs and (6) monitor and assess performance, cost of ownership and support trends. DSR/URET continues to support the DOT and FAA Safety goals by providing a reliable display system and a conflict detection capability which was not available before URET. Performance Project Status: DSR/URET is in the evaluation stage of the FAA capital planning process. DSR/URET is in the In-Service Management phase of the FAA's Acquisition Management System life cycle. In the latest operational analysis report in July 2008, the FAA reviewed progress plans and concluded that DSR/URET is still meeting its intended requirements. Both systems will be replaced by the new En Route Automation Management System (ERAM) by first quarter FY 2011. On August 25, 2007 the JRC approved the consolidation of the separate investments into one investment with a shorter life. The JRC decision covers the segment from 2003-2011.

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?	2007-08-25
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?	10002244 - FAA Facilities and Equipment
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 2
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 "high risk" on the Q4-FY 2008 agency high risk report? (per OMB Memorandum M-05-23)	no
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	5
I.A.20.b. Software	85
I.A.20.c. Services	5
I.A.20.d. Other	5
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	$6.250	$0.000	$0.000	$0.000
Acquisition	$675.217	$0.000	$0.000	$0.000
Subtotal Planning and Acquisition	$681.467	$0.000	$0.000	$0.000
Operations and Maintenance	$254.929	$64.340	$65.812	$66.745
TOTAL	$936.396	$64.340	$65.812	$66.745
Government FTE Costs	$53.981	$15.512	$16.288	$17.100

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	479	137	144	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)	No changes.

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	Processes and Activities	Errors	Amount of DSR Priority 1 Software errors found in a National System Release
2005	Safety	Technology	Availability	Amount of time that DSR is unavailable for use by AT due to unscheduled outage.
2005	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings form increase direct routings.
2005	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings
2005	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.
2005	Safety	Technology	Accessibility	Percentage of the time that URET is available to the user.
2005	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of

				flight plan amendments are entered through URET
2006	Reduced Congestion	Processes and Activities	Errors	Amount of DSR Priority 1 Software errors found in a National System Release
2006	Safety	Technology	Availability	Amount of time that DSR is unavailable for use by AT due to unscheduled outage.
2006	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings (in nautical miles per year)
2006	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings.
2006	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.
2006	Safety	Technology	Accessibility	Percentage of the time URET is available to users.
2006	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of flight plan amendments are entered through URE
2007	Reduced Congestion	Mission and Business Results	Air Transportation	The number of reported aircraft delays specifically related to DSR as reported in the FAA National Database
2007	Reduced Congestion	Processes and Activities	Errors	Amount of DSR Priority 1 Software errors found in a National System release
2007	Safety	Technology	Availability	Amount of time that DSR is unavailable for use by AT due to unscheduled outage
2007	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings from increased direct routings
2007	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings.
2007	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.
2007	Safety	Technology	Accessibility	Percentage of the time URET is available to users
2007	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of flight plan amendments are entered through URET
2008	Reduced Congestion	Mission and Business Results	Air Transportation	The number of reported aircraft delays specifically related to DSR as reported in the FAA National Database
2008	Reduced Congestion	Processes and Activities	Errors	Amount of DSR Priority 1 Software errors found in a National System Release
2008	Safety	Technology	Availability	Amount of time that DSR is unavailable for use by AT due to unscheduled outage.
2008	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings from increased direct routings.
2008	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings.
2008	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.
2008	Safety	Technology	Accessibility	Percentage of the time URET is available to users
2008	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of flight plan amendments are entered through URET

2009	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings from increased direct routings
2009	Reduced Congestion	Processes and Activities	Errors	Amount of URET/DSR Priority 1 Software errors found in a National System Release
2009	Safety	Technology	Availability	Amount of time that URET/DSR is unavailable for use by AT due to unscheduled outage.
2009	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings.
2009	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.
2009	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of flight plan amendments are entered through URET
2010	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings from increased direct routing
2010	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings.
2010	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.
2010	Reduced Congestion	Processes and Activities	Errors	Amount of URET/DSR Priority 1 Software errors found in a National System Release
2010	Safety	Technology	Availability	Amount of time that URET/DSR is unavailable for use by AT due to unscheduled outage.
2010	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of flight plan amendments are entered through URET
2011	Reduced Congestion	Customer Results	Customer Satisfaction	Distance savings from increased direct routings
2011	Reduced Congestion	Mission and Business Results	Air Transportation	FAA aircraft delay data for DSR/URET
2011	Reduced Congestion	Processes and Activities	Errors	Amount of URET/DSR Priority 1 Software errors found in a National System Release
2011	Reduced Congestion	Mission and Business Results	Air Transportation	Cumulative aircraft direct operating cost dollars saved by URET sites by increasing direct routings.
2011	Reduced Congestion	Technology	Technology Improvement	Percentage of En Route centers where at least 15% of flight plan amendments are entered through URET
2011	Safety	Technology	Availability	Amount of time that URET/DSR is unavailable for use by AT due to unscheduled outage.
2011	Reduced Congestion	Processes and Activities	Productivity	Increase percentage of air traffic controllers using URET electronic flight data management in radar coverage sectors.

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	yes

Strategy?	
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)	DSR/URET
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)
TM Synchronization - Airborne	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)	Asset / Materials Management	Computers / Automation Management	
ATC-Separation Assurance-Aircraft Airspace Cabability	Aircraft are separated from airspace for special use such as prohibited, restricted, and warning areas. The SUA is designed to ensure safety for unique aircraft operations or to prohibit flight within a specified area. Separation standards ensure aircraft remain an appropriate minimum distance from the airspace. The standards are applied via methods including regulatory publications and specific control instructions.(NAS ATC-Separation Assurance -)	Development and Integration	Instrumentation and Testing	
TM Synchronization- Airborne	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)	Development and Integration	Legacy Integration	

ATC-Separation Assurance - Aircraft Airspace Capability	Aircraft are separated from airspace for special use such as prohibited, restricted, and warning areas. The SUA is designed to ensure safety for unique aircraft operations or to prohibit flight within a specified area. Separation standards ensure aircraft remain an appropriate minimum distance from the airspace. The standards are applied via methods including regulatory publications and specific control instructions.(NAS ATC-Separation Assurance -)	Development and Integration	Software Development	
ATC - Separation Assurance - Aircraft Airspace Capability	Aircraft are separated from airspace for special use such as prohibited, restricted, and warning areas. The SUA is designed to ensure safety for unique aircraft operations or to prohibit flight within a specified area. Separation standards ensure aircraft remain an appropriate minimum distance from the airspace. The standards are applied via methods including regulatory publications and specific control instructions.(NAS ATC-Separation Assurance -)	Organizational Management	Network Management	
Airborne	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	Data Mining	
Airborne	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)	Security Management	Access Control	
Airborne	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)	Security Management	Intrusion Detection	

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)
Network Management	Service Access and Delivery	Access Channels	Other Electronic Channels	DSR Communication Infrastructure
Legacy Integration	Service Interface and Integration	Interface	Service Description / Interface	Integration transaction processing-DSR equipment interface to multiple systems
Computers / Automation Management	Service Interface and Integration	Interface	Service Description / Interface	Integration transaction processing-DSR equipment interface to multiple system
Network Management	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Router --- CISCO
Instrumentation and Testing	Service Platform and Infrastructure	Software Engineering	Test Management	Functional Testing
Software Development	Service Platform and Infrastructure	Software Engineering	Test Management	Funtional Testing
Network Management	Component Framework	Business Logic	Platform Dependent Technologies	Power ADA ---OC Systems APROBW --- OC Systems
Access Control	Component Framework	User Presentation / Interface	Content Rendering	X-Windows ---SUN
Access Control	Component Framework	Security	Supporting Security Services	ISPEC --- CISCO
Intrusion Detection	Service Access and Delivery	Service Requirements	Legislative / Compliance	VPN/ISPEC --- CISCO
Network Management	Service Access and Delivery	Service Transport	Service Transport	IP---Solaris IP---CISCO
Data Mining	Service Platform and Infrastructure	Database / Storage	Database	Oracle----Oracle
Network Management	Service Platform and Infrastructure	Delivery Servers	Application Servers	Custom---Lockheed
Network Management	Service Platform and Infrastructure	Hardware / Infrastructure	Local Area Network (LAN)	Fast Ethernet---CISCO
Network Management	Service Platform and Infrastructure	Hardware / Infrastructure	Network Devices / Standards	Router---CISCO Catalyst---CISCO
Network Management	Service Platform and Infrastructure	Hardware / Infrastructure	Servers / Computers	Solaris---SUN
Software Development	Service Platform and Infrastructure	Software Engineering	Integrated Development Environment	Custom----Lockheed
Software Development	Service Platform and Infrastructure	Software Engineering	Software Configuration Management	PVCS----Serena (Merant)

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:	