



Transportation Global Edit Table (TGET) Functional Requirements Board (FRB) Meeting Minutes

Date: February 24, 2010 – 0830 to 1300

Place: Office of the Assistant Deputy Under Secretary of Defense (Transportation Policy), 201 12th St, Suite 210A, Arlington, VA 22202

Welcome and Opening Remarks:

The OSD (TP) rep opened the meeting with the purpose of the TGET FRB and asked for continuing stakeholders' cooperation to move TGET implementation and development forward. This meeting was held at OSD (TP) and included conference call participation.

TGET Status Update:

The DFAS rep provided an update on the TGET development effort. A summary of the main points and meeting discussion follows:

Transition of TGET from BTA to DFAS

- Transition began October 2009 and is now complete
 - Maintenance support separated into the Functional Team and Systems Management Directorate (SMD)
 - Functional Team only identified in September 2009
 - SMD team includes developers
 - Helpdesk personnel remain in TSO (as was the case prior to transition)
- Resources (personnel) – Current and Future
 - Functional Team is currently staffed with 3 personnel (pursuing 5 more)
- Funding – Phase IV and Beyond
 - Maintenance funding provided by DFAS (BEIS)
 - There may be a threshold associated with maintenance funding
 - If a maintenance requirement exceeds \$X, the Service(s) (vice BEIS) must fund
 - (New interfaces are included under maintenance)
 - New functionality funding provided by BTA

- BTA would seek reimbursement from the Services

DFAS Roles

- Functional Team
 - Design and document System Change Requests
 - Document new or updated interface MOAs
 - Perform Functional Validation Testing
 - Support User Acceptance Testing
 - Provide Training as-needed
- SMD
 - Manage BEIS O&M budget
 - Oversee BEIS Configuration Control Board (CCB)
 - Set and maintain priorities for development group

Releases Completed Prior to Transition

- Phase III – TG0803 – deployed June 2009
 - X3765 – Redesign of TGET Forms
 - X3767 – Validate Army Data to ODS APC Master and SOMARDS Tables
 - X3768 – Validate Navy Data to CMET
 - X3788 – Update Outgoing File Interfaces with New Data Elements
 - X3823 – TAC/TAC FY/FBMC Link to LOA Incorrect for Coast Guard, Defense Logistics, Miscellaneous, and Navy Services
- TG0900 – deployed October 23, 2009
 - X3919 – Upload Army LMP, Add GFEBS LOAs, Modify FSN Prefix and C1 Values

Phase IV Functional Requirements Document (FRD)

- Phase IV FRD was provided to DFAS POCs
 - FRD can be found at: http://www.acq.osd.mil/log/tp/finance_int.html
- Requirements Include:
 - FACTS Interface
 - TSS Interface
 - TAC Roll-Over Process
 - Army Linked LOAs/TACs with FBMC “1” (*completed via SCR 3832*)
 - Revised Tracker Lite Interface
 - Web Services

The Board prioritized these requirements as:

1- FACTS Interface

- 2- TSS Interface
- 3- Revised Tracker Lite Interface
- 4- TAC Roll-Over Process
- 5- Web Services

- It was stated that BTA would fund the Web Services requirement.
- Prior to transition, no work was performed on Phase IV requirements
 - Exception: some FACTS interface prep work completed
- Currently no target dates for completion of Phase IV requirements

Other Known Items for Improvement

- Issues regarding new stricter Army validations
- Clearer and more informative error messages
- GFEBS impacts
- Army Working Capital data outside of LMP
- Changes requested by DLA
- LMP change request for FYs to load
- Change of Navy interface from DCAS to CMET
- SFIS impacts (*previously identified in Phase IV FRD, Future Requirements/Issues*)
- Automated interfaces for LOA data

It was stated that BTA would fund SFIS-specific/required enhancements.

Army Transportation Account Code (TAC) and Line of Accounting (LOA) Issues:

The Army rep briefed the Army's current TGET challenges. A summary of the main points and meeting discussion follows:

Background Information

- Army has moved away from tenets of MRM#15
 - Increase in overall TACs
 - Slower processing time to pay transportation bills
 - Decrease in financial community involvement
- Replacement accounting systems (GFEBS & LMP) not fully understood by all
- Reduction in contractor support has exacerbated situation
- Change in key personnel at all levels slows progress
- Operational workload hinders documentation of policy & procedures
- Too many temporary fixes and work-arounds in past reference TGET and multiple accounting systems

Army Issues

- Army currently has 20% of TACs with no LOA associated in TGET
 - Causes include bad LOA information submitted;
 - Errors in worksheet submission by TAC Coordinator;
 - Time lag of Army accounting systems posting updated LOA data causing rejections when TGET looks for accounting data segments not yet posted
- LOA Errors are not adequately identified by TGET
 - May be multiple segment errors, yet lack of specific errors slows corrections
 - May be timing issue with accounting systems posting new information (APC)
- TGET FORMS process to update information is too cumbersome
 - Process works well but takes too much time
 - Need to automate process (e.g. spreadsheet submissions allowed)

Breakdown of Army TACs with no LOAs

- As of 4 January 2010, Army had a total of 3,394 TACs
 - 652 had no LOA information available within TGET
 - Of the 652, breakout was:
 - 550 Cargo TACs
 - 76 Household Goods TACs
 - 26 FMS TACs
- Issue affects all types of TACs, in short 20% of Army TACs had no LOAs associated to the TAC
- Issue continues to be a problem

Impact of Missing Army LOAs impacts ALCON

- Result of missing LOAs adversely impacts billing processes for both USTRANSCOM and US Bank as well as Army customers and DFAS operations (both workload and cost of re-work and financial penalties)
- Use of Alternate/Default LOAs does not solve the overall issue, it creates additional workload and cost
- Must fix the process of loading LOAs (Need Coordinated Effort)
 - Provide correct and funded LOAs (Army Financial Managers)
 - Clearly identify which LOA segment(s) failed edits (TGET PMO)
 - Must fix LOAs prior to loading other systems such as FACTS
 - Need interface with FACTS to be high priority for TGET Phase IV Release

Army Way Ahead

- Review entire transportation/financial TAC process
- Determine staffing requirements to manage TACs
- Improve internal coordination between financial and transportation personnel at all levels
- Need continued cooperation of DFAS and TGET PMO
- Coordinate the fielding of new accounting systems (LMP & GFEBS)
 - Crosswalk between legacy systems and ERP systems
 - A work in progress
- Need to gear up for FY11 now, review process which currently limits build of APC Master file until after new FY starts.
 - While a candidate file is available, it is not used due it being a draft document.
 - Army issue but affects all of DoD if not resolved, e.g. billing issues, interest penalties, and US Bank and USTRANSCOM receiving timely payments

Army Recommendations

- TGET PMO establish edit rejection identification process and advise all Service and Agency TAC Coordinators
- TGET PMO investigate how to make FORMS administrative changes easier and faster to process through the use of spreadsheets vice current manual change process
- Army ASA, FM&C publish additional policy /procedure guidance for Financial Managers to reduce input errors
- Army G4 add manpower to assist in speeding up processing of TACs and establishing transportation policy/procedures
- OADUSD(TP) assist in getting DFAS cooperation to review accounting systems involvement in overall process
- LMI conduct a review of the entire process from end to end and recommend improved processes

TGET FRB Charter:

- Current updated version is dated December 2009
- Requires voting members O6-level signatures to formalize
 - ✓ Navy
 - ✓ Air Force
 - ✓ Marine Corps
 - ✓ USTRANSCOM
 - ✓ Coast Guard
 - (Army?)
 - (DLA?)

Meeting Conclusion:

Challenges still exist in keeping to the timeline for TGET development and the Phase IV Release. The transition of TGET from BTA to DFAS (BEIS) has resulted in uncertainty as to how requirements, maintenance or otherwise, will be funded as the development effort goes forward. Several FRB members voiced concerns that it was previously stated that the Phase IV requirements were the last round of BTA-funded enhancements and questioned why this seemingly has changed with the transition. Members questioned why the Services could now potentially submit new requirements and have BTA or BEIS fund. Once determined, BTA and BEIS will need to explain the new funding landscape to the Board and how outstanding requirements will be impacted.

Army-specific issues identified provide unique challenges that require a coordinated effort to resolve. TGET, BEIS, and HQDA G-4 agreed to meet to develop and pursue solutions.

Action Items:

- 1) OSD (TP). Coordinate a meeting with TGET functionals, BEIS, and HQDA G-4 to discuss solutions to identified Army issues. (Due by May 14, 2010.)
- 2) OSD (TP). Identify sponsor for each Phase IV requirement and provide to FRB membership. (Due by May 7, 2010.)
- 3) TGET PMO. Provide status of each Phase IV requirement. Due within 30 days. (Due by May 21, 2010.)
- 4) BEIS/TGET PMO. Identify how funding will work for outstanding TGET requirements. (Due by May 14, 2010.)
- 5) Army/DLA. Sign and return, or provide feedback on, the latest TGET FRB and the Third Party Payment System (TPPS) Oversight Council Charters. (Due by May 7, 2010.)
- 6) OSD (TP). Coordinate with Services/Agencies/USTC J8 to develop transportation finance process review needs statement. OSD (TP) to brief at the next Distribution Steering Group (DSG) meeting. (Due by May 28, 2010.)
- 7) OSD (TP). Coordinate with the Services and Agencies to determine who should reside on the BEIS Configuration Control Board (CCB). Once identified, provide list to BEIS. (Due by May 21, 2010.)