



# Transportation Global Edit Table (TGET)

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*Functional Requirements Document (FRD) –  
Phase IV Release*

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*Prepared for: TGET FUNCTIONAL REQUIREMENTS BOARD*



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# **1 INTRODUCTION**

## **1.1 Purpose**

The purpose of this document is to describe the functional requirements associated with development of the Business Enterprise Information Services (BEIS), Reference Data Service, Transportation Global Edit Table (TGET) initiative.

This document describes known requirements in sufficient detail to gain management approval, establish the scope of this initiative, identify initial project timelines, and ensure management expectations are clearly defined for this initiative. The intended audience for this document is personnel involved in requirement definition, design, development, testing, and implementation of TGET to include integration with designated legacy applications.

This document also establishes a basis for responsibility between the BEIS Program Management Office (PMO), the TGET Functional Requirements Board (FRB) and Third Party Payment System (TPPS) Oversight Council by providing an inventory of functional requirements agreed upon for the TGET initiative. This FRD includes a description of the requirements, a summary of impacts, and an end-to-end analysis of the proposed initiative.

This FRD will serve as one of the references for functional requirements. Detailed interface requirements will be captured in other documents designed to supplement this FRD.

This FRD is a living document (published annually) that serves to document key stakeholder-approved requirements and assist in management of the TGET initiative. Releases identified in this document are scheduled for the September 2009 timeframe.

## **1.2 Background**

By majority vote on July 19, 2001, the Transportation Global Edit Table (TGET) was selected as the single source for accounting and Transportation Account Code (TAC) data for the Department of Defense. Subsequently, on August 30, 2001, the Assistant Deputy Under Secretary of Defense (Transportation Policy) and Office of the Under Secretary of Defense (Comptroller) signed a memorandum directing the implementation of the Automated Commercial Payment and Accounting Process which included the establishment of TGET.

## **1.3 Project Overview**

The primary function of TGET is to provide a centralized and secure repository for accounting and transportation data accessible to transportation users worldwide. TGET provides dynamic validation, editing, data sharing and distribution of Line of Accounting (LOA) and TAC data. The table is a self-contained information system that interfaces with various other Government systems. Users of TGET include Service and Agency Funds Managers, TAC Coordinators, and Transportation Officers. TGET depends upon input from these Funds Managers and TAC Coordinators to populate its repository with valid LOA and TAC data. Transportation Officers

and Certification Officers then rely on TGET to yield valid LOA and TAC data with which to associate to all freight and personal property shipments.

The TGET initiative development effort will focus on continued refinement, usability, and functionality of TGET in meeting TAC Coordinator, Funds Manager, Transportation Officer, and Certification Officer needs.

## **2 JUSTIFICATION FOR AND NATURE OF CHANGES**

### **2.1 Justification for Change**

Key stakeholders, as well as the BEIS PMO TGET Functional Project Officer, have identified essential requirements necessary for successful development and operation of the system. The requirements contained herein are confirmed as being necessary and mandatory to ensure system applicability in the DoD transportation finance data environment.

### **2.2 Description of Changes**

To fully meet the goals and objectives established for the TGET initiative, the BEIS PMO must:

1. Create necessary, identified interfaces and automated data acquisition processes as applicable.
2. Improve processes associated with the loading and updating of TAC, LOA, and Meta data.
3. Improve the user interface experience and navigational elements of system operation.
4. Improve print functionality throughout TGET.
5. Improve data feedback, sharing, and look-up capabilities.
6. Continue to refine screen presentation by improving graphical element size, number and placement.
7. Enhance management of TGET data elements to coincide with and support real-world service completion and accounting event activities.

### **2.3 Assumptions**

The BEIS PMO makes the following assumptions:

1. Active senior level involvement from TPPS Oversight Council, TGET FRB, OADUSD(TP), DFAS, and Business Transformation Agency (BTA) will occur to ensure cooperation by all system participants in this initiative.
2. Subject Matter Experts and other knowledgeable points of contact (POCs) for the current systems will be identified and available to work with the BEIS PMO TGET Functional Project Officer to clarify requirements.
3. Subject matter experts and designated applicable systems personnel will be available to participate in testing, when required.
4. Business Enterprise Information System (BEIS) will leverage existing interface capabilities where possible.

### **3 PENDING REQUIREMENTS FROM PHASE III**

#### **3.1 Army TAC, LOA, and Meta Data Acquisition (TG0803, SCR 3767)**

Develop an automated method by which TGET can acquire Army TAC, LOA, and meta data information.

#### **3.2 Navy TAC, LOA, and Meta Data Acquisition (TG0803, SCR 3768)**

Develop an automated method by which TGET can acquire Navy TAC, LOA, and meta data information.

#### **3.3 Add Segment Number to Segment Name (TG0803, SCR 3765)**

In Oracle forms, add the segment number to the segment name (e.g. Department (A1), Standard Document Number (J1), etc.). This will be useful because the Services and Agencies frequently have a different name for the same segment and would make manual TAC/LOA entry much easier.

#### **3.4 LOA Effective Dates (TG0803, SCR 3765 & 3788)**

Change the LOA Effective Date business rules to more accurately accommodate the cross-fiscal year nature of multi-year and household goods funds execution. This recommended requirement was addressed during the TAC/LOA Working Group.

For clarification, this requirement requires a change to the LOA Effective Date only. (This will have no impact to the TAC Effective Dates, meaning a new TAC will still need to be created for each TAC FY. The TAC will still only be valid for one year.) This change will meet the needs of the Services/Agencies in addressing the cross-fiscal year nature of multi-year and household goods funds execution.

This enhancement requires a change to the validation for the LOA Effective End Date. The original validation stated:

“The LOA Effective Begin Date and Effective End Date must fall within the range of the Begin FY Date (BFY) and End FY Date (EFY).”

Revised validation:

“The LOA Effective Begin Date must fall within the range of the BFY and EFY, however the LOA Effective End Date is NOT required to fall within the range of the BFY and EFY.”

In simple terms the TAC must have TGET begin and end dates within a single fiscal year while the LOA must have a TGET begin date at the beginning of a fiscal year but the end date can be beyond the end of that fiscal year.

### **3.5 DPS Interface Modification (SCR 3833)**

USTC submitted a request to modify the interface between TGET and the Defense Personal Property System (DPS). This modification is necessary to ensure successful DPS transaction processing and to keep to the Defense Personal Property Program initiative timeline.

Description of the new requirement is:

"Keep the existing requirement (business rule for the extract) for DPS and add:

All stand-alone LOA records (NOT linked or associated with a TAC record) resident in the AF/NV/AY/CG/DL/MS/MC LOA DTL with a valid domain value populated in the HHG PRG CD column where the LOA record has a LOA Status Code of either "U", "S" or "E"."

## **4 REQUIREMENTS FOR PHASE IV**

### **4.1 FACTS Interface (SCR 3758)**

Establish an interface between TGET and FACTS whereas TGET, as the official DOD TAC/LOA repository, will push TAC/LOA information to FACTS. This capability will allow the Army and other Services to maintain one TAC/LOA table (TGET) rather than the current process of maintaining two separate TAC/LOA tables in both TGET and FACTS.

#### Comment:

Due to the transition of TGET to DFAS and the timeline FACTS has determined they will need to remove their edits, a dual development may be required/ coordinated between DFAS and BTA. The development for the interface may be completed on the BTA side but full software testing and deployment will not be able to be completed until the FACTS build is completed.

### **4.2 TSS Interface**

Establish an interface between TGET and DFAS' Transportation Support System (TSS). (Relates to FACTS interface above.)

### **4.3 TAC Roll-Over Process**

Create a TAC roll-over process option so the TAC could be automatically rolled from one year to another without the user having to create a new TAC/TAC FY every year. Also consider creating a SQL or system generated report/file for users to validate their TACs that will be expiring at the end of the fiscal year. The Services/Agencies would then validate which TACs need to be generated for an additional year (LOA and/or TAC EFF BEG/END dates would be changed systematically) or if no longer valid change the TAC Status Code to "Inactive".

#### **4.4 Army Linked LOAs/TACs with FBMC “1” (SCR X3832-00)**

Original SCR# 3766 changed logic so TGET only sent Army TACs with an FBMC = "1" and all Army LOAs (regardless of TAC FBMC value). Army has requested only associated TACs/LOAs with an FBMC value of "1" and no stand-alone LOAs be sent to both the GEX/PowerTrack baseline and incremental files.

#### **4.5 Revised Tracker Lite Interface**

The Air Force requests an outbound interface from Tracker Lite to TGET. This interface will use TGET's existing FISC upload process 1) to add TAC and LOA information to TGET in association with the creation of new TACs; and 2) associate new TACs with LOAs already in TGET. This capability will dramatically reduce the manpower required to maintain real-time data within TGET. This capability is essential for the Air Force to transition to an automated "TAC-only" system in which the LOAs would never be manually cited by shippers.

##### Additional comments:

The AF will not be creating any new LOAs that would interfere with the LOAs currently resident in TGET via DTIMs. The LOAs from a new TAC Request will be validated with the current TGET data. If the LOA is found to be resident within TGET, the AF will use the same LOA that is contained in TGET and tie in the TAC metadata. This will eliminate the potential for multiple LOAs being assigned to a single TAC. AF maintains some LOAs that DTIM does not load into TGET which drives the requirement to create and load an LOA into TGET by Tracker Lite.

#### **4.6 Web Services**

Establish a Web Services capability as an alternative to creating point-to-point interfaces in the future.

### **5 FUTURE REQUIREMENTS/ISSUES**

#### **5.1 GFM Interface**

If necessary, establish an interface/Web Services between BEIS Reference Data Service (i.e., TGET) and SDDC's Global Freight Management System (GFM).

#### **5.2 SFIS Compliancy**

The Standard Financial Information Structure (SFIS) is an enterprise-wide data structure that supports the Department's budget, cost/performance management, and external reporting requirements. SFIS is not a simple data-categorization scheme, but rather an information construct that contains multiple dimensions of information to support both DoD and federal requirements. SFIS implementation is directed by OSD[C] memo (August 4, 2005) and requires systems containing financial information to provide the ability to capture and transmit the SFIS data or demonstrate a cross-walking capability to the SFIS format.

BEIS Reference Data Service for TGET will be required to accommodate "SFIS-compliant" LOAs when the Services' ERP efforts, accounting systems, and associated processes migrate to the SFIS environment. Until that time, BEIS PMO acknowledges the eventual requirement and will make the necessary programming changes and adjustments when required.

The Business Transformation Agency (BTA) is currently evaluating how SFIS compliance will impact the transportation finance arena before providing additional guidance on implementation requirements.

## **6 SUMMARY OF IMPACTS**

### **6.1 Operational Impacts**

The operational impacts of this initiative are primarily targeted to the workload reduction for each Service/Agency TAC Coordinators relative to populating TAC/LOA data in multiple systems, and specifically to reduce the amount of time and effort required to accurately load TAC/LOA data into TGET. Improves data integrity, since TGET will be the official repository and sole source of TAC/LOA records. All additions, deletions, and modifications, must be populated via TGET. This improves both timeliness and accuracy of data.

## **7 PROJECT RISKS**

The risk in this area is that personnel from DAASC, Third Party Payment System (currently PowerTrack), applicable system PMOs, and TAC Administrators will be unable or otherwise uncommitted to fully participate in this project. The need to leverage on-board expertise within this functional area is critical.

Project Risks:

- Resource availability may impact schedule and implementation timelines.
- Overly ambitious scheduling of new development due to existing project timelines.
- Cross project milestone coordination among personnel from the three interfacing systems may prove problematic.
- Lack of a clearly defined acceptance criteria which may slow enterprise level acceptance testing.

## **8 RESPONSIBILITIES**

### **8.1 BEIS PMO Responsibilities**

- The Business Enterprise Information System (BEIS) Program Manager Office (PMO) will appoint a dedicated Functional Project Officer (FPO) who will be responsible for accomplishing the requirements as stated in the FRD.
- BEIS Program Manager will insure that the TGET FPO has sufficient resources, including team members and operating funds to fulfill the requirements of the FRD.
- The BEIS Program Manager will assign this initiative to a BEIS Release and will further assign a BEIS Test Coordinator responsible for organizing the associated Functional Validation, System Integration, and User Acceptance testing activities.
- The TGET FPO will ensure the BEIS Project Plan is updated to reflect key milestones associated with this initiative.
- The TGET FPO will ensure all scheduled Requirements Review and Analysis (RRA) sessions associated with this initiative are conducted in accordance with the BEIS Project Plan. These sessions must be well documented, with meeting minutes disseminated to all parties involved.
- The TGET FPO will ensure the required BEIS Functional Requirements Review (FRR) and Critical Design Review (CDR) tasks are incorporated into the BEIS Project Plan for the Release. The TGET FPO is also responsible for ensuring these reviews are conducted in accordance with established BEIS standards.
- The TGET FPO will ensure project risks are properly documented and that an effective risk mitigation strategy is adopted to minimize the impacts of these risks.
- The TGET FPO will ensure that modifications impacting file structure or interface file transfer formats are documented and communicated to all related systems' PMOs.

### **8.2 DAASC/GEX and the DoD PowerTrack PMO Responsibilities**

- The Chief of DAASC/GEX and DoD PowerTrack PMO must assign and identify technical and functional points of contact for this interface, and must notify the BEIS PM of changes in personnel identified as points of contact in this document.
- Notify the BEIS PM of any changes to the interface requirements.
- Draft and coordinate an interface-testing schedule with the TGET Functional Project Officer to validate the TGET data to be transmitted to DAASC/GEX.
- Provide TGET technical staff with data, communications, and security requirement information, i.e. IP Address and system accesses protocol.

### **8.3 Applicable System PMO Responsibilities**

- PMOs will appoint dedicated personnel who will be responsible for working with the TGET Functional Project Officer in defining requirements, defining acceptance criteria and developing a test plan.
- PMOs will ensure staff members are represented during the Requirements Review and Analysis (RRA) requirements gathering sessions associated with this initiative.

## **9 SECURITY**

System security requirements will be developed in accordance with the provisions of Office of Management and Budget Circular A-130, Management of Federal Information Resources, and DoD Directive 5200.28, Security Requirements for Automated Information Systems. System security risks will be assessed and managed in accordance with DoD Instruction 5200.40, DoD Information Technology Security Certification and Accreditation Process (DITSCAP). DFAS Policy contained in DFAS Information Management Regulation 8000.1-R, Part E, Information System Security Policy, will be used to implement the federal and DoD requirements contained in the above referenced Circular, Directive, and Instruction.

## **10 TESTING**

The TGET Functional Project Officer along with representatives from the current Third Party Payment System contractor (US Bank), appropriate user representatives, and applicable PMOs will assist the BEIS Test Director in the developing acceptance criteria and test scripts to ensure the functional requirements are fully satisfied. Each PMO will be responsible for the preparation of test scripts and performing the necessary functional validation testing and acceptance testing associated with their own systems development efforts in support of this initiative. The TGET Functional Project Officer will also ensure that all test results are fully documented and maintained for review and evaluation. Retains and tracks checklist of issues encountered during testing and develops a schedule of required retesting.

## **11 TRAINING**

The Business Enterprise Information System (BEIS) PMO is responsible for training BEIS Production Support staff on all facets of this new initiative.

Likewise, the applicable PMOs are responsible for ensuring all affected personnel are aware of this initiative and receive training on applicable facets of TGET operation and management.

## **12 SUMMARY**

In summary, the BEIS Reference Data Service TGET initiative development effort will focus on continued refinement, usability, and functionality of TGET in meeting Service/Agency TAC Coordinator, Funds Manager, Transportation Officer, and Certification Officer needs.

## 13 APPROVALS

Signature

Date

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Co-Chair TGET FRB

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Co-Chair TGET FRB

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TGET Project Manager

13 APPROVALS

Signature

Date

William E. Hubbard Jr.  
Co-Chair TGET FRB

5.27.2009

Jolie Lay  
Co-Chair TGET FRB

5.29.2009

Mary Wilkin  
Program Manager  
BEIS PMO

4/15/09