PEO CS&CSS

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Combat Support & Combat Service Support
Program Executive Office Combat Support & Combat Service Support
Portfolio Overview

PEO CS&CSS

Transportation Systems
- Heavy Tactical Vehicles
- Medium Tactical Vehicles
- MRAP Vehicle Systems
- Allied Tactical Systems
- Watercraft Systems

Joint Program Office
- Joint Light Tactical Vehicle

Expeditionary Energy & Sustainment Systems
- Power Systems
- Force Sustainment Systems

Force Projection
- Bridging Systems
- Combat Engineer/ Material Handling Equipment
- Petroleum & Water Systems
- Sets, Kits, Outfits & Tools
- Unmanned Ground Systems
- Test, Measurement, & Diagnostic Equipment

~$3.5B annual appropriation ($13.5B POM FY19-23)

18,000 Systems Fielded in FY18

1,555 Teammates in 4 States

Priorities
- Tailoring & Streamlining
- Human Capital
- Fleet Management

6 ACAT I + 6 ACAT II + 235 ACAT III = 247 Programs

February 2019
PEO Perspective

- Where have we been?
- What does the fleet look like today?
- What are our biggest challenges?
- Where can we make the biggest difference?
- How do TWVs “fit” in a “Big Six” Army?
- How can “we” help?
DOD…Army…and TWV Transition…

<table>
<thead>
<tr>
<th>Appropriations (2018 Constant Dollars)</th>
<th>2009</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak (FY08)</td>
<td>$12.7B</td>
<td></td>
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<tr>
<td>Low (FY14)</td>
<td>$0.824B</td>
<td></td>
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<tr>
<td>Avg (FY00-19)</td>
<td>~$3.0B</td>
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<tr>
<td>• “Unprecedented” amounts of money</td>
<td></td>
<td></td>
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<tr>
<td>• First JLTV source selection complete (TD phase)</td>
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<td></td>
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<tr>
<td>• Active Global War on Terrorism</td>
<td></td>
<td></td>
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<tr>
<td>• Exploring organic/commercial partnerships</td>
<td></td>
<td></td>
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<tr>
<td>• Strong interest in Acquisition Reform (WSARA)</td>
<td></td>
<td></td>
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<tr>
<td>• Threat focus: Counterinsurgency</td>
<td></td>
<td></td>
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<tr>
<td>• Recovering from Sequester; Limited Fiscal Certainty</td>
<td></td>
<td></td>
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<tr>
<td>• JLTV fielding to First Unit Equipped</td>
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<td></td>
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<tr>
<td>• Limited Overseas Contingency Operations</td>
<td></td>
<td></td>
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<tr>
<td>• Realizing Public Private Partnerships</td>
<td></td>
<td></td>
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<tr>
<td>• Strong interest in Acquisition reform (OTAs)</td>
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<tr>
<td>• Threat focus: Great Power Competition (“Big Six”)</td>
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</tbody>
</table>

- Peak (FY08) $12.7B
- Low (FY14) $0.824B
- Avg (FY00-19) ~$3.0B

- 2000-2019 Fiscal Years
- $3B: Actual 20-yr average
- $4B: Target for 25 Year EUL

- 2009
  - $12.7B
  - $0.824B
  - ~$3.0B

- 2019
  - $12.7B
  - $0.824B
  - ~$3.0B
### Seeing ourselves and our fleets...

<table>
<thead>
<tr>
<th>Commercial Industry</th>
<th>Government Fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Production &amp; Design</strong></td>
<td><strong>Production &amp; Design</strong></td>
</tr>
<tr>
<td>• Readily available commercial components</td>
<td>• Readily available commercial components</td>
</tr>
<tr>
<td>• Large production scale</td>
<td>• Low production scale</td>
</tr>
<tr>
<td>• Short product cycle</td>
<td>• Long product cycle</td>
</tr>
<tr>
<td>• Faster adoption of new technology</td>
<td>• Slower adoption of new technology</td>
</tr>
<tr>
<td>• No protection requirement</td>
<td>• Force protection required</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Usage</th>
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</thead>
<tbody>
<tr>
<td>• Highway-use profile</td>
<td>• Off-road mobility</td>
</tr>
<tr>
<td>• Regular, anticipated usage</td>
<td>• Unpredictable usage</td>
</tr>
</tbody>
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**FUTURE CONSIDERATIONS:**

- **Growth**
- **Protection**
- **Lethal**
- **Mobility - Off Road**
- **Reliability**
- **Ease of Use**
- **Condition Based Maintenance**
- **Autonomous**
- **Cost (Total Life Cycle)**

**Challenge:** Achieving performance with COTS savings at government cost and schedule.
Critical combat enablers for the “Big Six” – moving, carrying, fueling, feeding, powering, maintaining, and protecting lethal combat formations with manned & unmanned capabilities.
CFT Focus and Risk Reduction

**Fuel:**
- Tanker, 8500 gal – replace 5000 gal systems. (70% more fuel, same # trucks/manpower)
- Tank Rank Module & HEMTT Tankers w/Load Handling System (# less Tankers)

**Ground Combat Vehicle Transport:**
- Heavy Equipment Transport System (HETS): Modify 70T to 85T to move M1 Tank
- Medium Equip Trans Sys (METS): replace 40T Lowboys w/50T to move ABCT vehicles

**Assured Mobility (Bridging and Improving Major Supply Routes (MSRs):**
- Joint Assault Bridge (JAB)
- Assault Breacher Vehicle (ABV)
- Line of Communication Bridge (LOC-B): “Buy COTS” for $800K vs “Make” for $4.7M

**Autonomy and Robotics:** (Develop Roadmap – Leader-Follower)
- Setting the conditions for Autonomous capabilities on both Combat and Tactical Vehicles

**POM 21-25:** Shift large PROC funds to CFT but focus small RDTE funds on future.
The Joint Program Office Joint Light Tactical Vehicles will develop, acquire, field and sustain a portfolio of Light Tactical Vehicles, with a focus on affordability, continuous process improvement, and partnering, in order to provide capability and flexibility to Joint Forces across the full spectrum of military operations throughout the economic useful life of the portfolio.

MISSION
Developing and Empowering the premiere acquisition workforce to deliver the World's Best Light Tactical Vehicles to the Joint Force to accomplish their mission.

VISION
The JPO JLTV program manager serves as the acquisition lifecycle manager for three families of vehicles:

- Joint Light Tactical Vehicles (Army and Marine Corps)
- Light Tactical Vehicles (Army)
- Ground Mobility Vehicle (Army)
Prospective partnering with LRIP vendor - Additional Source of Supply/Competition

- Maintain performance and decrease cost
  - Primary mechanism is Value Engineering Change Proposal (VECP)
- STS Work Directives – Performance Beyond Contractual Requirements
  - Decrease Annual Operating Costs (increase reliability / fuel efficiency improvements)
  - Improve Power Capacity and Density
  - Operational / Field Desired Improvements
- Logistics Support
  - Fielding and New Equipment Training
  - Training manual development, training aides and devices
  - Long term supply support activities

Follow-on Production Contracts: Build to Government TDP

- Government intends to use full and open competition (~$1B annually)
- Government will continue Full Rate Production to move towards completing the Army Procurement Objective

System compliance requires constant assessment of integration, cyber, and impact to other requirements
Light Tactical Vehicles (LTV) and Ground Mobility Vehicles (GMV)

Upcoming Opportunities

February 2019

PEO CS&CSS

LTV

• Prospective partnering with HMMWV OEM, Rock Island Arsenal, Red River Army Depot - Additional Source of Supply/Competition
  • Maintain performance and decrease cost
    • Primary mechanism is Value Engineering Change Proposal (VECP)
  • STS Work Directives
    • Capability Set Components
  • Future Production Contracts:
    • Near Term
      • Light Engineering Utility Trailer (LEUT) Type I
        • Estimated contract value is ~$52.5M
      • M200A1 Competitive RFP
        • Estimated contract value is ~$30.0M
      • M1061A1 Competitive RFP
        • Estimated contract value is ~$15.3M
    • Far Term
      • Light Tactical Vehicle Fleet (Up-armedored and Non-armedored) Sustainment Strategy
      • LTT-HC Competitive RFP

GMV

• Future Production Contracts:
  • GMV Infantry Squad Vehicle (ISV) Program of Record (PoR) to fulfill the need for enhanced tactical mobility for all Army IBCTs
  • Anticipated full and open competition in FY20 will focus on a commercial or non-developmental solution for the total AAO of 2,065 vehicles (at ~ $170K per truck)
  • Planning for AROC in February 2019 to approve the ISV requirement
Recognized as the Army’s premier acquisition organization, leveraging best commercial and industrial practices, rapidly delivering superior transportation capability to the Warfighter.
The Challenge....
• Constrained Funding
• Avg. Age Increasing
• Large QTY bought in short time
• Modernizing to “Old” Tech.
• Over 200K in Army fleet
• Niche requirements
• New combat system support requirements (support to “Big Six”)

How does the Army increase through-put of supplies required while decreasing the need for people to do sustainment operations?

How does the Army best innovate and modernize the fleet?
Heavy Truck –

• Enhanced Heavy Equipment Transporter System (EHETS) Requirement Decision Point (4QFY19) – $2.2 to $5.5B

• Earliest EHETRFP FY 22 contract award FY24 - funding based

• Armor Kits RFP Release 2QFY19 -- $40-$50M/year (SB Set Aside)

• M172 25-Ton semitrailer - RFPP for OTA Prototype through Detroit Arsenal Automotive (DA2) Consortium 3QFY19 -- $40-$50M total

• Potential HEMTT/PLS replacement early prototyping via OTA FY21-23 - $5 to 7M

• Total Package Fielding (TACOM Strategic Service Solution (TS3)) FY20-FY25 – $3 to 5M

Medium Truck –

• Joint All-weather All-terrain Support Vehicle (JAASV) -- TBD FY21

• Market Survey posted to FBO 3QFY18 (solicitation W56HZV18RAG01)

• Total Package Fielding (TACOM Strategic Service Solution (TS3)) FY19-FY21 – $3 to 7M

Allied Tactical Vehicles –

• Afghanistan National Police and Army Light Tactical Vehicle (LTV) Market Survey release (1QFY19) and RFP release (1QFY20) -- $275 to $300M/Year (FY21 and FY22)

Mine Resistant Ambush Protected Vehicle –

• EHP (Explosive Hazard Pre-Detonation) Roller production of government owned TDP (Technical Data Package) solicitation release, estimated 11 Feb 19 -- $45 to 55M (Total).

Up Coming Industry Engagement -

• Mid-America Trucking Show, 28-30 March 2019

Watch FedBizOpps for these opportunities! www.fedbizopps.gov
Things on my mind…

✓ What defines the “Next Generation Tactical Truck”?  
✓ COTS and NDI Acquisition: CARC Paint, value added? COTS TMs, FAR Part 12, and OTAs…
✓ Will Direct Vendor Delivery (DVD) increase readiness and reduce contracting admin?
✓ Technical Manuals: Validation/Verification a Systemic Issue; PMCS for “Storage”
✓ Competition and the Industrial Base: Make or Buy?
✓ Intellectual Property: Traditional TDP; Advanced Manufacturing (Spare Parts)
✓ Could Engine + Battery Storage = Reduced Manpower and Fuel?
✓ Conditioned Based Maintenance – Leverage Commercial Products
✓ Engine and Single Fuel and Single Lubricant on Battlefield
✓ Federal Retail Excise Tax (FRET) – M915 Line Haul makes sense, but HEMTT ? ($1.1B)