



U.S. ARMY



PEO CS&CSS

MR. TIMOTHY G. GODDETTE (SES)
Program Executive Officer
Combat Support & Combat Service Support



Program Executive Office Combat Support & Combat Service Support Portfolio Overview

Transportation Systems

Heavy Tactical Vehicles

Medium Tactical Vehicles

MRAP Vehicle Systems

Allied Tactical Systems

Watercraft Systems

**Joint Program Office
Joint Light Tactical Vehicle**

Joint Light Tactical Vehicle

Light Tactical Vehicle

Ground Mobility Vehicle (Notional)

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

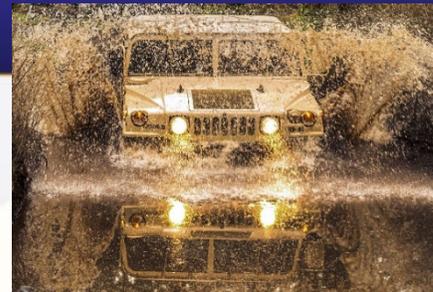
Tailoring & Streamlining
Human Capital
Fleet Management

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



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?

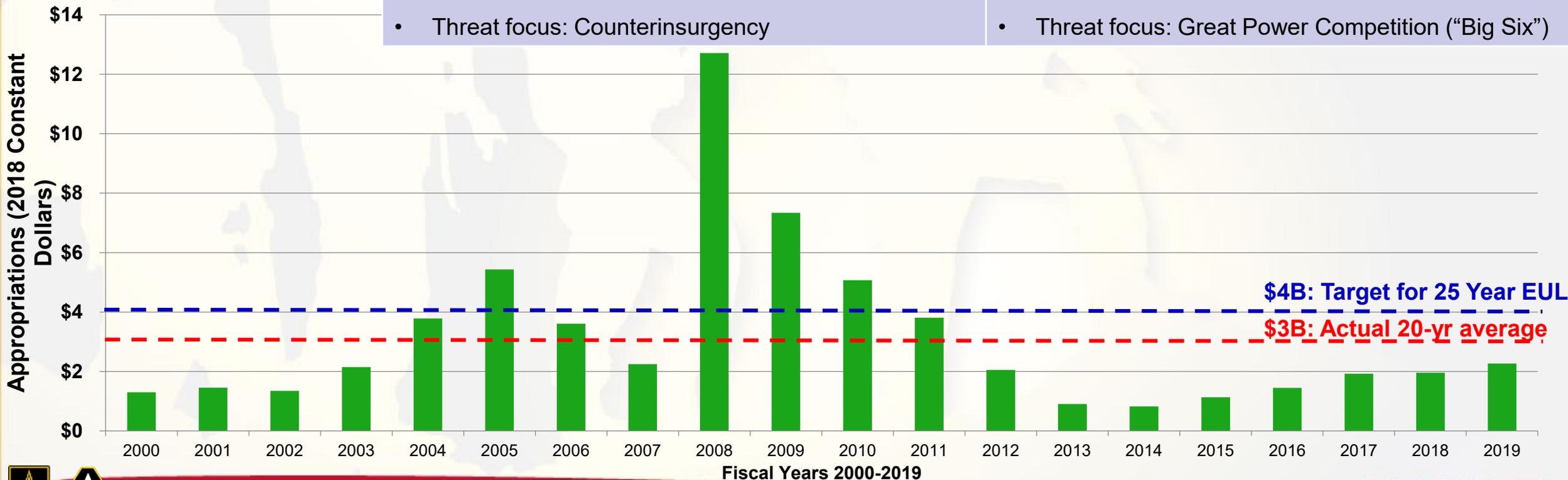




DOD...Army...and TWV Transition...

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

2009	2019
<ul style="list-style-type: none"> • “Unprecedented” amounts of money • First JLTV source selection complete (TD phase) • Active Global War on Terrorism • Exploring organic/commercial partnerships • Strong interest in Acquisition Reform (WSARA) • Threat focus: Counterinsurgency 	<ul style="list-style-type: none"> • Recovering from Sequester; Limited Fiscal Certainty • JLTV fielding to First Unit Equipped • Limited Overseas Contingency Operations • Realizing Public Private Partnerships • Strong interest in Acquisition reform (OTAs) • Threat focus: Great Power Competition (“Big Six”)





Seeing ourselves and our fleets...

Commercial Industry	Government Fleet
<p>Production & Design</p> <ul style="list-style-type: none"> • Readily available commercial components • Large production scale • Short product cycle • Faster adoption of new technology • No protection requirement <p>Usage</p> <ul style="list-style-type: none"> • Highway-use profile • Regular, anticipated usage 	<p>Production & Design</p> <ul style="list-style-type: none"> • Readily available commercial components • Low production scale • Long product cycle • Slower adoption of new technology • Force protection required <p>Usage</p> <ul style="list-style-type: none"> • Off-road mobility • Unpredictable usage

- 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.





PEO CS&CSS Linkages To CFTs

The "Big 6" +2

1. Long-Range Precision Fires
 2. Next Generation Combat Vehicle
 3. Future Vertical Lift
 4. Army Network
 5. Air and Missile Defense
 6. Soldier Lethality
- Assured PNT
 - Synthetic Training Environment

Move

- Tactical vehicles & trailers – Light, Medium, and Heavy – moving Soldiers, air defense & missile defenses, sensors, network, fuel, ammunition, etc.
- Heavy Equipment Transport System (HETS) carrying increasingly heavy combat platforms
- Army Watercraft Systems providing operationally relevant seaborne maneuver
- Bridging and breaching systems moving formations over & through obstacles
- Squad Multipurpose Equipment Transport (SMET) unburdening dismounted infantry on the move

Shoot, Communicate & Sustain

- Fuel & water distribution & delivery
- Test, Diagnostic & Maintenance Capability
- Field feeding
- Aerial delivery
- Construction / materiel handling systems
- Efficient power generation & distribution

Protect

- Multi-spectral camouflage netting
- Route clearance vehicles
- Robotics to include EOD & CBRNE solutions



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.





Joint Program Office Joint Light Tactical Vehicles Organization and Leadership



MISSION

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.

VISION

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



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)





Joint Light Tactical Vehicles Upcoming Opportunities



- **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



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-armored and Non-armored) 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





PM Transportation Systems Organization and Leadership



\$1 B annual enterprise

340 Personnel:
 Military - 10
 Core - 135
 DS Matrix - 143
 Contractors – 49
 Interns - 3



Project Manager
COL Daniel Furber



Deputy Project Manager
Robert "Eric" Fletcher

MISSION

Lead a disciplined team that Life Cycle manages highly capable and innovative land & sea transportation assets to enable full spectrum operations for US forces and allies.

VISION

Recognized as the Army's premier acquisition organization, leveraging best commercial and industrial practices, rapidly delivering superior transportation capability to the Warfighter.



PM Transportation Systems Portfolio



ACAT I C

LTC Jeff Jurand
Product Manager
Heavy Tactical Vehicles
(PdMHTV)



Palletized Load System (PLS)

Heavy Expanded Mobility Tactical Truck (HEMTT)



Line-Haul Tractors

Heavy Equipment Transporter System (HETS)



ACAT I C

Mr. Alvin Bing
Product Director
Medium Tactical Vehicles
(PdDMTV)



Light Medium Tactical Vehicles (LMTV)

Medium Tactical Vehicles (MTV)



FMTV based specialty vehicles

FMTV trailers

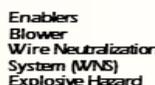


ACAT I C

LTC Michael Riley
Product Manager
Mine Resistant Ambush Protected Vehicle Systems
(PdMMRAP)



Protected Mobility M-ATV MaxxPro



Enablers Blower Wire Neutralization System (WNS) Explosive Hazard Roller (EHR)



LTC Russ Hoff
Product Manager
Allied Tactical Vehicles
(PdMATV)



Mobile Strike Force Vehicle (MSFV)

Allied Light Tactical Vehicle (ALTV)



Allied Medium Tactical Vehicle (AMTV)



ACAT III

Mr. Chad Stocker
Product Director
Army Watercraft Systems
(PdDAWS)

Landing Craft (Lighters)



Floating Craft





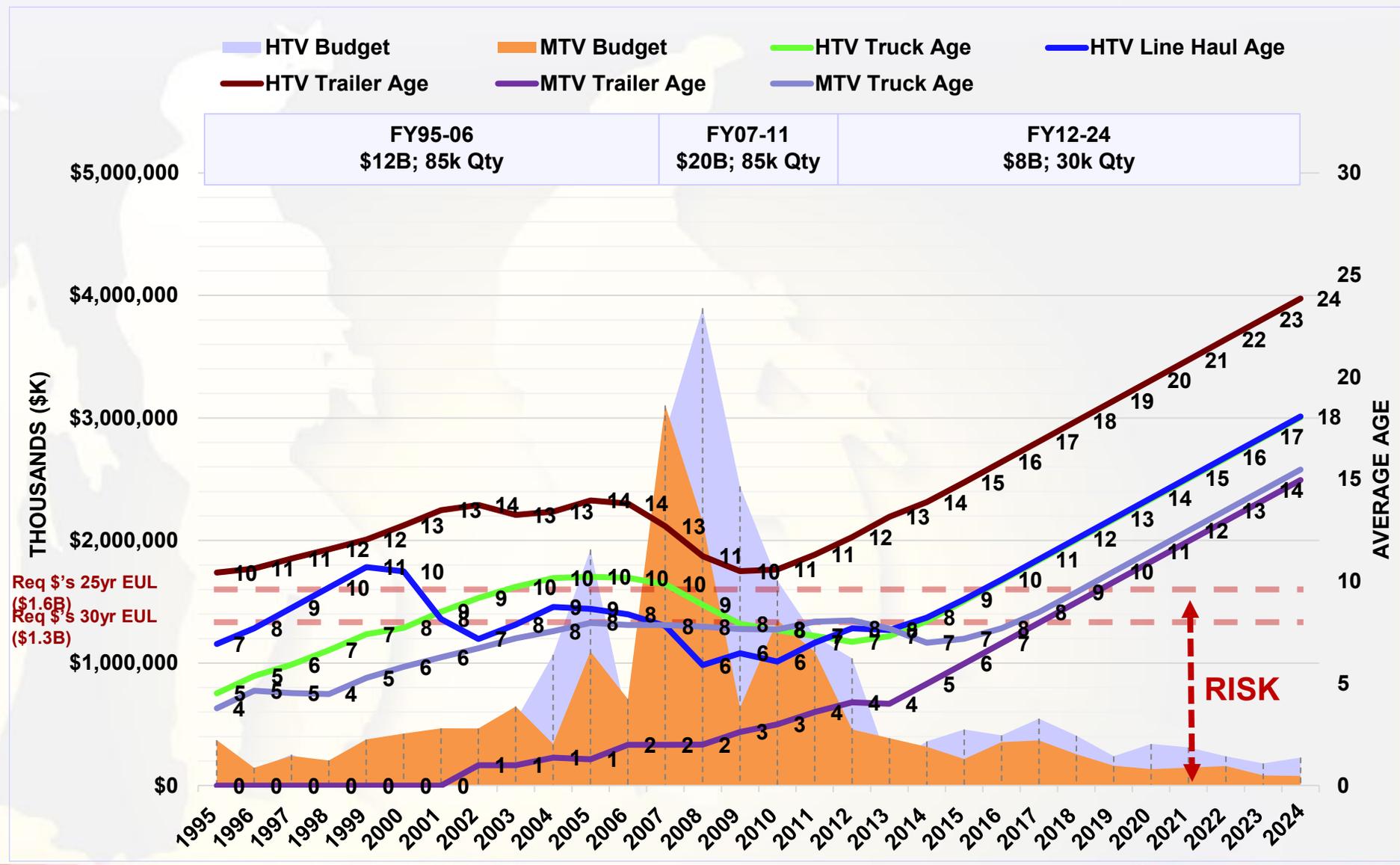
TWV Modernization Challenge



- 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 best innovate and modernize the fleet?

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





PM TS Upcoming Opportunities (FY19-21)



- Heavy Truck –
 - Enhanced Heavy Equipment Transporter System (EHETS) Requirement Decision Point (4QTFY19) } \$2.2 to \$5.5B
 - Earliest EHETRFP FY 22 contract award FY24 - funding based _____ } Total Program
 - 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)

UPCOMING:
ACC-Warren & PEO CS&CSS
[Industry Engagement Sessions](#)
February 27, 2019
Selfridge ANGB, MI

