

**Joint Deployment Distribution Enterprise (JDDE)
Call for Government-proposed
Research, Development, Test and Evaluation (RDT&E) Projects, FY24-28**

United States Transportation Command (USTRANSCOM) is soliciting government organizations for RDT&E projects to address applicable Joint Deployment and Distribution Enterprise (JDDE) Capability technology gaps. This solicitation is for projects starting in FY24.

This is a two-phase selection process (Phase I is a 4-page white paper and Phase II is a full, 15-page proposal) call.

Those submitting proposals are encouraged to speak with USTRANSCOM subject matter experts to discuss their proposal, details of the USTRANSCOM need, and other factors to improve the quality of the proposal and to better determine commitment to sponsorship and transition.

2022 Deadlines are as follows:

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| 31 Mar 1600 (CST) | -- Submittal of electronic Phase I white papers. Late submissions will not be considered. |
| 1 - 26 Apr | -- Phase I evaluation period. |
| 29 Apr | -- Phase II notifications. |
| May/June | -- Phase II Offeror's can discuss proposals with SMEs/evaluators to gain clarification and to better focus proposals on targeted gaps. Contact TCJ5-SC RDT&E Team (see POC info at end of announcement) to initiate/facilitate discussions. |
| 30 Jun 1600 (CST) | -- Submittal of electronic Phase II proposals. Late submissions <u>will not</u> be considered. |
| 28 Oct 22 | -- Notification of final selection (due to multi-month collaborative evaluation/vetting process) |

Appendix 1 contains the highest-priority needs identified by USTRANSCOM, its Service components, and the JDDE community. Additional technology gaps can be found at <https://www.ustranscom.mil/cmd/associated/rdte/>, proposals addressing those technology challenges are a lower priority but will be considered if the proposed technology addresses a transformational leap in capability. Proposals that include collaborative funding support are highly valued especially when addressing Appendix 1 needs.

Projects should be described in terms of the appropriate Technology Readiness Level (TRL). USTRANSCOM can only fund developmental efforts whose TRL level is 4 through 7 (Budget Activity 4, Advanced Component Development and Prototypes). Proposals to merely extend an existing capability or modernize it (such as preplanned product improvement (P3I)) fall in the

acquisition/procurement area, are beyond TRL 7, and are not candidates for USTRANSCOM RDT&E funding. TRL definitions/descriptions can be found in USTRANSCOMI 61-1 (to be replaced by USTRANSCOMI 4300.06) at

<http://www.ustranscom.mil/cmd/associated/rdte/references/I61-1.pdf>.

Proposals most likely to be chosen by the government will demonstrate a significant number of project selection criteria listed at Appendix 2. Prior experience demonstrates that relatively short-duration projects (up to 3 years), concentrating on prototyping *and transitioning/integrating* a new “component” capability within existing JDDE systems, architectures and programs/systems of record, are likely to be the most competitive. Proposers *may* submit proposals for multi-year programs of research and development but should be aware longer-duration efforts face significant challenges finding a transition sponsor and funding.

If multi-year/multi-project efforts are proposed, proposers should identify a baseline project, (including, if appropriate, a start-up engineering feasibility study) with optional follow-on efforts to be selected by USTRANSCOM, based on assessment of the success of earlier segments, continued interest in proposed capability, and the availability of funding for development and a sponsor for transition.

Proposing organizations should plan to execute approved projects through their own contracting and technical/management oversight capabilities and facilities. USTRANSCOM will provide RDT&E funding via appropriate government funding vehicle. USTRANSCOM requires a detailed execution review via semi-annual programmatic briefings.

The proposer is responsible for designing and executing a transition strategy, which should include detailed planning with programs/systems of record to move the new technology out of the development environment into system program office work and/or into operational use.

If the submitting government agency is sponsoring a project to be developed with an industry or academic partner, those outside agencies should be apprised that USTRANSCOM contractor personnel (including but not limited to LMI Government Consulting, CGI Federal, and others) may act as advisors to the selection process. Contractors advising USTRANSCOM in this evaluation have already signed, or will be required to sign, non-disclosure agreements.

If the proposer wishes to submit a classified proposal, first contact below Points of Contact at phone/e-mail/address listed below.

Send correspondence to transcom.scott.tcj5j4.list.rdte@mail.mil.

Points of contact: (below phone numbers assumes COVID teleworking has ended)

Mr. Lou Bernstein, USTRANSCOM TCJ5-SC, DSN 770-4337 (commercial (618) 220-4337), lou.bernstein.civ@mail.mil

Mr. Pat Riley, LMI Government Consulting, USTRANSCOM TCJ5-SC, DSN 770-4360, (commercial (618) 220-4360), patrick.t.riley.ctr@mail.mil

Mr. John Gosebrink, CGI Federal, USTRANSCOM TCJ5-SC, DSN 770-4688, (commercial (618) 220-4688), frederick.j.gosebrink.ctr@mail.mil

Mr. Aaron Harris, LMI Government Consulting, USTRANSCOM TCJ5-SC, DSN 770-4706, (commercial (618) 220-4706), aaron.b.harris12.ctr@mail.mil

Mr. Marty Ledington, OUSD (R&E), USTRANSCOM TCJ5-SC, (618) 220-4704 or telework (618) 789-5398, martin.c.ledington.civ@mail.mil

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3 Appendices (Attached)

1. Technology Needs/Focus Areas for FY24
2. USTRANSCOM RDT&E Project Selection Criteria
3. USTRANSCOM RDT&E 2-Phase Project Selection Process (contains format templates)

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APPENDIX 1

Technology Needs/Focus Areas for FY24

USTRANSCOM RDT&E focuses on emerging technologies with joint deployment/distribution improvement potential. The challenges in this announcement are intended to provide general joint deployment/distribution areas of interest and should not be construed to represent areas which USTRANSCOM can or will apply funds to proposed solution.

HIGHEST PRIORITY NEEDS/FOCUS AREAS BY COMMAND PRIORITY:

READY NOW AND IN THE FUTURE:

Scalable End-to-End Patient Movement (E2E-PM): Future Large Scale Combat Operations may result in significantly larger numbers of injured casualties in areas with intermittent air parity/superiority than DoD has managed in recent conflicts and be complicated by chemical, biological or homeland threats. As a result, E2E-PM may be delayed or modified to adjust to an environment in which many casualties, including chemical, biological and contagious, will need to be managed and moved over longer distances in contested environments. Patient holding and regulating, information transfer, en route care, and throughput at Patient Movement nodes will need to accommodate beyond current practices. Command and control processes and systems should seamlessly and deftly direct patient flow from point of injury/illness to facilities prepared to provide definitive and rehabilitative care. Patient Movement personnel and equipment must be reconstituted and returned to the right point in the system within planned cycle times.

Rapid Construction for Points of Debarkation: To support the expeditionary nature of the Joint force, the JDDE requires an agile ability to rapidly assess, establish, repair, and secure air/sea/rail points of debarkation up to/very near the tactical edge in contested and Anti-Access/Area Denial (A2/AD) environments.

Convoy Security: The Theater Commander requires a variety of available lift asset options at his disposal to optimize distribution and best mitigate risks depending on Mission, Enemy, Terrain and Weather, Troops and Support Available, Time Available and Civil Considerations. There is limited ability to provide support for multiple, small, widely dispersed detachments. Additional efforts in RDT&E in Counter-small Unmanned Aerial Systems (C-sUAS) and self-protection capabilities against a broader spectrum of domain-specific threats via active/passive countermeasures are needed to help provide security for ground and sea-going convoys.

Delivery Technologies: Innovative air, land, sea, and space solutions, to include autonomous, AI and ML technologies, that provide for the safe, accurate and timely delivery of joint forces and their sustainment within an A2/AD environment across a complex, distributed battlefield. This includes the re-supply of forces in austere conditions and in high threat areas. This area applies to technologies to ensure survivability of delivery vessel, its crew and receiving personnel while delivering cargo to a precise location within a high threat environment. May include one-way spaceflight transit (via expendable vehicles) or low-cost round-trip transit to achieve precision delivery of exceptionally high value payloads at or very near the point of need.

Rapid Distribution Technologies: Concepts and technologies that improve the end-to-end flow of military unit equipment and cargo through ocean ports, aerial ports and intermodal interchange points. This includes autonomous capabilities and motion compensation interface platforms for use with commercial cargo conveyances to enhance throughput.

Aircraft/Ship Survivability: Advanced capabilities to increase aircraft/ship survivability, self-defense, and enhance aircrew situational awareness (SA). Affordable, open system technologies are needed to detect and counter the full range of threats, navigate in contested environments, fuse onboard and off-board data for crew SA, and counter directed energy threats to crew and sensors. Additional efforts in RDT&E for Counter-small Unmanned Aerial System (C-sUAS) are needed to help provide aircraft survivability during landings, departures, in-flight, on the flight line and in hangars in both CONUS, OCONUS and expeditionary locations. RDT&E efforts in C-sUAS are also needed to help provide survivability for ships during ocean transit, departures, arrivals, both CONUS, OCONUS and expeditionary locations.

Autonomous Approach and Landing Guidance: All-weather and lights-out taxi, take-off and landing capability, leveraging multiple technologies to include AI/ML for mobility aircraft operations from prepared and unprepared fields. Operations may require taxi, takeoff, and landing for aircraft under inclement weather conditions without assistance from navigation guidance systems that are commonly available at most U.S. airports.

Sea Basing Technologies/Logistics-Over-The-Shore/Connectors: Technologies and enablers to enhance the Joint Force Commander's flexibility to deploy and employ from/through a joint sea base as well as deliver and sustain warfighting capabilities at the point of effect and point of need. Enhancements should minimize the need to build up a logistics stockpile ashore and permit the forward positioning of joint forces for immediate employment. This includes autonomous technologies that facilitate the trans-loading and/or transporting of supplies, equipment, and bulk petroleum in a sea basing operation within a contested or austere access environment. Solutions could include stealth capabilities to include under surface solutions, masking or other capabilities to minimize risk to the asset and subsequent delivery operations. Solution should also enhance survivability in a contested environment.

Standardized Intermodal Containers/Pallets and Advanced Stowage Aids: Systems, including those that leverage AI/ML, that can be used by automated aircraft/ship/space loading/unloading systems, to include those designed to automatically scan standardized containers and pallets as they are on-loaded/off-loaded. Initiatives must be designed to increase cargo throughput by eliminating the requirement to handle cargo multiple times during shipping, reduce the requirement for multiple Materials Handling Equipment (MHE) systems, reduce need for additional ground personnel throughout the en route system, minimize the requirement to reposition MHE to support deployment/distribution, address pallet construction (current capabilities do not tie to shipments pallet break down, holding, frustration clearance, and costs), and improve the flexibility to be rapidly embarked on multiple expeditionary platforms. Additionally automated warehousing handling and stowage capabilities are needed.

Mobility Aircraft: This challenge addresses anti-access concerns, ergonomically designed crew stations to reduce aircrew workload, assured global line of sight/beyond line-of-sight secure

airborne voice and data communications to enable dynamic mission re-tasking while enhancing aircrew situational awareness, and modular concepts that allow for multiple configurations / missions with same/like airframe. Additionally, aging airlift and aerial refueling fleet present a need for technologies that increase the reliability of aircraft systems and structures to include electronic control systems and more reliable avionics packages that will increase aircraft availability and airlift capacity.

DRIVE CYBER DOMAIN MISSION ASSURANCE:

Cyber and Electronic Security: The JDDE must be able to defend its information, detect and mitigate cyber and electronic threats against mobility platforms, networks, and C2 systems to continue uninterrupted operations. This requires a platform independent capability to secure deployment/distribution information resident in or traversing low assurance info networks/environments. This includes anomaly detection and predictive analysis techniques/tools (e.g., artificial intelligence (AI), machine learning (ML) & cognitive computing (CC)) to dynamically assess future threats, attack vectors, and attacker intent and anticipate actions before they happen (i.e., the capability to defeat an attack before it happens, instead of having to react to it as it occurs). Capability should dynamically respond to these threats and provide recommended response actions to operators. Capability must allow for assured, secure and trusted communications protected with Federal Information Processing Standard (FIPS) 140-3 compliant cryptography while also robustly withstanding or adapting to direct electronic attack. Solutions must require minimal management/infrastructure overhead, be able to integrate into existing DoD and commercial information systems, and leverage government-owned/operated capabilities to the maximum extent possible. Capability must enhance government collaboration in its ability to predict, detect, analyze, assimilate, mitigate, and deter cyber and electronic threats.

Secure Collaboration with Commercial Partners: The JDDE has interest in exploring concepts which minimize risk to passenger, patient and cargo movement data on commercial scheduled or chartered plane, ship, truck, bus, barge, and rail services leaving the Defense Information Systems Network (DISN) and shared with commercial partners. Capability must allow for assured, secure and trusted communications protected with Federal Information Processing Standard (FIPS) 140-3 compliant cryptography. Solutions must require minimal management/infrastructure overhead, be able to integrate into existing DoD and commercial information systems, and leverage government-owned/operated capabilities to the maximum extent possible. Goal is to securely collaborate and share information with commercial partners while ensuring confidentiality, integrity, and availability of U.S. transportation data residing outside of the DISN.

Resilient Communications: The JDDE needs technical solutions that address resilient and secure communications and networks, information infrastructure protection, and engineered systems. The objectives of the research are to provide secure, resilient, and assured communications over both wired and wireless networks to include highly mobile networks.

Improved Intelligence: The JDDE requires near to real-time Indications and Warning of activity against JDDE information systems to ensure Combatant Commander's ability to actualize the JDDE and project and sustain the Joint Force.

CREATE DECISION ADVANTAGE:

End-to-End Visibility: Deployment and Distribution (D2) stakeholders require accurate visibility to determine shipment status (where has it been, where is it now, when it will arrive, what threats may impact process, and what condition is it in) via system access at the beginning of a movement through the various nodes to the final destination/point of need. Availability of this information increases supply chain confidence, improves logistics processes performance, and enhances the expertise in the employment/command & control of D2 resources. Although much asset visibility data resides in USTRANSCOM's Integrated Data Environment/Global Transportation Network Convergence system, challenges remain in the effectiveness and efficiency of data capture, visibility of assets in-theater, and ability to create an enterprise view of the data. USTRANSCOM is interested in partnering with other organizations to provide solutions to overcome challenges relating to the integration of asset visibility data into appropriate business processes and system(s) to include, but are not limited to advanced cryptology, distributed ledger technologies and AI.

Information Visualization: The Warfighter requires an integrated geo-referenced digital image map and dashboard view of logistics and transportation land, sea, air, and waterway operational information with drill-down capability into specific details such as capacity, capability and readiness of equipment, personnel, built and natural infrastructure, common intelligence picture of threats, and other assets at current or potential operating locations. Both mission planners and operators require this dual-faceted visualization of mission information to ensure diminished risk to warfighters and the mission.

Deployment/Distribution Modeling, Simulation and Optimization: Budget uncertainty and the evolving global strategic environment drive the need to modify D2 business processes, equipment and infrastructure. The JDDE is limited in its ability to visualize highly interdependent D2 systems, weigh alternative courses of action and/or measure the effectiveness of the proposed changes. The JDDE requires modeling & decision support tools to transform systems, programs, initiatives, and measure contested environment/attrition effects on transportation/logistics movement to ensure operational efficiency.

Predictive Logistics and Maintenance Forecasting: Seeking solutions, to include remote inspection, autonomous vehicles, digital twin, and AI/ML technologies to enhance the warfighter's ability to more accurately forecast future logistics and maintenance requirements (including early parts requisition, reduction of unplanned repairs, increased reliability of platform structures and systems, and identification of emerging reliability risks). This challenge seeks to enhance operational needs/availability and optimize the supply chain in both forward and reverse flow. Predictive maintenance/logistics forecasting capabilities today are not linked (machine-to-machine) to distribution and logistics support responses informed with analysis of emerging threat trends and adversary capability developments. Additional efforts are needed to help expedite damage repair assessment and improve damage repair timelines.

Transportation Node Optimization: Warfighters need a single integrated view of force movement and sustainment planning requirements to provide a continuous and optimal balancing of total demand and capacity from plan inception to mission completion. Solution should provide insight into planning assumptions, logic supporting decision making and execution risks.

Knowledge Management: The operational and technical requirements of an effective near real-time global transportation network cannot be achieved through the application of legacy data-centric software design and development principles. Such a network calls for a degree of interoperability and a level of collaborative decision-support that is not available in any existing industry or government software environment of comparable scale. USTRANSCOM is looking to create an information-centric knowledge management layer on top of a data-centric Corporate Data Environment meta database layer.

Big Data: The JDDE remains committed in the pursuit and exploration of advancements in data science. Computational processing technologies like artificial intelligence, machine learning, and advanced analytics, continue to advance rapidly and have enormous potential to improve USTRANSCOM mission outcomes. Leadership recognizes that advanced decision-making capabilities are paramount in projecting and sustaining a decisive force whenever and wherever required. The ability to manage data as a strategic resource remains foundational to USTRANSCOM's transformation to a data driven command and underpins implementation of business reform initiatives such as the implementation of a Transportation Management System. As our data environment continues to evolve, USTRANSCOM remains engaged in research which drives data standardization, provenance, governance and analytics across the JDDE. Research interest includes but is not limited to advanced big data management; manipulation/integration of large data sets; data discovery, predictive/ prescriptive analytics; and deep learning algorithms.

Risk Assessment: There is a lack of available real-time risk assessment information for commanders and deploying units to rapidly determine acceptable levels of risk while en route to final destinations or to an intermediate staging locations. Interested in technologies, to include AI/ML enabled modeling of contested environment/attrition effects, to address this gap.

Distributed Global Mobility C2: C2 is the heart of successful military endeavors. For global mobility, C2 must be seamless regardless of theater of operation and/or customer being supported. This includes technologies that allow distributed C2 with mobile platforms (whether on land, sea, air, or space) as well as technologies, including AI/ML, that provide the capability to replicate large databases, in a synchronized fashion, across a globally distributed network. In addition, these enclaves must be capable of working "off-line," then seamlessly rejoining the global network following combat or contingency degradation. Additionally, a capability that can plan, allocate and integrate logistics resources effectively and quickly on a global scale in support of the operational needs of the combatant commanders.

NOTE: Description of Command Priorities and additional technology gaps can be found by accessing the USTRANSCOM RDT&E web page at <https://www.ustranscom.mil/cmd/associated/rdte/>, under the "references" tab, FY24 Operational

and Technical Challenges. Proposals addressing those technology challenges are a lower priority but will be considered.

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APPENDIX 2

USTRANSCOM Research, Development, Test, and Evaluation Program Project Selection Criteria

Award decisions will be based on a competitive selection of full proposals from subject matter experts and/or scientific/technical reviews.

1. JDDE gaps, areas of interest, and focus areas that this proposal targets.
 - a. Were high priority gaps targeted as listed in Appendix 1?
 - b. What are the target JDDE gaps, areas of interest, or focus areas?
 - c. How do specific technological capabilities enhance distribution, transportation, planning/execution, and decision support processes?
2. Applicability to Joint Deployment Distribution Enterprise.
 - a. Transformational potential (versus “modernization”).
 - b. Joint capability crucial to DoD supply chain.
 - c. Not associated with major weapon system or end item acquisition program.
3. Potential Return on Investment (ROI) and Affordability.
 - a. Shows significant positive ROI in lifecycle of application.
 - b. Demonstrates a compelling business case for use.
4. Technical Merit: Utilizes sound scientific/engineering principles, assessed by pertinent experts.
5. Technical Maturity.
 - a. Project demonstrates Technology Readiness Level 4-7 at startup.
 - b. Project demonstrates TRL advancement commensurate with funded level of effort, but not beyond TRL 7 at conclusion.
6. Programmatic
 - a. Project plan demonstrates well-defined, defensible, and properly interrelated cost, schedule, and performance objectives.
 - b. Project is structured in achievable phases or spirals with clear deliverables.
 - c. Project demonstrates well-defined exit criteria, performance goals, and well-defined deliverables (studies, hardware or software prototypes, experimentation results, etc).
7. Technology Transition Potential.
 - a. Project has committed transition/integration agency, defined by provision of project manager or owning agency and identifies committed funding for next steps or transition to further development work.
 - b. Project plan demonstrates adequate understanding of integration requirements if intended to transition to operational use or presents clear methodology for determining those requirements, during the course of research.

APPENDIX 3

USTRANSCOM RESEARCH, DEVELOPMENT, TEST & EVALUATION (RDT&E) Two-Phase Project Selection Process

Formats and Content for Proposals

A2.1. The likelihood a submission's success will be increased by clearly demonstrating the capability to be researched/developed covers an important need; that the proposer understands the Joint Deployment and Distribution Enterprise domain and its challenges; and the technical, programmatic, integration, and sustainment challenges of the proposed capability can demonstrate a benefit and/or positive return on investment (ROI) for the effort; and has an experienced/skilled team of researchers who will be assigned to do the developmental work.

Note: This is not a source selection.

USTRANSCOM's RDT&E Program is not a source selection process. The RDT&E Program solicits only Government agencies for proposals. Although many proposals are developed with an industry or academic partner, USTRANSCOM does not accept vendor specified proposals, or proposals with vendor specific markings (i.e., Copyright XXX Inc., XXX Inc. Propriety, XXX Inc. Logo). The selection of a non-USTRANSCOM submitted project for funding only involves USTRANSCOM to act as a stakeholder in the execution of the project. It is the role of the submitting agency to adhere to all contracting regulations and serve as the Project Manager.

A2.2. Phase I requires submittal of a "white paper." White papers are no more than four pages in length with an optional appendix and are intended to preclude unwarranted effort on the part of a proposer whose proposed work is not of interest to USTRANSCOM. The white paper should summarize the full proposal and demonstrate succinctly that the concept is worthy of additional consideration for funding by the government.

A2.3. Phase II requires submittal of a "proposal." This portion of the process is only for successful proposers selected from Phase I. Selected proposers will be requested to submit a definitive technical and cost proposal for USTRANSCOM to evaluate. Selection is dependent on the submission of a sound technical and cost proposal and is subject to successful negotiations as well as the availability of funds.

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Phase I - White Paper (4-page limit)

A2.4. The white paper must be formatted as stated below. Submittal shall be in Times New Roman font of at least 12 points printed in portrait format. Lines may be single-spaced, though double-spaced is preferred. Pages shall include a 1-inch margin at top, bottom, and both sides. A footer within the 1-inch bottom margin containing page number, submittal title, proposer's company name, and appropriate classification or proprietary notice shall be included and must be in least 8-point Times New Roman font. The cover page and optional two-page appendix are not included in the 4-page limitation.

A2.5. Section A: Cover Page (not included in 4-page limit). Include title of proposed project and acronym/short title, if appropriate; period of performance; estimated total cost and cost per year of performance; technical and contracting point(s) of contact, phone, fax, e-mail, date, company or agency name, and address; and notice of intellectual property content, security level, and other necessary markings; plus illustrations or logos as chosen by the proposer. This cover page itself should not contain proprietary or otherwise sensitive information.

A2.6. Section B: Project Description:

A2.6.1. Write a brief introduction describing what the RDT&E project will deliver. Acronyms spelled out on the cover page do not have to be repeated, but all other acronyms should be spelled out at first use (here and throughout document).

A2.6.2. Describe need being addressed/capability to be researched to demonstrate the proposer knows the domain and its challenges. Cite pertinent formal requirements documentation if it exists.

A2.6.3. Describe the maturity of the technology, including TRL at project startup and intended TRL at conclusion of the described RDT&E effort to describe the scope of the research effort and its maturity at the end of the project.

A2.6.4. Describe the anticipated benefit/ROI for implementing the proposed capability. Although a quantitative ROI is not mandatory, an objective ROI is more compelling than a subjective one. A quantified ROI should be calculated without excessive assumptions prior to the RDT&E effort. If selected for a Phase II submission, anticipated benefit/ROI will need to be detailed as described in the Phase II format below. Provide documented analysis for ROI as required.

A2.6.5. List the science/engineering/supply chain or other principles which demonstrate the proposal has technical merit and is likely to be able to solve the problem being addressed.

A2.6.6. List the performance metrics by which the RDT&E effort will be measured. This demonstrates the proposer comprehends the factors which dictate success for the effort.

A2.6.7. Describe instances where the technical approach has been used in industry or other non-DoD organizations.

A2.6.8. List the systems, corporate services, and/or programs of record with which this capability may be integrated, along with corresponding interfaces. State if there is already commitment by the Program Management Office of the system or program of record to incorporate the capability, once fully developed. This demonstrates a transition destination has been considered.

A2.6.9. List the numbers and experience of the designated researchers or other individuals who will perform this work and the location(s) where work will be done. This demonstrates the likelihood and level of expertise that will be applied. List the projects completed previously by the assigned researchers, providing telephone and organizational points of contact for the customer and/or user of the capability.

A2.6.10. List major deliverables of the project (mid-term or final reports, prototypes, analysis, etc.), a high-level schedule which includes these deliverables, and the funding proposed for each phase of the effort (including by each fiscal year of the project's span). This demonstrates the proposer's technical/programmatic planning capabilities and understanding of the scope of the effort required.

A2.7. Appendix (not included in 4-page limit). The proposer may include a 2-page appendix, not included in the body page count, consisting of a diagram, photograph, or other visual aid to further describe the proposed RDT&E project and its deliverables, understanding of the domain and the place the technology will have in it, or other illustrative facts. This appendix is meant to be a visual aid or place for tables or lists, not additional room for the text of the proposal.

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Phase II - Proposal (15-page limit)

A2.8. This document is only required from proposers who are notified of the government's selection of their Phase I proposals.

A2.8.1. The proposal shall be formatted as stated below. Submittal shall be in Times New Roman font of at least 12 points printed in portrait format. Lines may be single-spaced, though double-spaced is preferred. Pages shall include a 1-inch margin at top, bottom, and both sides. A footer within the 1-inch bottom margin containing page number, submittal title, proposer's organization, and appropriate classification shall be included and must be in 8-point Times New Roman font. The cover page and optional appendix are not included in the 15-page limit.

A2.8.2. Page limits listed in parentheses for the following sections are recommendations, and may be reallocated by the proposer, as necessary, within the 15-page limit.

A2.8.3. Cover Page. Include title and short title, point(s) of contact, phone number(s), fax and email, date, agency name, estimated total cost and cost per year of performance, and notice of intellectual property content, security level, and other necessary markings, plus illustrations or logos as chosen by the proposer. This cover page itself should not contain proprietary or otherwise sensitive information and is not included in the 15-page limit.

A2.8.4. General Project Summary (1 page):

A2.8.4.1. Describe the critical USTRANSCOM/Joint Deployment and Distribution Enterprise (JDDE) capabilities which the project addresses. Describe the current system/interface, capability, or process deficiency the proposal addresses. Describe the operational gap or issue addressed and how the development effort contributes to the solution. Describe the specific deliverables of the RDT&E effort (for example, analysis, report, prototype, experimental results of demonstration, etc.).

A2.8.4.2. Identify the technologies to be explored/developed, the end user, and how the technology will enhance that user's capabilities. Consider including a mission scenario, vignette, or Operational View (OV-1) illustration.

A2.8.4.3. List the information technology and/or hardware/platform/vehicle systems/corporate services/interfaces (potential programs or systems of record) with which the technology may be integrated.

A2.8.5. Requirements Traceability (0.5 page):

A2.8.5.1. Identify the formal requirements, program directives, Joint Capabilities Integration and Development System products, JDDE gap, or other formal source of requirements for the effort at the Joint or Service level. Higher priority will be given to those projects that address a Technology Need/Focus Area identified in the annual USTRANSCOM RDT&E Call for Proposals. Proposals should address the applicable Joint Capability Area (JCA), Tier IV, Logistics capabilities. If no Tier IV capability applies, then identify the appropriate Tier I and II

capability area. Definitions can be found in CJCSI 5123.01, *Charter Joint Requirements Oversight Council (JROC) and Implementation of the Joint Capabilities Integration and Development System (JCIDS)*. Tier I and II JCA capabilities will be evaluated separately.

A2.8.5.2. Alternately, if no formal requirement can be identified (see A2.8.5.1. above), identify any capability shortfalls from the USTRANSCOM web page <https://www.ustranscom.mil/cmd/associated/rdte/> not included in formal requirements documentation (previous criteria) that this project will address.

A2.8.5.3. If no formal source of requirements exists, clearly describe the capability gap and the vision for closing the capability gap. Cite any pertinent exercises, operational experience, and/or experimentation. Definitions of analysis can be found in CJCSI 5123.01.

A2.8.6. Project Suitability (1.5 pages):

A2.8.6.1. Describe the anticipated results and the manner in which the work will contribute to enhancing joint defense distribution and/or transportation capabilities. Describe why the technology/capability sought is not purely a Service (Title 10) responsibility and, therefore, qualified for joint USTRANSCOM RDT&E funding.

A2.8.6.2. Demonstrate why the project is innovative/transformational and, therefore, worthy of joint RDT&E funding and not simply an upgrade or modernization of an existing capability. Show the TRL at project start and anticipated TRL at project conclusion.

A2.8.6.3. Describe what steps were taken to ensure the effort is not duplicative.

A2.8.7. Benefit, Affordability, and Business Case (3 pages):

A2.8.7.1. The proposer must document ROI using Attachment 8 of USTRANSCOMI 61-1 (to be included in the proposal's appendix, not counted against the 15-page limit), whether quantifiable or not. A quantitative ROI is mandatory, if computable, and is more compelling than a subjective one. Instructions for completing the template are located in Attachment 8 of USTRANSCOMI 61-1 (format available at <http://www.transcom.mil/cmd/associated/rdte/>). ROI is calculated within the template as savings/cost avoidance generated by the investment minus the cost of the investment, divided by the cost of the investment.

$ROI = (\text{Savings and/or Cost Avoidance} - \text{Investment}) / \text{Investment}.$

The template is intended to complement the proposal. Where appropriate, the proposal should refer the evaluator to the template for additional information and vice versa.

Cost savings (e.g., replacing a manual operation performed by contractor personnel with a less expensive automated system) is a reduction to an approved program funding line that can be quantified, reallocated, and/or removed from the budget/POM and tracked. Whereas, cost avoidance (e.g., overtime pay due to increased workload from inefficient processes or equipment) is a benefit from actions that reduce or eliminate the need for an increase in

manpower or cost if present management practices continue. For projects of lower technological maturity or in the early stages of development, ROI/affordability can be based on broader assumptions, non-quantifiable benefits (also called qualitative benefits), and less-stringent criteria than would be expected for a go/no-go acquisition decision--as long as these assumptions are stated clearly. Non-quantifiable benefits (e.g., improve mission planning synchronization) cannot be quantifiably measured and are usually subjective in nature. Non-monetary quantifiable benefits can be measured quantifiably (e.g., reduction in military overtime man-hours). Characteristics such as product or service performance (miles/hour, orders/hour) or work environment (average noise level, mishaps/week) can sometimes be quantified in non-monetary terms. In such cases, non-monetary costs and benefits should be quantified to the greatest extent possible, and direct comparisons among these measures across alternatives should be made. Where affordability of the fielded capability is tentatively projected at the outset, the research plan should explicitly contain activities to refine these measures and refresh the estimates at project completion. A business case for use should be described.

A2.8.7.2. Sources and Assumptions. Document sources and assumptions associated with tangible/intangible costs/benefits for the project which affect (or make possible) the calculation of ROI and affordability. The sources and derivation of the costs/benefits must be documented and should include all interim calculations as appropriate. Source documentation (calculations, technical reports, similar RDT&E efforts, etc.) should be attached or referenced in the ROI template in the designated column.

A2.8.7.3. Analysis of Alternatives. Describe why this RDT&E effort is preferable to non-RDT&E approaches; list other courses of action (including non-materiel solutions) considered and why they are not recommended. Other courses of action must address potential solutions based on doctrine, organization, training, Materiel, leadership, personnel, facilities, & policy.

A2.8.7.4. Business Case for Implementation/ROI. If possible, quantitatively estimate the cost to implement the proposed capability (life cycle cost including RDT&E, development/test, procurement, and sustainment) and life cycle ROI. Describe any existing systems/interfaces which may be retired, or personnel support, which may be reduced (and thus operating costs saved) by use of the technology. Also, describe estimating methods or data sources which were used, and how they contributed to the credibility of the cost estimate.

A2.8.7.5. Applicability to Industry Practices and Partnerships. Describe, if possible, instances where the proposed technical approach has been used by industry (e.g., best/innovative practices) and how the capability, if developed and fielded in the Joint Deployment and Distribution Enterprise, may assist DOD in working more economically or seamlessly with its commercial and other supply chain partners.

A2.8.8. Technical Merit and Maturity (4 pages):

A2.8.8.1. Describe the technologies to be developed, their risks for fielding, and methods of better understanding or reducing those risks during RDT&E.

A2.8.8.2. State the assessment of experts regarding technical merit of the approach. Is the approach based on sound scientific/engineering principles likely to succeed in achieving stated capabilities? What are the qualifications of the experts who make that judgment?

A2.8.9. Programmatic (4 pages):

A2.8.9.1. Cost, schedule, and performance are interrelated. This section is meant to show the schedule of activities for the RDT&E effort with accompanying funding requirements for each segment of the project and its deliverables. See Attachment 1, Section A, for references.

A2.8.9.2. Provide a detailed schedule, with start and end dates for major activities, appropriate decision point milestones, and completion dates for deliverables such as studies, prototypes, and other outputs of the research, for the entire project. Show links to other development efforts and to Programs/Systems of Record (P/SOR) to illustrate transition paths. If a project has already started, include any activities already completed. Include activities that support transition to further development, demonstration or acquisition, as appropriate.

A2.8.9.3. Describe prior expended and requested funding for the RDT&E effort in then-year thousands. Include an estimate/rough order of magnitude for follow-on development, production, transition (for Transportation Working Capital Fund POR IT efforts) and sustainment costs. It is important in all life cycle phases (see Figure A2.1.) to plan for Information Assurance security, vulnerability management, patching, and hardware/software life cycle support management. Interoperability and negative security impact are also key considerations factors impacting every project’s funding life cycle. Revised transition costs shall be updated within the Technology Transition Strategy one year after project execution commences. Figure A2.1. is the required format.

Figure A2.1. Recommended Format – Lifecycle Funding Estimates.

<i>\$K, then-year</i>	<i>FYXX</i>	<i>FYXX</i>	<i>FYXX</i>	<i>FYXX</i>	<i>FYXX</i>	<i>FYXX</i>	<i>FYXX</i>
Prior funding source (name)							
Requested USTRANSCOM R&D							
Estimated additional R&D							
Estimated development/test							
Estimated production/fielding							
Estimated transition*							
Estimated sustainment*							

* Required for all Transportation Working Capital Fund (TWCF) Program of Record IT efforts

A2.8.9.4. List the partner organizations which will collaborate throughout the project’s execution.

A2.8.9.5. List similar prior RDT&E work performed for DOD, USTRANSCOM, or other government agencies.

A2.8.9.6. Describe performance metrics (see Figure A2.2.) to be used during conduct of the research and development effort (the RDT&E program is also required to report these metrics on each project in annual DoD-required budget documents). These metrics should be quantitative, if at all possible, or qualitative only by exception and should be measurable at milestones during

