

## UNCLASSIFIED

RDT&E BUDGET ITEM JUSTIFICATION SHEET (R-2 Exhibit)									DATE <b>February 2003</b>	
BUDGET ACTIVITY <b>03 - Advanced Technology Development (ATD)</b>					PE NUMBER AND TITLE <b>0401840F AMC COMMAND &amp; CONTROL SYSTEM</b>					PROJECT <b>5119</b>
COST (\$ in Thousands)	FY 2002 Actual	FY 2003 Estimate	FY 2004 Estimate	FY 2005 Estimate	FY 2006 Estimate	FY 2007 Estimate	FY 2008 Estimate	FY 2009 Estimate	Cost to Complete	Total Cost
5119 Agile Transportation 2001	0	0	6,046	6,054	0	0	0	0	0	0
Quantity of RDT&E Articles	0	0	0	0	0	0	0	0	0	0
<p>In FY04, this is a new PE.</p> <p>(U) <b><u>A. Mission Description</u></b></p> <p>Agile Transportation for the 21st Century (AT21) Advanced Concept Technology Development (ACTD) provides for a suite of decision support tools capitalizing on emerging technology to enhance command and control of the Defense Transportation System (DTS). In concert with Joint Vision 2020, AT21 will focus on identifying, exploring, and fostering advanced synergistic technologies for transportation and sustainment processes with an 'end-to-end' systems perspective. AT21 will transition both COTS and GOTS maturing database, optimization and collaboration technologies into the Defense Transportation System (DTS) to improve peacetime and wartime transportation operations for all Combatant Commanders, Services, and governmental entities. Transportation mode determination and optimization for strategic lift will be based on objective, time-sensitive delivery criteria. The United States Transportation Command (USTRANSCOM) will have the ability to provide the supported CINC with modal alternatives to meet such deployment requirements as required delivery date in theater. Assignment to sealift of collaboratively selected, sealift-qualified, movement requirements will automatically increase availability of scarce airlift assets for assignment to true mission critical requirements. AT21 will produce a software toolsuite for synchronizing and optimizing all DTS operations through unit level execution. This effort will produce an immediate return on investment through better lift aggregation, cost avoidance by increased lift optimization and quality of life of the service members, due to better scheduling. Additionally, this effort will support the Combatant Commanders with improved, rapid, and collaborative transportation planning to support any force deployment.</p> <p>(U) <b><u>FY 2002 (\$ in Thousands)</u></b></p> <p>(U) \$0 Accomplishments/Planned Program</p> <p>(U) \$0 No Activity</p> <p>(U) \$0 Total</p> <p>(U) <b><u>FY 2003 (\$ in Thousands)</u></b></p> <p>(U) \$0 Accomplishments/Planned Program</p> <p>(U) \$0 No Activity</p> <p>(U) \$0 Total</p>										
<div style="display: flex; justify-content: space-between;"> <span>Project 5119</span> <span>Page 1 of 3 Pages</span> <span>Exhibit R-2 (PE 0401840F)</span> </div>										

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(U) **A. Mission Description Continued**(U) **FY 2004 (\$ in Thousands)**

(U) \$0 Accomplishments/Planned Program

(U) \$1,829 Continue development of Strategic Transportation Planner (STP) to support optimization, mode determination broker and scheduler.

(U) \$1,829 Continue development of Aircrew Scheduler, Airbase Tactical Transportation Planner, and Aircraft Maintenance Scheduler to support the tactical echelon for optimization of assets.

(U) \$902 Continue development of deep Collobration in phases with Air Mobility Command (AMC), Military Traffic Mobility Command (MTMC), Military Sealift Command (MSC), Joint Forces Command (JFCOM), Pacific Command (PACOM), and Central Command (CENTCOM).

(U) \$1,486 Continue development of AMC Operational Transportation Planner to support the operational echelon for optimization of assets, mode determination and scheduler.

(U) \$6,046 Total

(U) **B. Budget Activity Justification**

This program is in Budget Activity 3, Advanced Technology Development, since it develops and demonstrates cost-effective technologies to improve the design, performance, and support of current and future weapon systems.

(U) **C. Program Change Summary (\$ in Thousands)**

	<u>FY 2002</u>	<u>FY 2003</u>	<u>FY 2004</u>	<u>Total Cost</u>
(U) Previous President's Budget			6,170	
(U) Appropriated Value				
(U) Adjustments to Appropriated Value				
a. Congressional/General Reductions				
b. Small Business Innovative Research				
c. Omnibus or Other Above Threshold Reprogram				
d. Below Threshold Reprogram				
e. Rescissions				
(U) Adjustments to Budget Years Since FY 2003 PBR			-124	
(U) Current Budget Submit/FY 2004 PBR			6,046	
(U) <b><u>Significant Program Changes:</u></b>				
Reduction IAW PBD 604.				

Project 5119

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Exhibit R-2 (PE 0401840F)

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<p>(U) <b><u>D. Other Program Funding Summary (\$ in Thousands)</u></b></p> <p>(U) PE 063750D8Z, DUSD (AS &amp; C)</p> <p>(U) PE 0603728D8Z, DUSD (S&amp;T)</p> <p>(U) PE 0604764K, DISA (AITS/JPO)</p> <p>(U) PE 41119F, USAF</p> <p>(U) PE 41115F, USAF</p> <p>(U) PE 0603772A, USA</p> <p>(U) <b><u>E. Acquisition Strategy</u></b></p> <p>SPO plans to use sprial development, using Indefinate Delivery and Indefinate Quantity contracts.</p> <p>(U) <b><u>F. Schedule Profile</u></b></p> <p>(U) Not Applicable</p>		
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