

OTHER BUSINESS PROGRAMS

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Justification of Estimates for Civil Functions Activities+
Department of the Army, Corps of Engineers
(\$000)

APPROPRIATION TITLE: Expenses

	<u>FY 2017</u> <u>Enacted</u>	<u>FY 2018</u> <u>Allocation 1/</u>	<u>FY 2019</u> <u>Budget</u>	<u>Change</u> <u>FY 2018-2019</u>
Expenses for Headquarters & Major Subordinate Commands (MSC)				
a. Headquarters, U.S. Army Corps of Engineers				
(1) Base level Operating Expenses				
(a) Labor	\$ 63,950	\$65,923	\$ 66,873	\$ 950
(b) Non-labor	\$ 16,448	\$17,198	\$ 17,236	\$ 38
(2) Enterprise Requirements (formerly Program/Campaign Acct/)	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 0</u>
SUB-TOTAL	\$ 82,398	\$85,121	\$ 86,109	\$ 988
b. Major Subordinate Commands				
(1) Base level Operating Expenses				
(a) Labor	\$ 62,821	\$ 63,927	\$ 64,597	\$ 670
(b) Non-Labor	<u>\$ 16,362</u>	<u>\$ 16,340</u>	<u>\$ 16,356</u>	<u>\$ 16</u>
SUB-TOTAL	\$ 79,183	\$ 80,267	\$ 80,953	\$ 686
Administrative Expenses for Field Operating Activities (FOA)				
a. Humphreys Engineer Center Support Activity (HECSA)	\$ 6,576	\$ 6,889	\$ 6,992	\$ 103
b. Institute of Water Resources (IWR)	5,439	\$ 5,586	\$ 5,650	\$ 64
c. U.S. Army Engineer Research & Development Center (ERDC)	307	\$ 267	\$ 272	\$ 5
d. USACE Finance Center (UFC)	1,279	\$ 1,270	\$ 1,274	\$ 4
e. USACE Logistics Activity	3,259	\$ 3,088	\$ 3,156	\$ 68
f. Army Corps of Engineers – Information Technology (ACE-IT)	<u>2,559</u>	<u>\$ 2,512</u>	<u>\$ 2,594</u>	<u>\$ 82</u>
SUB-TOTAL	\$ 19,419	\$ 19,612	\$ 19,938	\$ 326
TOTAL:	\$ 181,000	\$185,000	\$187,000	\$2,000

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1/ There was no Conference Amount available at the time this Budget Justification was prepared. The amount shown is the President's budget amount for FY 2018

The Expenses appropriation funds the Executive Direction and Management (ED&M) of the Civil Works responsibilities of the Corps headquarters and division offices; several field operating activities; and all operational costs necessary for the supervision, under the guidance of the Assistant Secretary of the Army (Civil Works), and general administration of Civil Works functions in the Headquarters, U.S. Army Corps of Engineers, and eight (8) major subordinate commands. It funds the salary/support costs of senior leadership that provide oversight and execution of the mission of the Civil Works program via five key functions. The Expenses appropriation is aligned with all of the National priorities/goals that guide, inform, and shape the Civil Works program priorities and goals. The five main program functions are:

- **Command and Control of USACE Civil Works operations:** Lead, develop, defend, and execute the Civil Works Program.
- **Policy and Guidance**
 - Develop, coordinate and issue policy that guides regional and field execution and operations.
 - Produce documents detailing Civil Works' management activities, such as the Program Execution Engineering Circular (EC), Program Development EC, and Engineering Manuals (EMs).
- **Program Management**
 - Support development of the President's Program for the civil works eight (8) business lines (Emergency Management, Environmental, Flood Risk Management, Hydropower, Navigation, Recreation, Regulatory and Water Supply), as well as eligibility and priorities for allocation of emergency supplemental appropriations, and allocate any additional funds enacted above the President's Budget levels in accordance with law.
 - Manage the Civil Works Program through a monthly Project Review Board (PRB), quarterly Directorate Management Reviews (DMRs), and Command Management Reviews (CMRs).
- **National Coordination**
 - Track and maintain database of more than 80 recurring national events such as the Native American (Tribal Nation) Program; Inland Waterways Users Board meetings; National Waterways Conference Budget/Legislative Summit; and the California Marine Affairs and Navigation Conference.
- **Quality Assurance:** Provide oversight to promote program execution that is technically sound and in line with law, policy and guidance. Principal activities include corporate leadership, strategic planning and performance measurement. Performance measurement is accomplished through performance assessment metrics, construction leading/lagging indicators, and efficiency studies.

FY 2019 Funding Justification

The Expenses appropriation is an administrative/operational account which supports the technical, administrative and staff supervision functions assigned to Headquarters (HQ), the Major Subordinate Commands (MSC) and the costs of those elements within six (6) field operating activities (FOA) providing direct support to those functions. The Expenses appropriation pays for two categories of requirements—labor and non-labor to support the U.S. Army Corps of Engineers.

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- Labor consists of civilian pay to meet the OMB approved execution level of 895 FTE distributed to HQ, 8 Major Subordinate Commands (MSC) and 6 FOAs. The average labor rate from FY10-FY15 was 70% of the total requirements, however, it increased to 79% of the FY 2018 proposed budget of \$185 million, and is 79.43% of the FY 2019 budget recommendation of \$187 million.
- Non-labor consists of mandatory “must fund” bills and discretionary requirements. Mandatory requirements include items such as: military pay (uniformed military officers supporting the civil mission), GSA rentals payments, communication (landline telephones); centralized finance, logistics, personnel support; enterprise information technology baseline support and fee for service automated information systems. Discretionary requirements are travel, training, supplies, printing and office equipment. Mandatory requirements average 19% of the budget..

The USACE HQ manpower allocation is divided among the mission organization, Directorate of Civil Works and the support offices, i.e., Office of the Commander, Resource Management, Human Resources, Office of Counsel, Contracting, Corporate Information, Public Affairs, Small Business, Safety, Equal Employment and Opportunity. HQ consists of senior leaders in positions of supervisory roles necessary to carry out the command and control functions of the organization, along with special staff in supporting roles. The Command provides authority support to a Civil Works organization in excess of 22,700 employees nationwide. The Headquarters Civil Works program manages staffs and supervises the execution of a Civil Works Program in excess of \$5 billion to include program development, design, planning, project management, engineering, construction, operations and maintenance of Corps projects, regulatory activities and research and development functions in support of this program and engineering, management and technical support to non-defense government agencies.

General Administration

General administration comprises command and control, policy and guidance formulation, program management in developing, defending and executing all major USACE programs; national and regional coordination level coordination with elements of the Administration, Congress and other agencies and national stakeholders; and quality assurance to ensure that the Civil Works Program is executed in accordance with law, policy and regulation. Execution of the Corps’ mission is decentralized across 38 districts, eight (8) MSCs, six (6) FOAs.

The program is managed at three major levels, which are explained below: a) Headquarters; b) Major Subordinate Commands; and c) Administrative Expenses for Field Operating Activities.

a. **Headquarters, U.S. Army Corps of Engineers**
Base Level Operating Expenses

FY 2019
\$ 86,109

The Headquarters, U.S. Army Corps of Engineers manages and supervises the execution of Civil Works programs, including program development, design, planning, project management, engineering, construction, operation and maintenance of Corps projects, regulatory activities, real estate functions and research and development functions. Designation of essential functions and delineation of processes to execute these functions are retained at HQ to ensure consistent customer support across the Corps. Headquarters is also responsible for activities pertaining to the Nation’s water and related environmental resources; developing and managing programs; planning, designing, constructing, and operating projects for commercial navigation, flood and storm damage reduction, aquatic ecosystem restoration, and related activities, such as hydropower generation. Headquarters assists the field command by providing command and control, policy formulation, national programs management, national coordination, quality assurance, preparation of the annual budget and legislative submission, national and international interface, resource distribution and oversight of execution, and performance measurement. Headquarters is also responsible to improve the performance of management functions and to increase the level of effort on management initiatives. In FY 2019, Headquarters’ will continue to address initiatives as follows:

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- Improving planning capabilities through the development and update of planning guidance and training;
- Expanding stakeholder coordination at the regional and national levels;
- Increasing training to retain, maintain and improve technical competence;
- Managing business process transformation; and
- Executing the following efforts previously funded within Remaining Items in FY2018 and prior fiscal years.
 - Dam Safety Program Management
 - Civil Works Program Improvements;
 - Civil Works Business Function Information;
 - Civil Works Performance Measurements;
 - Civil Works Business Analysis;
 - Program Development Technical Analysis

The Expenses appropriation funds the management of the Civil Works eight business lines. The FY 2019 request for Headquarters consists of the base-level operating expenses of \$86,109 for routine operations. Headquarters has an active program to manage its personnel resources and is responsible for reviewing positions to determine need and priority, consider need for new labor capability and determine what existing labor capability can be “traded out” for needed additional and/or new labor capability. Positions are prioritized and, as opportunities arise, least important positions are eliminated and new positions are created to respond to changes and challenges that impact the Expenses program such as those in the Planning and Policy Division, the Regulatory Program, and the Programs Integration Division. Headquarters is planning to strengthen its capabilities in contract management, internal review, program management for development, defense and execution of the Civil Works program, and the execution of project cooperation agreements.

The USACE Enterprise Requirements are a set of strategic initiatives essential to supporting Civil Works missions, and designed to maintain the agency’s leading edge and strategic direction in water resources management. The Enterprise Requirements also sustain core competencies that provide value to the Nation through responses to current and emerging challenges in water resources. Strategies and actions under these Enterprise Requirements also support implementation of the Civil Works Directorate Strategic Plan strategy Integrated Water Resources Management (IWRM), a strategy and policy document which informs the USACE Campaign Plan. The Enterprise Requirements not only address continuous learning by incorporating lessons learned from process improvements and accountability for organizational change, such as updating USACE regulations, policies, guidance and standard operating procedures, but also enhancing strategic collaborations and relationships with other federal agencies, Tribal governments, non-governmental organizations, and international governments and organizations. The Enterprise Requirements also provide for non-headquarters staff to assist the HQ mission.

The Budget includes \$2 million for Enterprise Requirements, including:

1. Guidance Update Management Program (GUMP) Continuation. (\$640K)

The funds provide for programmatic update of key policies, guidance and technical regulations that is used and required Corps-wide. The program ensures that engineering and environmental regulations and technical guidance for all Corps Civil Works projects and facilities are consistent with current Federal, state and local laws and regulations. The funds are for executive oversight and development of policy and technical requirements in support of Civil Works projects and facilities.

2. Key Budgetary Materials Update: Budget Press book, Budget Formulation and Business Line Execution and Budget Development EC Guidance-Inflation Rates. . (\$120K)

Key budget materials are developed to include the Annual Report to the Secretary of the Army, Civil Works Activities, the President’s Budget Press Book/J-sheets and research needed to support the Program Development Guidance.

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3. Strategic Developmental Assignments. (\$125K)

This program facilitates placement of USACE personnel as detail, who can facilitate strong communications with other federal agencies and Congress.

4. Chief of Engineers' Environmental Advisory Board. (\$90K)

Continue to collect strategic input from stakeholders to improve environmental activities and USACE environmental principles. The EAB operates under a DOD Charter in accordance with the Federal Advisory Committee Act.

5. Fund the CW Customer survey and strategic initiatives. (\$105K)

Collects stakeholder input to process improvements and customer responsiveness. In addition, the data collected is used corporately to drive delivery of products and services and increase customer responsiveness.

6. Implement efforts supportive of the improvement of decision making and strategic communications and risk management. (\$300K)

These efforts incorporate the former IPET Actions for Change which covers four programmatic areas: a) Comprehensive Systems Approach, b) Risk Informed Decision making and Communication, c) Professional and Technical Competence, and d) Improving Water Management. Efforts will focus on increasing risk informed communications, and technical expertise, developing and implementing concepts of sustainable systems considering resilience, risk, and climate variability. An assessment tool will be developed to evaluate resilience and sustainability of communities as a system. Pilot studies will be initiated to assess projects for sustainability and resilience.

7. Geospatial Framework Consistency and Sustainability. (\$250K)

Funds will be used to maintain this database warehouse and geospatial portal for the USACE. The System supports numerous automated information systems which provide flexible access to the data and information contained in the warehouse.

8. CW Information Management Contract Program. (\$370K)

This activity is no longer funded. Work is now performed by a permanent FTE.

The FY 2019 HQ staff level is 395 civilian FTE. HQ reimburses the Department of the Army for 31 Expenses-funded uniformed military spaces. HQ FTEs are divided among the Directorate of Civil Works and the support offices, i.e., Office of the Commander, Resource Management, Human Resources, Office of Counsel, Contracting, Corporate Information, Public Affairs, Small Business, Safety, Equal Employment and Opportunity.

The Headquarters breakout of operational costs by major category is shown below.

\$	66,873	Civilian Personnel Compensation and Benefits
	16,883	Fixed Costs (Rent, Utilities, AIS, Communication, Operating Support Purchased from Districts, MILPAY reimbursed to DA)
	353	Operating Costs (Transportation, Printing, Travel, Training, Supplies and Equipment)
	<u>2,000</u>	Enterprise Requirements
\$	86,109	

b. **Major Subordinate Commands (MSC)**
 Base Level Operating Expenses

FY 2019
 \$ 80,953

The Civil Works Program has eight MSCs that provide quality assurance for and supervision for the work of the 38 district offices that have Civil Works responsibilities, as well as providing regional coordination with other Federal and non-Federal entities. The MSCs have the following primary roles:

- Command and Control – executive direction and management (including resource management) of subordinate districts;
- Policy Guidance – development of strategy, policy, and guidance for division-wide programs and projects;
- Program Management – program development to integrate district-wide programs into division-wide programs, program defense of division-wide programs, and execution oversight and analysis of division-wide programs and projects;
- Regional Interface – coordination of issues which cross district boundaries and/or involve regional interests, higher headquarters, state agencies, and regional or higher headquarters of Federal agencies/foreign governments; and
- Quality Assurance – oversight to ensure process and procedures are in place to produce safe, timely, reliable, and cost-effective products and services.

A division headquarters office manages itself and all of its subordinate districts as a single business center, balancing workload against resources throughout the division's area of responsibility. Design of organizational structure is delegated to division commanders. The intent is to give subordinate commanders the flexibility necessary to meet customer needs, obtain efficiencies, adjust to resource constraints, and optimize good business practices. MSCs are responsible for program coordination among district offices to ensure efficient and effective program execution, establishment and oversight of technical centers of expertise, and workload and workforce planning. The MSCs are responsible for a strong navigation mission, as well as preservation, restoration, and enhancement of environmental resources, including but not limited to measures for fish and wildlife, increased water supplies, recreation, cultural resources, and other related water resources development programs. The FY 2019 civilian FTE staffing level for MSCs is 404. HQ reimburses the Department of the Army for 18 civil uniformed military positions at MSCs. The civilian FTE level for each MSC varies based upon the scope of their Civil Works responsibilities. The MSCs may have between 49 to 63 FTEs, except for Pacific Ocean Division, which has 17 FTE due to its predominately military workload.

The Major Subordinate Commands (MSC) provide command and control, program management, regional coordination, quality assurance and technical oversight of subordinate district offices. In addition, MSCs are responsible for program coordination among district offices to ensure efficient and effective program execution, establishment and oversight of technical centers of expertise, and workload and workforce planning.

\$ 64,597	Civilian Personnel Compensation and Benefits
15,994	Fixed Costs (Rent, Utilities, AIS, Communication, Operating Cost Purchased from Districts, MILPAY reimbursed to DA)
<u>362</u>	Operating Costs (Printing, Training, Travel, Supplies and Equipment, and Technical Support Purchase from Districts)
\$ 80,953	

c. Administrative Expenses for Field Operating Activities

Base Level Operating Expenses

FY 2019

\$19,938

The FOAs have a total of 118 civilian (no uniformed military positions) FTE. The Expenses appropriation funds management and operation costs allocable to the Civil Works program of Corps-wide support facilities including:

- Humphreys Engineer Center Support Activity (HECSA) - Provides day-to-day operational support services to the Corps;
- Institute for Water Resources (IWR) – Performs studies and analyses on a wide range of water resource issues and develops project planning techniques;
- Engineering Research and Development Center (ERDC) - Operates several labs and conducts research and development for the Corps and other agencies;
- U.S. Army Corps of Engineers Finance Center (UFC) - Supports all Corps finance and accounting activities;
- US Army Corps of Engineers Logistics Activity (ULA) - Provides logistics planning and operations support, supply and maintenance services, facilities maintenance services, transportation services, and regional logistics liaisons to USACE commands and activities in order to provide supply and service support across the full spectrum of operations.
- Army Corps of Engineers - Information Technology (ACE-IT) - Provides enterprise-wide IM/IT services for all information management functional areas to include Automation, Communication, Cyber Security, Records Management, Printing & Publications, and Visual Information. These services include local support activities such as desktop/laptop computer support as well as on-site printer support. Enterprise services include centralized data center operations, wide area network operations, radio frequency management, e-mail support, service/help desk, and cyber security services. The Expense appropriation funds 15 FTE to oversee the services provided by ACE-IT.

The Expenses appropriation funds six (6) FOAs with command and control functions. The FOAs have the following primary roles: administrative support to Corps tenants of the Humphreys Engineer Center and Corps Headquarters; a variety of water management functions such as conducting and managing national studies, special studies in support of the Civil Works mission, data collection and distribution, and technical support to other Corps offices in matters dealing with water resources management; centralized finance and accounting activities; centralized management of logistics operations; and information technology services to the Corps.

\$ 17,056	Civilian Personnel Compensation and Benefits
2,707	Fixed Costs (Rent, Utilities, Communication and Critical Support Services)
<u>175</u>	Operating Costs (Printing, Supplies, Equipment, Training and Travel)
\$ 19,938	

3. Account Summary:

	HQ	MSC	FOA	TOTAL
Civilian Personnel Compensation and Benefits	\$ 66,873	64,597	17,056	\$148,526
Fixed Costs	\$ 16,883	15,994	2,707	\$ 35,584
Operating Costs	\$ 353	362	175	\$ 890
Enterprise Requirements	\$ 2,000			\$ 2,000
TOTAL	\$ 84,109	80,953	19,938	\$187,000

APPROPRIATION TITLE: Flood Control and Coastal Emergencies (FCCE)

	FY 2014	FY 2015	FY 2016	FY 2017	Presumed FY 2018	FY 2019
	Allocation	Allocation	Allocation	Allocation	Allocation	Budget
FCCE 1/ 2/	\$27,000,000	\$28,000,000	\$28,000,000	\$32,000,000	\$35,000,000	\$27,000,000

The U.S Army Corps of Engineers (Corps) works with other Federal agencies, under the direction of the Federal Emergency Management Agency (FEMA), as part of the overall Federal response to help communities experiencing a flood, hurricane, or other natural disaster. Under the National Response Framework (NRF), the Corps serves as the lead Federal agency for Emergency Support Function #3 – Public Works and Engineering. In this capacity, the Corps assists FEMA by coordinating Federal public works and engineering-related support, as well as providing technical assistance, engineering expertise, and construction management to prepare for, respond to, and/or recover from domestic incidents. The NRF outlines the Corps’ pre-disaster requirements to ensure that it is able to quickly deploy appropriately trained, properly equipped personnel, obtain timely contractor support, and work effectively in coordination with other Federal agencies. In addition, Public Law 84-99, as amended, 33 U.S.C. § 701n, provides a separate source of authority for the Corps to prepare for and respond to floods, hurricanes, and other natural disasters, and to support emergency operations during such natural disasters.

This appropriation funds the Corps’ coordination with key local, state, Tribal and federal stakeholders/partners, and planning, training, exercises, and other preparedness measures that help the Corps respond to flood, hurricane, and other natural disasters, and support emergency operations in response to such disasters, including advance measures, flood fighting, providing potable water, and the repair of certain damaged flood and storm damage reduction projects.

The requested funds are for preparedness and training activities, including periodic training, essential support services, communication systems and equipment contracts; contracts renewals for use in the event of a natural disaster (to support NRF missions for emergency power, debris, housing and roofing); manning of emergency operations centers, flood-fight equipment and supplies, and inspections of eligible non-Federal projects. The requested funding also may also be used to purchase and stockpile critical equipment and supplies (i.e. pumps, HESCO, sandbags) that otherwise would not be readily available during initial response operations.

Personnel trained would include Planning and Response teams, Crisis Management teams, Crisis Action teams, and the Corps staff who will work in the Emergency Operations Centers and Regional Response Coordination Centers. Training and Exercises includes State exercises such as Hurricane Table Tops; and Division and District exercises for flood fight training and regional all hazards training.

The FY 2017 Supplemental appropriated \$419,900,000 for FCCE in January 2017. The Corps estimates all remaining supplemental funds will be obligated and/or expended to repair damaged projects by the beginning of FY 2019.

1/ Unobligated Carry-in Funding. The actual unobligated carry-in funding from FY 2017 to FY 2018 was \$13,400,000. There was an additional \$74,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior year appropriations for use is \$4,000,000.

2/ There was no conference amount available at the time this justification sheet was prepared. The amount shown is the President’s Budget amount for FY 2018.

APPROPRIATION TITLE: Regulatory Program

AUTHORIZATION: Rivers and Harbors Act of 1899, Sections 9 and 10
Clean Water Act, Section 404
Marine Protection, Research and Sanctuaries Act, Section 103

SUMMARIZED FINANCIAL DATA:

FY 2019 Budget Request	\$200,000,000
FY 2018 Allocation ^{1/2/}	\$200,000,000

JUSTIFICATION:

The Corps regulates specific activities in the Nation's waters pursuant to Section 9 and 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act, and Section 103 of the Marine Protection, Research and Sanctuaries Act. The Corps' Regulatory program is highly decentralized, with most of the authority for administering the program delegated to District Commanders. There is a large range in the types of aquatic resources found in Districts, as well as varying levels of development pressure and permit review complexity. An increased number of applicants seek approval to build in or near high value aquatic areas, including wetlands. Given the complexity of the review and a changing development landscape, many permit decisions result in litigation. In the last decade years, the Corps has been subject to at least five major lawsuits with national level implications, changing the interpretation of regulations and increasing the complexity of the program. The potential for litigation increases the need to assure decisions are properly documented, based on sound science, and in compliance with applicable laws.

Administration initiatives such as regulatory reform efforts and the "One-Federal Decision" approach for major infrastructure projects require dedicated staff effort, training, and execution investment for implementation at the district level. Funds will be used to support these efforts.

Types of Activities Regulated by the Corps:

- a. Construction and other work in waters of the United States, including wetlands;
- b. Construction of fixed structures and artificial islands on the Outer Continental Shelf;
- c. Discharges of dredged or fill material into waters of the United States, including wetlands;
- d. Transportation of dredged material for the purpose of disposal in ocean waters.

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2017 to FY 2018 was \$10,500,000. There was an additional \$294,000 of unobligated funds that are committed within the Corps for scheduled ongoing requirements in FY 2018. As of the date this justification sheet was prepared, the total unobligated dollars estimated to be carried into FY 2019 from prior appropriations for use on this effort is \$5,000,000.

2/ There was no Conference Amount available at the time this justification sheet was prepared. The amount shown is the President's Budget amount for FY 2018.

Evaluation Criteria. The decision to issue a permit is based on an evaluation of the probable impacts of proposed activities on the aquatic environment, including wetlands, and other aspects of the public interest. In order to issue a permit, District Commanders must determine that activities are not contrary to the public interest. In addition, for Section 404 permits, the Corps must determine compliance with Clean Water Act, Section 404 (b)(1) guidelines. Corps permits must also comply with other Federal laws, including the Endangered Species Act (ESA) and National Historic Preservation Act, and address the mandates guiding the Federal government's trust responsibility to Tribes.

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Regulatory

FY 2017 ACCOMPLISHMENTS AND FY 2018 ONGOING EFFORTS: The Corps processed approximately 80,000 permit-related activities, authorized approximately 56,000 permits, and completed approximately 35,000 jurisdictional determinations. Of these authorizations, approximately 94 percent were authorized by Regional and Nationwide general permits, with the remainder authorized by individual permits. 85 percent of the general permits were issued in 60 days or less and 58 percent of the individual permits were issued in 120 days or less.

The Corps works with other Federal agencies, States, and tribal and local governments to develop procedures that reduce duplication and increase Program efficiencies and service to the public. This is achieved, for example, through synchronization of environmental reviews for transportation projects, programmatic and regional general permits, pre-application meetings, on-line tools, joint Federal-State permit applications and processing procedures as well as work-sharing agreements with State and local governments. The Corps continues to collaborate with Federal agencies to share information and data to deliver efficient and effective regulatory permit decisions.

The Corps completed the reissuance of the 2017 Nationwide Permits in January 2017. The nationwide permits authorize approximately 40,000 reported activities per year, as well as approximately 30,000 activities that do not require reporting to USACE districts. The nationwide permits provide incentives to avoid and minimize impacts to wetlands, streams, and other aquatic resources because of the limits and other conditions imposed on these authorizations. Efforts will begin in FY 2019 for the reissuance process for the 2022 Nationwide Permits.

The Corps' Regulatory Program completed national templates for decision documents, which address documentation requirements for affirmative standard individual permit decisions, general permit verifications, and section 10 letters of permission (LOPs). Appropriately documenting the basis for our decision-making for all individual permits, general permit/Nationwide Permit verifications, and LOPs is a critical element of providing fair, flexible, reasonable, transparent, and defensible decisions to the general public.

The Corps is actively supporting multiple Administration initiatives, including streamlining environmental reviews for infrastructure projects. The Corps is also developing several products for field regulators, including linear projects standard operating procedures, ESA guidance, an enforcement handbook, water supply guidance, Water Resources and Development Act (WRDA) section 214 guidance, and cumulative effects guidance. These efforts are focused specifically to improve Program efficiency and effectiveness.

The Corps updated the National Wetland Plant List (NWPL) and provided the public with an opportunity to provide comments upon issuance of a Federal Register notice. The NWPL updates reflect taxonomic and nomenclature changes. Upgrades to the website are intended to provide more user friendly functionality. An updated Memorandum of Agreement with EPA, NRCS, and USFWS to update and maintain the NWPL was signed in 2017, and biennial updates will begin in 2018.

The Corps continues to focus on incorporating the latest technology to support decision-making and tracking regulatory actions in our database – ORM2. The use of geospatial data from internal and external sources is also a component of the ORM2 system, allowing district regulators to more efficiently analyze data in support of the decision-making process. Additional enhancements were made to ORM2 to further standardize data entry, and regulators were provided with additional online documentation, training, and guidance on data management to ensure accurate and consistent database entry in their districts. The ORM2 database is essential for collecting and reporting data in a consistent manner, including types of work, impact, mitigation, and location data. The Regulatory Program also maintains an ORM2 public facing website that provides the public with a list of permits associated with all emergency work that require regulatory action, pending and final individual permits, and approved jurisdictional determinations. Further improvements are being tested to provide the public a map-view option that would facilitate navigating the site. The Regulatory Program will also continue to work on increasing transparency regarding other data frequently

requested by the public through the Freedom of Information Act process.

Corps Districts continue to update their public websites, to help the public understand the Regulatory Program and how to obtain permits. The websites utilize avatars and interactive information methods to improve service to the regulated public and stakeholders. This aims to guide the public through the Corps Regulatory process and ensure all necessary information is provided with permit applications. The anticipated result is that a greater percentage of permit applications received will be complete, reducing the administrative burden on the Corps and delays associated with requesting additional information. The Corps will continue to investigate additional ways to bring Regulatory data and information to the public and our stakeholders.

Item	FY 2019 Budget
Funding to Districts/Divisions	\$192,000,000
ORM2 Support	\$3,000,000
Other Enterprise Level initiatives (including training)	\$2,200,000
ERDC Support	\$1,500,000
IWR Support	\$1,300,000
Total	\$200,000,000

Justification of Estimate for Civil Functions Activities
Department of the Army, Corps of Engineers
Fiscal Year 2019
(\$000)

APPROPRIATION TITLE: Office of the Assistant Secretary of the Army for Civil Works

	<u>Presumed FY 2018 Appropriation</u>	<u>FY 2019 Budget</u>	<u>Change FY 2018-2019</u>
Policy Direction and Oversight	\$ 5,000.00	\$ 5,000.00	\$ 0

JUSTIFICATION:

In accordance with 10 USC 3016(b) (3), the Assistant Secretary of Army for Civil Works (ASA (CW)), has the principal responsibility for strategic planning and overall policy direction and supervision of Department of the Army functions relating to all aspects of the Civil Works Program, including all reimbursable work performed by the U.S. Army Corps of Engineers (USACE) on behalf of Federal and non-Federal entities.

Specific responsibilities of the ASA (CW), assigned by statute and/or Army General Orders, include:

A. Managing and supervising the Army Civil Works Program, including:

1. Developing, defending, and directing the execution of Army Civil Works policy, legislative activities, and financial programs and budget.
2. Developing policy and guidance for administering the regulatory program to protect, restore, and maintain the waters of the United States in the interest of the environment, navigation, and national defense, pursuant to the Rivers and Harbors Act of 1899, the Federal Water Pollution Control Act (Clean Water Act), as amended, and the Marine Protection Research and Sanctuaries Act of 1972.
3. Developing the Department of the Army position on USACE civil works studies and projects, including coordination with OMB under E.O. 12322, and transmission of the Secretary's recommendations to Congress.
4. Serving as Congressional liaison on Civil Works matters, including serving as the Department of the Army point of contact for House and Senate Authorization and Appropriations Committees charged with oversight of the Army Civil Works Program.

B. Overseeing the development, coordination, and implementation of policy for USACE programs in support of other Federal and non-Federal entities, except those activities that are exclusively in support of U.S. military forces.

C. The Office of the Assistant Secretary of the Army for Civil Works, in coordination with the Army's Deputy Chief of Staff, G-3, also develops policy for and directs the foreign activities of USACE, except for those foreign activities that are exclusively in support of U.S. military forces overseas.

OASA(CW)

Office of the Assistant Secretary of the Army (Civil Works)

Object Classification	FY 2018 <u>Appropriation 2/</u>	FY 2019 <u>Budget</u>
Personnel Compensation 1/		
Full-time permanent (fully fund authorized staff to accomplish mission)	\$ 2,852,037	\$ 3,000,000
Civilian personnel benefits	\$ 713,009	\$ 735,000
Travel and transportation (TDY)	\$ 122,098	\$ 144,000
Transportation of things (Change of station)	\$ 423,606	\$ 150,000
Rental payments to GSA	\$ 485,652	\$ 497,000
Communication, Utilities, and Miscellaneous Charges	\$ 34,027	\$ 34,000
Printing services	\$ 1,000	\$ 1,000
Other services from non-Federal sources	\$ 459,640	\$ 407,000
Supplies	\$ 40,000	\$ 50,000
	<u>\$ 5,132,069</u>	<u>\$ 5,000,000</u>

1/ Personnel currently includes 21 full time equivalent employees (plus 2 military funded from a separate account).

2/ Carry-in funds of \$1,939,862 will be used in addition to the FY 2018 appropriation. The estimated carry-in to FY 2019 is \$1,808,793.

APPROPRIATION TITLE: Revolving Fund- Plant Replacement and Improvement Program (PRIP), Fiscal Year 2019

1. Explanation of Revolving Fund. The Revolving Fund was established by Congress in 1953 (P.L. 83-153, 67 Stat. 199) and replaced the Plant Allotment Account authorized by the Secretary of War, on 13 December 1934, which had in turn replaced the Plant Program - Appropriation Basis that was used prior to 1934. Prior to the establishment of the Revolving Fund, accounting procedures necessitated by the two previous systems were cumbersome and resulted in a distorted picture of costs when a plant was transferred from one appropriation to another.

a. Essentially, P.L. 83-153 provided that the Revolving Fund assumed the total capital value of \$127.9 million in 1953, consisting of the unexpended cash balance (\$25.3 million) and the net value (\$102.6 million) of the assets and liabilities of the plant accounts. The Revolving Fund would finance all future services as a separate entity within its own resources. The Plant Replacement and Improvement Program of the Revolving Fund (PRIP), has proven to be an effective means of providing equipment and materials needed on more than one project. Some advantages of the system are that it: (1) Simplifies funding and accounting procedures; (2) Provides consideration for plant replacement costs and inflation; (3) Eliminates distorted project costs when plant is used on multiple projects throughout its economic life; and (4) Permits plant availability on a timely basis to meet requirements.

b. The Revolving Fund operates within its own resources rather than from recurring annual appropriations. The Fund owns land, structures, dredges, floating plant, aircraft, fixed and mobile land plant, tools, office furniture, special equipment, computers and automated systems, which serve two or more projects or appropriation accounts. In order for the Revolving Fund to acquire and replace assets, plant or equipment items, it is necessary that the user, project, or appropriation be charged a fee when equipment or services are consumed. This fee consists of operating and fixed costs. The operating costs are reimbursed without a surcharge. The fixed costs include straight-line depreciation and a PRIP surcharge to provide for price growth and inflation. When planned expenditures exceed the income producing capability of the Fund, additional direct appropriations are required.

c. When the Revolving Fund was established, Congress authorized a capital fund limitation or ceiling of \$140.0 million. The capital fund value or corpus consists of the total assets, less liabilities and reserves. The initial corpus ceiling was adequate until 1965, when rising workload and inflation forced the Corps of Engineers to begin Budgeting annual increases of the corpus. These requests were generally granted, because the ceiling limited the income generating capability, which in turn, adversely affected the overall management of the Fund. Therefore, the Corps recommended and Congress granted the request in FY 1979, that annual capital-expenditure ceilings be substituted for the corpus ceiling. Then in FY 1985, expenditure ceilings were replaced by expenditure estimates. Starting in FY 1994, the Corps replaced the estimate of expenditures with an estimate of obligations in accordance with recommendations by the General Accounting Office.

2. The Revolving Fund accounts for facilities, payroll, and operations throughout the Army Corps of Engineers at its divisions, districts, separate field offices, and laboratories including its Engineer Research and Development Centers like the Waterways Experiment Station. The fund incurs expenses for acquisition, rehabilitation, operation, and maintenance of multiple use structures such as warehouses, shops and garages, as well as general-purpose plant, such as dredges, tugs, launches, trucks, cranes, bulldozers, drill rigs and other construction equipment. It also provides for reimbursement of the general and administrative expenses of District offices.

3. The FY 2019 PRIP includes 4 New Major Items and 8 Continuing Major Items from FY 2018. One Continuing Major Item has a revised cost estimate greater than twenty percent above the original estimated cost. The tables that follow provide cost estimates for the New Major Items and revised cost estimates for the Continuing Major Items with increases in excess of twenty percent from the original cost estimate.

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FY 2019 New Major Items	Page	Total Estimated Cost (\$000)
1. Engineer Repair Yard Rehabilitation-Wilmington District	3	7,500
2. Medium Class Hopper Dredge Replacement (MCHD)-Philadelphia District	3	125,000
3. Ensley String Out Replacement-Memphis District	6	49,918
4. Corps of Engineers Financial Management System (CEFMS) Modernization-UFC	6	14,493
		Total: 196,911

Continuing Major Items with Revised Cost Estimates in Excess of 20%	Page	Original Estimated Cost (\$000)	Previous Estimate d Cost (\$000)	Revised Estimate d Cost (\$000)	Total Cost Increase (\$000)
1. PROMIS: Corps of Engineers Programs and Project Management Information System (PROMIS)- Corpwide	6	29,945	45,674	46,674	1,000

4. FY 2017 thru FY 2019 (Items costing \$5,000,000 or more)

a. Land and Structures:

(1) Engineer Repair Yard Rehabilitation-Wilmington District (SAW)- (NEW). The Wilmington District Asset Management Branch maintains the Engineer Repair Yard to provide support not only to District Lakes and Hydropower Projects but also a Floating Plant consisting of three dredges, a construction tender (snagboat), three survey boats and assorted smaller crafts used to support mission requirements. The Engineer Repair Yard (EY) was originally constructed in 1954 as a dockside service facility for the District shallow draft dredge fleet. Flooding at the EY threatens the safety of EY employees and vessel crews, and is a major contributing factor to lost time and equipment damage. Over the years the tidal flooding has increased. Monthly the yard production is impacted during a high tide. In order to carry out normal operations, personnel must be transported from the machine/welding shops via pallets on forklifts to support vessels at the pier. Vehicle flooding is mitigated by moving all the vehicles out of the facility to the main road or the adjacent property. The machine shop is the only building on the facility that has zero flooding risk and it was raised in 1993 to the five (5) foot elevation mark. All the other buildings experience water intrusion during major storm events and the weld shop has experienced minor flooding during high tidal events. The commercial yard next door is also at the five (5) foot elevation mark and that facility experiences zero flooding during storms or high tides. The deficiencies have been identified and this minor request is to address the primary concern of flooding. If the EY continues to do business in this environment we can expect consistent but unplanned delays in floating plant availability and lost man-hours. The other major concern is safety of the floating plant crew and EY personnel. Continuing to work in a flooded environment puts all personnel at risk. This minor request is to address the primary concern of flooding. Initially the plans and specifications would be completed in FY19 as Phase I. In FY20 Phase II, the contractor will complete demolition of the building to be replaced, sheet pile/bulkhead work to protect buildings and eliminate boat ramp, fill dirt, paving, concrete, and foundations. In FY21 Phase III, accomplish construction of the new buildings, plumbing and wiring. All of the new buildings will be prefab metal buildings to reduce cost, but meet the current needs of the EY. Funding for FY 2019 will be used for design. Total estimated cost: \$7,499,520. Prior Years: \$0. FY 2017: \$0. FY 2018: \$0. FY2019: \$660,000. Future Years: \$6,839,520

b. Dredges:

(1) Medium Class Hopper Dredge Replacement (MCHD), Philadelphia District, MDC 3010- (NEW). A new MCHD is necessary to meet technologically modern and efficient standards in order to carry out emergency and national defense dredging work as part of the minimum federally owned fleet. The procurement of a modern, efficient, environmentally and economically sustainable Ocean Going Medium Class Hopper Dredge (MCHD) for the Philadelphia District is in accordance with Public Law Public Law (95-269) referred to as The Industry Capability Program (1978). In addition, the new MCHD fully aligns with the published USACE 2011 Minimum Fleet Capital Investment Report (MFCIR) and is consistent with the recently released USACE 2017 Hopper Dredge Recapitalization Analysis. This project entails the development of a vessel requirements assessment, followed by a procurement for contractor design and construction of a modern, efficient, environmentally and economically sustainable Ocean Going Medium Class Hopper Dredge (MCHD) for the Philadelphia District. The new hopper dredge will be owned and operated by the U.S. Army Corps of Engineers as part of the Corps' "minimum fleet" for national security and safe navigation. Hopper useable volume will be 5,000 to 6,000 cubic yards. This project is envisioned as procuring the MCHD under a best value trade off (BVT), Design-Build contract. The procurement will encompass the design, dredging equipment supply, construction and delivery of the MCHD. The procurement process and technical requirements will maximize the applicability of existing commercial dredge designs, and will provide enough flexibility regarding the vessel's features to allow bidders to provide a final design that ensures the "Best Value" competitive acquisition of the dredge for the USACE minimum fleet mission. Funding for FY 2018 will support a MCHD concept validation assessment and FY 2019 funds will be used for procurement. Total estimated cost: \$125,000,000. Prior Years: \$0. FY 2017: \$0. FY 2018: \$150,000. FY 2019: \$105,200,000. Future Years: \$19,650,000.

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c. Other Floating and Mobile Land Plant:

(1) Crane Barge, St. Paul District, MDC 3129- (Continuing). This project entails the design and the construction of a new non-self-propelled, inland rivers barge of welded steel construction for the St. Paul District, it will serve as a platform in support of the operation of an existing MVP-owned Link Belt LS-218H crawler crane. The new crane barge (150' x 50' x 10' deep) shall be used to remove rock, sand and silt from the inland waterway system in and around the St. Paul District. The vessel shall also place riprap rock to stabilize the riverbanks. Additionally, the vessel shall perform lift work at Lock and Dam sites. Funding for FY 2018 will be used for the contract design, solicitation and contract award, and FY 2019 funds will be used for Q/A and contract management. Total estimated cost: \$7,252,000. Prior years: \$0. FY 2017: \$0. FY 2018: \$5,895,000. FY 2019: 365,000. Future Years: \$992,000.

(2) Davis Crane Barge Replacement, Mobile District, MDC 3085- (Continuing). The current barge and pedestal mounted crane are advanced in age with increased maintenance costs and downtime on the crane. Mission experiences from working the unit have revealed the need for a different crane configuration with more capacity and adaptability than the current mounted pedestal unit. The current crane is of an older design that has been out of production for 15+ years and the availability of spare and replacement parts is non-existent, therefore the future sustainability of this crane is difficult. The replacement crane will be a standard of-the-shelf crawler type to be replaced at regular intervals of 20 years to ensure the crane does not become obsolete and unsustainable. The district expects a long term maintenance cost savings utilizing an off-the-shelf crawler versus the modified specialty crane in current service. The current barge cannot accept a crawler crane without significant redesign and modification. The replacement barge will be designed for the use of crawler cranes with the increased capacity of the noted replacement crane. The barge will be designed for a 40 year life. The current crane barge unit supports the Mobile District's 22 navigation locks on 4 inland waterways, as well as navigation channel maintenance, water management and other missions. The replacement unit will directly assume these duties. Funding for FY 2018 will be used for the MDC in-house design of the barge and preparation of the crane and barge construction specifications and solicitations. Funding for FY 2019 will be used for award and contract management. Total estimated cost: \$24,852,000. Prior Years: \$0. FY 2017: \$0. FY 2018: \$455,000. FY 2019: \$19,825,000. Future Years: \$4,572,000.

(3) Quad Cities Floating Crane Replacement, Rock Island District, MDC 2685- (Continuing). The Quad Cities Heavy Lift Crane is a one of a kind Manitowoc 36ft. ringer, heavy lift crane capable of lifting 350 tones with full 360 degree rotation that currently serves the entire Mississippi River from St. Paul to New Orleans as a regional asset. This unique piece of equipment is critical to our entire Structures Maintenance Unit mission and is central to our ongoing work process for lock miter gate and lift gate repair. It is regularly used with the Rock Island District to remove aging and damaged miter gates and install temporary spare gates so that navigation can continue uninterrupted. There is no other heavy lift barge mounted crane capable of performing these required emergency heavy lifts on the Upper Mississippi River. This 22 year old derrick barge has been exposed to repeated structural fatigue, deterioration of the base metal, and degradation of structural welds. The potential for catastrophic breakdown of the barge's main structural members during heavy lifts significantly increases with each added year of service; inevitably, this will cause extended lock closures and result in mission work stoppage. Funding for FY 2017 was used for construction the barge and crane fabrication. Funding for FY 2018 will be used to continue barge construction and FY 2019 funds will be used to complete barge construction, tests, trials and delivery of completed vessel. Total estimated cost: \$44,840,000. Prior Years: \$27,016,000. FY 2017: \$511,000. FY 2018: \$350,000. FY 2019: \$400,000. Future Years: \$16,563,000.

(4) Derrick Boat McCauley Crane Replacement, Buffalo District, MDC 2989- (Continuing). The Derrick boat McCauley was constructed in 1948 and has significantly exceeded its expected useful life. Major deficiencies include the winches used to operate the spuds are located some distances from the spuds, requiring the operating cables to run across the deck and creating a hazard for personnel. The side skin plating of the barge is in need of replacement. The crane is obsolete and orphan (manufacturer of the crane is no longer in business). Therefore, replacement parts must be custom machined, thus adding both time and expense to routine and major maintenance work. Due to age the crane is not operated at original rated capacity, which leaves it deficient in lifting capability for the

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current mission. The majority of the interior of the vessel is coated with lead based paint (LBP) which has been stabilized by over-painting but presents a continuing hazard to the vessel crew and significantly increases the time and cost of repair work performed on the vessel. If this PRIP request is not funded the consequences will be increasing frequency and cost of maintenance work, increased probability of equipment failures requiring unscheduled repairs and lost time during the work season, increased safety risk due to the increased probability of equipment failure, and generally a decreased ability to reliably meet the mission of the vessel in Buffalo District and regionally across the Great Lakes. The approved total estimate cost was changed from \$13,100,000 to \$7,500,000 in FY 2017 because LRB planned on using a barge that was to be excessed from the Olmsted project, however subsequent survey of the Olmsted barge revealed it had not been maintained in a condition that was suitable for reuse. Funding in FY 2017 was used to further develop project definition and set conditions for the crane procurement. Funding for FY 2018 will be used for the crane procurement and FY 2019 funds will be used to procure barge for integration with crane. Total revised estimated cost: \$14,700,000. Prior Years: \$87,000. FY 2017: \$168,380. FY 2018: \$155,000. FY2019: \$7,000,000. Future Years: \$7,289,620.

(5) Derrick Boat Elizabeth Replacement, Norfolk District, MDC 3066- (Continuing). This project entails the project definition, preparation of contract plans and specifications, design, construction, and testing of a new lift vessel for the Norfolk District of the Corps of Engineers. The primary area of operation is on rivers, inshore, coast and protected waters within the Norfolk District. The new vessel is intended to replace the aging Derrickboat Elizabeth (a 1940s era seaplane recovery vessel) which is past its useful service life, with a more capable floating plant. The replacement vessel will have similar vessel particulars from the existing vessel to include Length: 100-ft, Beam: 31-ft, Depth: 8-ft, Draft: 4-ft 4-in, and Cruising speed of approximately 10 knots. The vessel will be a proven design capable of operating in coastwise conditions similar to those off the Virginia coast. Funding for FY 2018 will be used for AE Task Order for vessel design and FY 2019 funding will be used for procurement. Total estimated cost: \$8,235,000. Prior Years: \$12,000. FY 2017: \$0. FY 2018: \$750,000. FY2019: \$5,815,000. Future Years: \$1,658,000.

(6) Survey Boat Irvington Replacement, Mobile District, MDC 3042- (Continuing). The Mobile District currently uses the Irvington to conduct hydrographic surveys in support of dredging and other channel maintenance activities for the harbors of Mobile, Alabama, Pascagoula, Gulfport and Biloxi, Mississippi, and for the Gulf Intracoastal Waterway from Little Rigolets at the Mississippi-Louisiana state line to Pensacola, Florida. The Irvington also provides support for command functions, public relations functions and emergency management support for coastal disasters. The replacement vessel will be used for the same missions and functions. A large high speed vessel is required to cover the greater than 20 mile harbor channels, endure the open water seas, and provide adequate endurance for long duration assignments away from the dock. The current vessel has undergone a number of modifications to correct operational flaws, with partial success. There are still issues with electrolysis, main engine cooling, poor machinery access and layout. Many of these flaws cannot be fully corrected except by a new vessel. The replacement vessel will be designed to incorporate lessons learned from the current vessel, numerous improvements in design, and technology. Funding for FY 2017 was used for contract management and vessel modifications. Funding for FY 2018 will be used to continue contract management, vessel modification and delivery. Funding for FY 2019 will be used to close out project. Total estimated cost: \$6,400,000. Prior Years: \$4,027,000. FY 2017: \$800,000. FY 2018: \$305,000. FY2019: \$20,000. Future Years: \$1,248,000.

(7) Driftmaster Replacement, New York District, MDC 2801- (Continuing). The Driftmaster is a steel catamaran debris collection vessel operating in the NY harbor and the coastal waters around NY, NJ and CT. The basic DRIFTMASTER configuration of catamaran hull with debris net has proven out to be optimal for harbor and coastwise debris collection. Based on the FY 2010 total drift collected, DRIFTMASTER directly prevents approximately \$25M worth of damage to shipping in the NY/NJ harbor complex on an annual basis. The DRIFTMASTER was built in 1949. It is past its useful service life. Its size, speed and debris handling capacity do not match up well with the current 21st century debris collection needs in the harbor. The DRIFTMASTER will be replaced with a faster, safer, more capable vessel. The new vessel will retain the catamaran hull form with debris net and net well. The hulls will be longer to meet current floodability standards and to provide better fuel efficiency and top speed. The new vessel will incorporate green features, including a hybrid drive system, to minimize fuel consumption and emissions. The new vessel will also incorporate modern debris handling equipment to provide better levels of crew safety for the

debris mission. The cranes on the new vessel will provide more lift capacity than is available on the DRIFTMASTER. The speeds and crane capacity on the new vessel lend themselves to in water recovery emergency response capacity. Funding for FY 2017 was used for the design of the vessel and hybrid systems. Funding for FY 2018 will be used to continue design and award contract for manufacturing the hybrid system. Funding for FY 2019 will be used for procurement of vessel. Total estimated cost: \$32,060,000. Prior Years: \$0. FY 2017: \$4,330,300. FY 2018: \$11,195,000. FY 2019: \$640,000. Future Years: \$15,894,700.

(8) Ensley String Out Replacement, Memphis District, MDC 3054- (NEW). The Memphis District Operations Division, Physical Support Branch, Plant Section is responsible for the Ensley Engineer Yard Mooring System (EEYMS), also called the String-Out. The Mooring System consists of six real property items, each with its own property ID (ENSLEY-1651, ENSLEY-1711, ENSLEY-1720, ENSLEY-5752, ENSLEY-5753, ENSLEY-5758), and 88 deck barges, some of which have property ID numbers as well. The real property items include all pilings, two access ramps, and three utilities (fire line, power and potable water). The pilings and utilities in the Mooring System were installed between 1956 and 1960. The ramps were completed in 1990 and 1991. MVM, in coordination with the Marine Design Center (MDC), had an assessment of the aging Mooring System completed by the A-E Firm Moffat-Nichol in June 2016. The assessment revealed that only about 10% of the floating components currently in use are worth maintaining for continued use. The assessment will be part of the major Item funding request and can be made available for review any time. The Ensley Engineer Yard (EEY) is vitally important to Corps of Engineers' organizations both within and outside the Mississippi Valley Division (MVD; the Mooring System/String-Out is equally important to the Yard. The Yard routinely performs maintenance services for large inland vessels from MVD, including the dredges Goetz, Potter, Hurley, and Jadwin; and the MV Mississippi. Small and medium size vessels from MVD Districts, other Districts from SWD and SAD, and other government agencies such as the Coast Guard, have also had maintenance performed at the Yard. Organizations that use this Corps-owned facility can have their own crews work together with Yard crews to accomplish the maintenance mission and avoid the restrictions of using a commercial facility. The Yard is not subject to the currents or traffic of the river because it is located on McKellar Lake, which makes the facility ideal for marine maintenance in terms of safety, environmental control, and sustainability. A number of components on the existing Mooring System/String Out are currently near failure. Six barges, including one of the barges in the East ramp, require around the clock pumping to keep them from sinking. We also have a number of pilings that are out of plumb. We are taking interim steps to keep the current system operational until we can achieve the goal to replace it. The current state of the Mooring System already has a significant impact on the Yard's efficiency due to the time required to maintain it. Replacement of the String-Out is vital to supporting marine maintenance efforts both Corps-wide and across the government. A new system will cut out the requirement for continual, 24-hour pumping to keep the barges from sinking. This will increase the Yard's efficiency and give MVM the capacity to service more government vessels. Funding for FY 2019 will be used to complete a detailed design and acquire excess floating equipment. Total estimated cost: \$49,917,600. Prior Years: \$0. FY 2017: \$0. FY 2018: \$0. FY2019: \$4,800,000. Future Years: \$45,117,600.

d. Fixed Land Plant and Automated Systems:

(1) PROMIS: Corps of Engineers Programs and Project Management Information System (PROMIS)- Corpwide- (Continuing). This program represents scope and cost changes to the Corps of Engineers automated information management system, Programs and Project Management System (PROMIS). The PROMIS project was initially completed and deployed in 2004 and last upgraded in 2011. PROMIS is intended to support the business processes of Programs and Project Management for all districts, divisions, and Corps headquarters. PROMIS is comprised of multiple commercial off the shelf (COTS) software packages that have been configured to support Corps of Engineers business processes as well as custom government off the shelf (GOTS) software packages to support mission requirements. This software suite includes products that provide user data entry interfaces, user outputs, and extract, transform, and load processes used in PROMIS that import/export data between the suite and other USACE and Army AISs. Project cost is increasing to date include annual development requirements to meet the changing IM/IT landscape and COTS software upgrades/replacements. The annual FY increase reflects and overall

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projected cost increase from \$45,674,000 to \$46,674,000. Projected cost increase is primarily due to the continuing development requirements to meet the changing IM/IT landscape and COTS software upgrades/replacements. Funding for FY 2017 was used to procure software licenses. Funding for FY 2018 will be used for additional software licenses and FY 2019 funding will be used for additional development activities IAW policy. Total estimated cost: \$46,674,000. Prior Years: \$42,574,000. FY 2017: \$2,100,000. FY 2018: \$1,000,000. FY2019: \$1,000,000.

(2) CEFMS Modernization- UFC – (NEW). The Corps of Engineers Financial Management System (CEFMS II) has been approved through the USACE IT Capital Planning process for \$14.493 million in development funding for modernization. The approved funding will be executed over a 3 year period beginning in FY2018. FY 2018 funding will be used in support of CEFMS II migration to new architecture in a development environment that supports cloud configurations, failover/disaster recovery, improved performance/security, reduction of maintenance costs, and migration from Oracle forms to web HTML user interface, single sign-on and modernization of system processes. Funding in FY 2019 will be used in support of production environment implementation of new CEFMS II architecture, continued migration from Oracle Forms to web HTML user interface, modernization of system processes, development of mobile applications, and implementation of Oracle Business Intelligence for improved reporting, dashboards, and big data analytics in support of timely, accurate and transparent financial reporting. CEFMS is in a maintenance, sustaining phase and current on all requirements and latest versions of Oracle software and hardware, and 100% compliant on IT technical assessments including Risk Management Framework (RMF). CEFMS II is maintained and enhanced by UFC to meet needs of USACE mission. The benefits from the improved capabilities will ensure CEFMS II is ready to migrate to cloud platforms as directed by the CIO, and will provide system failovers, improved system performance and security, improved productivity of users by making processes more accessible, and increased efficiency and effectiveness for managing USACE missions and business decisions. Gap Analysis has determined that other Commercial off-the shelf Systems would not be cost effective for USACE due to the significant cost that would be required for developing processes to meet USACE mission and the conversion costs in transitioning to a new System. CEFMS II meets the requirements of USACE mission, all applicable laws reporting requirements, IT compliance and provides auditability. Oracle is the current platform and USACE Unlimited License Agreement provided the product and tools needed for CEFMS II Modernization. Total estimated cost: \$14,493,000. Prior Years: \$0. FY 2017: \$0. FY 2018: \$4,831,000. FY2019: \$4,831,000. Future Years: \$4,831,000.

5. FY 2017 thru FY 2019 (Items costing less than \$5,000,000)

DIVISION/ DISTRICT	PRIP PROJECTS, CONTINUING AND NEW TO BE FUNDED (PROJECTS LESS THAN \$5M)	TOTAL ESTIMATED COST (\$000)	PRIOR FY (\$000)	FY 17 (\$000)	FY 18 (\$000)	FY19 (\$000)	Future Years (\$000)	Remarks
LRD/LRN	CAISSON	4,859	4,229		630			CONTINUING
LRD/LRE	100T CRAWLER CRANE	2,500				2,500		NEW
LRD/LRP	PRE-SIDING/PEWARS BUILDING N-104	700				650	50	NEW

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MDC/LRP	3003 100T MOBILE CRANE	970	920			50		CONTINUING
MDC/MVM	3127 MVM HURLEY REPOWER	4,900			1,000	3,900		CONTINUING
MDC/MVN	3159 MV JOHN BOPP REPLACEMENT	2,800			2,225	285	290	CONTINUING
MDC/MVP	3128 DECK MATERIAL BARGES (2)	2,956			2,350	388	218	CONTINUING
MDC/NAB	3104 DB-10 CRANE REPLACEMENT	2,665		375	1,940	250	100	CONTINUING
MDC/NAO	3065 CRANE BARGE ND-6 REPLACEMENT	3,000	14		180	2300	506	CONTINUING
MDC/NWS	3071 PUGET CRANE REPLACEMENT	4,086			40	3,085	961	CONTINUING
MDC/SAS	3147 SURVEY VESSELS (REPLACE 2 PRIP ASSETS) ID # 25987 & 42753	1,925			1,545	280	100	CONTINUING
MDC/SAW	3102 CURRITUCK MODIFICATIONS	4,750			1,000	3,750		CONTINUING
MVD/MVM	LINKBELT 218 HYLAB HSL LATTICE BOOM CRAWLER CRANE REPLACEMENT (REPLACING ID # 44913)	2,000			2000			CONTINUING
MVD/MVM	LINKBELT 218 HYLAB HSL LATTICE BOOM CRAWLER CRANE REPLACEMENT (REPLACING ID #50894)	2,000				2000		NEW
MVD/MVK	D7R DOZER (REPLACE DT-212) ID #B8959	450			450			NEW
DIVISION/ DISTRICT	PRIP PROJECTS, CONTINUING AND NEW TO BE FUNDED (PROJECTS LESS THAN \$5M)	TOTAL ESTIMATED COST (\$000)	PRIOR FY (\$000)	FY 17 (\$000)	FY 18 (\$000)	FY19 (\$000)	Future Years (\$000)	Remarks
MVD/MVK	D7R DOZER (REPLACE DT-213) # C2015	450			450			NEW
MVD/MVK	EXCAVATOR (REPLACE 231D) ID# C2018	425			425			NEW

MVD/MVK	SCRAPER (REPLACE 621B) ID# B8951	650			650			NEW
MVD/MVP	BULLDOZER - 50 HP RANGE (D7) (REPLACING ID# 76820)	500			500			NEW
MVD/MVK	D6T DOZER (REPLACE DT224) ID# B8957	475				475		NEW
MVD/MVK	D6T DOZER (REPLACE DT226) ID# C2020	475				475		NEW
MVD/MVM	D6T DOZER (REPLACE 666) ID# 50661	400				400		NEW
MVD/MVM	D6T DOZER (REPLACE 667) ID# 50660	400				400		NEW
MVD/MVM	DRY DOCK - REPLACING 400T WITH 1600T ID# 00601	4,900				4900		NEW
MVD/MVN	RIVERFRONT LIGHTING	515				515		NEW
NWD/NWK	973 LOADER	375				375		NEW
NWD/NWO	EMERGENCY OPERATIONS CENTER	1,830				1830		NEW
SAD/SAJ	REPOWER SFOO TUGBOAT LEITNER	1,150				1150		NEW
SPD/SPA	SPA LEASEHOLD IMPROVEMENT - IT INFRASTRUCTURE	2,900				2900		NEW
	TOTAL:	56,006	5,163	375	15,385	32,858	2,225	