

# **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, Fiscal Year 2020

Authorization: Consolidated Appropriations Act, 2018 (PL 115-141), Division D, Title I, Expenses

	<u>FY 2018</u> <u>Enacted</u>	<u>FY 2019</u> <u>Allocation 1/</u>	<u>FY 2020</u> <u>Budget</u>	<u>Change</u> <u>FY 2019-2020</u>
<b>Expenses for Headquarters &amp; Major Subordinate Commands (MSC)</b>				
a. Headquarters, U.S. Army Corps of Engineers				
(1) Base level Operating Expenses				
(a) Labor	\$ 65,923	\$66,873	\$ 66,971	\$ -98
(b) Non-labor	\$ 17,198	\$17,236	\$ 17,408	\$ -172
(2) Enterprise Requirements (formerly Program/Campaign Acct/)	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 0</u>
<b>SUB-TOTAL</b>	<b>\$ 85,121</b>	<b>\$86,109</b>	<b>\$ 86,379</b>	<b>\$ -270</b>
b. Major Subordinate Commands				
(1) Base level Operating Expenses				
(a) Labor	\$ 63,927	\$ 64,597	\$ 65,243	\$ -646
(b) Non-Labor	<u>\$ 16,340</u>	<u>\$ 16,356</u>	<u>\$ 16,520</u>	<u>\$ -164</u>
<b>SUB-TOTAL</b>	<b>\$ 80,267</b>	<b>\$ 80,953</b>	<b>\$ 81,763</b>	<b>\$ -810</b>
<b>Administrative Expenses for Field Operating Activities (FOA)</b>				
a. Humphreys Engineer Center Support Activity (HECSA)	\$ 6,889	\$ 6,992	\$ 6,572	\$ 384
b. Institute of Water Resources (IWR)	5,586	\$ 5,650	\$ 5,317	\$ 297
c. U.S. Army Engineer Research & Development Center (ERDC)	267	\$ 273	\$ 273	\$ 0
d. USACE Finance Center (UFC)	1,270	\$ 1,274	\$ 1,176	\$ 62
e. USACE Logistics Activity	3,088	\$ 3,156	\$ 2,928	\$ 192
f. Army Corps of Engineers – Information Technology (ACE-IT)	<u>2,512</u>	<u>\$ 2,593</u>	<u>\$ 2,412</u>	<u>\$ 145</u>
<b>SUB-TOTAL</b>	<b>\$ 19,613</b>	<b>\$19,938</b>	<b>\$ 18,858</b>	<b>\$ 1,080</b>
<b>TOTAL:</b>	<b>\$ 185,000</b>	<b>\$187,000</b>	<b>\$187,000</b>	<b>\$ 0</b>

1/ The amount shown is the enacted budget amount for FY 2019.

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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 2020 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.

- Labor consists of civilian pay for manpower allocation of 871 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.

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 18% of the current 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, Diversity and Leadership (EEO). 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 2020  
\$ 86,379

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 2020, Headquarters’ will continue to address initiatives as follows:

- Improving planning capabilities through the development and update of policy guidance and training;
- Expanding stakeholder coordination at the regional and national levels;
- Developing and implementing command guidance across functional directorates, MSCs and other support organizations

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- Increasing training to retain, maintain and improve technical competence;
- Managing business process transformation;
- Oversight of the execution and management efforts of over \$10 billion program (including emergency management supplemental funds);
- Reducing adverse impacts to the Nation’s wetlands and waterways through an effective, transparent, and efficient Regulatory process and
- Executing the following efforts:
  - 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 program. The FY 2020 request for Headquarters consists of the base-level operating expenses of \$86,379 for routine operations and Enterprise Requirements. 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 \$2M for Enterprise Requirements, including:

**1. Key Budgetary Materials Update: Budget Press book, Budget Formulation and Business Line Execution and Budget Development EC Guidance-Inflation Rates. (\$110K)**

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.

**2. Strategic Developmental Assignments. (\$125K)**

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

**3. Chief of Engineers' Environmental Advisory Board. (\$100K)**

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.

**4. Fund the CW Customer Survey and Strategic Initiatives. (\$100K)**

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.

**5. 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.

**6. 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.

**7. Guidance Update Management Program. (\$640K)**

Funds will be used to systematically update technical and policy guidance for Civil Works.

**8. HQ Support Office Initiatives. (\$375K)**

Funds will be used for initiatives to include Diversity and Outreach Events; Corporate Recruitment and Outreach, Competitive Professional Develop Commander IG and IR Audits; and RD Technology Intrusion and Innovation.

Both Guidance Update Management Program (GUMP) continuation and Implement Efforts Supportive of the Improvement of Decision Making and Strategic Communications and Risk Management (IPET) and Performance Based Budgeting were previously funded from Remaining Items

The FY 2020 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, Diversity and Leadership (Equal Employment and Opportunity).

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

\$ 66,971	Civilian Personnel Compensation and Benefits
16,440	Fixed Costs (Rent, Utilities, AIS, Communication, Operating Support Purchased from Districts, MILPAY reimbursed to DA)
968	Operating Costs (Transportation, Printing, Travel, Training, Supplies and Equipment)
<u>2,000</u>	Enterprise Requirements
\$ 86,379	

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

FY 2020  
\$ 81,763

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 2020 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.

\$ 65,243	Civilian Personnel Compensation and Benefits
15,493	Fixed Costs (Rent, Utilities, AIS, Communication, Operating Cost Purchased from Districts, MILPAY reimbursed to DA)
<u>1,027</u>	Operating Costs (Printing, Training, Travel, Supplies and Equipment, and Technical Support Purchase from Districts)
\$ 81,763	

c. **Administrative Expenses for Field Operating Activities**  
Base Level Operating Expenses

FY 2020  
\$18,858

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;

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- 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
1,627	Fixed Costs (Rent, Utilities, Communication and Critical Support Services)
<u>175</u>	Operating Costs (Printing, Supplies, Equipment, Training and Travel)
\$ 18,858	

### **3. Account Summary:**

	<b>HQ</b>	<b>MSC</b>	<b>FOA</b>	<b>TOTAL</b>
Civilian Personnel Compensation and Benefits	\$ 66,971	65,243	17,056	\$149,270
Fixed Costs	\$ 16,440	15,493	1,627	\$ 33,560
Operating Costs	\$ 968	1,027	175	\$ 2,170
Enterprise Requirements	<u>\$ 2,000</u>			<u>\$ 2,000</u>
<b>TOTAL</b>	<b>\$ 86,379</b>	<b>81,763</b>	<b>18,858</b>	<b>\$187,000</b>

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APPROPRIATION TITLE: Flood Control and Coastal Emergencies (FCCE)

	FY 2015 Allocation	FY 2016 Allocation	FY 2017 Allocation	FY 2018 Allocation	FY 2019 Allocation	FY 2020 Budget
FCCE 1/	\$28,000,000	\$28,000,000	\$32,000,000	\$35,000,000	\$35,000,000	\$27,000,000

1/ Unobligated Carry-in Funding. The actual unobligated carry-in funding from FY 2018 to FY 2019 in the FCCE account was \$2,382,310,000. This amount consists of \$1,858,564,000 that the Congress appropriated directly to the Corps, and \$523,746,000 that the Corps has received from other agencies to perform reimbursable work.

AUTHORIZATION: 33 U.S.C. § 701n (commonly referred to as PL 84-99, as amended) provides 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. The Congress funds the activities that the Corps undertakes pursuant to PL 84-99, as amended through the FCCE appropriation.

DESCRIPTION: The Corps would use this funding to cover its costs to participate in planning, training, exercises, and other measures to prepare for future flood, hurricane, and other natural disasters. These costs include related support services such as providing for communication systems and equipment contracts; manning of emergency operations centers, flood-fight equipment and supplies, inspections of eligible non-Federal projects, and the establishment of a small group of Corps staff dedicated to PL 84-99 work. The Corps also uses this funding to purchase and stockpile critical equipment and supplies (i.e. pumps, HESCO, sandbags) that otherwise would not be readily available during initial response operations.

The Corps also would use these funds to train Corps staff, including the Army Corps 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. The training includes Corps participation in State exercises such as Table Tops, and Corps participation in flood fight training and regional all hazards training.

Under PL 84-99, as amended, the Corps performs some of this preparedness work with local, state, Tribal, and other Federal agencies. The Corps also works with other Federal agencies under other (non-Corps) authorities, under the direction of the Federal Emergency Management Agency (FEMA), as part of the overall Federal response to help communities respond to and recover from natural disasters. 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, with such efforts funded by FEMA through Mission Assignments or other funding agreements. The NRF outlines the Corps' pre-disaster preparatory requirements to ensure it is able to quickly deploy appropriately trained, properly equipped personnel, obtain timely contractor support, and work effectively in coordination with other Federal agencies.

The scope of PL 84-99, as amended also includes support for emergency operations in response to such disasters, including advance measures, flood fighting, and providing potable water; and the repair of certain damaged flood and storm damage reduction projects. The funds requested are for preparedness activities only, and not for response and recovery.

APPROPRIATION TITLE: Regulatory Program, Fiscal Year 2020

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:

Budget Request for Fiscal Year 2020	\$200,000,000
Allocation for FY 2019 <sup>1/</sup>	\$200,000,000
Change in FY 2020 from FY 2019	\$0

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2018 to FY 2019 is \$11,800,000, which includes \$1,875,000 of \$3,200,000 for the Port of Arlington settlement in Oregon, received in FY 2009. To date, \$1.325 million has been paid in 2 phases. The remaining balance cannot be expended by the Regulatory Program based on legislative language. As of the date of this justification sheet, the total available unobligated dollars estimated to be carried into FY 2020 from prior appropriations is \$8,000,000.

JUSTIFICATION:

The Corps regulates specific activities in the Nation's waters pursuant to Section 9 and 10 of the Rivers and Harbors Act (RHA) of 1899, Section 404 of the Clean Water Act (CWA), 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, 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 consistent, transparent, properly documented, based on sound science, and in compliance with applicable laws.

Furthermore, Administration initiatives such as the regulatory reform, Fixing America's Surface Transportation Act (FAST-Act Title 41), Executive Order (EO) 13807 (One Federal Decision (OFD)), acceptance of electronic application materials, synchronization of Regulatory Program and Section 408 reviews, and various streamlining efforts identified in Executive Orders, require staff effort, training, and execution investment for implementation at the district level. For example, in February 2017, the Administration issued an EO to review the Waters of the U.S. rule and engage in rulemaking to replace the previous version.

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.

Examples of projects requiring Corps permits include military construction, public utilities that support military bases, critical infrastructure, transportation and

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Regulatory

emergency evacuation routes, shore stabilization and other coastal protection/flood risk reduction projects, improvement to airports, ports, and infrastructure necessary for navigation safety, law enforcement/detention and other public safety facilities, energy generation, transmission and renewable energy projects, public water supply, commercial and residential developments, mining, and numerous small landowner proposals to construct driveways, and single-family homes.

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 CWA Section 404 permits, the Corps must determine compliance with CWA, 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.

FY 2018 ACCOMPLISHMENTS AND ONGOING EFFORTS: During FY 2018 the Corps finalized over 76,000 permit-related activities, including authorizing approximately 56,000 permits. Additionally, the Corps finalized approximately 27,000 jurisdictional determinations in FY 2018. Approximately 95 percent of the permit workload was authorized by Regional and Nationwide general permits, with the remainder authorized by individual permits. Approximately 84 percent of the general permits were issued in 60 days or less and approximately 61 percent of the individual permits were issued in 120 days or less.

National templates for decision documents were issued in November 2017. The templates address documentation requirements for affirmative standard individual permit decisions, general permit verifications, and RHA section 10 letters of permission. Appropriately documenting the basis for decision-making for all individual permits, general permit/nationwide permit verifications, and Letters of Permission is a critical element of providing fair, flexible, reasonable, transparent, and defensible decisions to the general public. The templates assist in completing documentation consistently, effectively, and efficiently. The Corps is now focusing effort on revising the decision documents to include Section 408 information, when applicable.

The Regulatory Program coordinated and finalized worked with the 408 Program to finalize a Director's Policy Memorandum directing that one lead district, and its associated division office, will be designated for non-USACE projects that cross multiple district or state boundaries (e.g. pipelines, highway projects, electrical transmission projects) and require Section 10/404/103 review(s), Section 408 review(s), or a combination of both. The memorandum was signed and issued in May 2018. This policy memo will reduce confusion for applicants, increase quality of application materials, and result in fewer delays in providing coordinated permit decisions.

The Regulatory Program updated guidance for the establishment, management, and oversight of funding agreements under the main statutory authorities that allow the Corps to accept and expend funds to expedite the permit review process. The guidance was updated to reflect a change to Section 214 by the Water Resources Development Act (WRDA) 2016, which added railroad carriers to the list of entities that can provide funds to the Corps to expedite the permit review process. The guidance also reflects changes to the transportation funding authorities by the FAST-Act (Dec. 2015), including the addition of a new funding authority for transportation agreements (49 USC 307). The guidance was issued in January 2018.

The Regulatory Program also completed implementation guidance, as an appendix to an overall Directors Policy Memorandum, for compliance with Executive Order 13807(OFD). The document provides guidance to divisions and districts on implementing EO 13807 specific to projects where a USACE District Regulatory Program office is a lead or cooperating agency involved in preparing an EIS and ROD for a covered major infrastructure project. The guidance was issued in September 2018.

The Regulatory Program issued Regulatory Guidance Letter (RGL) 18-01 on 25 September 2018. RGL 18-01 provides guidance to districts on the determination of compensatory mitigation credits for the removal of obsolete dams and other structures in rivers and streams. This guidance covers aspects of these restoration activities that are not explicitly addressed by the existing compensatory mitigation regulations provided in 33 CFR Part 232.

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Regulatory

Additionally, below are several examples of division/district accomplishments to further increase efficiency of regulatory reviews, conducive to improve timeliness of permit decisions:

- Expediting Coordination to Comply with Section 7 of the ESA: Efforts in four divisions (16 districts) have been completed to develop programmatic endangered species consultations. Some divisions have reported significant reductions in the number of individual consultations, with a reduction of up to 90% in consultation processing times.
- Further Developing Mitigation Tools/Options: Several districts serving applicants in one state worked collaboratively pursuant to the Lead District Initiative to develop wetland assessment methods to more accurately determine the impacts and amount of wetland credits required for regulated activities in that state. This effort resulted in increased consistency and predictability of mitigation requirements for applicants. Several districts reported the approval of new mitigation banks and in-lieu fee programs, increasing the availability of mitigation options in their districts.
- Other Programmatic Tools: Several districts reported the development or reauthorization of 19 regional general permits, which authorize activities similar in nature and with no more than minimal individual and cumulative effects. One division reported the completion of a programmatic EIS for surface coal mining, which will result in streamlined National Environmental Policy Act compliance for future project specific permit applications, and the development of an expedited standard permit process for certain mining actions. Another division reported the development of a streamlined permitting process for infrastructure and other projects under a Habitat Conservation Plan. These efforts streamline the permitting process for covered activities and save the Corps staff significant permit review time.

Item	FY 2020 Budgeted Amount
Funding to Districts/Divisions	\$190,700,000
ORM2 Support	\$4,000,000
Other Enterprise Level initiatives	\$2,300,000
ERDC Support	\$1,500,000
IWR Support	\$1,500,000
Total	\$200,000,000

Justification of Estimate for Civil Functions Activities  
Department of the Army, Corps of Engineers  
Fiscal Year 2020

APPROPRIATION TITLE: Office of the Assistant Secretary of the Army (Civil Works)

<u>Appropriation</u>	FY 2019 Enacted	FY 2020 Budget	Change
Policy Direction and Oversight	\$ 4,750,000	\$ 5,000,000	\$ 250,000

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 2019 <u>Appropriation 2/</u>	FY 2020 <u>Budget</u>
Personnel Compensation 18		
Full-time permanent (fully fund authorized staff to accomplish mission)	\$ 3,133,485	\$ 3,196,155
Civilian personnel benefits	\$ 750,000	\$ 765,000
Travel and transportation (TDY)	\$ 150,000	\$ 120,000
Transportation of things (Change of station)	\$ 1,150,000	\$ 80,000
Rental payments to GSA	\$ 522,886	\$ 526,000
Communication, Utilities, and Miscellaneous Charges	\$ 65,000	\$ 65,000
Printing services	\$ 1,000	\$ 1,000
Other services from non-Federal sources	\$ 529,640	\$ 146,845
Supplies	\$ 70,000	\$ 50,000
	<u>\$ 6,372,011</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 \$2,601,902.13 will be used in addition to the FY 2019 appropriation. The estimated carry-in to FY 2020 is \$1,641,744.89.

APPROPRIATION TITLE: Revolving Fund- Plant Replacement and Improvement Program (PRIP), Fiscal Year 2020

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 2020 PRIP includes 7 New Major Items and 11 Continuing Major Items from FY 2019. Two Continuing Major Items have revised cost estimates 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.

FY 2020 New Major Items	Page	Total Estimated Cost (\$000)
1. Dredge Hurley Repower-Philadelphia District	4	5,035
2. M/V Charles Merrill Replacement-Huntington District	4	8,350
3. Tug Replacement-Detroit District	4	11,305
4. Woodie Walden Crane Barge-Huntington District	4	6,100
5. M/V Bienville Replacement-New Orleans District	5	13,000
6. Hydrographic Survey Vessel-Galveston District	5	6,675
7. Crane & Mechanical Dredging Barge (Wade Replacement)-St. Paul District	5	10,573
		Total: 61,038

Continuing Major Items with Revised Cost Estimates in Excess of 20%	Page	Original Estimated Cost (\$000)	Previous Estimated Cost (\$000)	Revised Estimated Cost (\$000)	Total Cost Increase (\$000)
1. NAE Relocation Leasehold Improvement	3	30,434	30,434	73,625	43,191
2. Ensley String Out Replacement	7	49,918	49,918	63,618	13,700

#### 4. FY 2018 thru FY 2020 (Items costing \$5,000,000 or more)

##### a. Land and Structures:

**(1) Relocation of New England District (NAE) Headquarters- (Continuing).** The existing GSA lease for the current headquarters facility at Concord Park expired in March 2018. GSA successfully negotiated a five year extension (3 year firm with 2 option years) to allow time to renovate and design two buildings on Hanscom AFB (HAFB). We are currently working through the design process with the AE firm and preliminary cost estimates to complete the project based on our 35% Design package and the Design Charette have increased from the initial approval amount of \$30.4M to \$73.6M. . The cost drivers, which resulted in the increase of \$43.2M were predominately construction related. The increase of \$43.2M consist of increased construction cost of \$30M, environmental assessment, design cost, and in-house labor costs of \$7.7M, and FF&E of \$4.7M. The basis of the increase is due to several factors, including gaining a better understanding of the condition of the buildings, the requirements of changing laboratory space and a 1990s mainframe computing center into a viable office environment, and a firmer understanding of the current overall workspace requirements of the District that was not rigorously examined during the Feasibility Study performed in 2013. In order to determine alternative space options capable of accommodating a new headquarters facility, a feasibility study was conducted by NAE in May 2013 on nine sites including GSA-leased facilities and DoD-owned military installations. Each alternative was analyzed based on several factors, including cost, space requirements, ATP requirements, employee commuting distance, employee environment, and environmental sustainability. The buildings located on HAFB proved to be the most viable option based on a combination of the above criteria. The project, which is located one mile from our current location, was also evaluated on both financial and economic factors to determine the overall impacts to our mission. Both analysis resulted in substantial cost savings over a 20 year period. The financial analysis resulted in approx. \$24M in net savings, while the economic analysis resulted in savings of \$16M due to the increased O&M costs associated with maintaining the buildings for that period of time. A new Economic Analysis (EA) was performed in Nov 2018 due to the cost increase identified during the design. The EA looked at all the original alternatives and included updated information and discount rates in accordance with OMB Circular A-94. The Hanscom alternative once again proved to be the most viable option both financially and economically over the status quo alternative. The financial and economic savings identified were \$20M and \$52M respectively over the 20+ year review period. Additionally, there will be increased financial savings once the PRIP payback is complete in 20 years. The proposed relocation to HAFB also has many positive elements, some of which are significant reduction in costs, increased operational efficiencies, increased savings to our customers, increased force protection, and increased environmental sustainability and minimal impacts to the workforce. Funding for FY 2019 will be used for continued design efforts and environmental assessment. Funding for FY 2020 will be used for final design efforts and the award of the construction and system furniture contract. Total revised estimated cost: \$73,625,000. Prior Years: \$3,834,000  
FY 2019: \$1,000,000. FY 2020: \$68,791,000.

**(2) Buffalo District Facilities Replacement – Buffalo District (LRB)-** This project request has been withdrawn. An alternative course of action will be submitted for FY 2021. This project would have resolved long standing federal security and workspace deficiencies with the Buffalo District facilities by constructing a new HQ Office Building, remodeling two existing buildings, and demolishing two existing buildings.

##### b. Dredges:

**(1) Medium Class Hopper Dredge Replacement (MCHD), Philadelphia District, MDC 3010- (Continuing).** A replacement Medium Class Hopper Dredge (MCHD) is required to meet technologically modern and efficient standards and vital for USACE to meet its statutory obligation to perform timely emergency and national defense dredging with its minimum federally owned fleet. The procurement of a technologically modern and efficient ocean going 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 replacement MCHD fully aligns with the published USACE 2011 Minimum Fleet Capital Investment Report (MFCIR) and with the USACE 2017 Hopper Dredge Recapitalization Analysis. This project includes the development of a vessel requirements assessment, followed by a procurement for contractor design and construction of a modern, efficient and environmentally sustainable ocean going MCHD for the Philadelphia District. The hopper dredge will replace the Dredge HQUSACE  
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MCFARLAND, which was commissioned in 1967 and is at the end of its functional and economic life. The replacement MCHD will be owned and operated by USACE as part of the Corps' minimum fleet to carry out emergency and national defense work. The dredge will be sized medium class. Procurement of the MCHD is expected to be through a best value trade off (BVT), Design-Build contract. The procurement will include 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. The procurement process will provide enough flexibility regarding vessel 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. Total estimated cost: \$125,000,000. Prior Years: \$0. FY 2018: \$1,750,000. FY 2019: \$0. FY 2020: \$105,200,000. Future Years: \$18,050,000.

**(2) Dredge Hurley Repower, Memphis District, MDC 3127- (NEW).** This project entails the project definition, preliminary design, and final design for the preparation of contract plans and specifications, as well as performing the physical removals, installations, and testing required for repowering the Dredge HURLEY for the Memphis District. The existing power plant is aging and the available aftermarket parts to maintain them are becoming costly and are low in quality resulting in excessively high maintenance costs. In addition the age of the engines results in increased negative atmospheric effects. The new engines will meet or exceed EPA requirements for diesel marine engines in this size range. It is intended to contract for repowering construction services through a fixed price, lump sum supply-type contract through formal advertising and competitive proposals. Funding for FY 2018 was used to prepare a Concept Design. Funding for FY 2019 will be used to prepare a Detail Design. Funding for FY 2020 will be used to prepare the Solicitation Package. Total Estimated Cost: \$5,035,000. Prior Years: \$0. FY 2018: \$537,000. FY 2019: \$3,900,000. FY 2020: \$135,000. Future Years: \$463,000.

#### **c. Other Floating and Mobile Land Plant:**

**(1) M/V Charles Merrill Replacement, Huntington District, MDC 2998- (NEW)-** The new vessel will have the capability to safely maneuver larger floating plant items as a tender as well as having the size and horsepower to safely operate independent of the MN KENNETH EDDY when required. This configuration will allow the Light Capacity Fleet (LCF) to operate safer, and provide for a more flexible, effective (responsive), and cost efficient operation. The vessel will be used throughout the Great Lakes and Ohio Rivers Division in support of major maintenance and repair activities. The LCF mission includes maintenance and repair to navigation locks, and navigation dams, as well as hydropower intake cleaning on the Cumberland, Tennessee, Kanawha, Green, Monongahela, Allegheny, and Ohio Rivers. The Prior year funds were used to prepare the MINS package. FY 2020 funds will be used for design and procurement. Total estimated cost: \$8,350,000. Prior Years: \$2,000. FY 2018: \$0. FY2019: \$0. FY 2020: \$108,000. Future Years: \$8,240,000.

**(2) Tug Replacement, Detroit District, MDC 3238- (NEW)-** This project entails the design and construction of one 1700-2000 BHP, self-propelled tug for the Detroit District. The tug shall be about 75' X 30' with a draft of approximately 8'. The tug shall be able to efficiently conduct open lake towing on the Great Lakes, providing transportation services for Detroit District floating plant stationed at the Soo Area Office. This fills in a large gap at the Soo Area Office which currently prevents government owned floating plant from engaging in routine maintenance and repair on outlying federal deep and shallow draft harbors. This new more capable vessel will provide assistance in the multi-mission tasks of the Detroit District, particularly at the Soo Locks and St. Mary's River as well as provide tug services for the Detroit Area Offices and surrounding Corps districts. Funding for FY 2020 will be used to Draft Specifications. Total estimated cost: \$11,305,000. Prior Years: \$0. FY 2018: \$0. FY2019: \$0. FY2020: \$110,000. Future Years: \$11,195,000.

**(3) Woodie Walden Crane Barge, Huntington District, MDC 3244- (NEW)-** This project is for conversion of the Woodie Walden (DB-50) from a floating crane to a crane barge outfitted with a new crawler crane. The DB-50 is an asset of Regional Rivers Repair Fleet's (RRRF) Heavy Capacity Fleet (HCF) used throughout the Great Lakes and Ohio River Division to support major maintenance and repair activities. Those activities include maintenance and repair to navigation locks, and navigation dams on the Cumberland, Tennessee, Kanawha, Green, Monongahela, Allegheny, and Ohio Rivers. The DB-50 was involved in an accident at the Bellville Lock and Dam on October 18, 2017, and as a result the crane boom failed and was damaged beyond repair. In order to return the

asset to service, it has been determined that the floating crane can be converted to a crane barge and a new crawler crane placed on the barge to provide lift capacity. FY 2019 funds will be used for Design and Crane procurement. FY20 funds will be used for Labor and any required mods. Total estimated cost: 6,100,000. Prior Years: \$0. FY 2018: \$0. FY 2019: \$4,880,000. FY 2020: \$150,000. Future Years: \$1,070,000.

**(4) M/V Bienville Replacement Vessel, New Orleans District, MDC 3189- (NEW)-** This new more capable vessel will provided assistance to the Mississippi River Fleet for the New Orleans District as well as providing support to other surrounding Corps districts. This vessel will be assisting in towing and berthing services associated with maintenance and repair of navigation infrastructure within the district. Provide moving support capabilities and tend to Maintenance Section Floating Work Units. The Bienville is the primary means of moving the Derrick Brownlee. The Bienville provides picket duty during high water at water diversion sites on the Lower Mississippi River. A newer, more capable Bienville will be more energy efficient and environmentally friendly. The FY 2020 funds will be used to prepare the Specifications and Procurement Documents. Total estimated cost: \$13,000,000. Prior Years: \$0. FY 2018: \$0. FY2019: \$0. FY2020: \$110,000. Future Years: \$12,890,000.

**(5) Hydrographic Survey Vessel, Galveston District, MDC 3228- (NEW)-** A new large survey vessel is required for the Galveston District to survey deep draft channels on the Texas coast. Several of the entrance channels, including Sabine-Neches and Corpus Christi will be extended further into the Gulf of Mexico. The new large survey vessel will be outfitted for the longer duration trips and the ability to withstand higher wave action. The new vessel will allow the crew to perform hydrographic surveys in a safe environment without having to return to shore each day. Based on this cost analysis and the alternative of leasing a large vessel, the procurement of a new vessel can best be done through the PRIP (Plant Replacement and Improvement Program). The new vessel will fulfill navigation administrative support and emergency management missions for numerous coastal projects within the Galveston District. Projects include deep draft navigation projects along the entire Texas coast, from Port Arthur to Brownsville. The new large vessel will provide the capability to survey the extended entrance channels, currently under design, that will increase distances into the Gulf of Mexico by up to 50 miles. Funding for FY 2020 will be used to draft the specifications and the procurement of the vessel. Total estimated cost: \$6,675,000. Prior Years: \$0. FY 2018: \$0. FY2019: \$0. FY2020: \$5,355,000. Future Years: \$1,320,000.

**(6) Crane & Mechanical Dredging Barge (Wade Replacement), St. Paul District, MDC 3218- (NEW).** The primary mission for the mechanical dredging/ crane barge is to serve mainly as a mechanical dredging platform for the St. Paul District in support of maintenance of the navigation channel. The secondary mission will be in support of locks & dams' structures, navigation structures, bank stabilization, scour repairs and non-corps customers such as the US Coast Guard, Fish and Wildlife Service, and the Minnesota and Wisconsin Department of Natural Resources as well as other U.S. Army Corps of Engineers districts. The barge will be designed to accept a lattice boom / rough terrain hydraulic crane when not performing channel maintenance. This will make the barge more versatile and increase the number of days used per fiscal year. The existing crane / dredging barge was constructed in 1964. The barge has been in service for 54 years and currently exceeds its useful life. The structural members are deformed and deteriorating over the many years of use. The St. Paul District cannot expand their dredging/repair operation using the current barge due to the limited footprint of the existing barge. As stated above with the structural supporting members showing many years of use and deterioration the barge cannot support a larger excavator to increase the daily dredge production rates. With the increased production rates the replacement will be able to respond to problematic channel conditions and remove dredged material much quicker. The newly constructed crane/mechanical dredging barge can expect to achieve 200+ days annual usage within the district. The remaining portion the barge can achieve additional usage in support of lock & dam maintenance and specialty projects. The crane/mechanical dredging barge can be fully utilized in regional work efforts in assisting other districts to deal with work overloads and emergency response. Funding in FY 2020 will be used for contract design. Total estimated cost: \$10,573,000. Prior Years: \$0. FY 2018: \$0. FY2019: \$0. FY2020: \$750,000. Future Years: \$9,823,000.

**(7) 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

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FY 2018 was used for the contract design, solicitation and contract award. FY 2019 funds will be used for Q/A and contract management. FY 2020 funds will be used for Q/A, and contract management. Total estimated cost: \$7,252,000. Prior years: \$0. FY 2018: \$102,760. FY 2019: \$365,000. FY 2020: \$215,000. Future Years: \$6,569,240.

**(8) 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 was 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. FY 2020 funding will be used for Contract Management and potential modifications. Total estimated cost: \$24,852,000. Prior Years: \$0. FY 2018: \$220,640. FY 2019: \$19,825,000. FY 2020: \$670,000. Future Years: \$4,136,360.

**(9) 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 was used to continue barge construction. FY 2019 funds will be used to complete barge construction, tests, trials and delivery of completed vessel. FY 2020 funds will be used for completion of any construction and warranty. Total estimated cost: \$44,840,000. Prior Years: \$27,524,000. FY 2018: \$1,048,000. FY 2019: \$750,000. FY 2020: \$300,000. Future Years: \$15,218,000.

**(10) 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 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. Funding in FY 2020 will be used for contract administration and oversight during the barge construction period. Total estimated cost: \$14,700,000. Prior Years: \$255,000. FY 2018: \$4,363,342 FY2019: \$7,000,000. FY 2020: \$1,141,000. Future Years: \$1,940,658.

**(11) 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. Funding for FY 2020 will be used for labor and any modifications. Total estimated cost: \$8,235,000. Prior Years: \$0. FY18 \$40,000. FY 2019: \$5,815,000. FY 2020: \$355,000. FY 2021. \$295,000. Future Years: \$1,730,000.

**(12) 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 was 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: \$4,482,850. FY 2018: \$285,170. FY 2019: \$20,000. FY 2020: \$0. Future Years: \$1,611,980.

**(13) 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 21<sup>st</sup> 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 was used to continue design and award contract for manufacturing the hybrid system. Funding for FY 2019 will be used for procurement of vessel. FY 2020 Funding will be used for contract management and modifications. Total estimated cost: \$32,060,000. Prior Years: \$4,330,000. FY 2018: \$10,194,940. FY 2019: \$640,000. FY2020: \$3,700,000. Future Years: \$13,195,060.

**(14) Ensley String Out Replacement, Memphis District, MDC 3054- (Continuing).** 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 HQUSACE  
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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. FY 2020 Funding will be used for construction contract award, management and modifications. Total revised estimated cost: \$63,617,600. Prior Years: \$0. FY 2018: \$0. FY2019: \$18,500,000. FY2020: \$32,896,100. Future Years: \$12,221,500.

#### **d. Fixed Land Plant and Automated System:**

**(1) CEFMS II Modernization- UFC – (Continuing).** 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. The modernization of CEFMS II is a phased approach to upgrade over 70 system modules to provide improved system processes, enhanced security, increased productivity, and robust data analytic capabilities. FY 2018 funding was used in support of CEFMS II migration of nine modules from Oracle forms to a modern web HTML user interface with single sign-on capability. Funding in FY 2019 will be used for continued migration of Oracle Forms to web HTML user interface, streamlining system processes, development of mobile applications, and implementation of Oracle Business Intelligence for reporting, dashboards, and big data analytics in support of timely, accurate and transparent financial information. FY 2020 funding will continue to support the conversion of the CEFMS II modules and big data analytics. CEFMS II 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: \$16,343,000. Prior Years: \$0. FY 2018: \$4,831,000. FY2019: \$6,681,000. FY2020: \$4,831,000.

5. FY 2018 thru FY 2020 (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)	FY18 (\$000)	FY19 (\$000)	FY20 (\$000)	Future Years (\$000)	Remarks
LRD/LRE	100T CRAWLER CRANE	2,500			2,500			CONTINUING
MDC/LRP	3003 100T MOBILE CRANE	1,162	47	1,094	50			CONTINUING
MDC/MVN	3159 MV JOHN BOPP REPLACEMENT	2,800		2,225	285		290	CONTINUING
MDC/MVP	3128 DECK MATERIAL BARGES (2)	2,956		1,708	388		860	CONTINUING
MDC/NAB	3104 DB-10 CRANE REPLACEMENT	2,665	4	1,960	250	100	351	CONTINUING
MDC/NAO	3065 CRANE BARGE ND-6 REPLACEMENT	3,000	14	180	2,300	200	306	CONTINUING
MDC/NWS	3071 PUGET CRANE REPLACEMENT	4,086		11	3,085		990	CONTINUING
MDC/SAJ	3105 REPOWER SFOO TUGBOAT LEITNER	1,700			310	1,390		CONTINUING
MDC/SAS	3147 SURVEY VESSELS (REPLACE 2 PRIP ASSETS) ID# 25987 & 42753	1,925		1,122	280	100	423	CONTINUING
MDC/SAW	3102 CURRITUCK MODIFICATIONS	4,750		876	3,750		124	CONTINUING
MVD/MVK	D6T DOZER (REPLACE DT224) ID# B8957	475			475			CONTINUING
MVD/MVK	D6T DOZER (REPLACE DT226) ID# C2020	475			475			CONTINUING
MVD/MVK	540 E RT CRANE (REPLACEMENT ID# B0658)	380				380		NEW
MVD/MVK	CAT RM 300 SOIL STABILIZER (REPLACEMENT ID# C2017)	450				450		NEW

DIVISION/ DISTRICT	PRIP PROJECTS, CONTINUING AND NEW TO BE FUNDED (PROJECTS LESS THAN \$5M)	TOTAL ESTIMATED COST (\$000)	PRIOR FY (\$000)	FY18 (\$000)	FY19 (\$000)	FY20 (\$000)	Future Years (\$000)	Remarks
MVD/MVK	D7R DOZER (REPLACEMENT ID# B8958)	450				450		NEW
MVD/MVM	LINKBELT 218 HYLAB HSL LATTICE BOOM CRAWLER CRANE REPLACEMENT (REPLACING ID# 50894)	2,000			2,000			CONTINUING
MVD/MVM	D6T DOZER (REPLACE 666) ID# 50661	400			400			CONTINUING
MVD/MVM	D6T DOZER (REPLACE 667) ID# 50660	400			400			CONTINUING
MVD/MVM	DRY DOCK - REPLACING 400T WITH 1600T ID# 00601	4,900			4,900			CONTINUING
MVD/MVM	CATERPILLIAR 329 SHORT REACH EXCAVATOR-BH-8 (REPLACING ID# M0084)	385				385		NEW
MVD/MVM	CATERPILLIAR 329 SHORT REACH EXCAVATOR-BH-8 (REPLACING ID# M0085)	385				385		NEW
MVD/MVM	CATERPILLIAR D6T DOZER 620 REPLACEMENT (REPLACING ID# 51615)	410				410		NEW
MVD/MVM	CATERPILLIAR D6T DOZER 621 REPLACEMENT (REPLACING ID# 51614)	410				410		NEW
MVD/MVP	LARGE EXCAVATOR	1,195				1,195		NEW
NAD/NAP	CAT D6T TRACK DOZER REPLACEMENT	279				279		NEW
NWD/NWD	LGP DOZER	450				450		NEW
NWD/NWK	973 LOADER	375			375			CONTINUING
NWD/NWO	EMERGENCY OPERATIONS CENTER	1,830			1,830			CONTINUING
NWD/NWK	LONGVIEW LAKE FACILITY WAREHOUSE (TROOST)	4,500					4,500	CONTINUING

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<b>DIVISION/ DISTRICT</b>	<b>PRIP PROJECTS, CONTINUING AND NEW TO BE FUNDED (PROJECTS LESS THAN \$5M)</b>	<b>TOTAL ESTIMATED COST (\$000)</b>	<b>PRIOR FY (\$000)</b>	<b>FY18 (\$000)</b>	<b>FY19 (\$000)</b>	<b>FY20 (\$000)</b>	<b>Future Years (\$000)</b>	<b>Remarks</b>
SAD/SAJ	NEW COMBINATION BACKHOE/LOADER	300				300		NEW
SAD/SAJ	REPLACE BLDG AT DEPOT FACILITY	645				555	90	NEW
SPD/SPA	SPA LEASEHOLD IMPROVEMENT - IT INFRASTRUCTURE	2,900			2,900			CONTINUING
SWD/SWT	2020 SNOOPER TRUCK	800				800		NEW
	<b>TOTAL:</b>	<b>52,338</b>	<b>65</b>	<b>9,176</b>	<b>26,953</b>	<b>8,239</b>	<b>7,934</b>	