

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 2021

Authorization: Consolidated Appropriations Act, 2019 (PL 115-244), Division D, Title I, Expenses

	<u>FY 2019</u> <u>1/</u>	<u>FY 2020</u> <u>2/</u>	<u>FY 2021</u> <u>Budget 3/</u>	<u>Change</u> <u>FY 2020-2021</u>
Expenses for Headquarters & Major Subordinate Commands (MSC)				
a. Headquarters, U.S. Army Corps of Engineers				
(1) Base level Operating Expenses				
(a) Labor	\$ 70,067	\$74,733	\$ 68,203	\$-6,530
(b) Non-labor	\$ 19,214	\$18,177	\$ 17,225	\$ -952
(2) Civil Works Initiatives (GUMP, Dam Safety & Data Modernization)	\$ 6,000	\$ 8,000	\$ 4,000	\$-4,000
(3) Enterprise Requirements (formerly Program/Campaign Acct/)	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 2,000</u>	<u>\$ 0</u>
SUB-TOTAL	\$ 97,281	\$102,910	\$ 91,428	\$-11,482
b. Major Subordinate Commands				
(1) Base level Operating Expenses				
(a) Labor	\$ 68,402	\$ 71,636	\$ 67,646	\$-3,990
(b) Non-Labor	<u>\$ 19,030</u>	<u>\$ 17,539</u>	<u>\$ 18,306</u>	<u>\$,767</u>
SUB-TOTAL	\$ 87,432	\$ 89,175	\$ 85,952	\$-3,223
Administrative Expenses for Field Operating Activities (FOA)				
a. Humphreys Engineer Center Support Activity (HECSA)	\$ 7,222	\$ 7,343	\$ 6,918	\$ -425
b. Institute of Water Resources (IWR)	5,922	\$ 5,482	\$ 4,589	\$ -893
c. U.S. Army Engineer Research & Development Center (ERDC)	350	\$ 355	\$ 330	\$ -25
d. USACE Finance Center (UFC)	0	\$ 0	\$ 0	\$ 0
e. USACE Logistics Activity	1,793	\$ 1,735	\$ 1,783	\$ 48
f. Army Corps of Engineers – Information Technology (ACE-IT)	<u>0</u>	<u>\$ 0</u>	<u>\$ 0</u>	<u>\$ 0</u>
SUB-TOTAL	\$ 15,287	\$ 14,915	\$ 13,620	\$-1,295
TOTAL:	\$ 200,000	\$ 207,000	\$ 191,000	\$-16,000

1/ The amount shown is the enacted budget amount for FY 2019 and carryover from FY 2018

2/ The amount shown is the enacted budget amount for FY 2020 and carryover from FY 2019

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3/ The amount shown is the budget amount for FY 2021 including projected carryover from FY 2020

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 2021 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 four (4) 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 for manpower allocation of 871 FTE distributed to HQ, 8 Major Subordinate Commands (MSC) and 4 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 2021
\$ 91,428

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 2021, 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;

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- Developing and implementing command guidance across functional directorates, MSCs and other support organizations
- 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 2021 request for Headquarters consists of the base-level operating expenses of \$91,428 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 2021 HQ staff level is 390 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.

\$ 68,203	Civilian Personnel Compensation and Benefits
16,967	Fixed Costs (Rent, Utilities, AIS, Communication, Operating Support Purchased from Districts, MILPAY reimbursed to DA)
258	Operating Costs (Transportation, Printing, Travel, Training, Supplies and Equipment)
<u>6,000</u>	Enterprise Requirements and Civil Works Initiatives
\$ 91,428	

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

FY 2021
\$ 85,952

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 2021 civilian FTE staffing level for MSCs is 401. 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.

\$ 67,646	Civilian Personnel Compensation and Benefits
16,924	Fixed Costs (Rent, Utilities, AIS, Communication, Operating Cost Purchased from Districts, MILPAY reimbursed to DA)
<u>1,382</u>	Operating Costs (Printing, Training, Travel, Supplies and Equipment, and Technical Support Purchase from Districts)
\$ 85,952	

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

FY 2021
\$13,620

The FOAs have a total of 80 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:

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- 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. In FY 2019, UFC FTEs were allocated to HQ and MSC.
- 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. In FY 2019, ACE-IT FTEs were allocated to HQ and MSC.

The Expenses appropriation funds four (4) 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.

\$ 10,932	Civilian Personnel Compensation and Benefits
2,413	Fixed Costs (Rent, Utilities, Communication and Critical Support Services)
<u>275</u>	Operating Costs (Printing, Supplies, Equipment, Training and Travel)
\$ 13,620	

3. Account Summary:

	HQ	MSC	FOA	TOTAL
Civilian Personnel Compensation and Benefits	\$ 68,203	67,646	10,932	\$146,781
Fixed Costs	\$ 16,967	16,924	2,413	\$ 36,304
Operating Costs	\$ 258	1,382	275	\$ 1,915
Enterprise Requirements	\$ 6,000			\$ 6,000
TOTAL	\$ 91,428	85,952	13,620	\$ 191,000

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APPROPRIATION TITLE: Flood Control and Coastal Emergencies (FCCE)

	FY 2016 Allocation	FY 2017 Allocation	FY 2018 Allocation	FY 2019 Allocation	FY 2020 Allocation	FY 2021 Budget
FCCE 1/	\$28,000,000	\$32,000,000	\$35,000,000	\$35,000,000	\$27,000,000	\$77,000,000

1/ Unobligated Carry-in Funding. The actual unobligated carry-in funding from FY 2019 to FY 2020 in the FCCE account was \$2,585,028,000. This amount consists of \$2,276,677,000 that the Congress appropriated directly to the Corps, and \$308,351,000 that the Corps 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 \$27,000,000 of the requested funding for emergency preparedness and training activities:

- The Corps would use these funds for its costs to participate in planning, training, exercises, and other measures to prepare for future flood, hurricane, and other natural disasters; and specifically, 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. This 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 would use these funds to support the small group of Corps staff that is dedicated to PL 84-99, as amended work; to cover related emergency support services such as providing for communication systems and equipment contracts to be prepared for an emergency; to purchase and stockpile critical equipment and supplies (i.e. pumps, HESCO, sandbags) that otherwise would not be readily available during initial response operations; and to purchase the flood-fighting equipment and supplies that the Corps will need to use early in an emergency.
- The Corps would also use these funds for its routine inspections under PL 84-99, as amended, of eligible non-Federal projects.

The Corps would use the remaining \$50 million of the requested funds only for emergency response work under PL 84-99, as amended, arising after the date of enactment of an appropriations act for the Corps covering all of FY 2021. This includes the cost that the Corps incurs under PL 84-99, as amended, in manning its emergency operations centers; for its work on advance measures, flood fighting, and providing potable water; and to construct temporary measures to reduce ongoing flooding of communities resulting from major disasters declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) after the date of enactment of an appropriations act for the Corps covering all of FY 2021. The Corps may also use some of these funds for the assessment of high-priority potential long-term repairs under PL 84-99, as amended, in areas with a flood-related major disaster declared pursuant to the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5121 et seq.) after the date of enactment of an appropriations act for the Corps covering all of FY 2021.

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

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Flood Control and Coastal Emergencies

(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.

APPROPRIATION TITLE: Regulatory Program, Fiscal Year 2021

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 2021	\$200,000,000
Allocation for FY 2020 ^{1/}	\$210,000,000
Change in FY 2020 from FY 2019	\$10,000,000

1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2019 to FY 2020 is \$6,786,000 which includes \$1,875,000 of \$3,200,000 for the Port of Arlington settlement in Oregon, received in FY 2009. To date, approximately \$1.1 million has been paid in phase 1 (Dec 2014) and \$221,000 in phase 2 (Aug 2016). As of the date of this justification sheet, the total available unobligated dollars estimated to be carried into FY 2021 from prior appropriations is \$7,000,000.

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 EOs, all which 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 emergency evacuation routes, shore stabilization and other coastal protection/flood risk reduction projects, improvement to airports, ports, and infrastructure

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Regulatory

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 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.

FY 2019 ACCOMPLISHMENTS AND ONGOING EFFORTS: During FY 2019 the Corps finalized over 74,000 permit-related activities, including authorizing approximately 55,000 permits and completing approximately 24,000 jurisdictional determinations. Approximately 95 percent of the permit workload was authorized by Regional and Nationwide general permits, with the remainder authorized by individual permits. Approximately 81 percent of the general permits were issued in 60 days or less and approximately 58 percent of the individual permits were issued in 120 days or less.

The Navigable Waters Protection Rule, signed on 23 January 2020, is a joint Environmental Protection Agency (EPA) and Army [ASA(CW)] rulemaking effort to replace the 2015 Clean Water Rule (2015 Rule) which defines jurisdiction under the Clean Water Act. On 28 February 2017, Executive Order (EO) 13778 directed the EPA and Army to rescind or revise the 2015 Rule. In FY 2019, USACE assembled a Regulatory Team of 20 people from across the nation to support the rulemaking and implementation effort. The team has organized outreach efforts in various locations across the country, reviewed and responded to over 600,000 comments, reviewed draft rule text, revised internal documents related to jurisdiction, developed new tools, and continues to develop training materials for both the rulemaking and implementation.

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 the Corps' 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 currently 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 Corps is currently working on updates to the Lead District Memo in order to provide more clarity for divisions and districts based on implementation issues.

Mitigation Rule: In response to the Administration's Legislative Outline for Rebuilding Infrastructure in America, the Corps and EPA are reviewing the mitigation bank and in-lieu fee program review and approval process, including the interagency review team process, to identify rule changes that could enhance the efficiency of the mitigation bank and in-lieu fee program approval time frames. The Corps and EPA are also considering proposing additional targeted changes to the rule text to address issues identified during implementation of the regulation during the past 10 years. This will be a joint rulemaking effort between the Corps and EPA. Currently, the rule text is being drafted. The next steps would include drafting of environmental assessment and regulatory impact analysis then initiate Army review in accordance with DOD and OMB rulemaking procedures

EO 13807 directs Federal agencies to process environmental decisions for “major infrastructure projects” (MIPs) as One Federal Decision (OFD), meaning agencies will prepare a single environmental impact statement (EIS), sign a single record of decision (ROD), and issue all necessary authorization decisions within 90 days of the issuance of the ROD, subject to limited exceptions. The Corps Regulatory Program hosted training webinars for staff in November 2019. In June 2019, USACE received a successful rating from OMB in the inaugural scorecard for compliance with EO 13807. The Regulatory Program is working on additional guidance for staff and improvements to ORM to assist with OFD project tracking.

The Regulatory Program issued Regulatory Guidance Letter (RGL) 19-01 on 22 February 2019. RGL 19-01 provides guidance to districts on Mitigation Bank Credit Release Schedules and Equivalency in Mitigation Bank and In-Lieu Fee Program Service Areas. The purpose of this Regulatory Guidance Letter (RGL) is to provide guidance to district engineers on two issues relating to that authority: credit release schedules for mitigation banks and consistency in establishing service areas for mitigation banks and in-lieu fee programs.

The Regulatory Program also issued RGL 19-02 regarding timeframes for Clean Water Act Section 401 water quality certifications and clarification of waiver responsibility. The purpose of this guidance is to clarify timeframes and improve efficiency for receiving Section 401 Water Quality Certification (401 WQC) decisions from the certifying agency pursuant to 33 U.S.C. § 1341 as promulgated at 33 CFR 325.2(b)(1). This guidance also clarifies the Corps’ 401 WQC waiver determination process and responsibilities when the Corps is not the lead federal agency when multiple federal licenses or permits are needed for a proposed project.

Nationwide Permits: The final rule for the 2017 Nationwide Permits was signed and submitted in December 2016, for publication to the *Federal Register* on January 6, 2017. The nationwide permits authorize approximately 35,000 reported activities per year, as well as approximately 30,000 activities that do not require reporting to USACE districts. The Corps is proposing to modify several Nationwide Permits to reduce burdens on domestic energy producers, in response to E.O. 13783 and has worked diligently on this effort throughout FY 2019. The draft proposed Nationwide Permits are currently under review by OMB OIRA and the final Nationwide Permits are expected to be completed in the first quarter of FY2021.

State Assumption of the 404 Program: Section 404(g)(1) of the Clean Water Act Allows states and tribes to assume the Section 404 program in certain waters of the US after review and approval by EPA. State/tribe submits assumption package to EPA which reviews its regulations and decides whether to approve. Only Michigan (1984) and New Jersey (1993) have assumed the program since the provision was added in late 1977. Corps Regulatory Program efforts include support to the states as necessary by providing requested data, including retained waters lists. . Approximately 16 states have expressed interest in assuming the 404 program since 2018. In FY 2019, the Corps provided support to states and tribes, as requested, by proffering information such as number of permit actions, manpower to administer the program, and lists of waters that would be retained by the Corps if the program is assumed by a state or tribe..

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.

- Project Delivery Teams (PDTs): The Corps' North West Division has developed, and continues to refine, an extensive network of PDTs on a wide variety of Regulatory subjects including ESA, Jurisdiction, Outreach, 408, and ORM database. These PDTs help to maintain consistency and to develop program efficiencies across the division that ultimately result in increased efficiency and responsiveness to the public.
- The Louisville District Issued a Letter of Permission (LOP) for new mitigation projects associated with approved Mitigation Bank and ILF instruments within the State of Indiana. The new LOP will provide more efficient review and authorization process.
- 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 2021 Budget Amount
Funding to Districts/Divisions	\$193,000,000
ORM2 Support	\$3,000,000
Other Enterprise Level initiatives	\$1,500,000
ERDC Support	\$1,250,000
IWR Support	\$1,250,000
Total	\$207,000,000

Justification of Estimate for Civil Functions Activities
Department of the Army, Corps of Engineers
Fiscal Year 2021

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

<u>Appropriation</u>	FY 2020 Enacted	FY 2021 Budget	Change
Policy Direction and Oversight	\$ 5,000,000	\$ 5,000,000	\$ 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 2020 <u>Appropriation 2/</u>	FY 2021 <u>Budget</u>
Personnel Compensation 1/		
Full-time permanent (fully fund authorized staff to accomplish mission)	\$ 3,594,000	\$ 3,571,000
Civilian personnel benefits	\$ 765,000	\$ 765,000
Travel and transportation (TDY)	\$ 150,000	\$ 150,000
Transportation of things (Change of station)	\$ 200,000	\$ 100,000
Rental payments to GSA	\$ 87,000	\$ 90,000
Communication, Utilities, and Miscellaneous Charges	\$ 123,000	\$ 123,000
Printing services	\$ 1,000	\$ 1,000
Other services from non-Federal sources	\$ 200,000	\$ 150,000
Supplies	\$ 50,000	\$ 50,000
	<u>\$ 5,170,000</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 \$3,460,000 will be used in addition to the FY 2020 appropriation. The estimated carry-in to FY 2021 is \$3,290,000.

APPROPRIATION TITLE: Revolving Fund- Plant Replacement and Improvement Program (PRIP), Fiscal Year 2021

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 2021 PRIP includes 5 New Major Items and 20 Continuing Major Items from FY 2020. Three 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 2021 New Major Items	Page	Total Estimated Cost (\$000)
1. Critical Infrastructure Cyber Security Lab/Office-Little Rock District	4	5,956
2. Towboat-Tulsa District	9	9,200
3. M/V Kent Replacement, New Orleans District	10	13,000
4. M/V Muscatine Replacement – Rock Island District	10	6,000
5. Norfolk District Pier- Norfolk District	10	8,000
		Total: 42,156

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. Longview Lake Warehouse Facility-Kansas City District	4	4,500	4,500	5,674	1,174
2. Crane Barge, St. Paul District	7	7,252	7,252	15,260	8,008
3. Replace 400T Dry Dock with 1600T Dry Dock, Memphis District	9	4,900	4,900	11,650	6,750

4. FY 2019 thru FY 2021 (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, ATRP 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. FY 2021: \$0.

(2) Buffalo District Facilities Replacement – Buffalo District (LRB) (Continuing)- This request is made to renovate two buildings on the Buffalo District Headquarters Reservation. Renovations are required due to the advanced age and deteriorated state of the buildings, which cannot be sustained any longer through spot repairs or minor maintenance. In FY 2020, funds will procure a design contract (task order on existing architect-engineer contract) and start the design phase. In FY 2021, funds will complete the design and procure the construction contract. Building B5 is a 10,000 gross square foot (GSF) mixed-use pre-engineered steel building. It was constructed in 1978 and requires a complete overhaul of the interior structure, electrical, mechanical and plumbing systems to support future district operations including office space for 10 employees, workshops (survey, environmental, geotechnical), vehicle & vessel dispatch and maintenance, and property storage for all district functions and organizations. Its boiler plant equipment also supports an adjacent occupied office building (B2). Building B4 is a 1,100 GSF one-story masonry block building constructed in 1931. Its sole purpose is to house the electrical distribution equipment servicing the entire headquarters reservation. The equipment is antiquated and unsafe and must be replaced. Minor refurbishment of the building is also required. Originally, both buildings were to be addressed within the scope of the Buffalo District Headquarters Facility Project approved by HQ USACE in 2014 for advancement in the PRIP funding process and authorized by Congress in section 1159 of the Water Resources Development Act (WRDA) of 2016 (Pub. L. 114-322, Title I). The justification submitted to Congress for this original proposal indicated that Building B5 would be demolished and did not expressly reference Building B4, though

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Revolving Fund- Plant Replacement and Improvement Program

renovations to Building B4 were contemplated and included in the original project cost estimate. These and similar improvements to the LRB headquarters reservation were authorized for construction and PRIP funding under subsection 1159(b) of WRDA 2016, which authorized the use of PRIP funding for “. . . such construction and infrastructure improvements as are required to support the headquarters and related installations and facilities of the Buffalo District of the Corps of Engineers, including any necessary demolition or renovation of the existing infrastructure.” However, in 2017 and 2018, LRB completed geotechnical and geophysical investigations, a design charrette, and a more detailed cost estimate for redeveloping the headquarters reservation, which concluded that scope changes, increased construction rates, and contingency costs for subsurface geotechnical conditions and multistory building construction would nearly double the contract cost and require additional PRIP funds. In 2018, the LRD Commanding General and Director of Programs concluded that the cost risks in constructing a new headquarters were too great and not worth jeopardizing USACE’s reputation by seeking additional PRIP funding from HQ USACE. LRD leadership then directed LRB to pursue the current approach of using LRB operations funding (i.e., non-PRIP funding) to lease space from GSA for the main LRB headquarters building and to seek PRIP funding to perform revised improvements to Buildings B4 and B5 on the LRB headquarters reservations. USACE intends to rely on the authority provided under subsection 1159(b) of WRDA 2016, coupled with this notification of revised project scope, to use PRIP funding to perform the renovations to Building B4 and B5 discussed herein. Total revised estimated cost: \$8,017,000. Prior Years: \$54,000. FY 2019: \$0. FY 2020: \$1,073,000. FY 2021: \$5,680,000. Future Years: \$1,210,000.

(3) Critical Infrastructure Cyber Security Lab/Office-Little Rock District, (SWL) (NEW)- The request is made to extend the existing Critical Infrastructure Cyber Security Mandatory Center of Expertise (CICS-MCX) building by constructing a new facility. The CICS-MCX building is required to house a team of subject matter experts responsible for protecting the control systems operating and protecting the national critical infrastructure and facilities owned and operated by USACE with innovative cybersecurity solutions against cyber threats, reducing cyber risk to an acceptable level. By combining subject matter expertise in the areas of control system operation and security, Operational Technology security engineering, control system testing and hardening, physical security, and risk management programs, the CICS-MCX team possesses the unique and necessary skill set required to assess and secure a control system while still maintaining the system's reliability and functionality. Currently, the SCADA Lab, which is the central hub of the CICS-MCX, is located off-site in borrowed space at the Table Rock Project Site office nearby. Security for the Center is gravely lacking and it is imperative that all elements of the center be relocated expeditiously to one site behind a secure fence & gate. The approximately 5,000 square ft. new building will provide space for the Center's SCADA lab, 9 more individual offices (to total 13 for the Center), a conference room to hold approximately 20 subject matter experts, a security system hub for the facility, break room and new ADA compliant restrooms. The existing facility will remain in use at the site and will connect to the new building housing the entire Center in a single secure campus. Total estimated cost: \$5,956,404. Prior Years: \$0. FY 2019: \$0. FY 2020: \$403,824. FY 2021: \$5,552,580.

(4) Longview Lake Warehouse Facility-Kansas City District, (NWK) (Continuing)- The U.S. Army Corps of Engineers (USACE) proposes the design and construction of a new warehouse facility of approximately 18,000 gross square feet at the Longview Lake Project near Lee’s Summit, Missouri. The Longview Lake Warehouse will include a heavy mobile equipment repair shop, a water quality lab, and secure parking of drill rig equipment. USACE will design and construct the new facility to meet the current year space needs of the field activities of the Kansas City District (District). The site will also accommodate the anticipated 2020 and beyond year needs of the field activities of the District, which indicate no anticipated growth. The new facility will replace the currently leased Government Services Administration (GSA) facility, which is aged, expensive, and does not adequately meet the District's needs, to include security and sustainability requirements. The District has actively explored other commercial properties as well as existing Government facilities that would be suitable to support the District’s functions with decreased costs. No other facilities were found that can accommodate the requirements. The economic analysis for replacing the leased facility with a new building located at the Longview Lake project will save the District \$411,000 over 40 years. These cost savings will be passed directly back to the Civil Work appropriations. The new warehouse facility will house the District's drill, land survey, instrumentation maintenance for dam safety, water quality, bio-monitoring, and bathymetric survey field functions. These field functions are integral to the District's Civil Works missions to support dam and levee safety, the Missouri River Recovery Program, and water quality assessment. The cost effective facility, in compliance with the Sustainability policy, will house a heavy mobile equipment repair shop, a water quality lab, a staging area for drill crew, survey crew, boat crew, instrumentation calibration and staging area,

supplies, equipment, and analytical samples. Funding for FY 2020 will be used for design. Funding for FY 2021 will be used for a construction contract award. Total revised estimated cost: \$5,674,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$500,000. FY 2021: \$5,174,000. Future Years: \$0.

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 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: \$881,109. FY 2019: \$0. FY 2020: \$105,200,000. FY 2021: \$4,000,000. Future Years: \$14,918,891.

(2) Dredge Hurley Repower, Memphis District, MDC 3127- (Continuing)- This project entails the project definition, 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 replacement engines to be provided as GFE and actual repowering construction services through a fixed price, lump sum supply-type contract through formal advertising and competitive proposals. Funding for FY 2019 was used to prepare a concept design. Funding for FY 2020 will be used to develop the specification and procurement package for the engines. Funding for FY 2021 will be used for engine procurement and detailed design through an AE task order. Total revised estimated Cost: \$31,000,000. Prior Years: \$536,230. FY 2019: \$100,000. FY 2020: \$135,000. FY 2021: \$13,000,000. Future Years \$17,228,770.

c. Other Floating and Mobile Land Plant:

(1) M/V Charles Merrill Replacement, Huntington District, MDC 2998- (Continuing)- The 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. Funding for FY 2020 will be used for design and procurement. Funding for FY 2021 will be used for procurement and contract management. Total estimated cost: \$8,350,000. Prior Years: \$2,000. FY 2019: \$0. FY 2020: \$108,000. FY 2021: \$6,810,000. Future Years: \$1,430,000.

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(2) Tug Replacement, Detroit District, MDC 3238- (Continuing)- 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. Funding for FY 2021 will be used to procure vessel. Total estimated cost: \$11,305,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$110,000. FY 2021: \$9,610,000. Future Years: \$1,585,000.

(3) Woodie Walden Crane Barge, Huntington District, MDC 3244- (Continuing)- 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. Funding for FY 2019 was used for design and crane procurement. Funding for FY 2020 will be used for labor and any required mods. Funding for FY 2021 will be used for contract management. Total estimated cost: \$6,100,000. Prior Years: \$0. FY 2019: \$4,880,000. FY 2020: \$150,000. FY 2021: \$55,000. Future Years: \$1,015,000.

(4) M/V Bienville Replacement Vessel, New Orleans District, MDC 3189- (Continuing)- 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. Funding for FY 2020 will be used to prepare the Specifications and Procurement Documents. Funding for FY 2021 will be used for the vessel procurement. Total estimated cost: \$13,000,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$110,000. FY 2021: \$11,510,000. Future Years: \$1,380,000.

(5) Hydrographic Survey Vessel, Galveston District, MDC 3228- (Continuing)- 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. Funding for FY 2021 will be used for contract management and modifications. Total estimated cost: \$6,675,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$5,355,000. FY 2021: \$350,000. Future Years: \$970,000.

(6) Crane & Mechanical Dredging Barge (Wade Replacement), St. Paul District, MDC 3218- (Continuing)- 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 for FY 2020 will be used for contract design. Funding for FY 2021 will be used for a construction contract award. Total estimated cost: \$10,573,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$750,000. FY 2021: \$7,370,000. Future Years: \$2,453,000.

(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 and the additional funds will be used to rebaseline the project to account for the design and construction cost shortfall. Funding for FY 2019 was used for contract design. Funding for FY 2020 will be used to complete contract design, solicit and award the contract. Funding for FY 2021 will be used to perform quality assurance and contract management. Total revised estimated cost: \$15,260,000. Prior years: \$467,760. FY 2019: \$365,000. FY 2020: \$8,223,000. FY 2021: \$385,000. Future Years: \$5,819,240.

(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 2019 was used for award and contract management. FY 2020 funding will be used to continue contract management and potential modifications. FY 2021 funds will be used for contract management. Total estimated cost: \$24,852,000. Prior Years: \$214,710. FY 2019: \$17,887,013. FY 2020: \$670,000. FY 2021: \$160,000. Future Years: \$5,920,277.

(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 2019 was used to complete barge construction, tests, trials and delivery of completed vessel. Funding for FY 2020 will be used for completion of any construction and warranty. Funding for FY 2021 will be used for contract management and warranty oversight. Total estimated cost: \$44,840,000. Prior Years: \$28,571,100. FY 2019: \$1,514,300. FY 2020: \$300,000. FY 2021: \$400,000. Future Years: \$14,054,600.

(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. Funding for FY 2019 was used to procure the barge for integration with the crane. Funding for FY 2020 will be used for contract administration and oversight during the barge construction period. Funding for FY 2021 will be used to continue contract administration and oversight. Total estimated cost: \$14,700,000. Prior Years: \$4,619,000. FY 2019: \$8,076,000. FY 2020: \$141,000. FY 2021: \$50,000. Future Years: \$1,814,000.

(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 2019 was used to award an A/E design concept. Funding for FY 2020 will be used for design completion and preparation of procurement documents. Funding for FY 2021 will be used for vessel solicitation, and contract award. Total estimated cost: \$8,235,000. Prior Years: \$39,900. FY 2019: \$630,400. FY 2020: \$355,000. FY 2021: \$5,665,000. Future Years: \$1,544,700.

(12) 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 2019 was used for the development of plans and specifications. Funding for FY 2020 will be used to solicit and contract award. Funding for FY 2021 will be used for contract management and modifications. Total revised estimated cost: \$36,660,000. Prior Years: \$14,524,940: FY 2019: \$426,638. FY 2020: \$8,300,000. FY 2021: \$800,000. Future Years: \$12,608,422.

(13) 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 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 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 was used to complete an initial design and place a contract to purchase modular pontoons. Funding for FY 2020 will be used for a detail design, construction contract award, management and modifications. Funding for FY 2021 will be used to continue contract management and for modifications. Total revised estimated cost: \$63,617,600. Prior Years: \$0. FY 2019: \$1,308,671. FY 2020: \$32,896,100. FY 2021: \$3,826,900. Future Years: \$25,585,929.

(14) Replace 400T Dry Dock with 1600T Dry Dock, Memphis District, MDC 3270- (Continuing)- The Memphis District Operations Division, Physical Support Branch, Plant Section owns and operates three floating dry docks. These docks support maintenance operations for dredges, vessels and barges from all MVD Districts, sister Districts from SWD and SAD, and other government agencies such as the U.S. Coast Guard. One "large" dock has a capacity of 3,200 tons and the other two "small" docks each have a capacity of 400 tons. In the past three years, the average use of each of these docks has been over 270 days/year. MVM is seeking to replace the 400 ton capacity dry dock "Rouse" with a 1200 to 2000 ton capacity dock to provide a "medium" dry docking capability. In the past 20 years, MVD Districts have acquired larger vessels which exceed the capacity of our 400 ton docks. The lack of a "medium" size dock causes delays and scheduling challenges. The condition of the "Rouse" is worse than the other 400-ton dock. Replacing the Rouse with a medium size dock, while maintaining the 400-ton dry dock that is in better condition, is the most logical and economical decision. This is the most efficient way to provide the Plant Section with the capacity to accommodate the vessels of the MVD fleet, as well as customers from outside MVD. This will eliminate delays and scheduling challenges, and allow MVM to

accommodate more customers in the future. The current age and condition of the two 400 ton dry docks indicate that significant repairs are needed in order for the dry docks to continue to be mission capable. The costs of the repairs, potential downtime, and lack of appropriate capacity for the mission will deal a significant blow to the capabilities of the Plant Section, and to MVD as a whole, since smaller vessels will have to go outside the government for repair work. This item is mission essential and urgent because functioning dry docks are required to support the maintenance of dredges, vessels and barges for supported organizations. MVM currently lacks the capacity to efficiently carry out the mission. Funding for FY 2019 was used for engineering and design. Funding for FY 2020 will be used for detailed design and construction. Funding for FY 2021 will be used for contract modifications and asset placement. Total revised estimated cost: \$11,650,000. Prior Years: \$350,000. FY 2019: \$350,000. FY 2020: \$10,297,500. FY 2021: \$275,000. Future Years: \$377,500.

(15) Towboat-Tulsa District, MDC 3308, (NEW)- Funds are requested to procure a new towing vessel to replace two existing outdated vessels. The mission of these vessels is in support of the Major Maintenance fleet working on the Navigation System, Locks & Dams, Powerhouses and flood control lakes located within the Tulsa District. The M/V Ozark and M/V Wailes are shallow draft vessels that are 85 and 49 years old respectively. It is getting very difficult to procure replacement parts and systems. Due to their age, the current vessels are also becoming unreliable. The controls and safety upgrades must be made continually to stay in compliance with current safety standards and result in significant down time over and above industry standards. Both vessels do not meet Coast Guard Sub Chapter M regulations and current safety standards. The benefit to the Corps of acquiring a new towboat, would be increased safety and dependability as well as faster response times to emergencies and less prep time required thus saving man-hours each day. Based on the District maintenance workload, a new boat could be utilized almost every work day. Funding for FY 2021 will be used for engineering and design. Total estimated cost: \$9,200,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$0. FY 2021: \$315,000. Future Years: \$8,885,000.

(16) M/V Kent Replacement, New Orleans District, MDC 3287- (NEW)- Funds are requested to procure a new vessel, which will provide assistance to the Mississippi River Fleet for the New Orleans District as well as support to other surrounding Corps districts. This vessel will assist in towing and berthing services associated with maintenance and repair of navigation infrastructure within the district. It will provide moving support capabilities to Maintenance Section Floating Work Units. The Kent is the primary means of moving the Derrick Brownlee. The Kent provides picket duty during high water at water diversion sites on the Lower Mississippi River. A newer, more capable Kent will be more energy efficient and environmentally friendly due to the use of new modern engines with higher fuel efficiency and lower emissions. Funding for FY 2021 will be used to prepare the specifications procurement documents, solicit and contract award. Total estimated cost: \$13,000,000. Prior Years: \$0. FY 2019: \$0. FY2020: \$0. FY 2021: \$11,560,000. Future Years: \$1,440,000.

(17) M/V Muscatine Replacement – Rock Island District- (NEW)- Funds are requested by Rock Island District for the acquisition of the M/V Gordon Stevens, which is currently working for the Louisville District at the Olmstead Lock and Dam Construction project. The M/V Gordon Stevens towboat will replace the M/V Muscatine, which was placed in service in 1976. The propulsion system and other major components have reached the end of their service life where maintenance requirements are expected to ramp up in order to keep the vessel in operation. Louisville District will no longer have a need for this M/V Gordon Stevens and intends to excess it during the 2nd quarter of FY 2020. MVR proposes to transfer the M/V Gordon Steven to MVR as a replacement vessel for the M/V Muscatine. This vessel would become the primary push boat for the Regional Heavy Lift Crane the Quad Cities. Cost estimates for a new vessel to replace the M/V Muscatine replacement were \$11.4M so by acquiring this vessel, MVR will save approximately \$5.4M. The towboat is an essential component required to achieve mission requirements. The vessel at times is required to operate in perilous conditions near dams and other control structures where reliability and performance is mandatory to minimize risk to crews and other floating plants. Total estimated cost: \$6,000,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$6,000,000. FY 2021: \$0. Future Years: \$0.

(18) Norfolk District Pier- Norfolk District- (NEW)- Current facility does not offer adequate protection and hotel services for the District's floating plant. During weather events, the District's floating plant relocates causing delays in reconstitution of the Port of Norfolk. Continued exposure to wave and wake action in

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the basin causes safety concerns for the crew and potential for damage to the vessels. Failure to address current facility degradation concerns will result in failure of the pier system and damage to the structure. Current facility includes a 180' x 15' concrete, pier on concrete pilings with wooden mooring and fender system. Current facility has 7ea 240vac shore power pedestals and 11 light posts. Current facility has 26 cleats, 5 bollards for mooring three vessels permanently. There is currently no potable water on the pier. Existing sewage connections are inoperative. Wooden mooring and fender system is deteriorated with numerous broken/missing whales and piles. Current concrete piles are experiencing galvanic corrosion and require repair. Current configuration leaves-vessels exposed to wave and wake action causing safety concerns and requiring vessels to relocate during extreme weather events. Proposed project includes wrapping concrete piles and conducting repairs to the wooden pile mooring and fendering system. Project also includes installation of mooring piles and floating docks for safer and more effective mooring locations for the District's floating plant. Project also includes installation of a wave screen offshore and on the south face of the pier for protection of the floating plant. Funding for FY 2021 will be used for installation of the wave screen. Total estimated cost: \$8,000,000. Prior Years: \$0. FY 2019: \$0. FY 2020: \$0. FY 2021: \$700,000. Future Years: \$7,300,000.

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 \$17.343 million in development funding for modernization. The modernization of CEFMS II is a phased approach to upgrade over 70 system application modules to provide improved system processes, enhanced security, increased productivity, and robust data analytic capabilities. Funding in FY 2019 was obligated for development of eight additional modules to be migrated from 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 an additional seventeen of the seventy CEFMS II modules. FY 2021 funding will be required to continue the modernization of the application modules. 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: \$17,343,000. Prior Years: \$4,831,000. FY 2019: \$6,681,000. FY 2020: \$4,831,000. FY 2021: \$1,000,000.

5. FY 2019 thru FY 2021 (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)	FY19 (\$000)	FY20 (\$000)	FY21 (\$000)	Future Years (\$000)	Remarks
ERDC	BUILDING 8000 COOLING TOWER & ROOF REPLACEMENT (A&B)	3,150			3,150			NEW
LRD/LRE	RENOVATION OF BLDG 414 & 412 (ADMIN EOC)	4,410				4,410		NEW
MDC/MVK	3205 710 BARGE PEDESTAL CRANE (A&B DREDGE JADWIN)	2,586				2,586		NEW
MDC/MVK	3315 MVK CRANE AND CRANE BARGE 8101 (DESIGN)	200				200		NEW
MDC/MVN	3159 MV JOHN BOPP REPLACEMENT	2,800	2,225	285		235	55	CONTINUING
MDC/NAB	3104 DB-10 CRANE REPLACEMENT	2,665	1,964	250	100	250	101	CONTINUING
MDC/NAO	3065 CRANE BARGE ND-6 REPLACEMENT	3,000	194	2,300	200	200	106	CONTINUING
MDC/SAS	3147 SURVEY VESSELS (REPLACE 2 PRIP ASSETS) ID# 25987 & 42753	1,925	1,122	280	100	50	373	CONTINUING
MVD/MVK	CAT 740 ARTICULATED DUMP TRUCK	550				550		NEW
MVD/MVN	DRAGLINE CE 723 CRAWLER CRANE REPLACEMENT	2,291				2,291		NEW
MVD/MVP	TELESCOPIC HYDRAULIC CRANE	500				500		NEW
MVD/MVP	LATTICE BOOM CRANE	1,800				1,800		NEW
NAD/NAP	CAT D6T TRACK DOZER REPLACEMENT	279			279			CONTINUING
NWD/NWO	TRACK MOUNTED DRILL RIG	500				500		NEW

DIVISION/ DISTRICT	PRIP PROJECTS, CONTINUING AND NEW TO BE FUNDED (PROJECTS LESS THAN \$5M)	TOTAL ESTIMATED COST (\$000)	PRIOR FY (\$000)	FY19 (\$000)	FY20 (\$000)	FY21 (\$000)	Future Years (\$000)	Remarks
SAD/SAJ	NEW COMBINATION BACKHOE/LOADER	300			300			CONTINUING
SAD/SAJ	REPLACE BLDG AT DEPOT FACILITY	645			555		90	CONTINUING
SAD/SAS	TRACK MOUNTED DRILL RIG	525				525		NEW
SPD/SPL	HYDROGRAPHIC SURVEY BOAT	700				700		NEW
SPD/SPL	JFTB BLDG 4 REHABILITATION	1,473				1,473		NEW
SWD/SWG	OPERATIONS & MAINTENANCE BUILDING (DESIGN/CONSTRUCTION)	3,900				450	3,450	NEW
	TOTAL:	34,199	5,505	3,115	4,684	16,720	4,175	