# OTHER BUSINESS PROGRAMS

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# 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 2026
Authorization: Full-Year Continuing Appropriations and Extensions Act, 2025, (PL 119-4), Division A, Title V, Expenses

| | FY 2024 1/ | Allocation Amount for FY 2025 2/ | FY 2026 Budget 3/ | Change FY 2025-2026 |
|---|---|---|---|---|
| **Expenses for Headquarters, Major Subordinate Commands (MSC) and Field Operating Activities (FOA)** | | | | |
| a. Headquarters, U.S. Army Corps of Engineers | | | | |
| (1) Base level Operating Expenses | | | | |
| (a) Labor | $ 75,919 | $ 75,735 | $ 76,760 | $ 1,025 |
| (b) Non-labor | $ 23,818 | $ 21,804 | $ 24,240 | $ 2,436 |
| (2) Civil Works Initiatives (GUMP) | $ 1,340 | $ 2,000 | $ 2,000 | $ 0 |
| (3) Enterprise Requirements (formerly Program/Campaign Acct/) | $ 0 | $ 0 | $ 0 | $ 0 |
| **HQ SUB-TOTAL** | **$101,077** | **$ 99,539** | **$ 103,000** | **$ 3,461** |
| b. Major Subordinate Commands | | | | |
| (1) Base level Operating Expenses | | | | |
| (a) Labor | $ 82,465 | $ 81,621 | $ 79,268 | $ -3,396 |
| (b) Non-Labor | $ 20,693 | $ 20,201 | $ 25,032 | $ 5,874 |
| **MSC SUB-TOTAL** | **$103,158** | **$101,822** | **$104,300** | **$ 2,478** |
| **c.** Administrative Expenses for Field Operating Activities (FOA) | | | | |
| (1) Humphreys Engineer Center Support Activity (HECSA) | $ 8,403 | $ 8,845 | $ 7,480 | $ -1,365 |
| (2) Institute of Water Resources (IWR) | $ 5,077 | $ 5.597 | $ 5,000 | $ -597 |
| (3) U.S. Army Engineer Research & Development Center (ERDC) | $ 168 | $ 197 | $ 220 | $ 23 |
| **FOA SUB-TOTAL** | **$ 13,648** | **$ 14,639** | **$ 12,700** | **$ -1,939** |
| **EXPENSES DIRECT TOTAL** | **$217,883** | **$216,000** | **$220,000** | **$ 4,000** |
| **d. Expenses for Headquarters & Major Subordinate Commands (MSC)** Infrastructure Investment and Jobs Act (IIJA), PL 117-58 Supplemental Funds | **$ 37,224** | **$ 31,790** | **$ 33,000** | **$ 1,210** |
| **EXPENSES (Direct and Supplemental) TOTAL** | **$255,107** | **$247,790** | **$253,000** | **$ 5,210** |

*1/ The amount shown is the enacted amount for FY2024 and carryover of $1.735M from FY 2023.*
*2/. Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 is $160,000. As of the date of this justification sheet, the estimated unobligated dollars carried into FY 2026 from prior appropriations is $0.*
*3/ The amount shown is the budget amount for FY 2026, excludes any projections of carryover from FY 2025.*

The Expenses appropriation funds the Executive Direction and Management (ED&M) of the Civil Works responsibilities of the Corps headquarters and division offices; three field operating activities; 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 Guidance (PEG), Program Development Guidance (PDG), 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 monthly Delivery Review with Commanders (DRCs), monthly Business Reviews with Commanders (BRCs), 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 2026 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 and the costs of those elements within three (3) field operating activities providing direct support to those functions. The Expenses appropriation pays for two categories of requirements—labor and non-labor to support the U.S. Army Corps of Engineers.

- Labor consists of civilian pay for manpower allocation of 786 FTE distributed to HQ, eight (8) Major Subordinate Commands and three (3) FOAs.
- 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 rental payments; communications (landline telephones); centralized finance support, logistics, and personnel support; enterprise information technology baseline support and fee for service automated information systems; and increased cyber security modernization requirements. Discretionary requirements are travel, training, supplies, printing, and office equipment. Mandatory requirements comprise about 20% of the budget request.

The USACE HQ manpower allocation is divided among the mission organization, Directorate of Civil Works, Engineering and Construction Directorate, 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, and 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 oversight, direction and management to a Civil Works organization more than 26,000 employees nationwide. The oversight Direction and Management includes 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 of command and control, policy and guidance formulation, program management in developing, defending, and executing all major USACE programs; national and regional 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 39 districts, eight (8) MSCs and three (3) 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**

| | FY 2026 |
|---|---|
| Base Level Operating Expenses | $103,000 |

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 commands 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. In FY 2026, Headquarters will continue to address initiatives as follows:

- Improving planning capabilities through the development and update of policy guidance and training;
- Expanding stakeholder coordination at the regional and national levels;
- Developing and implementing command guidance across functional directorates, MSCs and other support organizations
- Providing training to retain, maintain and improve technical competence;
- Managing business process transformation;
- 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 2026 request for Headquarters consists of the base-level operating expenses of $103,000 for routine operations and Enterprise Requirements.

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

The Budget includes $2 million for Civil Works Initiative Requirements, including:

1. **Key Budgetary Materials Update: Budget Press book, Budget Formulation and Business Line Execution and Budget Development EC Guidance-Inflation Rates.** ($305K)
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**. ($150K)
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. (**$65K**)**
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.** ($100K)
These efforts incorporate the former Interagency Performance Evaluation Task Force (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. **Guidance Update Management Program (GUMP).** ($1.2M)
Funds will be used to systematically update technical and policy guidance for Civil Works.

7. **HQ Support Office Initiatives.** ($80K)
Funds will be used for initiatives to include Corporate Recruitment and Outreach, Competitive Professional Develop Commander IG, and IR Audits, and RD Technology Intrusion and Innovation.

The FY 2026 HQ staff level is 363 civilian FTE. In addition, there are 31 uniformed military personnel supporting the Civil Works mission for the ED&M Program for which USACE reimburses the Department of the Army's Military Personnel, Army (MPA, 2010) account; these charges record as non-labor in CEFMS financial accounting system. 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.

| | | |
|---|---|---|
| $76,760 | Civilian Personnel Compensation and Benefits | |
| 21,544 | Fixed Costs (Rent, Utilities, AIS, Communication, Operating Support purchased from Districts, MILPAY reimbursed to DA) | |
| | 2,696 | Operating Costs (Transportation, Printing, Travel, Training, Supplies and Equipment) |
| | 2,000 | Enterprise Requirements and Civil Works Initiatives |
| $103,000 | | |

b. **Major Subordinate Commands (MSC)**

| | FY 2026 |
|---|---|
| Base Level Operating Expenses | $104,300 |

The Civil Works Program has eight MSCs that provide quality assurance for and supervision for the work of the 39 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. teThe FY 2026 civilian FTE staffing level for MSCs is 384. HQ reimburses the Department of the Army for 20 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 50 to 70 FTEs, except for Pacific Ocean Division, which has 20 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.

| | |
|---|---|
| $ 79,268 | Civilian Personnel Compensation and Benefits |
| 22,339 | Fixed Costs (Rent, Utilities, AIS, Communication, Operating Cost purchased from Districts, MILPAY reimbursed to DA) |
| 2,693 | Operating Costs (Printing, Training, Travel, Supplies and Equipment, and Technical Support Purchase from Districts) |
| $104,300 | |

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

| | FY 2026 |
|---|---|
| Base Level Operating Expenses | $ 12,700 |

The FOAs have a total of 39 civilian (no uniformed military positions) FTE. The Expenses appropriation funds management and operation costs allocable to the Civil Works program of Corps-wide support facilities including:

- Humphreys Engineer Center Support Activity (HECSA) - Provides day-to-day operational support services to the Corps;
- Institute for Water Resources (IWR) – Performs studies and analyses on a wide range of water resource issues and develops project planning techniques;
- Engineering Research and Development Center (ERDC) - Operates several labs and conducts research and development for the Corps and other agencies;

The Expenses appropriation funds three (3) 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.

| | |
|---|---|
| $11,550 | Civilian Personnel Compensation and Benefits |
| 688 | Fixed Costs (Rent, Utilities, Communication and Critical Support Services) |
| 462 | Operating Costs (Printing, Supplies, Equipment, Training and Travel) |
| $12,700 | |

**d. Infrastructure Investment and Jobs Act (IIJA), PL 117-58 Supplemental Funds**

In accordance with P.L. 117-58, funds provided in the amount of $40 million dollars for expenses are to remain available until expended. In FY 2023, $29.87 million, and in FY 2024, $31.7 million of Operation and Maintenance funds were transferred to Expenses, bringing the total amount of available funding to $101.57 million. These funds are designated for an emergency requirement used to provide supervision and general administration of the $17.1B Infrastructure Investment and Jobs Act (IIJA) national program to carryout activities funded under major USACE Civil Works accounts.

**Account Summary:**

| | HQ | MSC | FOA | IIJA | TOTAL |
|---|---|---|---|---|---|
| Civilian Personnel Compensation and Benefits | $ 76,760 | $ 79,268 | $ 11,550 | $ 30,500 | $198,078 |
| Fixed Costs | $ 21,544 | $ 22,339 | $ 688 | $ 0 | $ 44,571 |
| Operating Costs | $ 2,696 | $ 2,693 | $ 462 | $ 2,500 | $ 8,351 |
| Enterprise Requirements | $ 2,000 | $ 0 | $ 0 | $ 0 | $ 2,000 |
| **TOTAL** | $103,000 | $104,300 | $ 12,700 | $ 33,000 | $253,000 |

**APPROPRIATION TITLE:** Flood Control and Coastal Emergencies (FCCE)

| Disaster Relief Supplemental Appropriations Act of 2022 | Infrastructure Investment and Jobs Act | Allocation FY 2022 | Allocation FY 2023 | Disaster Relief Supplemental Appropriations Act of 2023 | Disaster Relief Supplemental Appropriations Act of 2025 | Allocation FY 2024 | Allocation Amount FY 2025 | Budgeted Amount FY 2026 |
|---|---|---|---|---|---|---|---|---|
| $ | $ | $ | $ | $ | $ | $ | $ | $ |
| 826,000,000 | 251,000,000 | 35,000,000 | 35,000,000 | 519,200,000 | 745,000,000 | 35,000,000 | 35,000,000 1/ | 40,000,000 |

*1/ Unobligated Carry-in Funding: The actual unobligated carry-in funding from FY 2024 to FY 2025 in the FCCE account was $1,817,305,040. This amount consists of $1,388,091,223 that the Congress appropriated directly to the Corps, and $429,213,817 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 floods, hurricanes, and other natural disasters, and to respond and support emergency operations during floods. The Congress funds the activities that the Corps undertakes pursuant to PL 84-99, as amended, through the FCCE appropriation.

**DESCRIPTION:** The Corps will use the $40,000,000 for emergency preparedness and training activities:

- 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 Corps Planning Response teams, Crisis Management teams, Crisis Action teams, and the Corps staff who will work in the Emergency Operations Centers and Regional Response Coordination Centers. The Corps performs some of this preparedness work with local, State, Tribal, and other Federal agencies. For example, this training includes Corps participation in State exercises such as Table Tops, and Corps participation in flood fight training and regional all hazards training.

- Labor cost of the Corps employees assigned to work on the PL 84-99, as amended, program;

- Costs to support related emergency support services such as providing for communication systems and equipment contracts in order to be prepared for an emergency; and to oversee the purchasing and stockpiling of baseline critical equipment and supplies (i.e., pumps, HESCO, sandbags) that otherwise would not be readily available during initial response operations for use early in an emergency.

- Support routine inspections under PL 84-99, as amended, of eligible non-Federal levee systems.

- Provide training for the planning response teams and subject matter experts, properly maintain and upgrade its ENGLINK automated information system, and ensure that the PL 84-99 program has sufficient advanced contracting capabilities.

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. The Corps uses funds provided by FEMA to cover the cost of this work during the response and recovery phases. Under the National Response Framework (NRF), the Corps serves as the lead Federal agency for Emergency Support Function #3 – Public Works and Engineering. In this capacity, the Corps assists FEMA by coordinating Federal public works and engineering-related support, as well as providing technical assistance, engineering expertise, and construction management to 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. Under the National Disaster Recovery Framework (NDRF), the Corps serves as the lead Federal agency for Infrastructure Systems – Recovery Support Function. In this capacity, the Corps assists FEMA by coordinating Federal public works and engineering-related recovery phase support, as well as providing technical assistance, engineering expertise, and construction management to recover from domestic incidents, with such efforts funded by FEMA through Mission Assignments or other funding agreements. The NDRF 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, State, Tribal, and Local government agencies to enable community-based recovery objectives.

Justification of Estimate for Civil Functions Activities
Department of the Army, Corps of Engineers
Fiscal Year 2026

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

| Appropriation | FY 2025 Enacted | FY 2026 Budget | Change |
|---|---|---|---|
| Policy Direction and Oversight | $ 5,000,000 | $ 7,000,000 | $ 2,000,000 |

**JUSTIFICATION:**

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

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

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

1. Developing, defending, and directing the execution of Army Civil Works policy, legislative activities, and financial programs and budget.

2. Developing policy and guidance for administering the regulatory program to protect, restore, and maintain the waters of the United States in the interest of the environment, navigation, and national defense, pursuant to the Rivers and Harbors Act of 1899, the Federal Water Pollution Control Act (Clean Water Act), as amended, and the Marine Protection Research and Sanctuaries Act of 1972.

3. Developing the Department of the Army position on USACE civil works studies and projects, including coordination with OMB under E.O. 12322, and transmission of the Secretary's recommendations to Congress.

4. Serving as Congressional liaison on Civil Works matters, including serving as the Department of the Army point of contact for House and Senate Authorization and Appropriations Committees charged with oversight of the Army Civil Works Program.

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

C. The Office of the Assistant Secretary of the Army for Civil Works, in coordination with the Army's Deputy Chief of Staff for Operations G-3/5/7, 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.

| Object Classification | FY 2025 Appropriation 2/ | FY 2026 Budget |
|---|---|---|
| Personnel Compensation 1/ | | |
| Full-time permanent (fully fund authorized staff to accomplish mission) | $ 4,546,000 | $ 6,316,000 |
| Full time temporary (Detailed Staff to accomplish initiatives) | $ 0 | $ 0 |
| Travel and transportation (TDY) | $ 100,000 | $ 440,000 |
| Rental payments | $ 125,000 | $ 0 |
| Communication, Utilities, and Miscellaneous Charges | $ 45,000 | $ 50,000 |
| Other services | $ 120,000 | $ 130,000 |
| Supplies | $ 64,000 | $ 64,000 |
| | $ 5,000,000 | $ 7,000,000 |

*1/ The budget request for FY 2026 for Personnel Compensation supports 24 FTE, an increase of 6 FTE from FY 2025. The additional staff will aid in strengthening the ASA's oversight of the Army Civil Works Program.*
*2/ Carry-in funds of $0 will be used in addition to the FY 2025 appropriation. The estimated carry-in to FY 2026 is $0.*

**APPROPRIATION TITLE:** Regulatory Program, Fiscal Year 2026

**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:**

| Allocation FY2024 $ | Allocation in FY 2025 $ 1/ | Budgeted FY 2026 $ |
|---|---|---|
| 221,000,000 | 221,000,000 | 221,000,000 |

*1/ Unobligated Carry-in Funding: The actual unobligated carry-in from FY 2024 to FY 2025 is $10,331,000. This unobligated carry-in does not include $1,370,000 in X funds, which do not expire, resulting from the Port of Arlington legal settlement that was closed in 2020. The Regulatory Program has designated that these funds be used for future legal settlements. As of the date of this justification sheet, the estimated unobligated dollars carried into FY 2026 from prior appropriations is $8,000,000.*

**DESCRIPTION:**

The U.S. Army Corps of Engineers (Corps) Regulatory Program regulates specific activities in the Nation's waters pursuant to Sections 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. The type and number of jurisdictional aquatic resources, the level of development pressure, and the complexity of permit review vary widely among Districts. The Corps Regulatory Program continues to see heavy workload as the nations' economy continues to expand into new areas and new sectors and as commercial and residential development in established areas continues to expand into remaining jurisdictional aquatic resources. Given the complexity of the review and a changing development landscape, many permit decisions result in litigation. In the last decade, the Corps Regulatory Program 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 ensure decisions are consistent, transparent, properly documented, based on sound science, and in compliance with applicable laws. Furthermore, Administration initiatives may require additional staff effort, training, and execution investment for implementation at the district level.

Types of Activities Regulated by the Corps:

a. Construction and other work in navigable waters of the United States;
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; critical infrastructure; transportation and emergency evacuation routes; shore stabilization and other coastal protection/flood risk reduction projects; improvement to airports, ports, and infrastructure necessary for navigation safety; law enforcement/detention and other public safety facilities; energy generation; pipelines; certain agricultural activities; mariculture activities; transmission and renewable energy projects; public water supply; commercial and residential developments; mining; and numerous small landowner proposals to construct driveways and single-family homes.

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

Waters of the United States (WOTUS): WOTUS is a threshold term in the CWA which establishes the geographic scope of jurisdiction under the Act. On 12 March 2025, the EPA announced that EPA will work with the Corps to deliver on President's Trump's promise to review the definition of "waters of the United States." The agencies have committed to move quickly to ensure that a revised definition follows the law, reduces red-tape, cuts overall permitting costs, and lowers the cost of doing business in communities across the country while protecting the nation's navigable waters from pollution. The Corps will provide technical support to EPA and OASA(CW) as the agencies complete a new WOTUS rulemaking effort, consistent with the Trump Administration's policies.

The Corps will continue to implement WOTUS consistent with the Supreme Court's decision in *Sackett v Environmental Protection Agency* and will continue to conduct internal training and external outreach on WOTUS and the Regulatory Program (as needed), such that we may continue to deliver the highest level of public service to those seeking a federal CWA permit.

National Environmental Policy Act (NEPA): E.O. 14154, issued on 20 January 2025 directed CEQ to rescind its implementing regulations, which was done in February 2025, with an effective date of 11 April. The Regulatory Program continues to follow Appendix B to 33 CFR 325 (Appendix B regulations), originally promulgated in 1988, except where they conflict with NEPA, as amended. Consistent with Administration direction, new NEPA implementing regulations are currently being drafted for implementation by 30 June 2025. The current Appendix B regulations would be simultaneously rescinded. The Regulatory Program will continue to work with other federal agencies to produce EAs, EISs, and in some instances, joint RODs, that cover lead and cooperating agency NEPA requirements.

National Regulatory Viewer (NRV): The Regulatory Program initiated development of a GIS based, national viewer in FY 2020 for use by all 38 districts using the current best available science and data. The viewer was deployed in May 2021 and Regulators nationwide are now able to utilize this tool to view geospatial data and support analysis by using tools (flow path tracing, watershed delineation, watershed analysis, etc.) to inform Regulatory decision making for both permits and jurisdictional determinations. FY 2025 plans include additional field-based training (expanded field inspection database/forms, Ordinary High Water Mark digital survey, Streamflow Duration Assessment Method digital survey and Automated Data Sheets). Future enhancements to the NRV include migration to Experience Builder, expanded Photolog and Inspection form capabilities, mitigation field tools and enhanced OMBIL Regulatory Module (ORM)/Regulatory In-lieu fee and Ban Tracking System data connections to allow for further dashboard development.

Regulatory Request System (RRS): In FY 2024, the Regulatory Program launched RRS, a web-based platform which provides general information on the

Regulatory Program and allows users to apply for permits, request preapplication meetings and jurisdictional determinations, and report alleged violations using easy-to-follow online forms. The module, currently in a beta version, allows users nationwide to identify projects of interest, view public notices and associated documents, and submit comments all in one convenient platform. Applicants can also track the status of their requests using a user-friendly dashboard. The new system aims to make the application process more clear, transparent, and efficient helping to ensure that permit and jurisdictional determination requests are complete, which helps expedite the review process. Phase 2, the public notice module, was released on 6 January 2025, which allows the public and resource agencies to submit comments on active public notices directly through RRS. The Corps is currently beta testing Phase 3 in three districts which adds joint permit application (JPA) sections to RRS for districts with shared application processes with other agencies. Other Phase 3 enhancements include: 1) adding the ability to request additional information and for users to be able to respond to those requests in RRS, 2) adding no permit required and general permit self-verification tools to improve response times and reduce unnecessary work for project managers, and 3) improving the process by allowing users to modify requests and submit multiple requests at the same time. Phase 3 is expected to be fully implemented by December 2025. Further development and testing will be performed to make the RRS as user friendly as possible while still adhering to regulatory requirements. Resources and funding will be needed to maintain and support this online application and management platform in FY 2026 and beyond.

| Item | FY 2026 Budget Amount 2/ |
|---|---|
| Funding to Districts/Divisions | $213,239,400 |
| ORM2 Support | $4,000,000 |
| Other Enterprise Level initiatives | $1,050,000 |
| ERDC Support | $1,910,600 |
| IWR Support | $800,000 |
| Total | $229,000,000 |

*2/ Includes $8,000,000 of projected carry-in from FY 2025.*

**APPROPRIATION TITLE:** Revolving Fund - Plant Replacement and Improvement Program (PRIP), Fiscal Year 2026

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 PRIP program 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 Revolving 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. 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 Revolving 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 U.S. Army Corps of Engineers (Corps) 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 Revolving 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 Corps 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 2026 PRIP includes 5 New Major Items, 37 Continuing Major Items, and 8 Major Completion Items. Ten Continuing Major Items have revised cost estimates greater than twenty percent above the original estimated cost. The following tables provide cost estimates for the New Major Items and a revised cost estimate for the Continuing Major Item with an increase in excess of twenty percent from the original cost estimate.

| FY 2026<br>New Major Items | Page | Total<br>Estimated Cost<br>($000) |
|---|---|---|
| 1. Longview Lake Warehouse – Kansas City District | 4 | 8,235 |
| 2. Operation and Maintenance Building – Galveston District | 5 | 7,224 |
| 3. Corpus Christi Joint Resident and Regulatory Field Office - Galveston District | 5 | 15,700 |
| 4. Crane LS 818 Replacement for Crane Barge 9502 – Vicksburg District | 18 | 5,586 |
| 5. Electronic Services & Construction Control Center Replacement - Nashville District | 20 | 19,500 |
| | | Total 56,245 |

| Continuing Major Item with Revised Cost Estimate in Excess of 20% | Page | Original Estimated Cost ($000) | Previous Estimated Cost ($000) | Revised Estimated Cost ($000) | Total Cost Increase ($000) |
|---|---|---|---|---|---|
| 1. Corps Critical Infrastructure Cybersecurity Mandatory Center of Expertise, Lab/Office Facility, Little Rock District | 3 | 14,472 | 14,472 | 18,268 | 3,796 |
| 2. US Moorings Life Safety & Code Improvements, Portland District | 3 | 10,332 | 10,332 | 16,237 | 5,905 |
| 3. Dredge Hurley Repower, Memphis District | 6 | 31,000 | 31,000 | 41,000 | 10,000 |
| 4. Wheeler – Large Class Hopper Dredge, New Orleans District | 6 | 245,000 | 245,000 | 590,880 | 345,880 |
| 5. Essayons – Large Class Hopper Dredge, Portland District | 7 | 245,000 | 245,000 | 472,843 | 227,843 |
| 6. Driftmaster Replacement, New York District | 9 | 32,060 | 48,560 | 62,125 | 13.565 |
| 7. Ensley String Out Replacement, Memphis District | 9 | 49,918 | 63,618 | 81,519 | 17,901 |
| 8. Reynolds Replacement, Baltimore District | 12 | 9,600 | 9,600 | 11,510 | 1,910 |
| 9. US Moorings Dock Replacement, Portland District | 14 | 21,080 | 24,331 | 71,170 | 46,839 |
| 10. CEFMS II Modernization, UFC | 19 | 14,493 | 32,343 | 52,418 | 20,075 |

**4. FY 2024 thru FY 2026 (Items costing $5,000,000 or more)**

**a. Land and Structures:**

**(1) Critical Infrastructure Cyber Security - Mandatory Center of Expertise (CICS-MCX) New Lab/Office Facility, Little Rock District (Continuing)** - A DoD Inspector General audit in 2014 identified material cybersecurity weaknesses in Corps systems and facilities. The cybersecurity weaknesses identified in the audit cannot be adequately addressed without constructing a facility to house the National Supervisory Control and Data Acquisition (SCADA) Test Lab, which will enable the CICS-MCX to effectively test security patches, upgrades, and other security systems using identical physical equipment replicas and virtual images of fielded systems. Most Corps control systems do not currently have this capability, so development of the lab is required to address the audit findings and ensure that Corps national critical infrastructure is protected from the increasing threat of cyber-attacks. The new building will provide space for the CICS-MCX's SCADA lab, Sensitive Compartmented Information Facility (SCIF), nine more individual offices (to total thirteen for the CICS-MCX), a conference room to hold approximately twenty people, a security system hub for the facility, a break room, and new Americans with Disabilities Act (ADA) compliant restrooms. Other work items for this project includes connecting an existing generator to the new facility, relocating existing overhead power lines, adding site lighting, and adding a new sewer line to connect to the city sewer system. The national SCADA Test Lab is the central hub of all CICS-MCX cybersecurity solutions, and it is critical to the security of national critical infrastructure that the CICS-MCX is provided an adequate and secure environment to conduct Corps cybersecurity operations efficiently and effectively. The CICS-MCX Facility Project was approved and authorized by Congress in section 8403 of the Water Resources Development Act (WRDA) of 2022 (Pub. L. 117-263, Title LXXXI) to “design and construct the lab and office facility for a Mandatory Center of Expertise in Branson, Missouri, described in the prospectus submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on June 10, 2022, pursuant to subsection (c) of such Act (33 U.S.C. 576(c)), substantially in accordance with such prospectus; and carry out such construction and infrastructure improvements as are required to support such lab and office facility, including any necessary demolition of the existing infrastructure”. Cost increase was due to inflation, revised design costs, and projected supervision and administration requirements. Funding in FY 2024 was used to award a design contract with an Architectural/Engineering (AE) Firm, support, oversee, and administer the AE design contract, conduct design reviews, and complete a value engineering study. Funding in FY 2025 will be used to advertise and award a construction contract. Funding in FY 2026 will be used to oversee the construction contract. Total revised estimated cost: $18,267,618. Prior Years: $122,686. FY 2024: $1,925,995. FY 2025: $15,073,734. FY 2026: $837,720. Future Years: $307,483.

**(2) Relocation of Headquarters, New England District (Completion)** – The current district headquarters (HQ) at Concord Park is a GSA-leased facility which New England has occupied since 1997 and doesn’t comply with several federal requirements Plans were in place to relocate district HQ operations to Hanscom Air Force Base in 2022 but were canceled due to pre-existing hazardous materials within the new facility making the move unfeasible. The current lease expires on March 14,2027 at which time the district will be required to occupy a newly renovated leased space for the headquarters. The plan includes the GSA execution of a major renovation project to an existing facility located within the identified Area of Delineation. The renovated facility will support mission and meet long-term requirements for district headquarter operations. The major work items include exterior and interior alterations, information technology/communications upgrades, and construction of specialty spaces. The specialty spaces include the Reservoir Control Center, Emergency Operations Center, Instrumentation Lab, Geotechnical Engineering Lab, and Environmental Resources Lab. Total estimated cost: $17,382,150. Prior years: $0. FY 2024: $0. FY 2025: $0. FY 2026: $17,382,150. Future Years: $0.

**(3) US Moorings Life Safety & Code Improvements, Portland District (Continuing)** - There was a major fire on site 30 August 2021. As a result of the fire, the electrical shop, the hydrosurvey office, and the survey shop were considered a total loss. The structures that burned down provided necessary functions which supported the US Moorings’ mission. During the post fire survey and investigation, it was recommended that the Corps also perform a Life Safety

Assessment (LSA) and Fire Hazard Assessment (FHA) to determine the need for repairs to the remaining aging facilities. In Aug 2022, the Corps performed LSA and FHA, a Seismic Risk assessment, and an Arc Flash study to evaluate the safety of the remaining buildings. After the reports were finalized, significant life safety deficiencies and fire hazards were found. Recommendations in the reports state that modifications and updates to the existing buildings must be completed to continue safe operations at the project site. There is no "grandfathering" of life safety deficiencies and fire hazards in existing buildings and the seismic assessment noted buildings that pose an exceptionally high risk to occupants or to the public at large require retrofit or replacement. This shows the importance of upgrading remaining buildings at the facility to meet the requirements of these assessments. All practical alternatives have been evaluated with no change to mission and no increase in square footage. The recommended alternative updates the major deficiencies in the existing buildings to continue safe operations at the project site. The recommended alternative renovates the existing buildings with extensive deficiencies to minimize impacts on resources and retains functionality of the facility. It eliminates and/or mitigates existing fire hazards and life safety hazards; corrects seismic and Arc flash deficiencies; improves resiliency in existing structures; and considered environmental and cultural resource compliance, operability, reliability, efficiency, and the ability to maintain the Moorings facility. Cost increase is due to the inclusion of the Machine Shop, USGOV-6711, to address existing life safety deficiencies and fire hazards which must be completed to continue safe operations and retain functionality of the US Moorings facility. Funding for FY 2024 was used for design. Funding for FY 2025 and 2026 will be used to continue design process to include: EDR, DDR, and Plans and Specifications. Total revised estimated cost: $16,237,000. Prior Years: $0. FY 2024: $50,000. FY 2025: $1,680,500. FY 2026: $1,680,500. Future years: $12,826,000.

**(4) Leasehold Improvements Headquarters (Building 985) Design and Construction, Detroit District (Continuing)** - The Detroit District Headquarters is located at the Patrick V. McNamara (PVM) building in downtown Detroit, MI. This building accommodates over 220 Corps personnel. Currently the Detroit District occupies space that is leased from General Services Administration (GSA). The district is not authorized to enter into a rental agreement with any other organization, nor is it able to purchase space on its own. GSA has offered the Corps to either remain on the 6th and 7th floors of PVM or move to the 3rd and 4th floors of 985 Michigan Ave. After conducting an economic analysis, the Detroit District has determined the most economical solution is to move the district headquarters to 985 Michigan Ave following renovation conducted by GSA and paid for by both GSA and the Corps Great Lakes and Ohio River Division. The costs reflected in this document are only the costs to the Corps. GSA is expected to fund the shell costs of construction from their own funding source. This project will benefit the 273 Corps employees expected to be on staff in the district headquarters in the coming years. The new space would include a new office layout including conference rooms, break rooms, private offices, smaller collaboration rooms for private meetings, and lockers for personal storage, Funding for FY 2024 was used for GSA Block Planning. Funding for FY 2025 will be used for site design, construction, management, and inspection. Funding for FY 2026 will be used to build out and construction. Total estimated cost: $9,270,800. Prior Years: $0. FY 2024: $474,000. FY 2025: $650,000. FY 2026: $6,116,800. Future years: $2,030,000.

**(5) Longview Lake Warehouse, Kansas City District (New)** - The Kansas City District will design and construct a smaller, more secure Corps-owned facility outside of the urban environment on Corps-owned property. The new facility will house a heavy mobile equipment repair shop, a water quality lab, a staging area for drill, survey and boat crews, an instrumentation calibration and staging area, as well as storage required for supplies, equipment, and analytical samples in support of the O&M mission functions: Drill, Land Survey, Instrumentation Maintenance, Water Quality, Bio-monitoring and Bathymetric Survey field functions. These field functions are fundamental to the district's O&M mission in support of Dam and Levee Safety, Missouri River Recovery Program and Water Quality Assessment. The Longview Lake Warehouse Project was authorized by Congress in section 1404 of the Thomas R. Carper Water Resources Development Act of 2024 (Pub. L. 118-272, Title IV) to design and construct the new warehouse facility at the Longview Lake Project near Lee's Summit, Missouri, described in the prospectus submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on May 22, 2024, pursuant to subsection (c) of such section (33 U.S.C. 576(c)), substantially in accordance with such prospectus; and carry out such construction and infrastructure improvements as are required to support the facility described including any necessary demolition of existing

infrastructure. Funding for FY 2025 will be used for building design. Funding for FY 2026 will be used for construction award and contingency. Total estimated cost: $8,235,000. FY 2024: $0. FY 2025: $450,000. FY 2026: $5,190,000. Future years: $2,595,000.

**(6) Operation & Maintenance Building, Galveston District (New)** - The Galveston District's O&M mission is expanding because of an increase in project workload and an aging infrastructure that requires constant maintenance. The facility will provide dependable land and marine-based maintenance requirements needed for the district. The facility would be used as an O&M building for housing the operations maintenances section with their accompanying equipment, supplies and materials including land- and marine-based equipment and floating plant that require direct water access. With an adequately staffed and properly equipped maintenance facility, the cost to perform maintenance contracts on placement areas would be reduced; the duration of these contracts would be reduced; and the number of dewatering contracts would be reduced by half. The O&M Building Facility Project was authorized by Congress in section 1404 of the Thomas R. Carper Water Resources Development Act of 2024 (Pub. L. 118-272, Title IV) to design and construct an O&M Building in Galveston, Texas, described in the prospectus submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on May 22, 2024, pursuant to subsection (c) of such section (33 U.S.C. 576(c)), substantially in accordance with such prospectus; and carry out such construction and infrastructure improvements as are required to support the facility including any necessary demolition of existing infrastructure. Funding for FY 2025 will be used to demolish the existing derelict structures and create plans and specifications for the new O&M Building. Funding for FY 2026 will be used to construct and complete the new Operations Building. Total estimated cost: $7,224,300. FY 2024: $0. FY 2025: $3,400,000. FY 2026: $3,824,300. Future years: $0.

**(7) Corpus Christi Joint Resident and Regulatory Field Office, Galveston District (New)** – The Galveston District will design and construct an administrative building that will be approximately 7,800 square feet to accommodate personnel, a maintenance/survey building of approximately 6,000 square feet and a boat house with lifts and slips to accommodate three boats up to 60 feet in length. It allows the larger boats to be co-located with the office, allows maintenance to be performed on the boats out of the weather, and provides a secure place for storing government boats and vehicles at night. It also allows the district to take advantage of base service contracts for janitorial, grounds maintenance, MWR facilities, etc. The Corpus Christ Facilities and Boathouse were authorized by Congress in section 1404 of the Thomas R. Carper Water Resources Development Act of 2024 (Pub. L. 118-272, Title IV) to design and construct the joint facility for the resident office for the Corpus Christi Resident Office (Construction) and the Corpus Christi Regulatory Field Office on existing federally owned property at the Naval Air Station, in Corpus Christi, Texas, described in the prospectus submitted to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate on June 6, 2023, pursuant to subsection (c) of such section (33 U.S.C. 576(c)), substantially in accordance with such prospectus; and carry out such construction and infrastructure improvements as are required to support the facilities described, including any necessary demolition of existing infrastructure. Funding for FY 2025 will be used to initiate and complete plans and specifications for the new administration building, maintenance building, and boathouse. Funding for FY 2026 will be used to construct the new administration building, maintenance building, and boathouse. Total estimated cost: $15,700,000. FY 2024: $0. FY 2025: $1,637,000. FY 2026: $6,679,000. Future years: $7,384,000.

**b. Dredges:**

**(1) Medium Class Hopper Dredge Replacement (MCHD), Philadelphia District, Marine Design Center (MDC) 3010 (Continuing)** - This Medium Class Hopper Dredge (MCHD) 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 the Corps as part of its 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 Corps minimum fleet mission. Funding for FY 2024 was used for government

support/labor costs and shipyard contract modifications if needed. Funding for FY 2025 will be used for government support/labor costs and shipyard contract modifications if needed. Funding for FY 2026 will be used to continued contract oversight of the shipyard contract. Total estimated cost: $335,000,000. Prior Years: $264,887,397. FY 2024: $1,650,754. FY 2025: $12,762,053. FY 2026: $ 14,579,959. Future Years: $41,119,837.

**(2) Dredge Hurley Repower, Memphis District, Marine Design Center (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 Environmental Protection Agency requirements for diesel marine engines in this size range. Acquisition of replacement engines to be provided as government furnished equipment is complete. A contract for actual repowering construction services through a fixed price, lump sum supply-type contract with a base and one option was awarded in FY 2024 through formal advertising and competitive proposals. Cost increase is due to inflation in materials and labor costs associated with supply chain, which have impacted project timelines and resource requirements. Funding for FY 2024 was used for government support/labor costs and to cover the base shipyard contract to facilitate shipyard preparation and acquisition of items with long lead times. Funding for FY 2025 will be used for government support/labor costs, award of the contract option for execution of the work at the shipyard, and contract modifications as needed. Funding for FY 2026 will be used for government support/labor costs and contract modifications, if needed. Total revised estimated cost: $41,000,000. Prior Years: $21,568,659. FY 2025: $14,695,291. FY 2026: $235,000. Future Years: $4,501,050.

**(3) Wheeler – Large Class Hopper Dredge (LCHD), New Orleans District, Marine Design Center (MDC) 3388 (Continuing)** - This Large Class Hopper Dredge (LCHD) will replace Dredge Wheeler, which was commissioned in 1981 and is nearing the end of its projected useful life. The replacement LCHD, which will be owned and operated by the Corps, would meet technologically modern and efficient standards to timely carry out its vital emergency and national defense dredging work consistent with Public Law 95-269. This project includes the development of a vessel requirements assessment, concept design, value engineering study, and the necessary plans and specifications to procure a Jones Act compliant dredge. The replacement LCHD will also be environmentally sustainable and meet critical operational and mission specific requirements for the New Orleans District and the Nation. In addition, the vessel procurement process and technical requirements will maximize the applicability of existing commercial dredge designs to target the best value for the government. The Dredge Wheeler will be decommissioned once the replacement LCHD is in service. Cost increase is based on current industry standard pricing increases (materials and labor) and implementation of best practices based on recent hopper dredge shipyard contract award for MCHD. Some of the best practices include utilizing an economic price adjustment structure to capture inflationary cost of materials post contract award. Additionally, outputs for contingency and confidence from a comprehensive Monte Carlo Cost Schedule Risk Analysis were included to properly account for the level of technical design of the vessel. Funding for FY 2024 will be used for government support/labor costs for continued development of a solicitation package. Funding for FY 2025 will be used for government support/labor costs to continue the development of a solicitation package. Funding for FY 2026 will be used for government support/labor costs as the solicitation package moves through the required reviews and approvals. Total revised estimated cost: $590,880,000. Prior Years: $195,691. FY 2024: $359,430. FY 2025: $50,000. FY 2026: $50,000. Future Years: $590,224,879.

**(4) Essayons – Large Class Hopper Dredge (LCHD), Portland District, Marine Design Center (MDC) 3389 (Continuing)** - This LCHD will replace Dredge Essayons, which was commissioned in 1983 and is nearing the end of its projected useful life. The replacement LCHD, which will be owned and operated by the Corps, would meet technologically modern and efficient standards to timely carry out its vital emergency and national defense dredging work consistent with Public Law 95-259. This project includes the development of a vessel requirements assessment, concept design, value engineering study, and the necessary plans and specifications to procure a Jones Act compliant dredge. The replacement LCHD will also be environmentally sustainable and meet critical operational and mission specific requirements for the Portland District and the Nation. In addition, the vessel procurement process and technical requirements will maximize the applicability of existing commercial dredge designs to target the best value for the government. The Dredge Essayons will be decommissioned once the

replacement LCHD is in service. Cost increase is based on current industry standard pricing increases (materials and labor) and implementation of best practices based on recent hopper dredge shipyard contract award for MCHD. Some of the best practices include utilizing an economic price adjustment structure to capture inflationary cost of materials post contract award. Additionally, outputs for contingency and confidence from a comprehensive Monte Carlo Cost Schedule Risk Analysis were included to properly account for the level of technical design of the vessel. Funding for FY 2024 was used for government support/labor costs for continued development of a solicitation package. Funding for FY 2025 will be used for government support/labor costs to continue the development of a solicitation package. Funding for FY 2026 will be used towards solicitation activities. Total revised estimated cost: $472,843,000. Prior Years: $214,605. FY 2024: $573,575. FY 2025: $3,000,000. FY 2026: $2,000,000. Future Years: $467,054,820.

**(5) Dredge Potter Programmable Logic Controller (PLC) Replacement, St. Louis District, Marine Design Center (MDC) 3316 (Continuing)** - The Potter is a dustpan dredge that performs maintenance of the Mississippi River navigation channel within the boundaries of the Mississippi Valley Division. It can execute dredging missions between 7 days a week, 24 hours per day during its regular dredging season from July through December. This project comprises the development of a suitable progression of the design and construction of replacing the PLCs of the Dredge Potter for the St. Louis District. Replacing the PLCs for the dredge will improve the reliability of the vessel while decreasing future maintenance cost. Funding for FY 2025 will be used for government support/labor costs to work with the St. Louis District to develop the project requirements. Funding for FY 2026 will be used for vessel design, and development of the construction solicitation package. Total estimated cost: $22,161,600. Prior Years: $0. FY 2024: $0. FY 2025: $1,075,000. FY 2026: $5,583,800. Future years: $15,502,800.

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

**(1) Motor Vessel (MV) Charles Merrill Replacement, Huntington District, Marine Design Center (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 MV 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 2024 was used for continued government support/labor costs and contract modifications. Funding for FY 2025 will be used for continued government support/labor costs and contract modifications if needed. Funding for FY 2026 will be used to address warranty items. Total estimated cost: $10,016,000. Prior Years: $8,144,146. FY 2024: $171,074. FY 2025: $400,000. FY 2026: $100,000. Future Years: $1,200,780.

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**(2) Tug Replacement, Detroit District, Marine Design Center (MDC) 3238 (Completion)** - This project entails the design and construction of two 1700-2000 brake horsepower (BHP), self-propelled tugs for the Detroit District. The tugs shall be about 75’ X 30’ with a draft of approximately 8’. The tugs 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. These new more capable vessels 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 districts. Estimated cost was reduced due to the acquisition of one vessel instead of two per original request. Funding for FY 2024 was used for continued government support/labor and contract modifications. Funding for FY 2025 will be used for government support/labor and contract modification if needed. Funding for FY 2026 will be used to address warranty items. Total revised estimated cost: $11,075,000. Prior Years: $9,396,206. FY2024: $893,579. FY 2025: $654,000. FY 2026: $131,215. Future Years: $0.

**(3) Motor Vessel (MV) Bienville Replacement Vessel, New Orleans District, Marine Design Center (MDC) 3189 (Continuing)** - This new more capable vessel will provide 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 pickett 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 2024 was used for continued government support/labor costs for the continued development of the solicitation package. Funding for FY 2025 will be used for continued government support/labor costs, contract award and contract modifications if needed. Funding for FY 2026 will be used for continued government support/labor costs and contract modifications, if needed. Total estimated cost: $19,186,200. Prior Years: $1,569,324. FY 2024: $90,323. FY 2025: $14,317,963. FY 2026: $1,604,195. Future Years: $1,604,395.

**(4) Hydrographic Survey Vessel, Galveston District, Marine Design Center (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. 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 2024 was used for continued government support/labor costs and for design closeout. Funding for FY 2025 will be used for continued government support/labor costs, contract award and for contract modifications if needed. Funding for FY 2026 will be used for continued government support/labor costs and contract modifications, if needed. Total estimated cost: $11,678,500. Prior Years: $1,719,222. FY 2024: $80,794. FY 2025: $8,100,000. FY 2026: $1,000,000. Future Years: $778,484.

**(5) Crane & Mechanical Dredging Barge (Wade Replacement), St. Paul District, Marine Design Center (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 and dams' structures, navigation structures, bank stabilization, scour repairs and non-corps customers such as the U.S. Coast Guard, Fish and Wildlife Service, and the Minnesota and Wisconsin Department of Natural Resources as well as other Corps 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 and has been in service for 54 years, exceeding its useful life. The structural members are deformed and deteriorating. The St. Paul District cannot expand their dredging/repair operation using the current barge due to the limited footprint of the existing barge. 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 and 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 2024 was used to continue government support/labor costs and contract modifications. Funding for FY 2025 will be used for continued government support/labor costs and contract modifications if needed. Funding for FY 2026 will be used to address warranty items. Total estimated cost: $21,867,340. Prior Years: $14,727,256. FY 2024: $123,160. FY 2025: $500,000. FY 2026: $300,000. Future Years: $6,216,924.

**(6) Derrick Boat Elizabeth Replacement, Norfolk District, Marine Design Center (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. 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 Derrick Boat Elizabeth (a 1940's 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 2024 was used for government support/labor costs and solicitation preparation. Funding for FY 2025 will be used for continued government support/labor costs and contract award. Funding for FY 2026 will be used for continued government support/labor costs and contract modifications, if needed. Total estimated cost: $13,294,200. Prior Years: $1,573,759. FY 2024: $263,201. FY 2025: $10,050,000. FY 2026: $400,000. Future Years: $1,007,240.

**(7) Driftmaster Replacement, New York District, Marine Design Center (MDC) 2801 (Continuing)** - The Driftmaster is a steel catamaran debris collection vessel operating in the New York 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. USACE discovered an issue with the crane and the Driftmaster's sea-state operating requirements early. The vessel was solicited with a concept level crane design that included best available information, however subsequent design iterations during the shipyard period showed the design needed additional changes resulting in an increased cost. A Monte Carlo Cost Schedule Risk Analysis was also performed to apply a proper level of confidence and contingency, given the risks remaining on the project. The speeds and crane capacity on the new vessel lend themselves to in water recovery emergency response capacity. Funding for FY 2024 was used for continued government support/labor costs and contract modifications. Funding for FY 2025 will be used for continued government support/labor costs and contract modifications if needed. Funding for FY 2026 will be used for contract modifications if needed, and warranty items. Total revised estimated cost: $62,125,000. Prior Years: $44,117,825. FY 2024: $2,644,030. FY 2025: $7,500,000. FY 2026: $2,500,000. Future Years: $4,363,145.

**(8) Ensley String Out Replacement, Memphis District, Marine Design Center (MDC) 3054 (Continuing)** - The Memphis District (MVM) 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 MDC, had an assessment of the aging Mooring System completed by the Architectural/Engineering (AE) 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 the Corps 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 Motor Vessel (MV) Mississippi. Small and medium size vessels from MVD Districts, other Districts from Southwestern Division (SWD) and South Atlantic Division (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. Cost increase due to the escalation of material and labor costs associated with supply chain and inflation. Funding for FY 2024 was used for government support/labor costs and for contract modifications. Funding for FY 2025 will be used for government support/labor costs, contract modifications, and construction solicitation. Funding for FY 2026 will be used for contract modifications. Total revised estimated cost: $81,518,924. Prior Years: $25,795,074. FY 2024: $210,110. FY 2025: $17,601,324. FY 2026: $37,812,416. Future Years: $100,000.

**(9) Replace 400T Dry Dock with 1600T Dry Dock, Memphis District, Marine Design Center (MDC) 3270 (Continuing)** - The Memphis District (MVM) 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 Mississippi Valley Division (MVD) Districts, sister Districts from Southwestern Division (SWD) and South Atlantic Division (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 2024 was used for continued government support/labor. Funding for FY 2025 will also be used for continued government support/labor costs and for potential warranty support if needed. Funding for FY 2026 will be used for continued government support/labor costs if needed. Total estimated cost: $13,900,000. Prior Years: $11,253,514. FY 2024: $111,853. FY 2025: $435,520. FY 2026: $1,000,000. Future Years: $1,099,113.

**(10) Towboat-Tulsa District, Marine Design Center (MDC) 3308 (Completion)** - 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 and dams, powerhouses, and flood control lakes located within the Tulsa District. The Motor Vessel (MV) Ozark and MV 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 United States Coast Guard subchapter M regulations and current safety standards. The benefit to the Corps 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 workday. Funding for FY 2024 was used for continued government support/labor costs and contract modifications. Funding for FY 2025 will be used for continued government support/labor costs and contract modifications if needed. Funding for FY 2026 will be used for government support/labor costs. Total estimated cost: $9,200,000. Prior Years: $7,668,587. FY 2024: $685,523. FY 2025: $29,847. FY 2026: $816,043. Future Years: $0.

**(11) Motor Vessel (MV) Kent Replacement, New Orleans District, Marine Design Center (MDC) 3287 (Completion)** - 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 pickett 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 2024 was used for government support/labor costs for the solicitation development and procurement process. Funding for FY 2025 will be used for continued government support/labor costs, contract award, and contract modifications if needed. Funding for FY 2026 will be used for continued government support/labor costs and contract modifications if needed. Total estimated cost: $19,186,200. Prior Years: $11,403. FY 2024: $124,240. FY 2025: $14,342,125. FY 2026: $4,708,432. Future Years: $0.

**(12) Crane Barge and Crane 8101 Replacement, Vicksburg District, Marine Design Center (MDC) 3315 (Continuing)** - The new floating crane barge to be obtained under this project will replace the current Vicksburg District floating crane barge 8101. The 8101 barge and crane are nearing the end of its useful life. The floating crane barge will serve as a rugged duty cycle machine (75%) and be capable of performing heavy lift work (25%) within the Vicksburg District. The new floating crane barge will primarily be used for river maintenance work, including clamshell dredging, riprap placement, bank grading, and snag clearing work along the Red and Ouachita Black Rivers. It will also be used in support of the lock and dam maintenance mission in the Vicksburg Area of Operation (AOR) on the Red and Ouachita Black Rivers. An additional benefit of this new floating crane is that it will be regional asset on the lower Mississippi River with the ability to provide lifting capacity to neighboring districts on regional waterways. Funding for FY 2024 was used for government support/labor costs and contract placement for the crane. Funding for FY 2025 will be used for government support/labor costs and for contract placement for the barge and modifications if needed. Funding for FY 2026 will be used for government support/labor costs and for contract modifications if needed. Total estimated cost: $32,896,800. Prior Years: $5,963,229. FY 2024: $574,761. FY 2025: $ 16,225,000. FY 2026: $530,000. Future Years: $9,603,810.

**(13) Replacement Motor Vessel (MV) Key Woods, Memphis District, Marine Design Center (MDC) 3372 (Continuing)** - The new towboat to be obtained under this project will replace the current Memphis District towboat Key Woods. The Key Woods is a 1000 hp towboat that was placed in service by the Vicksburg District in 1974 and is nearing the end of its service life. The new towboat will be used to perform harbor work, push the Memphis Bank Grading Unit Fleet, and serve the needs of the revetment operation. The current Key Woods is 1000 hp and is not capable of either pushing the Bank Grading Unit Fleet nor working in high river stages. The new vessel will be in the range of 2500 hp in order to perform the required towing work. The vessel will have accommodations for nine and will have a target draft of approximately 8 ft to allow access in shallow river locations. An additional benefit of this new towboat is that it will be able to provide towing capability to neighboring districts. Funding for FY 2024 was used for government support/labor and to continue the development of the design package and solicitation. Funding for FY 2025 will be used for the government support/labor costs, contract award and contract modifications if needed. Funding for FY 2026 will be used for government support/labor costs and for contract modifications if needed. Total estimated cost: $18,545,000. Prior Years: $81,129. FY 2024: $791,573. FY 2025: $16,217,298. FY 2026: $325,000. Future Years: $1,130,000.

**(14) Floating Crane Brownlee Replacement, New Orleans District, Marine Design Center (MDC) 3357 (Continuing)** - The new floating crane to be obtained under this project will replace the current New Orleans District floating crane Brownlee. The Brownlee is equipped with an American model 230 crane that was placed in service in 1985 and is nearing the end of its useful life. The new floating crane will be used to perform lock and lift gate repairs lifting tainter valves, miter gates, saltwater barrier valves, and stoplogs in support of the New Orleans District's navigation maintenance mission. The district is responsible for maintaining over 2800 miles of navigable waterways on the Gulf Intracoastal Waterway (GIWW) as well as the Mississippi River and its tributaries. The Brownlee is used to remove aging and damaged miter gates and install temporary spare gates so that navigation can continue uninterrupted. The Brownlee provides emergency response capability to support year around navigation traffic. Failure to replace this asset could result in lock closures or delays to the navigation industry. An additional benefit of this new floating crane is that it will be a regional asset on the lower Mississippi River and the GIWW with the ability to provide lifting capacity to neighboring districts on these waterways. Funding for FY 2024 was used for government support/labor and solicitation preparation and contract placement for the crane. Funding for FY 2025 will be used for continued government support/labor costs and contract modifications if needed. Funding for FY 2026 will be used for government support/labor costs, contract award for the barge (procured separately from the crane) and contract modifications to both awards if needed. Total estimated cost: $33,280,000. Prior Years: $209,268. FY 2024: $7,183,766. FY 2025: $800,000. FY 2026: $16,500,000. Future Years: $8,586,966.

**(15) Crane Barge Replacement, St. Louis District, Marine Design Center (MDC) 3251 (Completion)** - This project entails development of a suitable progression of the design and construction of a crane barge for the St. Louis District of the Mississippi Valley Division. This project replacement would allow for the St Louis Service Base to replace the one medium lift floating crane asset that is past the end of its useful life. This medium lift floating crane barge is needed to ensure emergency and normal scheduled project support is available to the locks and dams located along the St. Louis District area of responsibility. This asset will be utilized to support the Dredge Potter as well with seasonal assembling and disassembling of the flexible discharge pipeline. The crane barge will be used for routine maintenance and construction activities for the navigable channels, navigation locks, and breakwaters within the Memphis River Region. Cost increase was due to economic factors leading to an unprecedented rise in material pricing for the construction of the vessel and associated equipment. Funding for FY 2024 was used for government support/labor costs. Funding for FY 2025 will be used for government support/labor costs for solicitation preparation, contract award and modifications if needed. Funding for FY 2026 will be used for government support/labor costs, and contract modifications if needed. Total revised estimated cost: $24,304,000. Prior Years: $4,714,856. FY 2024: $167,377. FY 2025: $19,396,767. FY 2026: $25,000. Future Years: $0.

**(16) Reynolds Replacement, Baltimore District, Marine Design Center (MDC) 3348 (Completion)** – The Debris Vessel (DV) Reynolds at the Corps Field Office at Fort McHenry is vital to the Corps missions in the Baltimore Harbor. It is used daily for materials handling and has also been called on for disaster recovery, obstruction removal on the Chesapeake Bay and Surveying in the Baltimore Harbor Channels. The loss of this vessel greatly diminishes the capabilities of the unit in their day-to-day operations and the ability to respond in the event they are called upon to assist hazards in the shipping channels. The current vessel was put into service in 1992 and is unable to meet the United States Coast Guard Sub-Chapter M compliant request that must be completed for all towing vessels in the Corps floating plants. A replacement vessel would greatly improve the unit capabilities, decrease repair costs and be considerably safer for the personnel working onboard. Cost increase was due to a rise in construction cost based on the Government Independent Estimate. Funding for FY 2024 was used for government support/labor for project development. Funding for FY 2025 will be used for government support/labor and contract award. Funding for FY 2026 will be used for government support/labor costs, and contract modifications if needed. Total revised estimated cost: $11,510,400. Prior Years: $665,102. FY 2024: $169,198. FY 2025: $9,152,100. FY 2026: $1,524,000. Future Years: $0.

**(17) Spud Barge, Mobile District, Marine Design Center (MDC) 3368 (Continuing)** - The Mobile District has been subjected to numerous recent flooding events which have increased the need for dredging outside of the normal O&M program. These high-water events create severe spot shoals, at locations along the numerous navigable inland waterways within the district, which causes severe restrictions on commercial traffic. The Mobile District has acquired a dredging attachment that can be placed onto a tracked excavator that allows for efficient spot dredging of material. The district needs a suitable heavy reinforced deck spud barge to embark the excavator, associated dredge pump equipment and dredge pipe. This new heavy spud barge will allow for effective transportation of the equipment and efficient sustained dredging operations for the removal of emergency spot shoals and provide for efficient clearing of sedimentation in and around the districts locks and dams. The barge will operate throughout the Mobile District's inland waterways servicing four different river systems, 22 locks and dams and our portion of the Gulf Intracoastal Waterway. Funding for FY 2024 was used for government support/labor to develop the solicitation package. Funding for 2025 will be used for government support/labor costs, development of solicitation, and contract award. Funding for FY 2026 will be used for government support/labor and contract modifications if needed. Total estimated cost: $11,638,800. Prior Years: $753,466. FY 2024: $37,417. FY 2025: $7,094,620. FY 2026: $109,767. Future Years: $3,643,530.

**(18) Deck Barge Replacements (3), Detroit District, Marine Design Center (MDC) 3383 (Continuing)** - This package seeks funding to replace non-American Bureau of Shipping (ABS) rated material barges located at Detroit District's area offices. The material barges serve a variety of purposes in support of the district floating plant including moving river bottom spoils from Strike Removal to suitable disposal areas and for moving stone from stone docks to breakwaters for critical maintenance and repairs. This package will replace 3 barges that were built between the 1960's and the 1970's for the Department of the Army. The barges to be replaced include a 1965 fuel cleanup barge, repurposed as a deck barge for spoils and stone armoring work, a flat deck barge exceeding 40 years in life utilized for spoils and stone armoring work, and a dump hopper barge constructed in 1976 utilized for soil disposal in designated deep-water locations. These

barges are critical for strike removal, government property shoreline protection and navigation structure repair throughout the Great Lakes. Current barges have hull degradation and internal structural member failures that are beyond economical repair and require replacement. Replacement barges are expected to utilize off-the-shelf designs ready for construction in U.S. shipyards. The designs will meet ABS loading requirements for the Great Lakes. In addition to replacing assets that have reached the end of their useful life, there is a need within the Detroit District to have higher capacity deck barges to support harbor and lock maintenance throughout the Great Lakes. Higher capacity deck barges will allow our fleet to transport the required tonnage of stone to project sites from storage and delivery sites. This will increase productivity by reducing the amount of time spent barging stone to the project site and loading operations at the stone dock or lay down area. Additionally, higher capacity barges will also be utilized for transportation of equipment and materials within and around the locks. Because of the higher capacity, down time due to transportation/loading will be reduced by allowing all equipment and materials to be loaded on a single barge. Being more efficient and reducing time is vital during the winter maintenance period at the Soo locks. There is a very short time window from when the locks close to when they open in order to complete all necessary maintenance. The higher capacity deck barges will make the dewatering/watering of the locks process more efficient with handling of the stoplogs. Funding for FY 2024 was used for government support/labor and contract award. Funding for FY 2025 will be used for government support/labor and contract modifications if needed. Funding for FY 2026 will be used to address warranty items. Total estimated cost: $17,004,600. Prior Years: $422,970. FY 2024: $11,112,995. FY 2025: $1,000,000. FY 2026: $26,000. Future Years: $4,442,635.

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**(19) Tug Replacement, Chicago District, Marine Design Center (MDC) 3424 (Continuing)** - This tug will be replacing existing equipment. Chicago District has two tug vessels currently, Tug Racine that is 90 years old and Tug Kenosha that is 67 years old. Both current tug vessels do not meet United States Coast Guard (USCG) subchapter M requirements and will require a large investment into vessels that are well past their useful life. The new tug will generate a reduction in future repairs and diminish operating costs compared to the current tug vessels. The addition of this tug will provide for increased reliability, integrity, and capability in Chicago District floating plant fleet for sustainment maintenance in the Great Lakes navigation mission. The intent is to replace the Tug Kenosha, as that vessel is the larger/prime mover for the Lake Michigan floating plant. An additional reasoning to replacing the Tug Kenosha is that if the older vessel was replaced first (Tug Racine - 90 yrs. old), there would be a personnel manning issue with the requirement of two USCG licensed Designated Duty Engineers (DDE) for each vessel to operate. Only the large/prime mover requires a DDE. The long-term plan is to replace the Tug Racine at a later date. Funding for FY 2024 was used for government support/labor costs. Funding for FY 2025 will be used for government support/labor costs, supply contract and contract modifications if needed. Funding for FY 2026 will be used for government support/labor costs and contract modifications if needed. Total estimated cost: $13,888,000. Prior Years: $724,885. FY 2024: $79,494. FY 2025: $11,561,021. FY 2026: $187,800. Future Years: $1,334,800.

**(20) Lock Chamber Bulkheads, Huntington District (Completion)** - The Regional Rivers Repair Fleet (R3F) uses lock chamber bulkheads to dewater and perform repairs on navigation locks across the Great Lakes and Ohio Rivers Division (LRD). These bulkheads are a critical part of assuring reliable, efficient, and safe navigation on the Ohio River. It has been determined that the R3F should purchase one additional full set of 13 lock chamber bulkheads to replace aging bulkheads retained throughout the region. Additionally, it was determined that all future lock chamber bulkheads that can be used at multiple project locations will be purchased using the PRIP and be owned and maintained by the R3F. Prior to the regionalization of the LRD Rivers District repair fleets, a project would procure and maintain their own set of bulkheads. Most of these bulkheads originated with the construction of the locks and are approaching, or have exceeded, their design life expectancy. Most bulkheads have current hydraulic steel structure inspections and are currently rated for use, although the aluminum bulkheads are in various states of corrosion, and several have been removed from service due to their condition. This deterioration precipitated the initial investment in R3F owned bulkheads. Even though the bulkheads are inspected and rated fit for use, their condition is steadily declining, and it is necessary to begin reinvesting to maintain the proper bulkhead inventory. Currently the R3F owns 17 maintenance bulkheads which are used regionally for dewatering lock chambers on the Ohio River. These bulkheads fit all lock chambers on the Ohio River apart from Emsworth, Dashields, and Montgomery locks in the Pittsburgh District. The heavy capacity fleet predominantly uses these bulkheads leaving the light and medium capacity fleets using existing project owned bulkheads when multiple locks are dewatered at the same time on the Ohio River. To reduce risk and ensure the capability for more than one R3F fleet unit to be able to dewater an Ohio River Lock chamber at the same time, 13 additional bulkheads (one full set) are required**.** Funding in FY 2024 was used to complete design and review phase for the new bulkheads.

Funding in FY 2025 will be used to finish completing design, solicit, and award the contract. Funding for FY 2026 will be used to conduct inspections and closeouts. Total estimated cost: $12,932,400. Prior Years: 0. FY 2024: $195,000. FY 2025: $12,300,000. FY 2026: $437,400. Future Years: $0.

**(21) Floating Barge Crane, Tulsa District, Marine Design Center (MDC) 3309 (Continuing)** - This crane barge would support the marine fleets major maintenance mission while working on the McClellan-Kerr Arkansas River Navigation System which is considered a high use navigation system. This includes locks, dams, powerhouses, channels, training dikes, diversion dikes, bank revetment and flood control projects located within the Tulsa District. New regulations hydraulic steel structure and safety requirements are driving to a new closure system for dewatering locks on the navigation system. The existing centerpost receiver and use of 50ft stoplogs are no longer safe according to the Inland Navigation Design Center. Soon Tulsa District will be required to convert locks to the 110ft stoplogs to be able to safely dewater a lock structure. Because of the weight and radius required to place a 110ft stoplog, a crane around the 300-ton capacity will be required to safely make this lift. A crane of this capacity will require a new work barge to safely accommodate the loads from a crane of this size and capacity. The barge will be designed to allow the max capacity of the crane. Additionally, this crane barge would be used daily to perform the required preventative and breakdown maintenance for all assets and components on the navigation system. Funding for FY 2024 was used for government support/labor for development of the solicitation for the crane and barge. Funding for FY 2025 will be used for government support/labor costs, crane and barge contract award, and contract modifications if needed. Funding for FY 2026 will be used for government support/labor costs and contract modifications if needed. Total estimated cost: $35,600,040. Prior Years: $63,575. FY 2024: $156,628. FY 2025: $24,051,757. FY 2026: $400,000. Future Years: $10,928,080.

**(22) US Moorings Dock Replacement, Portland District (Continuing)** - The U.S. Government Moorings Facility in northwest Portland, Oregon supports the Portland District's dredge and survey fleet and warehouse functions for the district. The 13.4-acre property is located on the western shore of the Willamette River at river mile 6.2, just upstream of the St. Johns Bridge. The Moorings includes dock facilities, Moorings shops, offices, and the Portland District Warehouse facilities. Until recently, the dredges Essayons and Yaquina would both moor at The Moorings during part of the off-season for recurring maintenance and repair. Now, because the district wants to avoid disturbing and dispersing contaminated sediment at The Moorings docks, and because of the partial removal of the deteriorated existing docks, the dredge vessels tie-up at leased space at Port of Portland's Terminal 2 (T2). The Moorings maintenance shops and warehouses located on the upland continue to operate as before. The dredges Essayons and Yaquina are operated by Portland District. These vessels help to maintain the navigation channels on the coasts and rivers of California, Oregon, Hawaii, and Alaska. Replacing the dock at The Moorings is a complete and effective long-term solution to support Portland Districts Navigation Mission. The replacement dock facility would have a long (50 year) lifespan and would consolidate dredge maintenance at one location that includes a safe, usable dock, maintenance shops, and warehouse functions to enable the Plant Maintenance Section to accomplish efficiently its dredge support function. This project includes the initiation of plans and specification development to replace the dock at The Moorings. The replacement dock will provide berthing for the dredge ships that will meet critical operational and mission specific requirements for the Portland District and the Nation. No new buildings will be constructed as part of this project. Cost increase is due to higher design and construction costs to accommodate the increase in the size of the Essayons dredge design, additional pile removal from old dock, and a dock design that will comply with current UFC standards and seismic upgrades. Funding for FY 2024 was used to continue drafting the design documentation report for the dock replacement. Funding for FY 2025 will be used to move forward with plans and specifications and move toward soliciting a construction award. Funding for FY 2026 will be used to complete plans and specifications. Total revised estimated cost: $71,170,000. Prior Years: $202,799. FY 2024: $1,554,100. FY 2025: $2,255,601. FY 2026: $65,268,500. Future Years: $1,889,000.

**(23) Barge 9801 Beam Increase, St. Paul District, Marine Design Center (MDC) 3400 (Continuing)** - The crane barge Leonard has some safety concerns regarding the tail swing of the counterweight, with pinch points in both vertical and horizontal positions. Due to a design and manufacturing error proper clearances cannot be achieved per IAW OSHA 29 CFR 1926.1437 floating cranes/derricks on barges; EM 385-1-1, LHE 16.G.13. To prevent these pinch points and the counterweigh contacting the lock wall, staff places crush blocks between the barge and the lock wall. This crane barge at the beginning of its service had a 100-ton mobile crane operating on the barge. Overtime the mobile crane was replaced with a crawler crane. In 2011 a Seatrax pedestal mounted crane was permanently

attached to the crane barge Leonard. During the design phase of this project, it seems that the crane's counterweight clearances were overlooked to safely operate the crane on a 50-foot-wide barge. Due to a known design and manufacturing error proper clearances cannot be achieved per IAW OSHA 29 CFR 1926.1437 floating cranes/derricks on barges; EM 385-1-1, LHE 16.G.13. (pg.16-33). The operator has limited visibility and maneuverability with the current dimensions of the barge. Potential for damage to the crane, adjacent equipment, and the load itself is high. Additionally, there is a risk of crushing personnel that may enter the known swing radius hazard area. Widening the beam of this crane barge by 10' (60' overall) will provide the adequate clearance to meet and exceed the stated regulations. Funding for FY 2024 was used for government support/labor costs and continued development of the solicitation package. Funding for FY 2025 will be used for continued government support/labor costs and contract award. Funding for FY 2026 will be used for continued government support/labor costs and for contract modifications if needed. Total estimated cost: $5,680,000. Prior Years: $25,963. FY 2024: $65,198. FY 2025: $3,500,000. FY 2026: $300,000. Future Years: $1,788,839.

**(24) 2 Stack Stoplog Barge, Mobile District, Marine Design Center (MDC) 3369 (Continuing)** - The Mobile District possesses a fleet of deck barges that are used in the fulfillment of the navigation missions of its inland waterways, this includes: waterborne maintenance platforms for lock closures and spillway work, lock, and dam stoplog storage and transportation, rip-rap rock handling, debris removal and the transportation of heavy equipment to remote dredge disposal sites. A number of these barges have exceeded their 40-year service lives and are in need of major rehab for continued use. This new large 2 stack barge will be a direct replacement for four smaller stoplog barges. Those deemed too unsafe for continued fleet service will be excessed and those is serviceable condition will be repurposed for other fleet needs or excessed. The barge fleets operate throughout the Mobile District's waterways servicing 4 different river systems, 22 locks and dams and our portion of the Gulf Intracoastal Waterway. Funding for FY 2024 was used for continued government support/labor costs and contract modifications. Funding for FY 2025 will be used for continued government support/labor costs and for contract modifications if needed. Funding for FY 2026 will be used to address warranty items. Total estimated cost: $7,047,550. Prior Years: $5,709,743. FY 2024: $57,615. FY 2025: $394,895. FY 2026: $15,000. Future Years: $870,297.

**(25) Tug Cheraw, Buffalo District, Marine Design Center (MDC) 3364 (Continuing)** - The Tug Cheraw was commissioned in 1969 and has performed invaluable service for 53 years but is nearing the end of its projected useful life. The recapitalization of the tug ensures the Buffalo District is able to carry out its civil works mission on the Great Lakes. This project includes the development of a vessel requirements assessment, concept design, and the necessary plans and specifications to procure a tug for service on the Great Lakes. The replacement vessel will be a modern, efficient, and environmentally sustainable 2800-3200 horsepower self-propelled vessel. In addition, the vessel procurement process and technical requirements will maximize the applicability of existing commercial tug designs to target the "best value" for the government. The new vessel will replace the Tug Cheraw, which will be retired from service upon delivery of the replacement vessel. The replacement tug will be owned and operated by the Buffalo District as part of its repair fleet**.** Funding for FY 2024 was used for government support/labor costs for project development. Funding for FY 2025 will be used for government support/labor costs for design development. Funding for FY 2026 will be used for continued government support/labor costs for design finalization and construction phase planning. Total estimated cost: $28,000,000. Prior Years: $0. FY 2024: $83,373. FY 2025: $ 1,500,000. FY 2026: $500,000. Future Years: $25,916,627.

**(26) Benyaurd Repower, Vicksburg District, Marine Design Center (MDC) 3248 (Continuing)** - This project is for the purpose of replacing the main engines of the Motor Vessel (MV) Benyaurd with larger engines to increase the overall horsepower by about 40%. This will allow the M/V Benyaurd to push more barges while assisting with revetment operations. The extra horsepower is needed to ensure the vessel can handle the increased need to faster mat barges transportation to keep up with the increased production of the Armor One. The M/V Benyaurd is also used to assist with pickett duty for New Orleans District during high water events. The revetment section places articulated concrete mats in areas along the entire lower Mississippi River, spanning over 900 miles, to prevent bank erosion and degradation which helps provide a safe, navigable channel for the river transportation industry. Funding for FY 2024 was used to for government support/labor costs to conduct initial assessments of the existing vessel, review as-built drawings, and begin initial scoping efforts. Funding for FY 2025 will be

used for government support/labor costs Funding for FY 2026 will be used for government support/labor costs and to develop the solicitation package. Total estimated cost: $18,500,000. Prior Years: $0. FY 2024: $62,000. FY 2025: $25,000. FY 2026: $50,000. Future Years: $18,363,000.

**(27) Mat Sinking Unit (MSU) Equipment Barges (2), Vicksburg District, Marine Design Center (MDC) 3458 (Continuing)** - This project entails the development of a design followed by construction of two equipment barges for the Vicksburg District. The new construction vessels shall replace the existing equipment barges (also referred to as tractor barges), which are in a complete state of disrepair; perpetually needing to be pumped out to prevent them from sinking and are well past the end of their useful service lives. Several repair efforts have been made on these barges during the past few years, yet the hulls remain so thin that there is considerable risk in transporting the valuable equipment for fear of a debris strike and subsequent sinking. These new equipment barges shall be about 160'x30'x7'. The barges shall be of sufficient strength to accommodate vehicles and heavy equipment travelling with the mat boat fleet. Funding for FY 2024 was used for government support/labor costs and project development. FY 2025 funding will be used for government support/labor costs and design. Funding for FY 2026 will be used for government support/labor costs and for design completion. Total estimated cost: $11,700,000. Prior Years: $0. FY 2024: $175,544. FY 2025: $400,000. FY 2026: $655,000. Future Years: $10,469,456.

**(28) Stoplog Barge, Tulsa District, Marine Design Center (MDC) 3420 (Continuing)** - The mission of this barge is in support of the major maintenance fleet working on the navigation system, locks and powerhouses and the flood control lakes located within the Tulsa District. Upcoming requirements will require repair methods be put in place by hydraulic steel structure engineers using 110 ft. stoplogs, in place of our current method of 50 ft. stoplogs and a center post. This method is outlined in Little Rock District Center Post Anchorage Capacity McClellan–Kerr Arkansas River Navigation System (MKARNS), Multiple Projects Impact Load Analysis (Inland Navigation Center, September 2020) and Memorandum for Record (MFR) MKARNS Center Post Anchorages, Metallurgical Issues (6 January 2021). The recommended 110 ft. stoplogs require a barge for transport between locks. Funding for FY 2024 was used for government support/labor costs to initiate the development of the solicitation package and to award the contract. Funding for FY 2025 will be used for government support/labor costs and for contract modifications if needed. Funding for FY 2026 will be used for government support/labor costs and for contract modifications if needed. Total estimated cost: $13,263,000. Prior Years: $0. FY 2024: $5,251,562. FY 2025: $5,193,646. FY 2026: $577,000. Future Years: $2,240,792.

**(29) BD-5 Vessel Replacement, Baltimore District, Marine Design Center (MDC) 3504 (Continuing)** – This project entails development of the design and construction of a new drift and debris collection vessel for the Baltimore District. The new more capable vessel will replace the existing one (BD-5). Based on the mission requirements, the vessel's primary mission will be support for the Baltimore District's drift and debris collection efforts which are crucial for ensuring waterways remain clear of material that could be hazardous to navigation. The BD-5 is responsible for drift removal along the Potomac and Anacostia Rivers year-round. The project length is 27 miles with an area of 16 square miles. Funding for FY 2025 will be used for government support/labor costs and to develop the design. Funding for FY 2026 will be used for government support/labor costs and contract award. Total estimated cost: $5,575,000. Prior Years: $0. FY 2024: $0. FY 2025: $657,500. FY 2026: $3,365,000. Future years: $1,552,500.

**(30) Spud Barge 869 Replacement, New Orleans District, Marine Design Center (MDC) 3450 (Continuing)** - This project entails development of the design and construction of a new spud barge/crane barge for the New Orleans District (MVN). The new more capable vessel will replace the existing Spud Barge 869. Based on the mission requirements, including review of existing MVN lift plans and physical barge limitations, the concept barge platform with a commercially available crawler crane can safely satisfy all requirements. The crane will be acquired through a separate procurement action. The model that has been investigated as a potential fit is a Liebherr HD8100 HS crawler crane. The vessel will serve as a multi mission platform within MVN. The new vessel will be used in the maintenance of the locks and dams in and around the Lower Mississippi River and the Industrial Canal in New Orleans as well as performing occasional clamshell dredging and strike removal work. The new vessel will be used for maintenance of the locks and dams on the Gulf Intracoastal Waterway, the lower Mississippi River, and the Industrial Canal in New Orleans. Funding for FY 2025 will be used for government support/labor costs and to develop the design.

Funding for FY 2026 will be used for government support/labor costs, and contract award. Total estimated cost: $20,285,000. Prior Years: $0. FY 2024: $0. FY 2025: $865,375. FY 2026: $13,875,000. Future years: $5,544,625.

**(31) Mat Sinking Unit (MSU) Revetment Barges (4) Vicksburg District, Marine Design Center (MDC) 3289 (Continuing) –** The Vicksburg District revetment barges are used for transporting concrete between the Vicksburg MSU and Memphis District Mat Loading Unit (MLU). The MSU owns and maintains a fleet of 43 revetment barges that are used for this specific purpose. These barges are custom sized for loading/unloading concrete to fit the MSU's existing mat boat/crane arrangement. The MLU's equipment is also designed around loading the size of the existing revetment barge. Barges of this size are not used anywhere else and therefore would not be available for rental or for purchase via used equipment. Funding for FY 2025 will be used for government support/labor costs and development of the solicitation package and contract award. Funding for FY 2026 will be used for government support/labor costs and for contract modifications if needed. Total estimated cost: $15,419,000. Prior Years: $0. FY 2024: $0. FY 2025: $11,862,000. FY 2026: $1,000,000. Future years: $2,557,000.

**(32) Motor Vessel (M/V) Butler Towboat Replacement, St. Paul District, Marine Design Center (MDC) 3434 (Continuing) –** The Towboat M/V Butler has reached the useful life expectancy and is experiencing increased operational and repair costs and increased down time. The vessel is needed to provide transport of personnel, material, and supplies in performance of maintenance activities for 10 locks and dams and other maintenance work in the broadened regional mission. The M/V Butler services nearly 230 miles of the upper Mississippi River system. This vessel also served in a support capacity in our neighboring districts as well. Replacement of the vessel will assure continuity in the accomplishment of the district mission and support to other districts. With the new vessel built to the United States Coast Guard Subchapter M regulations will clearly increase safety for personnel and equipment. The M/V Buter was originally designed and constructed to provide operation support on the upper Mississippi River system transporting dredge equipment from one site to the next dredging site. At the time the vessel was constructed to push a relatively small tow to transport the Dredge Thompson pipeline and associated equipment. The vessel was found to be inadequate in horsepower and maneuverability to push the heavier tows when the Dredge Goetz fleet was expanded with new larger floating plant. In 2016 the Dredge Goetz fleet acquired a much larger towing vessel to push the expanded dredge fleet. The M/V Butler was transferred to our maintenance and repair section, where the new mission for the vessel was primarily focused on O&M of lock and dams, navigation structures and mechanical dredging operations. The maintenance and repair fleet will be expanding in the coming years with heavier and larger floating plant, the available horsepower of the vessel is not sufficient to safely maneuver today's maintenance fleet in and around the locks and dams nor to navigate between pools during high flow conditions. With the expansion of our mechanical dredging equipment, we envision that the plant will be working in other districts. With no overnight accommodations the M/V Butler is limited to only daytime travel. This certainly will slow our response time to any emergency dredging requirements. The M/V Butler has reached the intended useful life and requires increased and more frequent major maintenance which increases downtime and reduces availability of the navigation systems serviced. It is the intent to replace the vessel with one that is designed to accommodate the navigation maintenance missions of today and into the future as well as providing capability to operate in a regional field. Funding for FY 2025 will be used for government support/labor costs and to develop the design package. Funding for FY 2026 will be used for government support/labor costs and for design modifications, if needed. Total estimated cost: $23,556,000. Prior Years: $0. FY 2024: $0. FY 2025: $1,171,750. FY 2026: $485,000. Future years: $21,899,250.

**(33) Motor Vessel (M/V) Channahon Replacement, Rock Island District, Marine Design Center (MDC) 3480 (Continuing) -** The towboat will replace the M/V Channahon, which was placed into service in 1975. The propulsion system, hull and other major components have reached the end of their service life where maintenance requirements are expected to increase in order to keep the vessel in operation. The current main engines have 9,000+ hours and the generator has 11,000+ hours. The main engines coming up on a complete overhaul and continuing to utilize this vessel would require complete propulsion system replacement. The hull of the vessel has 25-90% waste in some areas that will need repaired. This vessel is also undersized in horsepower and the operator has very poor visibility while pushing derrick boats due to the low pilothouse which raises concerns for its safe operation to complete its mission. Funding for FY 2025 will be used for government support/labor costs and to develop design. Funding for FY 2026 will be used for government support/labor costs and contract award. Total estimated cost: $9,400,000. Prior Years: $0. FY 2024: $0. FY 2025: $903,000. FY 2026: $232,000. Future years: $8,265,000.

**(34) District Pier Renovation Design & Construction, Norfolk District, Marine Design Center (MDC) 3204 (Completion) –** The Corps proposes a repair and alteration project to modernize select aging and deteriorating pier and infrastructure of the Norfolk District Main Pier at Fort Norfolk, in Norfolk, Virginia, to support mission and to meet long-term requirements for the floating plant at Norfolk District that supports hydrographic survey and debris programs. The major work items include installation of a wave screen to eliminate wave attenuation at the dock and enhance safety and protection of the vessels, floating piers and mooring piles, upgrades to the hotel facilities including water, electrical and sewage. 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 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 in FY 2024 was used to place the AE design contract for the Pier Renovations. Funding for FY 2025 will be used to continue AE support and gov't labor. Funding in FY 2026 will be used to continue project oversight, and preparation of contract award. Total estimated cost: $9,520,000. Prior Years: $1,104,324. FY 2024: $8,269. FY 2025: $8,000,000. FY 2026: $407,407. Future years: $0.

**(35) Crane LS 818 Replacement for Crane Barge 9502, Vicksburg District, (New) –** Crane barge 9502 will be used to maintain the 9 locks and dams in the Vicksburg District and is the only crane in the district with the capability to set closure on the locks and most of the gated dams. The crane barge will also be used to support bank stabilization projects, river stabilization, clearing and snagging operations, mechanical dredging harbors and channels, and emergency response regionally. The current LS-818 crane is outdated, and finding parts and skilled mechanics has become nearly impossible. The most recent breakdown required over a year for the parts to be manufactured and repaired. Current equipment has been in service beyond its useful life. The rising equipment repair costs and increased downtime are significantly driving up overall operational costs and hindering progress, affecting work completion schedules. The replacement crane will enhance productivity, reliability, fuel efficiency, and operator safety, while also delivering cleaner emissions. Failure to replace this equipment will hinder work efforts within the district and at the regional level. Modern and productive equipment is essential in maintaining infrastructure with increasing workloads and reductions in manpower. Funding for FY 2026 will be used for the purchase of one LS 818 crane. Total estimated cost: 5,585,638. Prior Years: $0. FY 2024: $0. FY 2025: $0. FY 2026: $5,585,638. Future Years: $0.

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

**(1) Corps of Engineers Financial Management System (CEFMS) II Modernization - UFC (Continuing)** - CEFMS II has been approved through the Corps Information Technology (IT) Capital Planning process for $32.343 million in development funding for modernization. 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 the Corps Finance Center (UFC) to meet the specific needs of the Corps mission. The benefit from the improved capabilities is ensuring CEFMS II is successful in migration to the Oracle Cloud Infrastructure as directed by the Chief Information Officer (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 the Corps missions and business decisions. The Corps continues to receive unmodified independent audit opinions for Chief Financial Officer's statements due to the capabilities of CEFMS II. 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. The underlying database structure and code is maintained while converting the user interface to a modern, streamlined HTML application which can be accessed from mobile devices. Migration of twenty-five CEFMS II modules from Oracle Forms to web HTML user interface were completed which streamlined system processes, provided Oracle Business Intelligence Reports in support of timely, accurate and transparent financial information, integrated existing Corps capabilities in support of application rationalization and provided capabilities to support Treasury G-invoicing mandate. Cost increase was due to continued development and modernization of the remaining 23 CEFMS II applications. CEFMS II application modernization requirements continued to expand the scope with the addition of the Travel Online Booking Tool. Funding in FY 2024 was used to modernize the following CEFMS II modules: Collections, Customer Order Billings/Advice Notices, Customer Order Certification, Electronic Disbursement Functions, Treasury Offset, Expenditures/Disbursements - Government Billing, Manpower Management, Military Funds Distribution Module, Schedules of Obligations and Expenditures - 2101, and Transfers. Funding in FY 2025 will be used to modernize the following CEFMS II modules: Asset Management (Increment, Insurance, Transfer, ENG 3013, Place in Service) and Progress Pay (ENG 93) Functions. Funding in FY 2026 will be used to modernize the following CEFMS II modules: Bill Conversion, Corps of Engineers Manpower Requirements Systems (CEMRS), Delinquent Accounts Receivable, Expenditures/Disbursements – Other, Integrated Automated Travel System (IATS) Interface, Project Management Work Breakdown Structure (WBS), Training Operations, Transaction for Others (TFO) Travel Processing, Travel Advances, Travel Settlement Processing, and Treasury 1099 Functions. Total revised estimated cost: $52,418,000. Prior Years: $21,408,740. FY 2024: $7,048,008. FY 2025: $3,886,252. FY 2026: $7,250,000. Future Years: $12,825,000.

**(2) Willamette Valley Redundant Communication System, Portland District (Continuing)** - The Willamette Valley (WVY) currently remotely operates ten of their thirteen projects. Lookout Point remotely operates Hills Creek, Cougar, Dexter, Dorena, Fall Creek, Fern Ridge, Blue River, and Cottage Grove. Detroit Dam remotely operates Big Cliff. Finally, Foster remotely operates Green Peter. The Rogue River Basin remotely operates one project. Within this remoting network, there are currently no redundant communication circuits (e.g. - T1, fiber, microwave, 4G-LTE, etc.) capable of supporting the General Display and Control (GDACS) bandwidth requirements for remote operation of the water control systems within the Portland District WVY projects. Consequently, the WVY is in violation of Corps Engineering Regulation (ER) 1110-2-1156 which states, "Appropriate redundancy must be provided for all water control systems. At minimum, redundancy must be provided for communication..." (§20.4.1). The benefits of this investment would be safer, more reliable dam operations for remote projects via a secure, redundant high-speed communications infrastructure, fully compliant with all known Defense Information Assurance Risk Management Framework (DIARMF) and North American Electric Reliability Corporation Critical Infrastructure Protection (NERC CIP) Cyber Security regulations. The Willamette Valley and Rogue River Basin system of projects consists of 15 total dams. Each of these contributes to a water resource management system that provides flood risk management, power generation, water quality improvement, irrigation, fish and wildlife habitat and recreation for the Willamette River and Rogue Rivers, as well as, and many of their various tributaries. Since their completion, the dams have cumulatively prevented more than $25 billion in flood damages to the Willamette and Rogue River Basin. The majority of these projects also generate electricity through renewable hydropower that collectively contribute enough to power over 300,000 homes each year. Funding for FY 2024 was used to complete a Site Survey Report through a service contract. Funding for FY 2025 will be used to complete a Decision Documentation Report and begin drafting plans and specs. Funding for FY 2026 will be used to complete Plans and Specs. Total estimated cost: $8,500,000. Prior Years: $362,506. FY 2024: $150,000. FY 2025: $1,000,000. FY 2026: $2,000,000. Future Years: $4,987,494.

**(3) Electronic Services & Consolidated Control Center Replacement, Nashville District (New)** - On 9 December 2023, the Old Hickory Project was hit by a tornado, which made it inhabitable. The Electrical Services Section (ESS) building is beyond economical repair and needs to be renovated. The building was built in 1989 and is the primary field support hub for electronic testing, SCADA system and security systems across the Nashville District. The building solely supports the hydropower, navigation, and joint business lines within the O&M appropriation. Sites include the 9 multi-purpose projects with hydropower on the Cumberland River, 1 project on the Cumberland without hydropower, Sault Ste Marie (LRE), and multiple lock sites at the Tennessee River project. The building houses sensitive SCADA equipment, servers, and other operational technology for operation of hydroelectric equipment which make its physical security requirements a forefront of design requirements and priority to be on Corps-owned property. Funding for FY 2025 will be used to develop the requirements

package and draft solicitation. Funding for FY 2026 will be used to award and administer a design-build contract for building replacement. Total estimated cost: $19,500,000. Prior Years: $0. FY 2024: $0. FY 2025: $250,000. FY 2026: $14,250,000. Future Years: $5,000,000.

**5. FY 2024 thru FY 2026 (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) | FY24 ($000) | FY25 ($000) | FY26 ($000) | Future Years ($000) | Remarks |
|---|---|---|---|---|---|---|---|---|
| HECSA | HVAC REPLACEMENT – KINGMAN BUILDING | 4,128 | | 400 | 310 | 3,418 | | CONTINUING |
| HECSA | HVAC REPLACEMENT – CASEY BUILDING | 4,128 | | 275 | 310 | 3,543 | | CONTINUING |
| MVD/MVK | 3205 MVK 710 BARGEPEDESTAL CRANE (A&B JADWIN) | 3,500 | 2,583 | 39 | 750 | 128 | | CONTINUING |
| MVD/MVK | 3487 MVK DREDGE JADWIN CONCEPT DESIGN | 4,900 | | | 1,000 | 1,000 | 2,900 | CONTINUING |
| MVD/MVM | 3347 MVM MAT LOADING CRANE BARGE (FKA WHIRLEY REPL) | 1,400 | | | | 1,400 | | NEW |
| MVD/MVM | 3491 MVM BGU MOORING BARGE REPLACEMENT | 1,400 | | | | 1,400 | | NEW |
| MVD/MVM | MVM 120T CRANE REPLACEMENT | 2,500 | | | | 2,250 | 250 | NEW |
| MVD/MVN | 3454 MVN TRAILABLE TUG (M60) REPLACEMENT | 1,830 | | | 1,237 | 271 | 322 | CONTINUING |
| MVD/MVN | 3497 MVN TRAILABLE TUG (M50) REPLACEMENT | 1,830 | | | 1,237 | 271 | 322 | CONTINUING |
| MVD/MVP | 3330 MVP DECK MATERIAL BARGES (2) | 4,955 | 2,509 | 47 | 25 | 1,248 | 1,126 | CONTINUING |
| MVD/MVP | 3435 MVP DREDGE GOETZ ANCHOR BARGE REPLACEMENT | 2,972 | | | 100 | 250 | 2,622 | CONTINUING |
| MVD/MVS | 3371 MVS CREWBOAT BARRON REPLACEMENT | 1,873 | 71 | 24 | 1,755 | 23 | | CONTINUING |
| MVD/MVS | 3488 MVS DREDGE POTTER CONCEPT DESIGN | 4,900 | | | 1,000 | 1,000 | 2,900 | CONTINUING |
| NAD/NAO | 3466 ALUMNUM PUSHBOAT | 2,500 | 9 | 2,007 | 434 | 50 | | CONTINUING |
| NWD/NWP | HORIZONTAL BORING MILL MACHINE | 1,980 | | 40 | 1,700 | 240 | | CONTINUING |
| SAD/SAJ | DREDGE DEPOT BOAT SLIP A&B | 3,350 | 940 | 65 | 200 | 2,026 | 119 | CONTINUING |
| SAD/SAM | 3367 3 STACK STOPLOG BARGE | 4,100 | 3,034 | 45 | 336 | 15 | 670 | CONTINUING |
| SWD/SWL | UCIC EXISTING BUILIDNG TRANSFER | 2,697 | | | | 2,697 | | NEW |
| | **TOTAL:** | **54,943** | **9,146** | **2,942** | **10,394** | **21,230** | **11,231** | |