



New Vessel Homeporting Infrastructure Requirements

May 11, 2021

Fiscal Year 2019 Report to Congress



Homeland
Security

United States Coast Guard

Foreword

May 11, 2021

I am pleased to present the following report, “New Vessel Homeporting Infrastructure Requirements,” as prepared by the U.S. Coast Guard.

Senate Report 115-283 accompanying the Fiscal Year 2019 Department of Homeland Security Appropriations Act (P.L. 116-6) directs the Coast Guard to provide a report on infrastructure requirements associated with the homeporting of new vessels.

Pursuant to congressional requirements, this report is being provided to the following Members of Congress:

The Honorable Lucille Roybal-Allard
Chairwoman, House Appropriations Subcommittee on Homeland Security

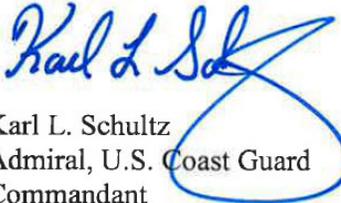
The Honorable Chuck Fleischmann
Ranking Member, House Appropriations Subcommittee on Homeland Security

The Honorable Chris Murphy
Chair, Senate Appropriations Subcommittee on Homeland Security

The Honorable Shelley Moore Capito
Ranking Member, Senate Appropriations Subcommittee on Homeland Security

I am happy to answer any further questions that you may have, or your staff may contact my Senate Liaison Office at (202) 224-2913 or House Liaison Office at (202) 225-4775.

Sincerely,


Karl L. Schultz
Admiral, U.S. Coast Guard
Commandant





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I. Legislative Language

This document responds to the language set forth in Senate Report 115-283 accompanying the Fiscal Year (FY) 2019 Department of Homeland Security Appropriations Act (P.L. 116-6).

Senate Report 115-283 states:

The Committee supports the current and planned homeport locations for National Security Cutters. However, the Committee recognizes the challenges that replacing the 378-foot Hamilton-class cutter with 418-foot NSCs has imposed on Coast Guard facilities where waterfront space is limited and reiterates the importance of pier availability for Coast Guard cutters and other surface vessels to minimize operational delays or other unnecessary costs that would undermine the Coast Guard's ability to conduct its missions. Therefore, not later than 180 days after enactment of this act, the Coast Guard shall report to the Committee on infrastructure requirements associated with the homeporting of new vessels. At a minimum, the Coast Guard shall assess if major acquisition system infrastructure is required, identify associated funding needs, and provide a plan to address these requirements to the Committee.

II. Background

The Coast Guard's shore facility infrastructure requirements for the homeporting of new vessels are developed as part of the formal acquisitions process and are documented in each vessel acquisition program's integrated logistics support plan (ILSP). The Coast Guard identifies infrastructure needs at new vessel homeports through the Cutter Homeport Decision Process, defined in Commandant Instruction Manual 3111.1 (series). As part of the homeport decision process, the Coast Guard evaluates candidate homeports on several variables, including mission needs, distance to the primary operating area, logistics and maintenance support, availability of housing and personnel support, current and future infrastructure costs, and environmental impacts. Estimated infrastructure costs are developed by conducting feasibility studies that compare the existing infrastructure at each potential homeport to the vessel's infrastructure requirements in the ILSP. The Coast Guard requests Major Acquisition Systems Infrastructure (MASI) Procurement, Construction, and Improvements (PC&I) funding to improve existing infrastructure and to construct new infrastructure, as needed, to accommodate the new cutters at their selected homeports. MASI funding requests are time-phased and are driven by estimated asset delivery schedule dates and projected planning and execution timelines.

Table 1 provides a summary of Coast Guard vessel acquisitions, current and planned, which have or may require MASI PC&I investments.

Table 1: Coast Guard Vessel Acquisitions

Asset	Program of Record (POR)	Delivered
National Security Cutter (NSC)	11 ¹	9
Fast Response Cutter (FRC)	64	43
Offshore Patrol Cutter (OPC)	25	0
Polar Security Cutter (PSC)	3	0
Waterways Commerce Cutter (WCC)	30	0

¹ POR is eight cutters. Three additional hulls have been appropriated above the POR.

III. Discussion

As a general practice, the Coast Guard requests MASI PC&I funding for new vessels at least 3 to 4 years prior to a planned asset’s arrival at each homeport. This funding timeline allows for the completion of engineering and environmental planning, contract solicitation and award, design, permitting, and construction. The exact schedule and cost of each new vessel homeport infrastructure project varies on the basis of its size, complexity, location, permitting timelines, and environmental factors. Table 2 provides a summary of new vessel homeport projects currently in progress:

Table 2: New Vessel Homeport Projects in Progress

Asset	Homeport	Number of Hulls	MASI Funding Received as of FY 2021 (\$ in millions)	Additional MASI Funding Required (if applicable)
NSC	Charleston, SC	5	\$26.3	N/A
FRC	Ketchikan, AK	2	\$7.1	N/A
FRC	Apra Harbor, Guam	3	\$28.0	N/A
FRC	Astoria, OR	2	\$30.0	N/A
FRC	Seward, AK	1	\$30.9	N/A
FRC	Boston, MA	6	\$47.0	N/A
FRC	Sitka, AK	1	\$20.6	N/A
OPC/FRC	Kodiak, AK	2 OPCs 2 FRCs	\$97.0	N/A
OPC	San Pedro, CA	2	\$30.0	N/A
OPC	Newport, RI	2	\$25.0	To be determined
PSC	Seattle, WA	3	\$102.0	To be determined

The Coast Guard continues to evaluate homeporting options and associated infrastructure requirements for FRCs, OPCs, and WCCs. MASI funding, if needed, will be requested in advance of asset delivery as the cutter homeport decision process is completed. Additional details on the status of new vessel homeport infrastructure requirements by vessel type are provided below.

National Security Cutters

With MASI funding received in FY 2019 and 2021, the Coast Guard is working to complete the necessary waterfront and shoreside infrastructure improvements required to homeport the last three NSCs at Base Charleston, South Carolina. Related to this effort is the construction of a new pier to replace the current Pier Papa, where the NSCs moor. The new pier was funded in the FY 2019 disaster supplemental, following damages sustained by Hurricane Florence in 2018. Apart from the Charleston NSC homeport, all other NSC homeports have been completed.

Fast Response Cutters

The Coast Guard is working to complete the planning and construction of multiple funded FRC homeports in Ketchikan, Alaska; Apra Harbor, Guam; Sitka, Alaska; Boston, Massachusetts; Astoria, Oregon; Kodiak, Alaska; and Seward, Alaska. Each project requires, to varying degrees, construction of and/or improvements to waterfront and shoreside facilities to meet ILSP requirements. The cost and complexity of these projects vary widely because of multiple factors, including the remoteness and geography of the homeport location, cutter and personnel loading, the presence or lack of collocated Coast Guard infrastructure, availability of real property, environmental requirements, and other factors. Although the Coast Guard endeavors to complete homeport construction prior to the delivery of the asset from the shipbuilder, in some cases, the completion of homeport construction may be delayed. In such cases, the Coast Guard will identify temporary homeports capable of supporting the cutter until the construction of infrastructure at the permanent homeport is complete. As the cutter homeport decision process is completed for remaining FRCs, the Coast Guard will request MASI funding to construct the new homeports.

Offshore Patrol Cutters

The Coast Guard has awarded the construction of the OPC homeport in San Pedro, California, and is working to complete planning for the OPC homeport in Kodiak, Alaska. Additionally, the Coast Guard intends to homeport two OPCs in Newport, Rhode Island, and received \$25 million in FY 2021 for the first phase of homeport construction. Additional MASI funding will be required to complete the OPC homeport in Newport, and specific cost estimates for subsequent phases of construction will be refined as the Coast Guard progresses through the civil engineering and environmental planning process. For other OPC hulls in the POR, the Coast Guard continues to work through the cutter homeport decision process. As the cutter homeport decision process is completed for additional OPCs, the Coast Guard will request MASI funding to construct the new homeports.

Polar Security Cutters

The Coast Guard is in the process of conducting engineering and environmental planning for the construction of the PSC homeport at Base Seattle. The Coast Guard has received a total of \$102 million in the FYs 2020 and 2021 appropriations for Phase I of the PSC homeport project. Funding for Phase I will support the construction and improvement of waterfront infrastructure (i.e., piers, wharfs, bollards/cleats, shore ties, etc.) to accommodate the PSC and associated real property acquisition, dredging, environmental remediation, and relocation of existing operational and support functions at Base Seattle. Additional MASI funding will be required to complete the project, and specific cost estimates for subsequent phases of construction will be refined as the Coast Guard completes requisite planning.

Waterways Commerce Cutters

The Coast Guard is beginning the cutter homeport decision process for WCCs, many of which are expected to replace legacy cutters at existing homeports. As the WCC homeport decision

process evolves, the Coast Guard will request MASI funding, as needed, to meet cutter ISLP requirements in the assigned homeports.

Appendix: Abbreviations

Abbreviation	Definition
FRC	Fast Response Cutter
FY	Fiscal Year
ILSP	Integrated Logistics Support Plan
MASI	Major Acquisition Systems Infrastructure
NSC	National Security Cutter
OPC	Offshore Patrol Cutter
PC&I	Procurement, Construction, and Improvements
POR	Program of Record
PSC	Polar Security Cutter
WCC	Waterways Commerce Cutter