



Acquisitions, Construction, and Improvement

Program Specific Recovery Act Plan

May 14, 2009



Homeland
Security

United States Coast Guard

Message from the United States Coast Guard ARRA Senior Accountable Official

14 May 2009

I am pleased to present the following report, “Program-Specific Recovery Act Plans”, which has been prepared by the United States Coast Guard.

This document has been compiled in response to a requirement included in the American Recovery and Reinvestment Act (P. L. 111-5) which appropriated \$240 million to the United States Coast Guard; \$142 million for Alteration of Bridges and \$98 million for AC&I. The following pages set forth the Acquisition, Construction & Improvement Program-Specific Recovery Act Plan for \$98 million.

Senior Accountable Official

Approval Date: _____

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Executive Summary

The American Recovery and Reinvestment Act (ARRA) of 2009 provides \$98,000,000 for shore facilities, aids to navigation, priority procurements (due to materials and labor cost increases) and for costs to repair, renovate, assess or improve vessels.

Recapitalization of shore facilities to industry standard is critical for continued Coast Guard operational success. Coast Guard depends on shore facility assets, that they are available when and where needed, and with the right capabilities to support current and future mission requirements. \$88,000,000 of the appropriation will be used for the construction, renovation, and repair of vital shore infrastructure that supports Coast Guard operations and missions.

Aging and obsolete hull, mechanical, and electrical equipment and systems threaten the safe operation of the WHEC (High Endurance Cutter) 378' fleet, and degrade the valuable capabilities which the Cutter class has provided over the past four decades. In today's increasingly complex and dynamic maritime environment, the need for a reliable and capable presence in support of maritime safety, security, and stewardship is more critical than ever.

The twelve WHECs are currently our primary platform for these missions, and when completed, the National Security Cutter (NSC) fleet will continue the longstanding tradition of support and service. Therefore, \$10,000,000 of the appropriation will address Engineering Changes (ECs) on the WHECs which are among the top mission degraders.



United States Coast Guard Program Specific Recovery Plan Acquisitions, Construction & Improvements

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I. Legislative Requirement

In accordance with the enactment of the American Recovery and Reinvestment Act of 2009, Public Law 111-5, the following appropriation is made available for the United States Coast Guard as shown below. The appropriation will be executed in accordance with OMB M-09-15.

Acquisition, Construction, and Improvements – For an additional amount for “Acquisition, Construction, and Improvements”, \$98,000,000 for shore facilities and aids to navigation facilities; for priority procurements due to materials and labor cost increases; and for costs to repair, renovate, assess, or improve vessels.

II. Funding Table

AC&I EXPENDITURE PLAN

Further release of the USCG AC&I Shore Expenditure Plan is under the control of the Congressional Appropriations Committees. This information should not be disclosed outside the Executive Branch.

III. Objectives

The \$98,000,000 will fund shore facilities, aids to navigation, priority procurements and costs to repair, renovate, assess or improve vessels.

\$88,000,000 of the appropriation will be used for the construction, renovation, and repair of vital shore facilities that support Coast Guard sector operations and housing. Shore facility projects will improve facilities, living, and working conditions for Coast Guard personnel, enabling them to better support and perform Coast Guard missions listed above.

The shore facilities funded in the ARRA will create or retain an estimated 180 private sector jobs and enable the Coast Guard to better execute its statutory missions. The number of private sector jobs is based upon Coast Guard Engineering experience in executing similar past projects. The Coast Guard conducted a thorough review of current and past project documentation to estimate the number of jobs to be created or retained.

\$10,000,000 of the appropriation will address the Coast Guard's 378' High Endurance Cutter (WHEC) fleet Engineering Changes (EC) to auxiliary systems that are among the top mission degraders in the community. Repair and replacement of this equipment will improve reliability of these critical ship support systems and extend useful life of these cutters, ensuring the 378' WHECs are available to conduct their intended missions of Search and Rescue, Marine Safety, Drug Interdiction, Living Marine Resource Enforcement, and Defense Readiness.

IV. Activities

Shore Facility Projects:

1. **Station Coos Bay, OR**
 - **Description:** The project will provide covered moorings for Coast Guard small boats.
 - **Execution Strategy:** This project will be accomplished via a firm fixed price contract. The design and build contract will be subject to full and open competition.

2. **Coast Guard Cutter (CGC) Sycamore - Cordova, AK Housing.**
 - **Description:** The project will complete the final phase of a housing project to construct 26 housing units.
 - **Execution Strategy:** This project is the fourth phase of an existing contract. An option will be exercised by the Coast Guard to complete the final phase of the project.

3. **Station Neah Bay, WA**
 - **Description:** The project will provide covered moorings for Coast Guard small boats.
 - **Execution Strategy:** This project will be accomplished via a firm fixed price contract. The design and build contract will be subject to full and open competition.

4. **Support Center Elizabeth City, NC**
 - **Description:** The project will replace Thrun Hall (Barracks), Phase I.
 - **Execution Strategy:** The Coast Guard will award a National Multiple Award Construction Contract (NMAACC) for design and build that will be subject to full and open competition.

5. **Station Indian River, DE**
 - **Description:** The project will provide waterfront bulkhead repairs and replacement for a Coast Guard small boat station.
 - **Execution Strategy:** The Coast Guard will award a National Multiple Award Construction Contract (NMAACC) for design and build that will be subject to full and open competition.

6. **Training Center (TRACEN) Yorktown, VA**
 - **Description:** The project will upgrade the water distribution system for a large Coast Guard training campus to meet life-safety standards.
 - **Execution Strategy:** The Coast Guard will award a National Multiple Award Construction Contract (NMAACC) for design and build that will be subject to full and open competition.

Coast Guard will continue to assess progress on all of these projects and examine potential to include additional projects should sufficient funding become available.

High Endurance Cutter (WHEC) Engineering Changes:

These projects will address ECs for the WHEC 378' fleet. These ECs include the top mechanical and electrical system mission degraders and are required to improve existing capabilities and extend useful life of these cutters. They also address auxiliary support systems, safety, and environmental issues and will be completed based on operational availability of each cutter, equipment, and contractor availability. NEPA and NHPA Section 106 compliance are in progress and will be completed prior to funds execution. The following six ECs will be executed:

1. Boiler Fireside Upgrades & Boiler Reliability Improvement

- *Description:* The project will replace obsolete and unreliable boiler components with new burner controls and exhaust gas monitoring system on both ship's service boilers.

2. Automatic Bus Transfer Switch Upgrade

- *Description:* The project will replace the obsolete automatic bus transfer switches to improve electrical distribution reliability and safety.

3. Refrigeration System Upgrade

- *Description:* The project will replace unserviceable refrigeration boxes and improve the refrigeration system with an environmentally approved refrigerant.

4. Fire Pump Replacement

- *Description:* The project will replace obsolete fire pumps, improving crew safety.

5. Fire & Smoke Alarm System

- *Description:* The project will replace an obsolete and unsupportable monitoring system, providing a more reliable remote sensing capability.

6. Salt Water Pump Replacement

- *Description:* The project will replace worn out and unsupportable equipment which provides cooling water to multiple auxiliary support systems.

V. Characteristics

For all AC&I projects, ARRA funds expended by the Coast Guard will be provided to contractors or government agencies as payment for goods or services. There are no grants or loans of any kind associated with Coast Guard AC&I projects under ARRA.

Shore AC& I projects:

All listed projects will provide funds to commercial contractors as payment for goods and/or services on contracts.

Surface AC&I projects:

AC&I funds will be provided following competitive bid review and award.

VI. Delivery Schedule

DELIVERY SCHEDULE							
AC&I Project Schedules and Project Milestones							
Milestones	BSU E-City Replace Thrun Hall Barracks Phase I	Station Indian River Shoreline Protection	Training Center Yorktown Upgrade Water Distribution System	Station Coos Bay Covered Moorings	Cordova Housing Phase IV	Station Neah Bay Covered Moorings	378' WHEC Engineering Changes
Bid Solicitation	FY10 Q2	FY10 Q2	FY09 Q4	FY09 Q4	N/A*	FY09 Q4	FY 09 Q3- FY 10 Q3-
Contract Award	FY10 Q3	FY10 Q3	FY10 Q1	FY10 Q2	FY09 Q4	FY10 Q2	FY 09 Q4- FY 10 Q3-
Completion of the Project	FY11 Q4	FY11 Q3	FY11 Q3	TBD	TBD	TBD	FY 10 Q4

*Cordova Housing Phase IV-exercise of existing contract option

VII. Environmental Review Compliance and Federal Infrastructure Investments

The following AC&I projects will comply with Environmental and Sustainability requirements:

1. Station Coos Bay, OR

- **NEPA and Section 106 NHPA Requirements:** An Environmental Assessment and Finding of No Significant Impact have been completed. Any NHPA Section 106 requirements will be finished prior to funds execution.

2. Coast Guard Cutter (CGC) Sycamore - Cordova, AK Housing.

- **NEPA and Section 106 NHPA Requirements:** NEPA and NHPA Section 106 requirements are ongoing and will be finished prior to funds execution.

3. Station Neah Bay, WA

- **NEPA and Section 106 NHPA Requirements:** An Environmental Assessment and Finding of No Significant Impact have been completed. Any NHPA Section 106 requirements will be finished prior to funds execution.

4. Support Center Elizabeth City, NC

- ***NEPA and Section 106 NHPA Requirements:*** An Environmental Assessment and NHPA Section 106 consultation have been initiated and will be finished prior to funds execution.

5. Station Indian River, DE

- ***NEPA and Section 106 NHPA Requirements:*** A categorical exclusion has been completed. NHPA Section 106 requirements have been met and there is no impact to historic resources.

6. Training Center (TRACEN) Yorktown, VA

- ***NEPA and Section 106 NHPA Requirements:*** An Environmental Assessment and NHPA Section 106 consultation have been initiated and will be finished prior to funds execution.

Most of the Shore AC&I projects are design/build contracts, so the Shore Infrastructure program will meet the sustainability requirements via the contract whenever applicable. However, specific sustainability information will not be available until the "design" phase of each contract is well underway and/or complete.

Integrated Design Principles, which are a requirement for Leadership in Energy and Environmental Design (LEED) certification, are only applicable to buildings. [Please reference: Executive Order 13423, The Energy Independence & Security Act of 2007 (EISA), Sustainability Memorandum of Understanding (MOU) 2006 (Interagency MOU signed by 14 Federal agencies for high-performance building), and OMB Guidance (distributed with the template for Program Specific Recovery Act Plan) "Additional Instructions for Completing the Sustainability Excel Spreadsheet"]. Because Integrated Design Principles are only applicable to buildings, the projects that do not involve building construction will not be required to meet that requirement.

ENVIRONMENTAL COMPLIANCE						
	1	2	3	4	5	6
PROJECT NAME	BSU E-City Replace Thrun Hall Barracks Phase I	Station Indian River Shoreline Protection	Training Center Yorktown Upgrade Water Distribution System	Station Coos Bay Covered Moorings	Cordova Housing Phase IV	Station Neah Bay Covered Moorings
ARRA Unique ID Number	32-X4004	05-635734	75-L9001	13-S01003	17-S01013	13-S00001
Project Objective	This project replaces the barracks with a 64,000 GSF (155 rooms) building and also constructs a dining facility (9,000 GSF, 84seats).	This project provides permanent repairs/replacement of the failed bulkhead.	This project will construct a base-wide water distribution system to provide potable water and fire fighting capability in compliance with NFC requirements.	This project replaces an existing 2 bay covered mooring.	This project constructs new housing and demolishes existing.	This project constructs a 2 bay covered mooring.
Project Description	The current barracks facility is functionally obsolete, has numerous code compliance discrepancies, and is beyond feasible economic rehabilitation. Most of the berthing are arranged as four-person modules without individual bathrooms. The facility lacks a sprinkler system, and was not design to isolate smoke in the event of a fire. The Aviation Technical Training Center training mission is limited by the current capacity of Thrun Hall, and is located 1.8 miles from the training facility. Due to its proximity to the airfield, the building violates FAA "object free zone" regulations for runways, and is exposed to 70dB Day-Night average sound level noise from aircraft.	A scour hole created by tidal change at the inlet to the Indian River continues to undermine the sheet pile bulkhead which stabilizes Station Indian River. A collapse would result in a rapid and significant loss of station property and could possible render the boat basin unusable within weeks. The rate of scour has increased and will result in failure if not addressed.	The existing potable waterlines at Training Center Yorktown do not provide sufficient waterflow to meet current code requirements for fire main and building sprinkler systems. This project will provide additional water-flow and water pressure to the Training Center Yorktown to allow building barracks sprinkler systems and the base fire hydrant system to meet current fire safety codes.	This new covered mooring will accommodate two 47 foot Motor life Boats. It will include a maintenance area, a wet gear drying area and a gear storage area.	This project will provide modular construction of the proposed houses, allowing construction to work around the shortened D17 construction season. The use of modular units minimizes on-site construction time, provides a higher quality structure and saves approx \$1M in construction cost. To utilize a modular construction approach, the project must be awarded promptly to allow the structures to be manufactured and shipped to the site by the start of the summer construction season.	Station Neah Bay typically receives over 100 in. of rain annually coupled with frequent gale force winds. Currently, there are no covered moorings on-site. Without covered moorings, boat maintenance schedules are continually disrupted during periods of adverse weather. Disrupted and/or deferred maintenance jeopardizes boat readiness and mission effectiveness of the boats and the crews. The installed covered moorings will combat rapid deterioration of vessels and equipment, limiting their exposure to adverse weather.
ELECTRONIC PRODUCT ENVIRONMENTAL ASSESSMENT TOOL (EPEAT)						
Bronze	TBD	N/A	N/A	N/A	N/A	N/A
Silver	TBD	N/A	N/A	N/A	N/A	N/A
Gold	TBD	N/A	N/A	N/A	N/A	N/A
Non EPEAT purchases where EPEAT products were available						
ENERGY STAR PRODUCTS						
Quantity	TBD	N/A	N/A	N/A	TBD	N/A
Costs	TBD	N/A	N/A	N/A	TBD	N/A
Non Energy Star purchases where Energy Star products were available (Quantity)						
Non Energy Star purchases where Energy Star products were available (Costs)						
FEMP LABELED/APPROVED PRODUCTS						
Quantity	TBD	N/A	N/A	N/A	TBD	N/A
Costs	TBD	N/A	N/A	N/A	TBD	N/A
Non FEMP purchases where FEMP products were available (Quantity)						
Non FEMP purchases where FEMP products were available (Costs)						
GREEN PURCHASING						
Recycled content products	TBD	TBD	TBD	TBD	TBD	TBD
USDA designated biobased products	TBD	N/A	N/A	N/A	TBD	N/A
Alternative fuels	TBD	N/A	N/A	N/A	TBD	N/A
Environmentally Preferable Products	TBD	TBD	TBD	TBD	TBD	TBD
Hybrid and alternative fuel vehicles	N/A	N/A	N/A	N/A	N/A	N/A
Non-ozone depleting substances	TBD	N/A	N/A	N/A	TBD	N/A
Renewable Energy	TBD	TBD	TBD	TBD	TBD	TBD

SUSTAINABILITY								
Project Data								
	1	2	3	4	5	6	7	8
PROJECT NAME	Sector Corpus Christi GSA Build -Out	Sector Jacksonville GSA Build-Out	BSU E-City Replace Thrun Hall Barracks Phase I	Station Indian River Shoreline Protection	Training Center Yorktown Upgrade Water Distribution System	Station Coos Bay Covered Moorings	Cordova Housing Phase IV	Station Neah Bay Covered Moorings
ARRA Unique ID Number	08-L03012	07-L63561	32-X4004	05-635734	75-L9001	13-S01003	17-S01013	13-S00001
Project Objective	This is a build to suit lease with GSA for construction of a hanger (110,000 GSF) & Command Center facilities (60,000 GSF).	This is a build to suit lease with GSA for construction of a Sector Command Center and administration (43,000 GSF).	This project replaces the barracks with a 64,000 GSF (155 rooms) building and also constructs a dining facility (9,000 GSF, 84seats).	This project provides permanent repairs/replacement of the failed bulkhead.	This project will construct a base-wide water distribution system to provide potable water and fire fighting capability in compliance with NFC requirements.	This project replaces an existing 2 bay covered mooring.	This project constructs new housing and demolishes existing.	This project constructs a 2 bay covered mooring.
Project Description	This project will provide facilities for Sector Corpus Christi that meet functional requirements, life safety codes, and improved response times. In addition to the facility being obsolete and suboptimal, the Coast Guard continuously responds to corrosion of the equipment that demands above normal maintenance and repairs, thereby reducing the overall service life of the aircraft, negatively impacting mission readiness, and increasing expenditures from minimal resources available to this Unit.	GSA will design and build a new facility within the delineated area targeting Dames Point. Cost estimates and recommended funding sources for other components of the co-location were identified in the approved Planning Proposal. The Coast Guard Commandant and Customs & Border Patrol Commissioner signed a memorandum, on 28 June 2007 and 9 July 2007 respectively, directing the co-location effort.	The current barracks facility is functionally obsolete, has numerous code compliance discrepancies, and is beyond feasible economic rehabilitation. Most of the berthing are arranged as four-person modules without individual bathrooms. The facility lacks a sprinkler system, and was not design to isolate smoke in the event of a fire. The Aviation Technical Training Center training mission is limited by the current capacity of Thrun Hall, and is located 1.8 miles from the training facility. Due to its proximity to the airfield, the building violates FAA "object free zone" regulations for runways, and is exposed to 70dB Day-Night average sound level noise from aircraft.	A scour hole created by tidal change at the inlet to the Indian River continues to undermine the sheet pile bulkhead which stabilizes Station Indian River. A collapse would result in a rapid and significant loss of station property and could possibly render the boat basin unusable within weeks. The rate of scour has increased and will result in failure if not addressed.	The existing potable waterlines at Training Center Yorktown do not provide sufficient waterflow to meet current code requirements for fire main and building sprinkler systems. This project will provide additional water-flow and water pressure to the Training Center Yorktown to allow building barracks sprinkler systems and the base fire hydrant system to meet current fire safety codes.	This new covered mooring will accommodate two 47 foot Motor life Boats. It will include a maintenance area, a wet gear drying area and a gear storage area.	This project will provide modular construction of the proposed houses, allowing construction to work around the shortened D17 construction season. The use of modular units minimizes on-site construction time, provides a higher quality structure and saves approx \$1M in construction cost. To utilize a modular construction approach, the project must be awarded promptly to allow the structures to be manufactured and shipped to the site by the start of the summer construction season.	Station Neah Bay typically receives over 100 in. of rain annually coupled with frequent gale force winds. Currently, there are no covered moorings on-site. Without covered moorings, boat maintenance schedules are continually disrupted during periods of adverse weather. Disrupted and/or deferred maintenance jeopardizes boat readiness and mission effectiveness of the boats and the crews. The installed covered moorings will combat rapid deterioration of vessels and equipment, limiting their exposure to adverse weather.
SUSTAINABILITY REQUIREMENTS- apply to all construction, renovations, and leases								
Employ Integrated Design Principles	Requirement Met (explain how)	Requirement Met (explain how)	Requirement Met (explain how)	Requirement Met (explain how)	Requirement Met (explain how)	Requirement Met (explain how)	Requirement Met (explain how)	Requirement Met (explain how)
Optimize Energy Performance								
Protect and Conserve Water								
Enhance Indoor Environmental Quality								
Reduce Environmental Impact of Materials								
ENERGY REQUIREMENTS- apply to all construction and renovations								
Energy Efficient Buildings								
Energy Efficient Capital Equipment								
Metering								
Solar Hot Water								
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)								
Registration goal	Certified	Certified	Certified					Silver
Registration attained								
LEED POINTS EARNED								
LEED points goal	26	26	26					57
LEED points attained								
Site credits								15
Indoor Air Quality								13
Materials								4
Water								7
Energy								13
Innovation								6

VIII. Measures

For Shore AC&I projects, project design and construction will be monitored. Once each project is complete they will enter a biennial facility assessment cycle where condition and functional deficiencies will be recorded. The expectation is that execution of these projects will resolve existing deficiencies at their respective locations within the scope of the project. The ARRA funding will address high priority projects in the Coast Guard's approved shore backlog.

For WHEC AC&I projects, following completion of the 378' WHEC ECs, the number of unplanned repairs (equipment casualties) is expected to be eliminated or significantly reduced for each of the systems undergoing replacement/upgrade. The Program Manager will measure the number of system casualties occurring pre and post installation to ensure the desired outcome of reduced cost and unplanned maintenance.

Mission-specific Performance Impacts (with associated measures as reported to DHS):

All of the shore facilities affected by ARRA will enable Coast Guard personnel and assets to better and more efficiently perform our statutory missions. The ARRA provides funding to vital shore infrastructure required to maintain our front line assets which require renovation and repair. This funding will increase Marine Safety, Security, and Mobility and better enable the Coast Guard to address new operational assets and expanding mission requirements.

In addition, specific contributions by Small Boat Stations and the 378' WHEC cutter fleet are listed along with the affected mission measures.

Search & Rescue: Percent of people in imminent danger saved in the maritime environment

The ARRA will enable stations to meet mission objectives. Covered moorings will provide shelter from the severe weather for personnel performing pier-side boat maintenance, refueling and launch/recovery operations, and protection for vessels and equipment from exposure to weathering. Stations Neah Bay and Coos Bay launch numerous Search and Rescue missions that result in the saving of lives.

Marine Safety: Five-year average number of recreational boating deaths and injuries

Coast Guard Small Boat Stations require weather-protected covered moorings for operations and maintenance of both ready and standby boats. Station boats perform routine boardings, rescue and tow assistance, and boating education to recreational boaters.

Drug Interdiction: Removal Rate of Cocaine Shipped via Non-Commercial Maritime Means.

The 378' WHECs are one of the principle capabilities to interdict illegal drugs throughout the eastern pacific transit zone. One WHEC cutter has the potential to remove up to 22,000 lbs of cocaine, almost 1% of the annual non-commercial maritime flow of 1200 metric tons.

Defense Readiness: Percent Time USCG Assets Included in Combatant Commander Operational Plans are Ready at a Status of Resources and Readiness Training System (SORTS) Rating of 2 or Better.

The Coast Guard is not currently meeting its target for SORTS readiness with a 56% rating for FY 2008. The more capable High Endurance Cutter fleet will improve the Coast Guard's performance and support of combatant commanders.

IX. Monitoring/Evaluation

The Shore and Surface Programs will follow established procedures to closely monitor and evaluate the use of the ARRA funds to ensure projects are kept on schedule, and that the accountability objectives of the law are followed. In addition, procedures have been established to allow for the immediate identification and resolution of project related problems or low performance. The following are procedures that will be followed to monitor and evaluate progress of the shore and surface project:

Recovery funds are awarded and distributed in a prompt, fair, and reasonable manner:

The criteria used by the Coast Guard to select the individual projects are:

1. Projects are on Coast Guard's approved backlog of high priority projects.
2. Projects are "Shovel Ready".
3. The amount of previously appropriated funding for the project and associated ability to leverage additional funds to create a greater economic impact.

The above criteria allow the Coast Guard to create a \$98,000,000 stimulative impact to the economy throughout ten different states.

The recipients and use of all recovery funds are transparent to the public, and the benefits of these funds are reported clearly, accurately, and in a timely manner:

The project managers will provide a weekly report to Coast Guard program offices that include all the requirements of the ARRA Act as prescribed in Section 1512 of the Act and OMB Memorandum M-09-10. The weekly reports will include the following:

1. The name of each activity.
2. A description of the activity.
3. An evaluation of the completion status of the activity.
4. An estimate of the number of jobs created and the number of jobs retained by the contractor during the month to conduct the project's activities.
5. The total cost of each activity, fund obligations or commitments, and balance remaining to complete the activity.

Project and contract information will be made available to the public and to the private sector (to include potential bidders) via Recovery.gov and FedBizOpps.gov. Project requests for proposals will be posted by Coast Guard contracting personnel on FedBizOpps. Coast Guard spending information (by project) will be posted on Recovery.gov, as will information regarding progression through project milestones.

Recovery funds are used for authorized purposes and every step is taken to prevent instances of fraud, waste, error, and abuse:

The Coast Guard has assigned a qualified Project Manager / Professional Engineer for each shore and surface AC&I project who will closely monitor all activities of the contract and ensure the work is completed as planned. No advance payments will be made to commercial contractors. Payment will be authorized after the Project Manager ensures work is completed.

Projects funded under the recovery legislation avoid unnecessary delays and cost overruns:

The Coast Guard will review all the contract documents and ensure their compliance with the most current engineering specifications to avoid change orders or cost overruns during construction. Any change order during construction for an unexpected site or construction condition must be reviewed and approved by the Coast Guard.

Programs meet specific goals and targets, and contribute to improved performance on broad economic indicators:

The Coast Guard expects that these projects will create or retain immediate jobs and stimulate the economy through the many manufacturers and suppliers required for each project.

X. Transparency

Internal USCG Transparency

Project managers will provide a weekly report to Coast Guard program offices that include all the requirements of the ARRA Act as prescribed in Section 1512 of the Act and OMB Memorandum M-09-10. The weekly reports will include the following:

- a. The name of each activity
- b. A description of the activity
- c. An evaluation of the completion status of the activity
- d. An estimate of the number of jobs created and the number of jobs retained by the Contractor during the month to conduct the project's activities
- e. The total cost of each activity, fund obligations or commitments, and balance remaining to complete the activity

XI. Accountability

The Coast Guard's Shore and Surface Programs has assigned licensed professional engineers or qualified project managers to each project. The programs developed spend plans that reflect the ARRA funds which will be obligated during FY09 and FY10, and will be obligated before September 30, 2010 to complete eight shore infrastructure projects and accomplish six Engineering Changes on the WHEC 378' cutter class. The obligation and expenditures will be managed by the project manager and Coast Guard staff. Project managers will ensure each construction phase will be completed on time and as scheduled via the Project Actions and Milestones (POAM) process. This process is described in detail within the Coast Guard Commandant Instruction M11010.14 Shore Facilities Project Development manual (SFPDM). Specifically, Figure 1.2 of this manual shows the AC&I Shore Construction Strategic Calendar.

More specific and current information will be provided through weekly updates from project managers and included in the spend plan and milestone submissions.

XII. Barriers to Effective Implementation

All shore AC&I projects have been approved through the Coast Guard's standardized shore re-capitalization process. Statutory and regulatory requirements have been satisfied.

WHEC 378' cutter schedules require some flexibility to meet operational missions. The Project manager will work closely with the operational commander to ensure that cutter availability and operational hours are minimally impacted while the engineering work is completed. Emerging mission requirements may impact currently scheduled repair plans.