

Status of Capital Projects Business Model Recommendations

For Inland Waterways Users Board #71

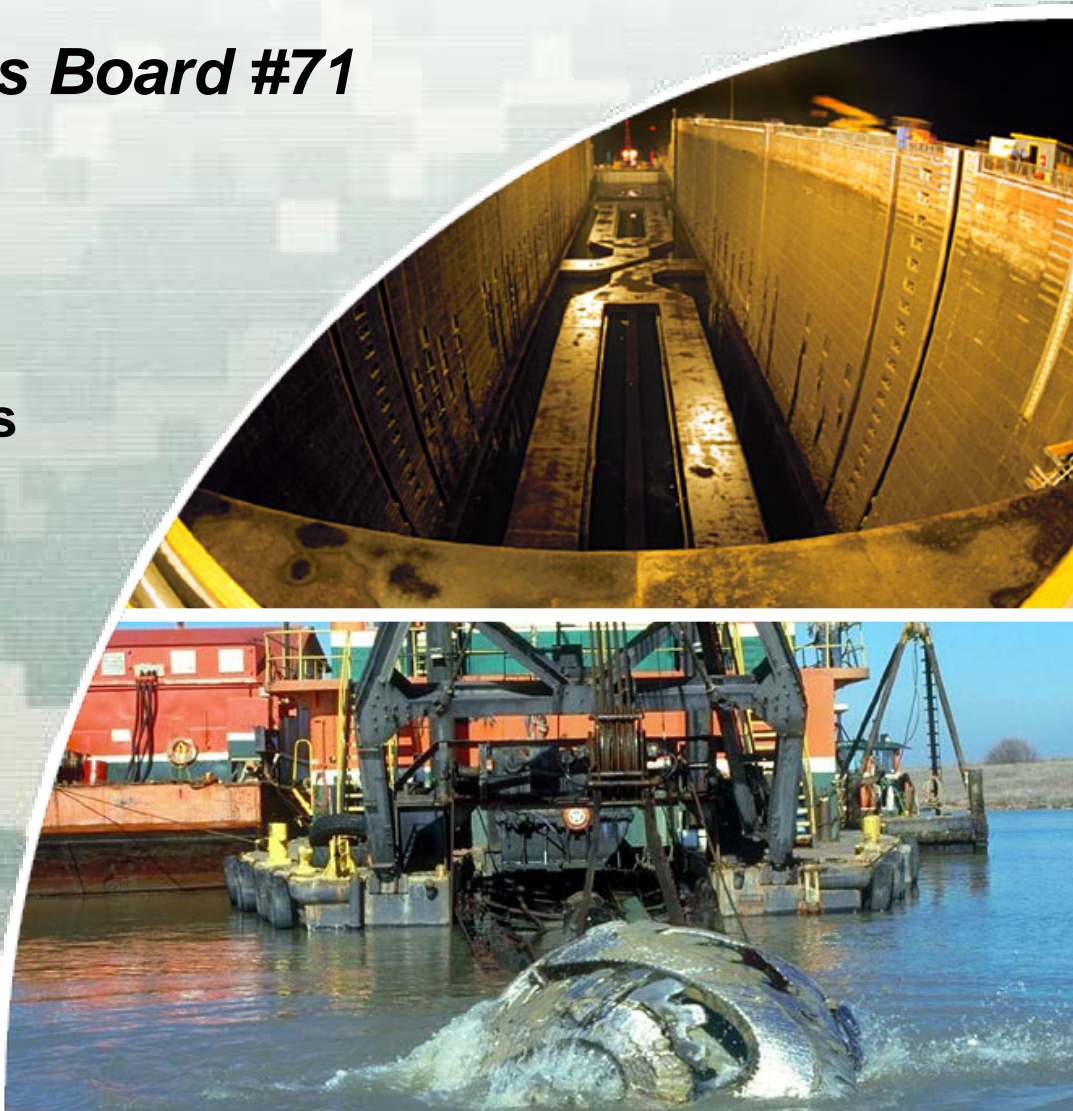
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Implementation of the Capital Projects Business Model

Recommendation	Status	
Project Management Certification	Olmsted team and Lower Mon team certified; KY Lock team working on certification	
Risk-based cost estimates	Updated for Olmsted; Lower Mon completed March, 19, 2014; others to updated when project is funded	
Conduct Independent External Peer Reviews (IEPR) of IMTS project	IEPR conducted on Olmsted Post Authorization Change Report and IEPR certified cost estimate and will be completed for all future projects and PACRs	
Appoint a board member to each IMTS Project	Rep appointed to Olmsted team; Lower Mon in progress.	
Project status updates to IWUB	Updates provided at each meeting	
Include Board Chairman signature on PMPs	Unable to accommodate per Corps counsel, but participation in meetings ok.	
Evaluate use of Early contractor involvement	To be considered when new projects begin	
Apply Military Construction Principles	Large projects are difficult to fully fund given Civil Works budget constraints	
Establish new start recommendation procedures	Limited applicability at this time given IWTF constraints. Will revisit in FY14 with CPBM update.	

Implementation of the Capital Projects Business Model

Recommendation	Status	
Obtain approval for CPBM model regulation	Awaiting implementation via OPORD	
Create Design Centers of Expertise	Inland Nav Design Center established	
Develop standardized designs	Inland Nav Design Center is developing lessons learned to be used when design work proceeds. Used at small scale by designing similar components for KY and Chick Locks	
Revisit use of continuing contracts-increase threshold to \$50 M from \$20 M	Requires Congressional legislation. Prohibited by Congress in approps bills from using continuing contract on IWTF projects	
Increase Capital Investment Program Funding to \$380M per year	Requires Congressional legislation. Limited by IWTF revenues	
Eliminate IWTF share of costs for major rehabs on all dam projects and major rehab lock projects below \$100 M	Requires Congressional legislation; opposed by Administration	
Establish IWTF cap on projects.	Requires Congressional legislation; opposed by Administration	
Increase waterways fuel tax	Requires Congressional legislation	