§ 663. Submission of plans to Congress

The President shall submit to Congress with each budget request for the Coast Guard the current copy of the Coast Guard’s Capital Investment Plan, Cutter Plan, Aviation Plan, Shore Facilities Plan, and Information Resources Management Plan. Not later than 30 days after the date on which the President submits to the Congress a budget under section 1105 of title 31 which includes a proposed 2-year budget for the Coast Guard, the Secretary shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate, and to the Committee on Transportation and Infrastructure and the Committee on Appropriations of the House of Representatives, detailed Coast Guard budget estimates for the fiscal years covered by such proposed 2-year budget.


Historical and Revision Notes

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The words “with the fiscal year 1982 budget request” and “subsequent” are omitted as executed.

Amendments


1988—Pub. L. 100–448 inserted at end “Not later than 30 days after the date on which the President submits to the Congress a budget under section 1105 of title 31 which includes a proposed 2-year budget for the Coast Guard, the Secretary shall submit to the Committee on Commerce, Science, and Transportation and the Committee on Appropriations of the Senate, and to the Committee on Merchant Marine and Fisheries and the Committee on Appropriations of the House of Representatives, detailed Coast Guard budget estimates for the fiscal years covered by such proposed 2-year budget.”

Capital Investment Plan

Pub. L. 111–281, title IX, § 918, Oct. 15, 2010, 124 Stat. 3022, provided that: “The Commandant of the Coast Guard shall submit to the Committee on Transportation and Infrastructure [of the House of Representatives] and the Committee on Commerce, Science, and Transportation of the Senate the Coast Guard’s 5-year capital investment plan concurrent with the President’s budget submission for each fiscal year.”

Deepwater Reports

Pub. L. 109–241, title IV, § 408, July 11, 2006, 120 Stat. 537, provided that:

“(a) Annual Deepwater Implementation Report.—Not later than 30 days after the date of enactment of this Act [July 11, 2006] and in conjunction with the transmittal by the President of the budget of the United States for each fiscal year thereafter, the Secretary of the department in which the Coast Guard is operating shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives a report on the implementation of the Integrated Deepwater Systems Program, as revised in 2005 (in this section referred to as the ‘Deepwater program’), that includes—
“(1) a justification for how the projected number and capabilities of each Deepwater program asset meets the revised
mission needs statement delivered as part of the Deepwater program and the performance goals of the Coast Guard;
“(2) a projection of the remaining operational lifespan of each legacy asset;
“(3) an identification of any changes to the Deepwater program, including—
“(A) any changes to the timeline for the acquisition of each new asset and the phase out of legacy assets for the life
of the Deepwater program; and
“(B) any changes to the costs for that fiscal year or future fiscal years or the total costs of the Deepwater program,
including the costs of new and legacy assets;
“(4) a justification for how any change to the Deepwater program fulfills the mission needs statement for the Deepwater
program and performance goals of the Coast Guard;
“(5) an identification of how funds in that fiscal year’s budget request will be allocated, including information on the
purchase of specific assets;
“(6) a detailed explanation of how the costs of the legacy assets are being accounted for within the Deepwater program;
“(7) a description of how the Coast Guard is planning for the integration of Deepwater program assets into the Coast
Guard, including needs related to shore-based infrastructure and human resources; and
“(8) a description of the competitive process conducted in all contracts and subcontracts exceeding $2,500,000 awarded
under the Deepwater program.
“(b) Deepwater Acceleration Report.—Not later than 30 days after the date of enactment of this Act [July 11, 2006], the
Secretary shall submit to the Committee on Commerce, Science, and Transportation of the Senate and the Committee
on Transportation and Infrastructure of the House of Representatives a report on the acceleration of the current
Deepwater program acquisition timeline that reflects completion of the Deepwater program in each of 10 years and
15 years and includes—
“(1) a detailed explanation of the number and type of each asset that would be procured for each fiscal year under
each accelerated acquisition timeline;
“(2) the required funding for such completion under each accelerated acquisition timeline;
“(3) anticipated costs associated with legacy asset sustainment for the Deepwater program under each accelerated
acquisition timeline;
“(4) anticipated mission deficiencies, if any, associated with the continued degradation of legacy assets in combination
with the procurement of new assets under each accelerated acquisition timeline; and
“(5) an evaluation of the overall feasibility of achieving each accelerated acquisition timeline, including—
“(A) contractor capacity;
“(B) national shipbuilding capacity;
“(C) asset integration into Coast Guard facilities;
“(D) required personnel; and
“(E) training infrastructure capacity on technology associated with new assets.
“(c) Oversight Report.—Not later than 90 days after the date of enactment of this Act [July 11, 2006], the Commandant
of the Coast Guard, in consultation with the Government Accountability Office, shall submit to the Committee on
Commerce, Science, and Transportation of the Senate and the Committee on Transportation and Infrastructure of the
House of Representatives a report on the status of the Coast Guard’s implementation of the Government Accountability
Office’s recommendations in its report, GAO–04–380, entitled ‘Coast Guard Deepwater Program Needs Increased
Attention to Management and Contractor Oversight’, including the dates by which the Coast Guard plans to complete
implementation of such recommendations if any of such recommendations remain open as of the date the report is
transmitted to the Committees.
“(d) Independent Analysis of Revised Deepwater Plan.—The Secretary may periodically, either through an internal
review process or a contract with an outside entity, conduct an analysis of all or part of the Deepwater program and
assess whether—
“(1) the choice of assets and capabilities selected as part of that program meets the Coast Guard’s goals for performance
and minimizing total ownership costs; or
“(2) additional or different assets should be considered as part of that program.”
Revised Deepwater Implementation Plan

Pub. L. 111–83, title II, Oct. 28, 2009, 123 Stat. 2153, provided in part: “That the Secretary [of Homeland Security] shall submit to the Committees on Appropriations of the Senate and the House of Representatives, in conjunction with the fiscal year 2011 budget request, a comprehensive review of the Revised Deepwater Implementation Plan, and every 5 years thereafter, that includes a complete projection of the acquisition costs and schedule for the duration of the plan”.

Similar provisions were contained in the following prior appropriation acts:


Future-Years Capital Investment Plan

Pub. L. 112–74, div. D, title II, Dec. 23, 2011, 125 Stat. 954, provided in part: “That the Secretary of Homeland Security shall submit to the Committees on Appropriations of the Senate and the House of Representatives, at the time that the President’s budget is submitted each year under section 1105 (a) of title 31, United States Code, a future-years capital investment plan for the Coast Guard that identifies for each requested capital asset—

“(1) the proposed appropriations included in that budget;
“(2) the total estimated cost of completion, including and clearly delineating the costs of associated major acquisition systems infrastructure and transition to operations;
“(3) projected funding levels for each fiscal year for the next 5 fiscal years or until acquisition program baseline or project completion, whichever is earlier;
“(4) an estimated completion date at the projected funding levels; and
“(5) a current acquisition program baseline for each capital asset, as applicable, that—

“(A) includes the total acquisition cost of each asset, subdivided by fiscal year and including a detailed description of the purpose of the proposed funding levels for each fiscal year, including for each fiscal year funds requested for design, pre-acquisition activities, production, structural modifications, missionization, post-delivery, and transition to operations costs;
“(B) includes a detailed project schedule through completion, subdivided by fiscal year, that details—

“(i) quantities planned for each fiscal year; and
“(ii) major acquisition and project events, including development of operational requirements, contracting actions, design reviews, production, delivery, test and evaluation, and transition to operations, including necessary training, shore infrastructure, and logistics;
“(C) notes and explains any deviations in cost, performance parameters, schedule, or estimated date of completion from the original acquisition program baseline and the most recent baseline approved by the Department of Homeland Security’s Acquisition Review Board, if applicable;
“(D) aligns the acquisition of each asset to mission requirements by defining existing capabilities of comparable legacy assets, identifying known capability gaps between such existing capabilities and stated mission requirements, and explaining how the acquisition of each asset will address such known capability gaps;
“(E) defines life-cycle costs for each asset and the date of the estimate on which such costs are based, including all associated costs of major acquisitions systems infrastructure and transition to operations, delineated by purpose and fiscal year for the projected service life of the asset;
“(F) includes the earned value management system summary schedule performance index and cost performance index for each asset, if applicable; and
“(G) includes a phase-out and decommissioning schedule delineated by fiscal year for each existing legacy asset that each asset is intended to replace or recapitalize:

Provided further, That the Secretary of Homeland Security shall ensure that amounts specified in the future-years capital investment plan are consistent, to the maximum extent practicable, with proposed appropriations necessary to support the programs, projects, and activities of the Coast Guard in the President’s budget as submitted under section 1105 (a) of title 31, United States Code, for that fiscal year: Provided further, That any inconsistencies between the capital investment plan and proposed appropriations shall be identified and justified”.

Similar provisions were contained in the following prior appropriation acts:
Unfunded Priorities

Pub. L. 108–334, title V, § 514, Oct. 18, 2004, 118 Stat. 1317, provided that: “The Commandant of the Coast Guard shall provide to the Congress each year, at the time that the President’s budget is submitted under section 1105 (a) of title 31, United States Code, a list of approved but unfunded Coast Guard priorities and the funds needed for each such priority in the same manner and with the same contents as the unfunded priorities lists submitted by the chiefs of other Armed Services.”

Status Reports on Polar Icebreaking Vessels

Pub. L. 99–640, § 15, Nov. 10, 1986, 100 Stat. 3552, provided that: “The Secretary of the department in which the Coast Guard is operating shall provide detailed reports to Congress concerning the status of design and construction plans for the procurement of at least two new polar icebreaking vessels. Such reports shall be included in the Cutter Plan required annually by section 663 of title 14, United States Code, and shall be submitted each year until at least two new polar icebreaking vessels have been delivered to the Coast Guard.”