

# Department of Homeland Security

*United States Coast Guard*

---



Fiscal Year 2010

Congressional Budget Submission





ii. Homeland and Non-Homeland Allocation

**Department of Homeland Security  
U.S. Coast Guard**  
Homeland and Non-Homeland Allocation by Strategic Goals  
(Dollars in Thousands)

Budget Activity	2008 Actual Budget Authority (BA)						2009 Enacted						2010 Request					
	Homeland		Non-Homeland		Total		Homeland		Non-Homeland		Total		Homeland		Non-Homeland		Total	
	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount
<b>Operating Expenses</b>	<b>17,965</b>	<b>\$2,146,923</b>	<b>29,058</b>	<b>\$3,967,031</b>	<b>47,023</b>	<b>\$6,113,954</b>	<b>16,869</b>	<b>\$2,195,378</b>	<b>30,915</b>	<b>\$3,999,547</b>	<b>47,884</b>	<b>\$6,194,925</b>	<b>17,462</b>	<b>2,357,988</b>	<b>31,088</b>	<b>4,198,200</b>	<b>48,550</b>	<b>\$6,556,188</b>
- Maritime Safety			9,065	1,260,928	9,065	1,260,928			9,389	1,214,727	9,389	1,214,727			9,463	1,277,931	9,463	1,277,931
- Maritime Mobility			8,674	1,147,942	8,674	1,147,942			9,122	1,180,100	9,122	1,180,100			9,050	1,222,160	9,050	1,222,160
- Protection of Natural Resources			5,151	717,203	5,151	717,203			5,459	706,184	5,459	706,184			5,529	746,688	5,529	746,688
- Maritime Security	14,434	1,740,141	6,168	840,958	20,602	2,581,099	13,825	1,788,522	6,945	898,556	20,770	2,687,078	14,278	1,928,125	7,046	951,421	21,324	2,879,546
- National Defense	3,531	406,782			3,531	406,782	3,144	406,856			3,144	406,856	3,184	429,863			3,184	429,863
<b>Environmental Compliance and Restoration</b>			<b>23</b>	<b>\$3,400</b>	<b>23</b>	<b>\$3,400</b>			<b>24</b>	<b>\$3,000</b>	<b>24</b>	<b>\$3,000</b>			<b>24</b>	<b>\$3,198</b>	<b>24</b>	<b>\$3,198</b>
- Protection of Natural Resources			23	3,400	23	3,400			24	3,000	24	3,000			24	3,198	24	3,198
<b>Reserve Training</b>	<b>211</b>	<b>44,555</b>	<b>341</b>	<b>\$2,328</b>	<b>552</b>	<b>\$2,683</b>	<b>190</b>	<b>\$46,247</b>	<b>346</b>	<b>\$4,254</b>	<b>536</b>	<b>\$130,501</b>	<b>193</b>	<b>\$47,922</b>	<b>343</b>	<b>\$85,710</b>	<b>536</b>	<b>\$133,632</b>
- Maritime Safety			106	26,168	106	26,168			105	25,589	105	25,589			104	26,375	104	26,375
- Maritime Mobility			102	23,823	102	23,823			102	24,860	102	24,860			100	25,976	100	25,976
- Protection of Natural Resources			60	14,884	60	14,884			61	14,877	61	14,877			61	15,454	61	15,454
- Maritime Security	170	36,114	73	17,453	243	53,567	155	37,676	78	18,928	233	56,604	158	39,559	78	19,905	236	59,264
- National Defense	41	8,441			41	8,441	35	8,571			35	8,571	35	8,563			35	8,563
<b>Acquisition, Construction and Improvements</b>	<b>230</b>	<b>\$93,018</b>	<b>406</b>	<b>\$774,801</b>	<b>636</b>	<b>\$1,267,819</b>	<b>218</b>	<b>\$468,974</b>	<b>467</b>	<b>\$1,005,602</b>	<b>685</b>	<b>\$1,474,576</b>	<b>256</b>	<b>\$480,570</b>	<b>479</b>	<b>\$903,410</b>	<b>735</b>	<b>\$1,383,980</b>
- Maritime Safety			121	253,345	121	253,345			109	235,784	109	235,784			108	202,382	108	202,382
- Maritime Mobility			51	141,188	51	141,188			49	104,431	49	104,431			22	42,409	22	42,409
- Protection of Natural Resources			103	167,528	103	167,528			117	251,521	117	251,521			129	244,231	129	244,231
- Maritime Security	187	414,131	131	212,740	318	626,871	174	374,373	192	413,866	366	788,239	214	401,677	220	414,388	434	816,065
- National Defense	43	78,887			43	78,887	44	94,601			44	94,601	42	78,893			42	78,893
<b>Alteration of Bridges</b>				<b>\$16,000</b>		<b>\$16,000</b>				<b>\$16,000</b>		<b>\$16,000</b>						
- Maritime Mobility				16,000		16,000				16,000		16,000						
<b>Research, Development, Test and Evaluation</b>	<b>13</b>	<b>\$4,979</b>	<b>72</b>	<b>\$20,021</b>	<b>85</b>	<b>\$25,000</b>	<b>35</b>	<b>\$5,538</b>	<b>67</b>	<b>\$12,462</b>	<b>102</b>	<b>\$18,000</b>	<b>13</b>	<b>\$2,646</b>	<b>88</b>	<b>\$17,099</b>	<b>101</b>	<b>\$19,745</b>
- Maritime Safety			17	4,803	17	4,803			17	2,841	17	2,841			44	7,904	44	7,904
- Maritime Mobility			16	4,372	16	4,372			14	1,953	14	1,953			8	1,422	8	1,422
- Protection of Natural Resources			33	8,892	33	8,892			23	5,304	23	5,304			23	5,056	23	5,056
- Maritime Security	10	4,056	6	1,954	16	6,010	31	4,919	13	2,564	44	7,283	11	2,126	13	2,717	24	4,843
- National Defense	3	923			3	923	4	619			4	619	2	520			2	520
<b>Health Care Fund Contribution</b>				<b>\$176,558</b>		<b>\$272,111</b>				<b>\$166,120</b>		<b>\$257,305</b>				<b>\$170,336</b>		<b>\$266,006</b>
- Maritime Safety				56,120		56,120				50,454		50,454				51,851		51,851
- Maritime Mobility				51,090		51,090				49,015		49,015				49,587		49,587
- Protection of Natural Resources				31,920		31,920				29,330		29,330				30,296		30,296
- Maritime Security				37,428		37,428				37,321		37,321				38,602		38,602
- National Defense				18,107		18,107				16,899		16,899				17,440		17,440

ii. Homeland and Non-Homeland Allocation

**Department of Homeland Security  
U.S. Coast Guard**  
Homeland and Non-Homeland Allocation by Strategic Goals  
(Dollars in Thousands)

Budget Activity	2008 Actual Budget Authority (BA)				2009 Enacted				2010 Request									
	Homeland		Non-Homeland		Homeland		Non-Homeland		Homeland		Non-Homeland		Total					
	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount				
<b>Retired Pay</b>	---	422,196	---	762,524	---	1,184,720	---	398,456	---	838,289	---	1,236,745	---	465,947	---	895,298	---	1,361,245
- Marine Safety	---	---	---	242,565	---	242,565	---	---	---	248,052	---	248,052	---	---	---	264,039	---	264,039
- Maritime Mobility	---	---	---	206,771	---	206,771	---	---	---	220,539	---	220,539	---	---	---	214,995	---	214,995
- Protection of Natural Resources	---	---	---	144,727	---	144,727	---	---	---	161,446	---	161,446	---	---	---	177,914	---	177,914
- Maritime Security	---	344,488	---	168,461	---	512,949	---	338,771	---	208,252	---	547,023	---	382,788	---	238,350	---	621,138
- National Defense	---	77,708	---	---	---	77,708	---	59,685	---	---	---	59,685	---	83,159	---	---	---	83,159
<b>Boat Safety</b>	---	---	8	132,924	8	132,924	---	---	---	133,552	8	133,552	---	---	---	130,589	8	130,589
- Marine Safety	---	---	8	132,924	8	132,924	---	---	---	133,552	8	133,552	---	---	---	130,589	8	130,589
<b>Oil Spill Recovery</b>	---	---	---	76,286	---	76,286	---	---	---	149,095	---	149,095	---	---	---	91,000	---	91,000
- Protection of Natural Resources	---	---	---	76,286	---	76,286	---	---	---	149,095	---	149,095	---	---	---	91,000	---	91,000
<b>Gift Fund</b>	---	696	---	1,290	---	1,986	---	29	---	51	---	80	---	29	---	51	---	80
- Marine Safety	---	---	---	410	---	410	---	---	---	15	---	15	---	---	---	15	---	15
- Maritime Mobility	---	---	---	373	---	373	---	---	---	16	---	16	---	---	---	14	---	14
- Protection of Natural Resources	---	---	---	233	---	233	---	---	---	9	---	9	---	---	---	10	---	10
- Maritime Security	---	565	---	274	---	839	---	23	---	11	---	34	---	24	---	12	---	36
- National Defense	---	131	---	---	---	131	---	6	---	---	---	6	---	5	---	---	---	5
<b>Total Direct Appropriations and Budget Estimates</b>	18,419	\$3,207,920	29,908	\$6,023,163	48,327	\$9,231,083	17,412	\$3,205,807	31,827	\$6,417,972	49,239	\$9,623,779	17,924	\$3,450,772	32,030	\$6,504,891	49,954	\$9,955,663
<b>Fee Accounts</b>	---	---	---	19,217	---	19,217	---	---	---	19,319	---	19,319	---	---	---	19,437	---	19,437
<b>Marine Safety Fees</b>	---	---	---	19,217	---	19,217	---	---	---	19,319	---	19,319	---	---	---	19,437	---	19,437

Explanation of Changes:

Homeland Security activities include the following programs: Migrant Interdiction, Ports, Waterways and Coastal Security and Defense Readiness.

Non-Homeland activities include the following programs: Search and Rescue, Marine Safety, Aids to Navigation, Ice Operations, Marine Environmental Protection, Living Marine Resources, Drug Interdiction and Other Law Enforcement.

Funds account for all scorekeeping adjustments

For comparability purposes, FY 2008 Operating Expenses excludes \$9,884M rescission of unobligated 2007 recurring balance from section 505 of P.L. 109-295 which was offset when allowed to be transferred to FY 2008, P.L. 110-161. Also, FY 2009 Operating Expenses Appropriation includes \$112M OIF Supplemental Appropriations pursuant to P.L. 110-329.

iii. Status of Congressionally Requested Studies, Reports, and Evaluation

Department of Homeland Security  
U.S. Coast Guard

Fiscal Year	Due Date	Reference/Citation	Requirement	Status
2009	Prior to obligation of \$350M.	Senate bill, Senate mark; House bill, House mark; Conf. bill, explanatory statement	Deepwater Expenditure Plan	Will submit after FY10 President's Request is delivered to Congress.
2009	Feb. 2, 2009	Senate bill; House bill; Conf. bill	Deepwater Implementation Plan Review	Will submit after FY10 President's Request is delivered to Congress.
2009	2011	Senate bill; House bill; Conf. bill	5 Year Comprehensive Deepwater Implementation Plan Review	Under development.
2009	Apr. 6, 2009	Senate mark; explanatory statement	Workforce Action Plan	In CG for review
2009	Apr. 6, 2009	Senate mark; explanatory statement	Coast Guard Yard Report	With DHS for review/clearance

**iii. Status of Congressionally Requested Studies, Reports, and Evaluation**

**Department of Homeland Security  
U.S. Coast Guard**

2009	Dec. 1, 2008	House bill, House mark; Conf. bill, explanatory statement	Financial Management Improvement Plan	Delivered to Congress: 12/2/08
2009	Sep. 30, 2009	House bill, House mark; Conf. bill	Sexual Harassment and Violence at the Service Academies Report	Routing for CCG signature
2009	Nov. 28, 2008	House mark; explanatory statement	Port and Maritime Safety and Security Expenditure Plan	Delivered to Congress: 1/22/09
2009	Apr. 6, 2009	House mark; explanatory statement	Maritime Surveillance Mission Needs in Air Station Borinquen AOR	In CG for review
2009	Nov. 28, 2008	House mark; explanatory statement	Aviation Mission Hour Gap Allocation Plan	Delivered to Congress: 1/29/09

**iii. Status of Congressionally Requested Studies, Reports, and Evaluation**

**Department of Homeland Security  
U.S. Coast Guard**

2009	Apr. 6, 2009	House mark; explanatory statement	Cutter Maintenance Costs Analysis	With OMB for review/clearance
2009	Mar. 30, 2009	House mark; explanatory statement	Management and Technology Efficiencies	With OMB for review/clearance
2009	Apr. 6, 2009	House mark; explanatory statement	Bay Area Lighthouse Report	With OMB for review/clearance
2009	Prior to obligation	House mark	MPA requirements and operational testing plan	DELIVERED (PER CDR OFFUTT EMAIL DATED 11/10/08 DOCUMENTING DISCUSSION WITH CG-0921)
2009	Nov. 28, 2008	House mark; explanatory statement	HC-130J Remediation Plan	Delivered to Congress: 1/22/09



iii. Status of Congressionally Requested Studies, Reports, and Evaluation

Department of Homeland Security  
U.S. Coast Guard

2009	Apr. 6, 2009	Conf. bill	Plan for Reconstruction and Restoration Associated with 2008 Natural Disasters and Flooding (\$300M)	Delivered to Congress: 4/4/09
2009	Jan 15, April 15, Jul 15, Oct 15	FY01 DOT Approps Conf Report (106-940) Sec. 360	(Quarterly) Abstract of Operations Report (QAOP)	Delivered to Congress:
2009	Jan 15, April 15, Jul 15, Oct 15	FY01 DOT Approps Conf Report (106-940) Sec. 360	(Quarterly) Acquisition Report (QARC)	With DHS/OMB for review/clearance
2009	5/17/2009, 11/17/09	(PL 94-524) Sec 9 Presidential Protection Assistance Act	(Semi-Annual) FY09 Presidential Security Expenditures	In CG for review
2009	10-Aug-09	FY06 DHS Approps House Report (109-79) PG 60 FY06 DHS Conference Approps Report (109-241)	BiAnnual Port Security Terrorism Exercises Results	Under development.

iv: Schedule of Authorized/Unauthorized Appropriations by PPA

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Schedule of Authorized/Unauthorized Appropriations by Program Project/Activity**  
**(Dollars in Thousands)**

Budget Activity	Last Year of	Authorized	Appropriation in Last	FY 2010
	Authorization	Level	Year of Authorization	Request
	Fiscal Year	Amount	Amount	Amount
<b>Operating Expenses</b>	FY 2006	5,633,900	5,492,331	6,556,188
<b>Acquisition, Const, &amp; Impr.</b>	FY 2006	1,903,821	1,141,800	1,383,980
<b>Research &amp; Development</b>	FY 2006	24,000	17,750	19,745
<b>Retired Pay</b>	FY 2006	1,014,080	1,014,080	1,361,245
<b>Bridge Alteration &amp; Removal</b>	FY 2006	38,400	15,000	0
<b>Environmental Compliance</b>	FY 2006	12,000	12,000	13,198
<b>Reserve Training</b>	FY 2006	119,000	119,000	133,632
<b>Boat Safety</b>	FY 2006	113,401	113,401	130,589
<b>Oil Spill Recovery</b>	FY 2006	139,442	139,442	91,000
<b>Gift Fund</b>	FY 2006	1,563	1,563	80
<b>Health Care Fund</b>	FY 2006	260,533	260,533	266,006
<b>Total Direct Authorization/Appropriation</b>		<b>9,260,140</b>	<b>8,326,900</b>	<b>9,955,663</b>
<b>Fee Accounts</b>				

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

**A. MISSION AND DESCRIPTION**

The U. S. Coast Guard is the principal Federal agency responsible for maritime **safety, security and stewardship**. As such, we help protect vital U.S. economic and security interests throughout the maritime environment including the personal safety and security of the maritime public, our natural and economic resources, and the integrity of our maritime borders. We are trained to address all threats and all hazards, in a manner consistent with the law and in alignment with the Department of Homeland Security's (DHS) goals and objectives, throughout the maritime domain including in U.S. ports and inland waterways, along the coasts, on the high seas and in other regions where our maritime equities are at stake.

The Coast Guard delivers value to the public through its roles and missions that provide maritime **safety, security and stewardship**. These roles and missions are *enduring* – long-standing responsibilities accrued over two centuries of service.

<b><u>Major Commands:</u></b>	
Atlantic Command – Portsmouth, VA	
Pacific Command – Alameda, CA	
1 <sup>st</sup> District – Boston, MA	
5 <sup>th</sup> District – Portsmouth, VA	
7 <sup>th</sup> District – Miami, FL	
8 <sup>th</sup> District – New Orleans, LA	
9 <sup>th</sup> District – Cleveland, OH	
11 <sup>th</sup> District – Alameda, CA	
13 <sup>th</sup> District – Seattle, WA	
14 <sup>th</sup> District – Honolulu, HI	
17 <sup>th</sup> District – Juneau, AK	
Coast Guard Headquarters – Washington, D.C.	
<b><u>Employees:</u></b>	
Military	41,775
Civilian	6,775
Selected Reserves	8,100
Auxiliary	28,986
<b><u>Major Assets:</u></b>	
Major Cutters	42
Patrol Boats	112
Icebreakers	13
Buoy Tenders	76
Helicopters	144
Fixed Wing Aircraft	59
Boats	1,700

Since the terrorist attacks of September 11<sup>th</sup> and Hurricane Katrina our missions have taken on new dimensions and significance:

- Our enduring efforts and expertise in marine safety reinforce new initiatives and standards for vessel and facility security.
- Our waterways management capacity and expertise are essential to maritime preparedness and port resilience, poised to rapidly restore commerce and economic stability after an attack or disaster.
- Our efforts with Ports, Waterways and Coastal Security systemically couple with supporting Coast Guard missions and operations to enhance Maritime Domain Awareness (MDA) and reinforce our layered defense against terrorism and other threats and hazards.
- Our missions to protect the marine environment and resources are complemented by our safety and security missions; ensuring access to our waters and resources is balanced and sustainable.
- Our enforcement of laws and treaties protects the nation's maritime borders from drugs, contraband, weapons, illegal immigration and terrorist mobility and exploitation.
- In moments of national crisis the Coast Guard serves as the lead Maritime Operational Threat Response (MOTR) Forces component for DHS and readily and seamlessly operates with other military forces, as well as Federal, state and local partners and stakeholders.

**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

- In moments of international crisis, the Coast Guard can flow unique and complementary war-fighting and capacity-building capabilities to the Department of Defense and the Department of State.
- As a member of the Intelligence Community (IC), and in support of the National Strategy for Maritime Security, the Coast Guard collects, fuses and shares critical intelligence, data and information through the Global Maritime Intelligence Integration (GMII) and Global Maritime Situational Awareness (GMSA) programs.
- Most importantly, our multi-mission flexibility ensures all Coast Guard forces can respond to incidents of national significance, scaling quickly up to a Katrina and/or a 9/11-level response when our nation is in peril.

There are eleven specific statutorily-mandated Coast Guard mission-programs outlining the Coast Guard’s primary roles of safety, security and stewardship.<sup>1</sup> While each of the Coast Guard’s mission-programs has a direct linkage to one of these three roles, many also overlap to support others. Table 1 below shows the primary alignment of Coast Guard mission-programs with these roles.

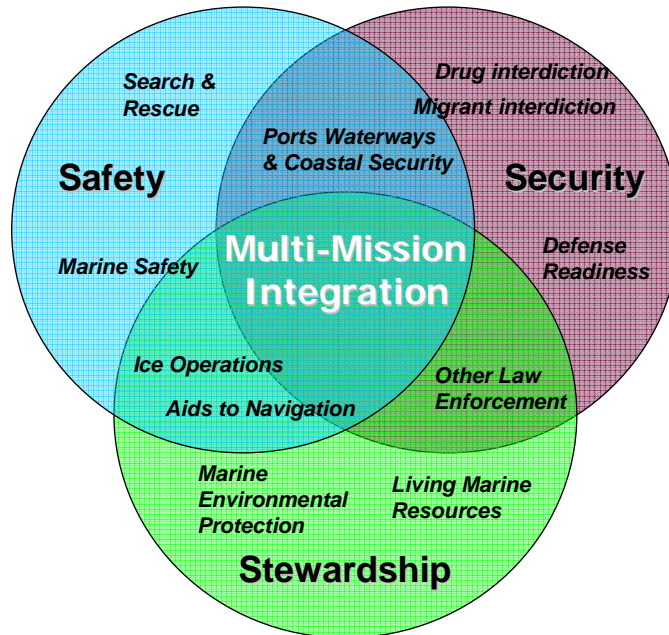
**B. MAJOR ACTIVITIES AND KEY STRATEGIC ISSUES**

**Major Activities and Performance**

*Table 1*

---

**Protecting America’s Maritime Interests**



---

<sup>1</sup> The term “mission-program” is used by the Coast Guard to identify one of its 11 statutorily mandated missions that guide Coast Guard budget presentations as well as strategic planning, programming and performance.

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

**Aids to Navigation (AtoN):** In FY 2008, our AtoN mission-program achieved the 98.3% Federal Short-Range Aids to Navigation Signal Availability rate for reliable visual aids to navigation systems. Our Inland River Buoy and Construction Tenders and our AtoN teams played a critical role opening waterways to commerce after major flooding events throughout Mississippi River System. The events disturbed over 2,200 miles of Federal waterways, displaced more than 3,500 buoys, and destroyed over 330 fixed AtoN structures. We also played a critical part in rapidly restoring the Houston Ship Channel and other Gulf ports to full operation after Hurricanes Ike and Gustav closed the ports and caused more than 1,200 AtoN discrepancies.

In FY 2009, we continue to decrease our backlog for waterways short-range aids (SRA) improvements and focus on projects that are critical to safe and efficient maritime transportation. Funding for this program improves transportation safety on U.S. waterways through new construction, improvements or refurbishment of existing infrastructure. Waterway infrastructure projects respond to requirements from expanded U.S. Army Corps of Engineers (ACOE) activity or replace critical aging/damaged AtoN structures. Our program is improving the Nation's AtoN system and safeguarding maritime commerce.

**Defense Readiness:** In FY 2008, our defense readiness mission-program is well below 100% readiness – declining readiness and training levels in our aging legacy fleet limited asset availability to Combatant Commanders. Although the Coast Guard's readiness level increased slightly, we expect this trend will not improve dramatically until we begin fielding Deepwater assets. In FY 2009 and FY 2010, Coast Guard assets and personnel will continue to deploy and provide support to DoD commands. The Coast Guard provides Combatant Commanders with resources and platform capabilities that can join forces with regional partners and provide maritime law enforcement and other expertise and capability throughout multiple areas of responsibility. The Coast Guard serves as a force provider to Combatant Commanders in support of overseas contingency operations, OPERATION IRAQI FREEDOM, OPERATION ENDURING FREEDOM, and other planned military operations.

**Drug Interdiction:** In FY 2008, our drug interdiction mission-program exceeded its performance target, seizing a record 367,926 pounds of cocaine despite a significant shift in conveyance methods, namely the introduction of Self-Propelled Semi-Submersibles (SPSS). We continue to leverage international, inter-department and inter-agency cooperation and coordination, such as the deployment of Coast Guard Law Enforcement and Airborne Use of Force detachments aboard U.S. Navy and allied warships, to maximize enforcement effectiveness. In FY 2009, the Coast Guard transitioned to a new measure, the Consolidated Counter-Drug Database, to assess cocaine flow rate, allowing for a more timely evaluation of Coast Guard illegal drug interdiction performance. In FY 2010, our enforcement efforts will continue to improve when the full capacity and capability of the Atlantic Area Deployment Center's ten MH-65C helicopters are reached through the addition of required training and standardization resources.

**Domestic Ice Operations:** In FY 2008, our ice operations mission-program successfully met its performance target by providing ice breaking services that resulted in no critical waterways closure days on the Great Lakes and the average total economic value of cargo transported on the Great Lakes during that period was \$2.5 billion. The Coast Guard has long maintained an icebreaking capability in

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

the Great Lakes and in northeastern ports and waterways in support of national interests. America's waterways support commerce that in some regions face the challenge of shortened seasons due to ice coverage. Currently, the Coast Guard's domestic icebreaking program supports 11 distinct trade routes and breaks ice jams, providing flood control as an ancillary public benefit. Thus far in FY 2009, commercial traffic was down 30% for December 2008 as compared to last year. However, demand for Coast Guard icebreaking services remains high because fewer transits in waterways, such as the St. Mary's River, fosters track refreezing between transits. The trend in icebreaking hours thus far indicates the Coast Guard could exceed the 6,100 hours needed to meet the mission last year. The Coast Guard's assets for Domestic Icebreaking (WTGB 140' Icebreaking Tug and WYTL 65' Small Harbor Tug) are at or past their estimated service life and are experiencing unexpected maintenance, leading to increased operational cost and lost operational days. As such, during FY2009 and 2010 the Coast Guard will assess the best and most effective ways to meet current and future needs of communities reliant upon year-round waterborne commerce.

**Living Marine Resources (Domestic Fisheries) and Other Law Enforcement (Foreign Fisheries):** In FY 2008, the Coast Guard did not meet its performance target for our foreign and domestic fisheries mission-program but did meet the performance target in foreign fishery enforcement efforts. The Coast Guard was notably successful in detecting 81 incursions by foreign fishing vessels into the U.S. Exclusive Economic Zone (EEZ). The Coast Guard also participated in the 2008 multi-national High Seas Drift Net (HSDN) enforcement campaign, Operation North Pacific Watch where the Coast Guard interdicted two Chinese-flagged HSDN vessels and facilitated their seizure by Chinese officials. In FY 2008, the Coast Guard leveraged enhanced coordination with agency partners and increased use of available maritime domain awareness tools but fell short of domestic fisheries targets. In FY 2009 and 2010, performance in both mission-programs will be temporarily affected by the reduction in available patrol boats as these assets are taken out of service to undergo Mission Effectiveness Program enhancements. These effects are short-term set-backs that will provide more sustained long-term performance as the legacy patrol boats return to service. Moreover, as new Maritime Patrol Aircraft become operational, these assets provide added capabilities that will contribute to this and other missions.

**Marine Environmental Protection (MEP):** In FY 2008, the Coast Guard did meet its performance target for the MEP mission-program. The Coast Guard developed and executed a Concept of Operations for implementation of the National Response Framework, the national all-hazards, incident management, and emergency response architecture. The Coast Guard also incorporated lessons learned from the M/V COSCO BUSAN Incident Specific Preparedness Report (ISPR) into an approved policy that better aligns response planning at local, state and Federal levels. In FY 2009 and 2010, the Coast Guard is developing a national mandatory Ballast Water Management (BWM) program towards the implementation of a discharge standard. The purpose of the BWM program is to prevent new aquatic species which may be dangerous or harmful to the environment from entering U.S. and international waterways.

**Marine Safety:** In FY 2008, the Coast Guard Marine Safety mission-program met its performance targets for a decline in Commercial Mariner Safety and Recreational Boating Safety but not for Commercial Passenger Safety. The Coast Guard's Marine Safety program ensures the safe operation and navigation of over 20,000 U.S. and foreign flagged vessels, inspects over 70,000 domestic vessels annually, and carries out over 11,000 port state control (foreign vessel) examinations annually. In FY

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

2008 nearly 400,000 people successfully completed approved boating safety courses, improving mariner competency which is attributable to reducing death and injuries in the Boating Safety community. In FY 2008, the Coast Guard established two Centers of Expertise to improve competency and enhance communication with the maritime industry. In FY 2009 and 2010, the Coast Guard continues to reduce maritime casualties and improve service to mariners, industry and public. In FY 2009 the Coast Guard intends to hire marine inspectors and investigators to address industry growth, improve inspector training, and bolster career paths for personnel with marine science and engineering backgrounds.

**Ports, Waterways, and Coastal Security (PWCS):** In FY 2008, Coast Guard PWCS mission-program did meet its performance target. This is attributable to improvements in regime and marine domain awareness activities, security and response operations led a reduction in terrorism-related maritime risk the Coast Guard is able to influence. The Coast Guard's International Port Security (IPS) program helped reduce risk to the U.S. by verifying effective anti-terrorism measures are in place in foreign ports and imposing conditions of entry requiring vessels to take additional security actions in cases where measure are lacking. The IPS Program has conducted visits in over 500 ports in more than 135 countries. Conditions of entry have been imposed on vessels arriving from seven countries as a result of these countries' inadequate security standards.

**Undocumented Migrant Interdiction:** In FY 2008, the Coast Guard saw a 32% decrease in the number of known migrants attempting to enter the U.S. via maritime routes when compared to FY 2007. In FY 2008 the Coast Guard doubled-crew its 110-ft patrol boats in the Seventh District (Florida and the Caribbean) to increase its patrol boat hours. The resulting increase in performance will be sustained in FY 2009 by the continued roll-out of at-sea biometric identification capability to enable better processing of repeat migrant offenders, the continuation of double crewing 110-ft patrol boats in the Seventh District and improved border surveillance capability through integration and cooperation with other DHS components and their programs such as Customs and Border Protection's Secure Border Initiative (SBI). Since the maritime biometric identification proof-of-concept began in the Mona Pass in November of 2006, the Coast Guard has observed a 40 percent reduction in the flow of migrants from the Dominican Republic. Continued progress on the Deepwater Mission Effectiveness Project (MEP) for WMEC's and WPB's is delivering upgraded operational and communications capabilities on legacy assets necessary for all mission responsibilities. The Coast Guard expects to improve interdiction of undocumented migrants through performance improvements gained with additional asset availability during the expected Initial Operational Capability standup of the Response Boat, Medium (RB - M).

**Search and Rescue (SAR):** In FY 2008, the SAR mission-program did not meet its performance target. The significant drop in cases closely mirrors the economic downturn and may be a result of fewer mariners on the water. In FY 2008, the ability to detect and locate persons in distress was enhanced through technology improvements such as Rescue 21 that now covers 23,149 miles of the Nation's coastline. In FY 2008, SAR mission performance benefited from the installation of improved technologies, such as the 406 mega-Hertz direction finders on more aircraft and Digital Selective Calling capability onboard additional Cutters and small boats. To further capitalize on improved capabilities available in the field the addition of SAR and exercise planning into HSPD-8's National Maritime Security Plan will provide the professional expertise necessary to boost national SAR

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

performance. These efforts will carry into FY 2009, during which the majority of SAR related technology upgrades will be completed resulting in an expected improvement in performance.

### Key Strategic Issues

The President's FY 2010 Budget Request maintains a mission-focused Coast Guard capable of answering the Nation's call. Events such as the 9/11 terrorist attacks and Hurricane Katrina, Gustav, and Ike demonstrated the emergence of a complex threat situation and our nation's growing vulnerability. While the U.S. capacity to save lives in the aftermath of these tragedies was exceptional, more can be done to prepare for and respond to the next major disaster. The Coast Guard faces the following five major challenges:

**Recapitalizing Aging Infrastructure:** The Coast Guard faces an increasing need to replace aging shore infrastructure, vessels and aircraft. The cost of maintaining and operating the Coast Guard's assets is continually increasing, while operational availability is decreasing. In addition to the vessels and aircraft, the vital shore infrastructure required to maintain our front line assets is in critical need of renovation to avoid negative operational impacts. Finally, housing shortages and lack of adequate barracks affect quality of life for our service members. Ultimately, the future operational success of the Coast Guard is dependant upon successful execution of a recapitalization plan that addresses not only the front line assets but the support and shore infrastructure as well.

**Enhancing Marine Safety and Security:** Coast Guard partnerships with maritime industry enable the continual improvement of integrated safety and security programs. The goal in preventing or responding to a major safety or security incident in our ports and waterways is the same; save lives, property and protect the environment. We recognized the threat posed to our nation by al-Qaeda and other radical extremists and took substantial action to help fortify our ports, waterways, coastal areas and maritime infrastructure. With maritime security needs better addressed, we are again continuing our long-standing efforts to enhance marine safety. Specifically, among other initiatives, we are hiring additional marine inspectors and investigating officers, improving inspector training and competency. This is the continuation of a long-term effort to ensure our regulatory functions meet the needs of the maritime community while providing for the safety of commercial transport in the maritime domain.

**Improve Command and Control:** The maritime environment continues to grow in complexity in a flatter, more economically interdependent global marketplace. To meet this challenge, the Coast Guard faces a critical need to update its command and control capability to better identify and classify potential threats in the maritime realm in a real-time environment. Offshore sensors and joint-service personnel to staff command and intelligence centers enhance our capability to protect crucial coastal resources and port infrastructure. Information sharing and secure communications capability improves Coast Guard's ability to identify potential terrorists while still at-sea. Maritime Domain Awareness projects such as Long Range Identification and Tracking leverage technology, increase the flow of information and unify efforts across all levels of government. Lessons-learned and expanded capabilities identified through cooperative efforts such as the Joint Harbor Operations Centers with the U.S. Navy (i.e., including the newly established facility in Seattle, WA) and Project SeaHawk with the Departments of Justice and State as well as local authorities from Charleston, SC; demonstrate the benefits of expanding information-sharing and interagency command center operations nationwide. Such interagency efforts address the requirements of the SAFE Port Act to provide operational



**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

commanders and National-level decision-makers with a continuous flow of port-level information and will tie-in with the DHS Common Operating Picture (COP) to provide increased command and control capability at all levels of government.

**Data Center Migration:** The data center migration funding will be used to continue ongoing system and application migration to the two existing DHS Enterprise Data Centers. The Data Center consolidation efforts will standardize IT resource acquisitions across components, streamline maintenance and support contracts, resulting in an enhanced DHS IT security posture, improved information sharing with stakeholders, and increased operational efficiencies over time. The funding will also support the transition of disaster recovery/backup/COOP (Continuity of Operations) capability to DHS Data Centers.

**Modernize Business Practices:** Achieving excellence in financial management is critical to the Coast Guard's ability to support and sustain mission execution. The Coast Guard's strategic approach to financial management transformation has four over-arching objectives: hardening the control environment, improving organizational competency and capability, modernizing budget formulation and execution, and memorializing the governance structure. Meeting these objectives will improve financial processes, systems, and internal control mechanisms significantly, while reducing the workload on front-line units. Coast Guard leadership is firmly committed to resolving its material weaknesses through financial management transformation, transparency and good stewardship of taxpayer dollars.

#### C. RESOURCES REQUESTED AND PERFORMANCE IMPACT

The Coast Guard continues modernizing its command and control structures, support systems and business intelligence practices to make it more agile and responsive to the Nation's threats and challenges in the 21<sup>st</sup> century. This strategic modernization is funded primarily from within our base in FY 2007 through FY 2010.

The Coast Guard will complete implementation of the Headquarters office of the Deputy Commandant for Mission Support (DCMS). DCMS consolidates the responsibilities for developing and overseeing policies and programs for Coast Guard human resources management, acquisitions, engineering and logistics support of operating forces and shore infrastructure; as well as the technical aspects of the information systems utilized to carry out Coast Guard operations. This enables more effective acquisition governance and oversight while mitigating current challenges with programs such as Deepwater. DCMS utilizes standardized maintenance processes and lead to strict configuration control across the enterprise, providing single-point accountability for life-cycle management of assets and human resource management. In turn, DCMS will further relieve operational commands of support obligations, enabling them to fully focus on Coast Guard mission execution.

In addition, the Coast Guard will continue to improve fiscal business practices with the addition of \$20M to enhance financial management competencies and capacities. The Coast Guard's strategic service-wide modernization will improve global resource allocation, force generation, and overall risk management, and enhance the Service's unity of effort within the Department of Homeland Security and at all levels of government. It will result in stronger Headquarters and Field alignment, improved readiness management, and greatly enhanced mission execution across all Coast Guard operations.

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

The Coast Guard also intends to create efficiencies that shift resources to support new Deepwater assets scheduled for delivery in FY 2010. These efficiencies are proposed to include the termination of FY 2009 one-time \$32.7 million costs and the decommissioning of four Coast Guard aircraft at a savings of \$11.2 million and 53 FTEs. In addition, the Coast Guard will terminate the Loran-C system, saving \$36 million and 181 FTEs. Replacing legacy assets with more capable Deepwater cutters and aircraft will improve overall performance levels.

**D. HOW COAST GUARD PROGRAMS AND THEIR PERFORMANCE GOALS ALIGN TO AND SUPPORT THE DHS GOALS AND OBJECTIVES**

The 11 Coast Guard mission-programs and their long-term performance goals are listed below, followed by the DHS strategic objective(s) they support.

**Aids to Navigation** – The Coast Guard’s long-term goal is to eliminate collisions, allisions and groundings by vessels on our Nation’s oceans and waterways. A resilient Aids to Navigation program ensures the rapid recovery of the maritime transportation system following attacks or disasters.

Goal 3 – Protect Critical Infrastructure

Objective 3.4 – Protect Transportation Sectors.

Goal 4 – Strengthen Our Nation’s Preparedness and Emergency Response Capabilities

Objective 4.2: Strengthen Response and Recovery.

**Defense Readiness** – The Coast Guard’s long-term goal is to improve our national security and military strategies by ensuring assets are at the level of readiness required by the Combatant Commander.

Goal 1 –Protect the Nation from Dangerous People

Objective 1.1: Achieve Effective Control of Our Borders.

Goal 3 – Protect Critical Infrastructure

Objective 3.1: Protect and Strengthen the Resilience of the Nation’s Critical Infrastructure and Key Resources.

Goal 4 – Build a nimble, effective emergency response system and a culture of preparedness

Objective 4.1: Ensure Preparedness.

**Drug Interdiction** – The Coast Guard’s long-term goal is to reduce the flow of illegal drugs entering the U.S. via non-commercial maritime shipping sources.

Goal 1 –Protect the Nation from Dangerous People

Objective 1.1: Achieve Effective Control of Our Borders.

**Ice Operations** – The Coast Guard’s long-term goal is to maintain operational channels for navigation, limiting channel closures to two days (during average winters) and eight days (during severe winters).

Goal 3 – Protect Critical Infrastructure

Objective 3.4 – Protect Transportation Sectors.

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

**Living Marine Resources (LMR)** – The Coast Guard’s long-term goal is to improve fisheries regulation compliance on our Nation’s oceans.

Goal 3 – Protect Critical Infrastructure

Objective 3.1: Protect and Strengthen the Resilience of the Nation’s Critical Infrastructure and Key Resources.

**Marine Environmental Protection (MEP)** – The Coast Guard’s long-term goal is to eliminate oil spills and chemical discharge incidents.

Goal 3 – Protect Critical Infrastructure

Objective 3.1: Protect and Strengthen the Resilience of the Nation’s Critical Infrastructure and Key Resources.

Goal 4 – Build a nimble, effective emergency response system and a culture of preparedness

Objective 4.1: Ensure Preparedness.

Objective 4.2: Strengthen Response and Recovery.

**Marine Safety** – The Coast Guard’s long-term goal is to eliminate maritime fatalities and injuries on our Nation’s oceans and waterways.

Goal 3 – Protect Critical Infrastructure

Objective 3.4 – Protect Transportation Sectors.

**Undocumented Migrant Interdiction** – The Coast Guard’s long-term goal is to eliminate the flow of undocumented migrants via maritime routes to the U.S.

Goal 1 –Protect the Nation from Dangerous People

Objective 1.1: Achieve Effective Control of Our Borders.

**Other Law Enforcement** – The Coast Guard’s long-term goal is to reduce the number of vessel incursions into the United States Exclusive Economic Zone (EEZ).

Goal 1 –Protect the Nation from Dangerous People

Objective 1.1: Achieve Effective Control of Our Borders.

**Ports, Waterways, and Coastal Security (PWCS)** – The Coast Guard’s long-term goal is to reduce homeland security risk in the maritime domain.

Goal 1 –Protect the Nation from Dangerous People

Objective 1.1: Achieve Effective Control of Our Borders.

Goal 2 –Protect the Nation from Dangerous Goods

Objective 2.1: Prevent and Detect Radiological/Nuclear Attacks.

Objective 2.2: Prevent, Detect, and Protect Against Biological Attacks.

Goal 3 – Protect Critical Infrastructure

Objective 3.1: Protect and Strengthen the Resilience of the Nation’s Critical Infrastructure and Key Resources.

Objective 3.4 – Protect Transportation Sectors.

**Search and Rescue** – The Coast Guard’s long-term goal is to save mariners in imminent danger on our Nation’s oceans and waterways.

Goal 4 – Build a nimble, effective emergency response system and a culture of preparedness

Objective 4.2: Strengthen Response and Recovery.

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

**E. PERFORMANCE-BASED BUDGET HIGHLIGHTS BY PROGRAM**

The Coast Guard's Mission Cost Model (MCM) is a flexible and agile tool that enables the Coast Guard to use historical expenditures to allocate direct, indirect and support costs across mission-programs and strategic goals and objectives. Historical cost trends are then used to predict general future year mission cost allocations. As a result, greater transparency is possible between resources consumed and results achieved by our mission-programs. The MCM's performance based budget projection is key to the Coast Guard's budget process as well as other related macro-level policies and initiatives, such as the President's Management Agenda (PMA) initiative of Budget and Performance Integration, the OMB Program Assessment Rating Tool (PART) reviews, and the Government Performance and Results Act. The following tables provide program-specific information that shows the relationship between budgetary funding and personnel resources, and the lead outcome performance goals that have been established for each of the Coast Guard's 11 mission-programs.

<b>Program: Defense Readiness</b>						
<b>Performance Goal:</b> Improve our national security and military strategies by ensuring assets are at the level of readiness required by the combatant commander.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 1.1 - 99%, 3.1 - 1%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$612,554	\$509,691	\$803,950	\$664,384	\$720,198	\$705,750
<b>FTE</b>	2,942	2,076	2,087	2,103	2,143	2,177

**Performance Plan Measures**

<b>Measure:</b> Defense readiness of patrol boats.						
<b>Description of Measure:</b> This measure is the percent of time that the number of units called for in combatant commander operational plans are ready at Status of Resources and Training Systems (SORTS) category 2 or better.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	100%	100%	100%	100%	22.8%
<b>Actual:</b>	None	100%	100%	95%	N/A	N/A

<b>Measure:</b> Defense readiness of Port Security Units (PSUs).						
<b>Description of Measure:</b> This measure is the percent of time that the number of units called for in combatant commander operational plans are ready at Status of Resources and Training Systems category 2 or better.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	100%	100%	100%	100%	75%
<b>Actual:</b>	None	less than 1%	4.52%	24.45%	N/A	N/A

<b>Measure:</b> Percent of time that U.S. Coast Guard assets included in the Combatant Commander Operational Plans are ready at a Status of Resources and Training System (SORTS) rating of 2 or better.						
<b>Description of Measure:</b> Through the Defense Readiness program, the Coast Guard is prepared						

**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

to provide core competencies such as Maritime Interception Operations; Port Operations Security and Defense; Military Environmental Response Operations; Peacetime Engagement; Coastal Sea Control Operations; and Theater Security Cooperation when requested by the Department of Defense. Selected Coast Guard forces participate in the Navy Status of Readiness and Training System assessment program and participate in combatant commander operations.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	100%	100%	100%	100%	100%	48%
<b>Actual:</b>	69%	62%	50.66%	56%	N/A	N/A

**Additional Measures**

<b>Measure:</b> Defense Readiness of High Endurance Cutters						
<b>Description of Measure:</b> This measure is the percent of time that the number of units called for in combatant commander operational plans are ready at SORTS category 2 or better.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	100%	100%	100%	100%	46.1%
<b>Actual:</b>	None	84.2%	47.45%	47%	N/A	N/A

<b>Measure:</b> USCG Defense Program Efficiency						
<b>Description of Measure:</b> "Units" are those incorporated into Combatant Commander plans, including 378' and 110' cutters, and Port Security Units. "C2" is a readiness measure denoting the unit's ability to carry out assigned missions. This measure is the program's performance divided by the program's cost, expressed as "Percent SORTs Readiness per M". During Non - Wartime, the target is 2.5% SORTs readiness or better per M. During Wartime, the target is .15% SORTs readiness or better per M.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	.15%/ M or 2.5%/ M	.22%/ M or 2.5%/ M	.24%/ M or 2.5%/ M	.22%/ M or 2.55%/ M	.21%/ M or 2.6%/ M
<b>Actual:</b>	None	.12%/ M	.07% / M during wartime	.14%	N/A	N/A

<b>Program: Drug Interdiction</b>						
<b>Performance Goal:</b> Reduce the flow of illegal drugs entering the United States via non - commercial maritime shipping sources.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 2.4 - 100%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$1,017,478	\$1,243,683	\$1,358,931	\$1,344,784	\$1,420,292	\$1,395,021
<b>FTE</b>	4,662	6,333	6,268	6,459	6,415	6,512

**Performance Plan Measures**

<b>Measure:</b> Cocaine Removal Rate / Operating Expenses of the Drug Interdiction Program						
<b>Description of Measure:</b> "Removal Rate" is the percentage of cocaine shipped through maritime routes that was intended to enter the U.S., but did not because of the efforts of the U.S. Coast						

**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

Guard. The Cocaine Removal Rate reflects the amount of cocaine lost to the smuggler through seizures (documented in the DEA administered Federal - wide Drug Seizure System), jettison, burning, and other non - recoverable events (vetted through the Inter Agency Consolidated Counter - Drug Database) divided by the non - commercial maritime cocaine flow through the transit zone (documented in Defense Intelligence Agency's annual Interagency Assessment of Cocaine Movement report). Operating expenses of the Drug Interdiction Program are the actual OE expenditures, as calculated through the Coast Guard's Mission Cost model, of the Drug Interdiction program. This measure shows the rate of cocaine removed per 100 million dollars of program operating expenditures.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	3.2% Removal Rate per 100 Million of program Operationa l Expenditur es	3.6% Removal Rate per 100 Million of program Operationa l Expenditur es	3.7% Removal Rate per 100 Million of program Operationa l Expenditur es	3.2% Removal Rate per 100 Million of program Operationa l Expenditur es	3.2% Removal Rate per 100 Million of program Operationa l Expenditur es
<b>Actual:</b>	None	None	2.4%	not available until late summer 09	N/A	N/A

<b>Measure:</b> Metric Tons of Cocaine Removed						
<b>Description of Measure:</b> Metric tons of cocaine seized by the Coast Guard, and cocaine jettisoned, scuttled, or destroyed by smugglers as a result of Coast Guard law enforcement action.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	130	130	134	138
<b>Actual:</b>	None	None	161.7	166.9 Metric Tons	N/A	N/A

<b>Measure:</b> Percent Non - Commercial Maritime Conveyance						
<b>Description of Measure:</b> The percent of world cocaine flow toward the U.S. by Non - Commercial Maritime conveyance. As noted by the Office of National Drug Control Policy's 2007 strategy, four consecutive record - setting years of illicit drug seizures in the transit zone have forced narcotics traffickers to adjust from well - established routes and methods to those they believe will be less susceptible to interdiction. Therefore, a downward trend in this measure would reflect success of enforcement efforts within the areas that the Coast Guard influences in the transit zone.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	88%	87%	86%	85%
<b>Actual:</b>	None	None	None	86.2%	N/A	N/A

<b>Program:</b> Living Marine Resources
<b>Performance Goal:</b> Achieve sustained fisheries regulation compliance on our Nations Oceans.

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

<b>DHS strategic objectives supported and % allocation of activities:</b> 3.1 - 100%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$720,113	\$765,909	\$856,224	\$839,471	\$943,982	\$910,290
<b>FTE</b>	4,022	4,208	4,231	4,332	4,332	4,398

**Performance Plan Measures**

<b>Measure:</b> Percent of U. S. Coast Guard boardings at sea in which no significant violations are detected when domestic fisheries regulations apply						
<b>Description of Measure:</b> This measure reflects the percent of boardings at sea by the U.S. Coast Guard during which no significant violations of domestic fisheries regulations are detected. The Living Marine Resources (LMR) program's mission is to provide at - sea enforcement that advance national goals for the conservation and management of living marine resources (LMR) and their environments through enforcement of federal regulations that provide stewardship of living marine resources and their environments. The Coast Guard is the lead federal agency for "at - sea" enforcement of U.S. fisheries and marine protected species regulations. The LMR program's primary focus is to compel compliance with federal fisheries and other LMR regulations on domestic fishing vessels.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	97	97%	97%	97%	97%	97%
<b>Actual:</b>	96.4%	96.6%	96.2% observed compliance rate	95.3%	N/A	N/A

**Additional Measures**

<b>Measure:</b> LMR Compliance Rate/Operating Expenses of the LMR Program						
<b>Description of Measure:</b> This measure shows the percentage of U.S. Coast Guard - boarded domestic fishing vessels without significant Federal regulation violations per 10 million of program operating expenses as calculated by the Coast Guard's Mission Cost Model. "Compliance Rate" is the percent of fishermen complying with federal regulations. Operating expenses of the LMR Program are the actual OE expenditures, as calculated through the Coast Guard's Mission Cost model, of the LMR program.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	2.1% Compliance Rate per 10 million dollars of program operational expenditures	2.1% Compliance Rate per 10 million dollars of program operational expenditures	2.1% Compliance Rate per 10 million dollars of program operational expenditures	2.0% Compliance Rate per 10 million dollars of program operational expenditures	1.9% Compliance Rate per 10 million dollars of program operational expenditures
<b>Actual:</b>	None	2.1 % Compliance / 10M	1.04%	1.64%	N/A	N/A

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

<b>Program: Marine Environmental Protection (MEP)</b>						
<b>Performance Goal:</b> Reduce oil spills and chemical discharge incidents and mitigate impacts when they occur.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 3.1 - 29%, 4.2 - 71%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$255,124	\$336,631	\$341,678	\$406,340	\$381,827	\$352,416
<b>FTE</b>	1,460	1,356	1,374	1,372	1,418	1,439

**Performance Plan Measures**

<b>Measure:</b> Five - year average number of chemical discharge incidents per 100 million short tons shipped						
<b>Description of Measure:</b> This measure is a lagging indicator of Coast Guard Marine Environmental Protection Program impact on the long - term trend of chemical discharge incidents. It is a simple moving average of Coast Guard investigated chemical discharge incidents into navigable waters of the United States for the current and four previous fiscal years , divided by the 5 - year average annual foreign and domestic short tons (100 million) of Chemical and Chemical Products shipped in U.S. waters.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	<=26.6	<=25.9	<=22.8
<b>Actual:</b>	None	None	None	19.7	N/A	N/A

<b>Measure:</b> Five - year average number of oil spills per 100 million short tons shipped						
<b>Description of Measure:</b> This measure is a lagging indicator of Coast Guard Marine Environmental Protection Program impact on the long - term trend of significant oil spills. It is a simple moving average of Coast Guard investigated oil spills greater than 100 gallons discharged into navigable waters of the United States for the current and four previous fiscal years, divided by the 5 - year average annual foreign and domestic short tons (100 million) of Oil and Oil Products shipped in U.S. waters.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	<=13.5	<=13.0	<=12.1
<b>Actual:</b>	None	None	None	12.7	N/A	N/A

<b>Measure:</b> Percent of oil removed or otherwise mitigated as compared to the amount of oil released for reported spills of 100 gallons or more						
<b>Description of Measure:</b> This measure takes into account all methods used to remediate an oil spill from impacting the environment and thus includes the total amount on - board, amount lightered which did not impact the water/environment, the amount that did enter the water/environment, the amount of oil mechanically removed from both the water and shore, dispersed, in situ burned, or evaporated. This is a new measure that will be baselined starting the second quarter of FY 2009 when the mechanisms are in place to properly collect the data. Since collection points for all data sets will not be available until then, the targets for FY 2008 and FY 2009 are estimates only and will be refined once sufficient trend data can be analyzed.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	15%	16%	16%
<b>Actual:</b>	None	None	None	Not Available	N/A	N/A



**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

**Additional Measures**

<b>Measure:</b> Marine environmental protection long - term efficiency ratio						
<b>Description of Measure:</b> This measure is the ratio of performance changes to cost changes. A value greater than 1.000 indicates performance efficiency - - that is performance gains more favorable than cost changes. A value of 1.050, for example, would indicate a performance gain of about 5.0% more favorable than cost changes.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	0.97	1.00	1.00
<b>Actual:</b>	None	None	None	1.083	N/A	N/A

<b>Program: Marine Safety</b>						
<b>Performance Goal:</b> Reduce maritime fatalities and injuries on our Nation's oceans and waterways.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 3.4 - 100%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$613,843	\$786,051	\$701,389	\$802,423	\$777,609	\$769,833
<b>FTE</b>	5,528	4,012	3,982	3,984	4,189	4,253

**Performance Plan Measures**

<b>Measure:</b> Five - year average number of commercial mariner deaths and injuries						
<b>Description of Measure:</b> This is a measure of the long - term performance trend of the Coast Guard Marine Safety Program impact on commercial Mariner fatalities and injuries.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	n/a	<=501	<=529	<=520
<b>Actual:</b>	None	None	None	479	N/A	N/A

<b>Measure:</b> Five - year average number of commercial passenger deaths and injuries						
<b>Description of Measure:</b> This is a measure of the long - term performance trend of the Coast Guard Marine Safety Program impact on commercial Passenger fatalities and injuries.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	n/a	<=225	<=251	<=248
<b>Actual:</b>	None	None	None	244	N/A	N/A

<b>Measure:</b> Five - year average number of recreational boating deaths and injuries						
<b>Description of Measure:</b> This is a measure of the long - term performance trend of the Coast Guard Marine Safety Program impact on Recreational Boating fatalities and injuries.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	4,252	<=4,252	<=4,248	<=4,184
<b>Actual:</b>	None	None	None	4,070	N/A	N/A

**Additional Measures**

<b>Measure:</b> Marine Safety Efficiency Ratio
--

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

<b>Description of Measure:</b> This efficiency measure is an indicator of the relative change in long - term Marine Safety Program performance versus the relative change in long - term average cost. It is the prior period to current period ratio of the 5 - year average annual number of Mariner, Passenger, and Boating Deaths and Injuries divided by the current period to prior period ratio of 5 year operating expense (OE) for the program. A value greater than 1.000 less the average rate of inflation indicates performance efficiency performance gains greater than real cost changes.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	0.98	1.06	1.00	1.00	1.00
<b>Actual:</b>	None	.83	1.03	1.118	N/A	N/A

<b>Measure:</b> Recreational Boating Deaths Injuries						
<b>Description of Measure:</b> This measure is an indicator of Coast Guard Marine Safety Program impact on the annual number of Recreational Boating fatalities and injuries. There is no denominator.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	n/a	n/a	n/a	4,076	4,184	4,184
<b>Actual:</b>	n/a	None	None	3,658	N/A	N/A

<b>Program: Migrant Interdiction</b>						
<b>Performance Goal:</b> Eliminate the flow of undocumented migrants via maritime routes to the United States.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 1.1 - 100%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$548,675	\$503,949	\$523,056	\$558,494	\$567,827	\$561,380
<b>FTE</b>	3,065	2,467	2,547	2,630	2,630	2,670

**Performance Plan Measures**

<b>Measure:</b> Percent of undocumented migrants who attempt to enter the U.S. via maritime routes that are interdicted						
<b>Description of Measure:</b> The Coast Guard has been charged through Executive Orders and Presidential Decision Directive to enforce the Immigration and Nationality Act. Performance is measured by the percent of undocumented migrants of all nationalities who are interdicted while attempting to enter the U.S., its possessions, or territories via maritime routes. The measure is computed by dividing the number of successful landings by the number of migrants who attempt illegal immigration. Subtracting this percentage from 100% gives the migrant interdiction rate. Migrant interdictions and landings are reported by Coast Guard units and other law enforcement agencies.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	67%	65%	69.9%	70.5%
<b>Actual:</b>	None	None	65.2%	62.7%	N/A	N/A

**Additional Measures**

<b>Measure:</b> Migrant Interdiction rate / Operating Expenses of Migrant Interdiction Program						
<b>Description of Measure:</b> This measure shows the percentage of all nationalities of undocumented migrants who are interdicted by Federal entities while attempting to enter the U.S.						

**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

via maritime routes per 10 million of program operating expenses as calculated by the Coast Guard's Mission Cost Model. This measure is the percent of all nationalities of undocumented migrants who are interdicted while attempting to enter the U.S. via maritime routes, divided by the operational expense of the program. Migrant interdictions and landings are reported by USCG units other law enforcement agencies. Operational expenses are determined through the Coast Guard's Mission Cost Model. This measure will help gauge program efficiency by comparing aggregate spending to aggregate performance, and is not intended to directly correlate discrete performance against discrete funding levels.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	88%	3.3%	2.4%	2.2%	2.3%	2.2%
		Deterrence Interdiction Rate per 10 million in Program Operating Expenses	Interdiction Rate per 10 million in Program Operating Expenses	Interdiction Rate per 10 million in Program Operating Expenses	Interdiction Rate per 10 million in Program Operating Expenses	Interdiction Rate per 10 million in Program Operating Expenses
<b>Actual:</b>	85.5%	2.5%/ 10M	1.8%	1.70%	N/A	N/A

<b>Program: Other LE (law enforcement)</b>						
<b>Performance Goal:</b> Reduce the number of illegal vessel incursions into the U.S. Exclusive Economic Zone.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 1.1 - 100%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$94,642	\$107,742	\$160,408	\$161,263	\$161,363	\$147,637
<b>FTE</b>	445	703	815	827	880	894

**Performance Plan Measures**

<b>Measure:</b> Number of incursions into the U.S. Exclusive Economic Zone						
<b>Description of Measure:</b> This program's mission is to provide effective and professional at - sea enforcement to advance national goals for the conservation and management of living marine resources (LMR) and their environments. The program has both a maritime security and stewardship nexus. The program's primary focus is to prevent illegal encroachment of the U.S. Exclusive Economic Zone by foreign fishing vessels thereby protecting U.S. sovereignty from foreign fishing encroachment.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	200	199	199	< 195	< 195	< 190
<b>Actual:</b>	171	164	119 incursions	81	N/A	N/A

**Additional Measures**

<b>Measure:</b> Interdiction rate for foreign fishing vessels that are detected violating the U.S. Exclusive Economic Zone	
<b>Description of Measure:</b> This measure is the percentage of detected illegal foreign fishing vessel incursions into the U.S. Exclusive Economic Zone that are interdicted by the U.S. This	

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

measures shows the U.S. Coast Guard's pursuit of enforcement activities (i.e. vessel seizure or demarche) vice simply detecting incursions. As this rate increases, a deterrent effect is expected, along with a reduction in the total number of vessel incursions.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	11	12	9%	9%	9%	9%
<b>Actual:</b>	None	None	19.2%	16%	N/A	N/A

<b>Measure: Interdiction Rate/Operating Expenses of the Other LE Program</b>						
<b>Description of Measure:</b> This measure shows the rate of Coast Guard - interdicted illegal foreign fishing vessels per 10 million of program operating expenses as calculated by the Coast Guard's Mission Cost Model. "Interdiction rate" is the percentage of time a completed interdiction process results in a successful endgame. A successful endgame includes seizure and/or prosecution, or sufficient documentation of an incursion to allow the vessel's flag state to take action. Operating expenses of the LMR Program are the actual OE expenditures, as calculated through the Coast Guard's Mission Cost model, of the Other LE program.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	0.9% Interdiction Rate per 10 million in Program Operating Expenses	1.1% Interdiction Rate per 10 million in Program Operating Expenses	1.2% Interdiction Rate per 10 million in Program Operating Expenses	1.2% Interdiction Rate per 10 million in Program Operating Expenses	1.2% Interdiction Rate per 10 million in Program Operating Expenses
<b>Actual:</b>	None	1.3% Interdiction Rate per 10 million in Program Operating Expenses	.55%	1.9%	N/A	N/A

<b>Program: Ports, Waterways and Coastal Security (PWCS)</b>						
<b>Performance Goal:</b> Manage terror - related risk in the U.S. Maritime Domain to an acceptable level.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 1.1 - 11%, 1.3 - 1%, 2.1 - 1%, 2.2 - 1%, 2.3 - 1%, 3.1 - 62%, 3.4 - 17%, 4.2 - 6%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$1,625,391	\$1,610,087	\$1,848,870	\$1,988,218	\$2,060,284	\$2,274,312
<b>FTE</b>	12,268	12,906	13,028	13,332	13,494	13,696

**Performance Plan Measures**

<b>Measure:</b> Critical infrastructure required visit rate						
<b>Description of Measure:</b> This measure is the accomplishment rate of required visits to maritime critical infrastructure.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	100% of	100% of	100% of	100% of	100% of

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

		required visits	required visits	required visits	required visits	required visits
<b>Actual:</b>	None	73%	67%	69%	N/A	N/A

<b>Measure:</b> High capacity passenger vessel required escort rate						
<b>Description of Measure:</b> This measure is the accomplishment rate of required escorts of high capacity passenger vessels.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	100% of required escorts	100% of required escorts	100%	100%	100%
<b>Actual:</b>	None	59%	58%	58%	N/A	N/A

<b>Measure:</b> Percent reduction in the maritime terrorism risk over which the U.S. Coast Guard has influence						
<b>Description of Measure:</b> This is a risk - based outcome measure that begins with an assessment (by maritime security representatives) of likely high - consequence maritime terrorist attack scenarios. Threat, vulnerability, and consequence levels are estimated for each scenario, which generates a proxy (index) value of "raw risk" that exists in the maritime domain. Next, Coast Guard interventions (security and response operations, regime and awareness activities) for the fiscal year are scored against the scenarios with regard to the decreases in threat, vulnerability and consequence that each has been estimated to have afforded. (The analysis then focuses on those areas within the Coast Guard's roles and strategic mandates.) The resulting measure is a proxy measure of performance.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	Full implementation of planned activities geared towards lowering the risk due to terrorism in the maritime domain.	14%	15%	15%	21%	28%
<b>Actual:</b>	3.4%	17%	15%	20%	N/A	N/A

<b>Measure:</b> Percent risk reduction for the transfer of a terrorist meta - scenario.						
<b>Description of Measure:</b> This measure is an estimate of the percent of terrorist - related maritime risk reduction in the transfer of a terrorist(s) through the maritime domain (as a percent of the risk that the Coast Guard has the ability to impact). This is a risk - based measure that involves the scoring (by maritime security representatives) with respect to threat, vulnerability and consequence of the transfer of a terrorist(s) into the United States with intent and capability to carry out terror attacks within the United States where vessels en route from foreign countries are						

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

used as a means of conveyance. Such scoring generates an index of "raw risk" that exists in the maritime domain. Next, Coast Guard incremental interventions (awareness, operational and regulatory - based) that have taken place throughout the fiscal year are scored with regard to the effectiveness that each has been estimated to have afforded.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	21%	21%	29%
<b>Actual:</b>	None	None	21%	29%	N/A	N/A

**Measure:** Percent risk reduction for the transfer of a weapon of mass destruction meta - scenario.

**Description of Measure:** This measure is an estimate of the percent of terrorist - related maritime risk reduction in the transfer of a Weapon of Mass Destruction (WMD)/ materials into the United States through the maritime domain (as a percent of the risk that the Coast Guard has the ability to impact). This is a risk - based measure that involves the scoring (by maritime security representatives) with respect to threat, vulnerability and consequence of the transfer of a WMD/materials into the United States to support ongoing terrorist operations where vessels en route from foreign countries are used as a means of conveyance. Scoring generates an index of "raw risk" that exists in the maritime domain. Coast Guard incremental interventions (awareness, operational and regulatory - based) that have taken place throughout the fiscal year are scored with regard to the effectiveness that each has been estimated to have afforded.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	4%	3%	12%
<b>Actual:</b>	None	None	4%	12%	N/A	N/A

**Measure:** Risk reduction due to consequence management.

**Description of Measure:** This measure indicates the estimated percent of terrorist - related maritime risk reduction due to consequence management (as a percent of the risk that the Coast Guard has the ability to impact.) This is a risk - based outcome measure that involves the scoring (by maritime security representatives) of likely high - consequence maritime terrorist attack scenarios with respect to threat, vulnerability, and consequence. Scoring generates an index of "raw risk" that exists in the maritime domain. Coast Guard incremental interventions (both operational and regulatory - based) that have occurred throughout the fiscal year are scored against the attack scenarios with regard to the percent decrease in threat, vulnerability and consequence that each has been estimated to have afforded. The resultant measure shows the change in "raw risk" (due, in large part, to things outside of the Coast Guard's ability to control) and the reduction in total risk the Coast Guard estimates that it has affected.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	4.2%	4.1%	6%	6%	5%
<b>Actual:</b>	None	6%	4.2	5%	N/A	N/A

**Additional Measures**

**Measure:** MTSA Annual Required Inspection Rate

**Description of Measure:** This measure is the percent of required annual MTSA security plan compliance inspections conducted (for inspected vessels only)

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	100%	100%	100%	100%	100%
<b>Actual:</b>	None	100%	100%	100%	N/A	N/A

**Measure:** Risk Reduction Due to Threat Management

**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

**Description of Measure:** Estimated percent of terrorist - related maritime risk reduction due to threat management. (As a percent of the risk that the Coast Guard has the ability to impact.) This is a risk - based outcome measure that involves the scoring (by maritime security representatives) of likely high - consequence maritime terrorist attack scenarios with respect to threat, vulnerability, and consequence. Such scoring generates an index of "raw risk" that exists in the maritime domain. Next, Coast Guard incremental interventions (both operational and regulatory - based) that have taken place throughout the fiscal year are scored against the attack scenarios with regard to the percent decrease in threat, vulnerability and consequence that each has been estimated to have afforded. The resultant measure shows the change in "raw risk" (due, in large part, to things outside of the Coast Guard's ability to control) and the reduction in total risk the Coast Guard estimates that it has affected.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	3.7%	4.7%	1%	2%	8%
<b>Actual:</b>	None	2%	1.1	DHS needs to delete this measure per various emails	N/A	N/A

**Measure:** USCG PWCS Program Efficiency (Outcome Performance/Program Cost)

**Description of Measure:** This measure is the program's annual percent risk reduction outcome performance divided by the program's annual cost. Efficiency is expressed as the annual percent risk reduction per billion.(This measure was baselined in FY 2005)

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	11.2% risk reduction per B	12.1% risk reduction per B	13.0% risk reduction per B	15.9% risk reduction per B	20.1% risk reduction per B
<b>Actual:</b>	None	14.2% risk reduction per B	6.6% risk reduction per Billion	14.9%	N/A	N/A

**Program: Search and Rescue (SAR)**

**Performance Goal:** Save people in imminent danger on our Nations oceans and waterways.

**DHS strategic objectives supported and % allocation of activities:** 4.2 - 100%

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$910,887	\$832,089	\$922,769	\$961,030	\$1,110,923	\$945,620
<b>FTE</b>	4,136	4,652	4,720	4,786	4,781	4,852

**Performance Plan Measures**

**Measure:** Percent of people in imminent danger saved in the maritime environment

**Description of Measure:** The percentage of people who were in imminent danger on the oceans and other waterways, and whose lives were saved by the Coast Guard. The number of lives lost before and after the Coast Guard is notified, and the number of persons missing at the conclusion of search operations are factored into this percentage. Several factors compound the difficulty of

**U. S. COAST GUARD**  
**Fiscal Year 2010**  
**STRATEGIC CONTEXT**

successful responses, including untimely notification to the USCG of distress, incorrect reporting of the distress site location, severe weather conditions at the distress site, and distance to the scene. The number of lives saved is the best outcome measure for search and rescue because it includes lives lost before and after the USCG is notified and persons missing, thereby encouraging the USCG to invest in supporting systems, like awareness or communication systems and safe boater programs, that increase the possibility that a search and rescue mission will end with lives saved.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	None	76%	76%	76%
<b>Actual:</b>	None	None	None	76.8%	N/A	N/A

**Additional Measures**

**Measure:** % Lives Saved/Operating Expenses of the SAR Program

**Description of Measure:** This measure shows the percent of lives saved divided by the operating expenses of the SAR Program. Targets are based on outcome measure targets divided by projected OE funding per the Fiscal Year 2009 - 2014 RAP.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	.09% lives saved / 1 million	.16% lives saved / 1 million	.15% lives saved / 1 million	.16% lives saved / 1 million	.16% lives saved / 1 million
<b>Actual:</b>	None	.13% lives saved / 1 million	.09% lives saved / 1 million	.12%	N/A	N/A

**Measure:** Percent of mariners in imminent danger saved.

**Description of Measure:** The percentage of mariners who were in imminent danger on our Nations oceans and waterways, and whose lives were saved by the Coast Guard. The number of lives lost before and after the Coast Guard is notified is factored into this percentage. Several factors compound the difficulty of successful responses, including untimely notification to the USCG of distress, incorrect reporting of the distress site location, severe weather conditions at the distress site, and distance to the scene. The number of lives saved is the best outcome measure for search and rescue because it includes lives lost both before and after the USCG is notified and persons missing, thereby encouraging the USCG to invest in supporting systems, like awareness or communication systems and safe boater programs, that increase the possibility that a search and rescue mission will end with lives saved.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	86% lives saved	86%	86%	87%	87%	87%
<b>Actual:</b>	86.10%	85.27%	85.4%	83.5%	N/A	N/A

**Measure:** Percent of property "in danger of loss" saved.

**Description of Measure:** Prevent the loss of at least 80% of the property that is at risk of destruction. To calculate this measure we use the equation:  $PS / (PL+PS)$  Where: PS = "property saved" and PL = "property lost" as defined and input into the Marine Information for Safety and Law Enforcement (MISLE) database.

<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	80%	80%	80%	80%
<b>Actual:</b>	None	None	None	will be	N/A	N/A



**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

				available FY09		
--	--	--	--	-------------------	--	--

<b>Measure:</b> Percent of Search and Rescue assets on scene within two hours.						
<b>Description of Measure:</b> Time on scene is calculated from time of notification of the Coast Guard until the time of arrival on scene of an SRU, based on moderate environmental conditions which allow for operation of the SRUs at their top cruise speeds, and including 30 minutes of preparation time (i.e. a total of 90 minutes from underway to on scene) that provides for underway preparations such as engine warm - ups, completion of underway checklist, risk management checks, and mission planning. The measure is calculated by dividing the number of times any one response unit on a SAR sortie arrives on scene within 90 minutes of notification by the number of times any one response unit on a SAR sortie arrives on scene within 90 minutes of notification plus the number of times anyone response unit on a SAR sortie arrives on scene more than 90 minutes after notification.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	85%	85%	85%	85%
<b>Actual:</b>	None	None	None	will be available FY09	N/A	N/A

<b>Program: Waterways Management: Aids to Navigation</b>						
<b>Performance Goal:</b> Minimize disruptions to the movement of goods and people, while maximizing recreational enjoyment and environmentally sound use of our navigable waters.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 3.4 - 98%, 4.2 - 2%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$1,152,794	\$1,155,749	\$1,141,330	\$1,293,321	\$1,390,450	\$1,452,617
<b>FTE</b>	6,985	7,526	7,621	7,617	7,502	7,615

**Performance Plan Measures**

<b>Measure:</b> Federal Short - Range Aids to Navigation Availability						
<b>Description of Measure:</b> This measure indicates the hours that short range Aids to Navigation are available. The aid availability rate is based on an international measurement standard established by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) (Recommendation O 130) in December 2004. A short range Aid to Navigation is counted as not being available from the initial time a discrepancy is reported until the time the discrepancy is corrected. Aids to Navigation prevent adverse navigation outcomes that can result in disruptions to maritime commerce.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	None	None	97.5	97.5	97.5	97.5
<b>Actual:</b>	None	None	None	98.3%	N/A	N/A

<b>Measure:</b> Five - year average number of Collisions, Allisions, and Groundings (CAG)						
<b>Description of Measure:</b> This measure evaluates the long - term trend of Coast Guard Waterways Management Program in preventing Collisions, Allisions (vessels striking fixed objects), and Groundings three adverse outcomes involving the navigation of commercial vessels that can result in disruptions to maritime commerce. In a generalized sense, collisions tend to be						

**U. S. COAST GUARD  
Fiscal Year 2010  
STRATEGIC CONTEXT**

more sensitive to the Marine Transportation Systems component of the Program, allisions to the Bridge Administration component, and groundings to the Navigation Systems component.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	1,831 or fewer	1,748	1,664	<=1,756	<=1,871	<=1,858
<b>Actual:</b>	1825	1,765	1823	1,857	N/A	N/A

<b>Program: Waterways Management: Ice Operations</b>						
<b>Performance Goal:</b> Limit disruption of maritime commerce due to ice.						
<b>DHS strategic objectives supported and % allocation of activities:</b> 1.1 - 57%, 3.4 - 43%						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>\$ Thousands</b>	\$185,926	\$111,025	\$148,552	\$187,553	\$193,026	\$151,604
<b>FTE</b>	1,149	906	1,111	1,116	1,146	1,164

**Performance Plan Measures**

<b>Measure:</b> Number of days critical waterways are closed due to ice						
<b>Description of Measure:</b> This measure is an indicator of Coast Guard Icebreaking impact on preventing disruptions to maritime commerce due to ice. The measure tallies the annual number of days critical Great Lakes waterways are closed with the St. Marys River as the reference point. A closure is a period of 24 or more hours during which a waterway is closed by a Vessel Traffic Service or Captain of the Port, or blocked by a beset vessel. Closure day targets are negotiated with Great Lakes Marine Transportation System stakeholders, and are relative to winter severity. Those standards are 2 days in an average winter, and 8 days in a severe winter.						
<b>Fiscal Year:</b>	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
<b>Target:</b>	2(avg), 8 (severe)	2(avg), 8 (severe)	2(avg), 8 (severe)	2(avg), 8 (severe)	2(avg), 8 (severe)	2(avg), 8 (severe)
<b>Actual:</b>	0 Closures	0 Closures	0 closures	0 closure days	N/A	N/A

# Department of Homeland Security

*United States Coast Guard*

*Operating Expenses*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	4
III. Current Services Program Description by PPA .....	5
IV. Program Justification of Changes .....	34
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language.....	43
B. FY 2009 to FY 2010 Budget Change .....	44
C. Summary of Requirements .....	46
D. Summary of Reimbursable Resources.....	47
E. Summary of Requirements by Object Class.....	48
F. Permanent Positions by Grade.....	49
G. Capital Investment and Construction Initiative Listing.....	53
H. PPA Budget Justifications .....	54
I. Changes in FTE .....	78
J. Working Capital Fund .....	81

# U. S. Coast Guard

## Operating Expenses

### I. Appropriation Overview

#### **A. Mission Statement for Operating Expenses:**

The Coast Guard requests \$6.556 billion and 48,550 FTE in FY 2010, increases of \$361.263 million and 666 FTE compared to the \$6.195 billion and 47,884 FTE enacted in FY 2009. The Coast Guard's Operating Expenses (OE) request seeks funding for the annualization of prior-year, part-year funding, pay and non-pay cost of living increases, and operating and maintenance funding for prior-year Administration and Congressional line items. The OE request supports all 11 statutorily mandated Coast Guard mission-programs, and in turn, these mission programs directly support the Coast Guard's role as the nation's principal Federal agency charged with ensuring America's maritime **safety and security** as well as the Department of Homeland Security's (DHS) strategic goals and objectives.

#### **B. Budget Activities:**

Operating Expenses provide direct support to all Coast Guard missions, including: Search and Rescue (SAR); Marine Safety; Aids to Navigation (AtoN); Ice Operations; Marine Environmental Protection (MEP); Living Marine Resources (LMR); Drug Interdiction; Migrant Interdiction; Other Law Enforcement; Ports, Waterways and Coastal Security (PWCS); and Defense Readiness.

#### **C. Budget Request Summary:**

The Coast Guard requests \$6.556 billion and 48,550 FTE in FY 2010. Total adjustments-to-base are \$308,247 million and 576 FTE. In particular, new funding will support the mandatory pay increase (2.9% military and 2.0% civilian); GSA rent and security charge increases; emergency maintenance; increased costs for government services; IT inflation; and the operation, maintenance, and crewing of Deepwater assets.

Additionally, total funding continues support for operation and maintenance costs associated with non-Deepwater programs such as Response Boat-Medium, Interagency Operations Centers, Rescue 21, and the Nationwide Automatic Identification System (NAIS).

Program increases include 90 FTE and \$53.016 million to improve financial management oversight, and enhance marine safety and security operations.

Efficiencies amounting to \$88,412 million are identified to allow for the re-allocation of resources to critical DHS and Coast Guard priorities. These efficiencies include decommissioning four aircraft in accordance with the Deepwater Implementation Plan and terminating the Loran-C system.

Of the total 48,645 positions, 48,550 FTE, and \$6.556 billion requested in this budget, an increase of 194 positions, 666 FTE, and \$361.263 million is reflected in this account.

Base adjustments include:

- Annualizations of prior-year funding – \$85.920 million
- FY 2010 pay increase and annualization of FY 2009 pay raise for both military and civilian members – \$100.714 million
- Parity with DoD's military entitlement initiatives – \$80.520 million
- Operational Adjustment Increases (includes GSA rent and security charges, Emergency Maintenance, Government services, Long Range Identification and Tracking, Coast Guard Academy IT network, and IT inflation.– \$58.117 million
- Operating and Maintenance funds for new assets (to include follow-on costs related to Deepwater assets, Aids-to-Navigation Modernization, Response Boat-Medium, Interagency Operations Centers (Command 21), Rescue 21, Nationwide Automatic Identification System, and Sector Air Station Corpus Christi. – \$71.388 million

Program change decreases include:

- Termination of one-time costs – (\$32.689 million)
- Annualization of FY 2009 management efficiencies – (\$4.934 million)
- Decommissioning of three HU-25 Aircraft – (\$8.171 million)
- Decommissioning of one HC-130H Aircraft – (\$3.018 million)
- Operations Systems Center expansion project reduction – (\$3.600 million)
- Loran-C Termination – (\$36.000 million)

Program change increases include:

- Financial Management Oversight – \$20.000 million
- Marine Safety Program – \$7.500 million
- Armed Helicopters Initiative Enhancement – \$0.845 million
- Biometrics at Sea – \$1.183 million
- Seahawk Charleston Interagency Operations Ctr Sustainment – \$1.088 million
- Data Center migration - \$22.400 million

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses**  
Summary of FY 2010 Budget Estimates by Program/Project Activity  
(Dollars in Thousands)

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Total Changes		Increase (+) or Decrease (-) For FY 2010		Adjustments-to-base	
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Military Pay and Allowances	40,710	\$ 3,002,361	41,359	\$ 3,073,520	41,775	\$ 3,244,861	416	\$ 171,341	42	\$ 4,917	374	\$ 166,424
II. Civilian Pay and Benefits	6,313	\$ 603,859	6,525	\$ 648,346	6,775	\$ 699,594	250	\$ 51,248	48	\$ 5,594	202	\$ 45,654
III. Training and Recruiting	-	\$ 190,858	-	\$ 197,993	-	\$ 205,970	-	\$ 7,977	-	\$ 1,253	-	\$ 6,724
IV. Operating Funds and Unit Level Maintenance	-	\$ 1,246,185	-	\$ 1,185,317	-	\$ 1,149,513	-	\$ (35,804)	-	\$ 16,724	-	\$ (52,528)
V. Centrally Managed Accounts	-	\$ 250,281	-	\$ 263,702	-	\$ 353,071	-	\$ 89,369	-	\$ 24,051	-	\$ 65,318
VI. Depot Level Maintenance	-	\$ 816,121	-	\$ 826,047	-	\$ 903,179	-	\$ 77,132	-	\$ 477	-	\$ 76,655
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>47,023</b>	<b>\$ 6,109,665</b>	<b>47,884</b>	<b>\$ 6,194,925</b>	<b>48,550</b>	<b>\$ 6,556,188</b>	<b>666</b>	<b>\$ 361,263</b>	<b>90</b>	<b>\$ 53,016</b>	<b>576</b>	<b>\$ 308,247</b>
<b>Adjustments for Other Funding Sources:</b>												
OSL/TF Contribution		[\$ 24,500]										
DoD Transfer (P.L. 110-161)		[\$ 110,000]										
DoD Transfer (P.L. 110-252)		[\$ 112,607]	[844]	[\$112,000]	[844]	[\$241,503]						
DoD Transfer (P.L. 110-252)			-	[\$129,503]								
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>47,023</b>	<b>\$ 6,109,665</b>	<b>47,884</b>	<b>\$ 6,194,925</b>	<b>48,550</b>	<b>\$ 6,556,188</b>	<b>666</b>	<b>\$ 361,263</b>	<b>90</b>	<b>\$ 53,016</b>	<b>576</b>	<b>\$ 308,247</b>



### III. Current Services Program Description by PPA

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Operating Expenses**  
**Program Performance Justification**  
(Dollars in thousands)

#### PPA I: MILITARY PAY AND ALLOWANCES

	<b>Perm</b>		
	<b>Pos</b>	<b>FTE<sup>1</sup></b>	<b>Amount</b>
<b>2008 Actual</b>	<b>40,492</b>	<b>40,710</b>	<b>3,002,361</b>
<b>2009 Enacted</b>	<b>41,427</b>	<b>41,359</b>	<b>3,073,520</b>
2010 Adjustments-to-Base	(108)	374	166,424
<b>2010 Current Services</b>	<b>41,319</b>	<b>41,733</b>	<b>3,239,944</b>
2010 Program Change	84	42	4,917
<b>2010 Request</b>	<b>41,403</b>	<b>41,775</b>	<b>3,244,861</b>
Total Change 2009-2010	(24)	416	171,341

The Coast Guard's FY 2010 request is \$3.245 billion, an increase of \$171.341 million over FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

Requests funding for expenses related to compensation and benefits for active duty military personnel. This category includes pay, allowances, employer's share of FICA, Social Security credits, and other expenses associated with compensating military personnel. Costs related to compensation are calculated by using the Coast Guard's Standard Personnel Cost (SPC) tables. These tables are updated annually and provide a detailed calculation for each billet, broken down by rank/rate, location – in the United States (INCONUS) or out of the country (OCONUS – which includes AK and HI), medical costs and permanent change of station (PCS) expenses. Calculations for medical cost estimates are the same for each billet. Calculations for PCS moves and base pay are based upon rank and location of billet. Pay estimates account for OMB published pay inflation factors for the fiscal year in question.

Significant accomplishments in FY 2008 include:

- Interdicted 2,419 illegal migrants.
- Seized and removed 153,855 lbs of cocaine and 4,995 lbs of marijuana.
- Responded to 7,676 calls for assistance and saved the lives of 1,605 distressed mariners.
- Fully-missionized three HC-130J
- Terminated the Helicopter Interdiction Squadron (HITRON) contract and began operating the Atlantic Aviation Deployment Center.

---

<sup>1</sup> The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

FY09 planned accomplishments include:

- Improved procurement management and oversight.
- Improved information sharing and investigative capabilities.
- Improved counter-intelligence capability.
- Operation of the HC-144A Ocean Sentry.
- Operation of four new Coastal Patrol Boats.
- Enhancements to the Rescue 21 National Distress Response System.

In FY 2010 an investment in active duty military personnel will ensure the service remains “Semper Paratus” (Always Ready). The service was founded as a military, multi-mission, maritime service and continues to be ready, aware and responsive across all of the Coast Guard’s 11 mission-programs. As the Nation’s maritime first responder, the Coast Guard must not only be effective in its daily operations, but must also remain ready for emergencies and contingencies; it must be aware of maritime conditions and activities in order to detect, deter and defeat threats early; and when called it must be responsive with the right capabilities at the right time.

As one of the Nation’s five Armed Services, dedicated Coast Guard personnel conduct missions that protect the public, the environment, and U. S. economic interests – in the Nation’s ports and waterways, along the coast, on international waters and in any maritime region required to support homeland security. The unique, multi-mission character of the Coast Guard requires personnel to serve as sailors, emergency responders, humanitarians, regulators, law enforcement personnel, stewards of the environment, and guardians of the coast – military, multi-mission, and maritime. Coast Guard forces are flexible, rapidly deployable, and able to respond to crises with a full range of capabilities. Coast Guard forces capitalize upon their multi-mission synergies to prevent maritime incidents, protect the U. S. Maritime Domain, and respond to and recover from incidents that may occur.

Requested new funding will support the anticipated FY 2010 pay raise and the basic allowance for housing increase for all military service members, while annualizing military average monthly end strength introduced in FY 2009. Additionally, the funding will support military personnel to:

- Address financial audit remediation.
- Increase Marine Safety capability and capacity.
- Operate a National Security Cutter (NSC) and Fast Response Cutter (FRC).
- Increase Coastal Patrol Boat (CPB) operations.

PPA II: CIVILIAN PAY AND BENEFITS

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	<b>6,924</b>	<b>6,313</b>	<b>603,859</b>
<b>2009 Enacted</b>	<b>7,024</b>	<b>6,525</b>	<b>648,346</b>
2010 Adjustments-to-Base	123	202	45,654
<b>2010 Current Services</b>	<b>7,147</b>	<b>6,727</b>	<b>694,000</b>
2010 Program Change	95	48	5,594
<b>2010 Request</b>	<b>7,242</b>	<b>6,775</b>	<b>699,594</b>
Total Change 2009-2010	218	250	51,248

The Coast Guard’s FY 2010 request is \$699.594 million, an increase of \$51.248 million over FY 2009 enacted.

**CURRENT SERVICES PROGRAM DESCRIPTION:**

Requests funding for expenses related to compensation and entitlements for federal civilian employees. The workforce is composed of General Schedule (GS) personnel, Administrative Law Judges (AL), Senior Executive Service (SES) personnel, personnel whose salaries are Administratively Determined (AD) (e.g., Coast Guard Academy civilian faculty members), Wage Grade (WG) positions employed in industrial operations, and "Non-Ceiling" (NC) employees (e.g., cooperative education students, student aids, summer interns, and federal junior fellows). Costs related to compensation are calculated using the Coast Guard’s Standard Personnel Cost (SPC) tables. These annually updated tables provide a detailed calculation for each billet, broken down by pay grade and location – in the United States (INCONUS) or out of the country (OCONUS – which includes AK and HI). Calculations for base pay are based upon position, location of position, and OMB economic assumptions for the fiscal year in question.

Significant accomplishments in FY 2008 include:

- Supported interdiction of 2,419 illegal migrants.
- Supported seizure and removal of 153,855 lbs of cocaine and 4,995 lbs of marijuana.
- Responded to 7,676 calls for assistance and saved the lives of 1,605 distressed mariners.
- Fully-missionized three HC-130J.
- Terminated the HITRON contract and began operating the Atlantic Aviation Deployment Center.

FY 2009 planned accomplishments include:

- Improved procurement management and oversight.
- Improved information sharing and investigative capabilities.
- Increased rule-making capacity.
- Enhancements to the Rescue 21 National Distress Response System.

In FY 2010, requested funding will provide dedicated civilian personnel who contribute daily to the Coast Guard’s 11 mission-programs. Civilian personnel stand side-by-side with military personnel to fulfill the roles of maritime first responders and help maintain daily mission effectiveness, prepare for emergencies and contingencies, and ensure Maritime Domain Awareness. These dedicated personnel support and conduct the missions that protect the public,

the environment, and U. S. economic interests – in the Nation’s ports and waterways, along the coast, on international waters, and in any maritime region required to support national security.

Funding requested will support the anticipated FY 2010 pay raise for all civilian personnel and annualize civilian FTE introduced in FY 2009. Additionally, the funding will allow civilian personnel to:

- Continue improving acquisition management and oversight.
- Address financial audit remediation.
- Increase Marine Safety capability and capacity.

**PPA III: TRAINING AND RECRUITING**

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>190,858</b>
<b>2009 Enacted</b>	...	...	<b>197,993</b>
2010 Adjustments-to-Base	...	...	6,724
<b>2010 Current Services</b>	...	...	<b>204,717</b>
2010 Program Change	...	...	1,253
<b>2010 Request</b>	...	...	<b>205,970</b>
Total Change 2009-2010	...	...	7,977

The Coast Guard’s FY 2010 request is \$205.970 million, an increase of \$7.977 million over FY 2009 enacted.

**CURRENT SERVICES PROGRAM DESCRIPTION:**

The training and recruiting PPA provides funding for the Coast Guard’s professional training and education programs, as well as operation and maintenance of the seven major Coast Guard training centers and the Coast Guard Academy and Leadership Development Center.

Significant accomplishments in FY 2008 include:

- Accessing 4,690 recruits through recruit training; graduating 4,000 enlisted apprentices from our “A” schools; and commissioning 449 officers from the Coast Guard Academy, Officer Candidate School and Direct Commission Program.
- Training 1,645 members in advanced maritime law enforcement, 1,483 members in counter terrorism activities, 7,976 members in leadership skills, and providing 54,000 advanced Coast Guard classroom training courses.

Graduating 217 members from post-graduate schools to meet advanced training and knowledge requirements.

FY 2009 planned accomplishments include:

- Graduating 205 members from post-graduate schools to meet advanced training and knowledge requirements.

The FY 2010 request provides funding for all Coast Guard recruiting operations, given projected attrition and growth, to ensure sufficient numbers of qualified individuals for the military workforce. Coast Guard recruiting is a national endeavor. As such, recruiters cover broad

geographic areas with diverse socio-economic demographics to compete for the best qualified candidates.

Additionally, this request includes funding for tuition, travel, and per diem for formal training and education performed as temporary additional duty (TAD) by military service members and civilian personnel. It also ensures the training infrastructure is adequately resourced to provide Coast Guard personnel with the tools and competencies necessary for assigned missions. Training is provided by the Coast Guard, commercial providers, DoD, and other agencies. This training and education is usually conducted by dedicated resident staffs in classrooms, but may also include exportable training, correspondence courses, and/or computer-based training.

From entry-level personnel through senior leadership, the Coast Guard focuses its training resources to embed those competencies that will maximize operational capabilities. The FY 2010 budget will include an increase in the requirement for training related to Deepwater platforms. A portion of legacy platform training will be reduced, but the infrastructure and travel for this legacy training will be required for continuous operation of aging platforms.

**PPA IV: OPERATING FUNDS AND UNIT LEVEL MAINTENANCE**

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>1,246,185</b>
<b>2009 Enacted</b>	...	...	<b>1,185,317</b>
2010 Adjustments-to-Base	...	...	(52,528)
<b>2010 Current Services</b>	...	...	<b>1,132,789</b>
2010 Program Change	...	...	16,724
<b>2010 Request</b>	...	...	<b>1,149,513</b>
Total Change 2009-2010	...	...	(35,804)

The Coast Guard requests \$1.149 billion for this activity, a decrease of \$35.804 million from FY 2009 enacted.

**CURRENT SERVICES PROGRAM DESCRIPTION:**

Requests funding to units, facilities, and activities that are under the direct operational and administrative control of the Coast Guard’s Headquarters, Atlantic Area or Pacific Area Commanders. These include Maintenance Logistics Commands (MLCs), Integrated Support Commands (ISCs), High and Medium Endurance Cutters (WHECs/WMECs), Communication Stations, Maritime Safety and Security Teams (MSSTs), and Area Offices as applicable, for supplies, materials, and services that allow the Coast Guard to sustain an operations tempo with an immediate response capability for Coast Guard missions. Maintenance of cutter hulls, mechanical systems, electrical equipment, and small boats; procurement of supplies and materials utilized for unit “housekeeping” and administration, spare parts, fuel, and energy; funding of personnel support programs; and other materials consumed all contribute directly to mission effectiveness.

Significant accomplishments in FY 2008 include:

- Achieved Full Operational Capability (FOC) for the Deployable Operations Group (DOG).
- Initiated a national assessment of the National Preparedness for Response Exercise Program (PREP), a robust preparedness exercise program in which oil facilities, tank vessels, freight ships, and hazardous material facilities exercise their associated response plans.
- Began operating three fully missionized HC-130J aircraft.
- Completed operational testing of three HC-144A Ocean Sentry aircraft.
- Terminated the HITRON contract and begin operating the Atlantic Area Aviation Deployment Center.

FY 2009 planned accomplishments include:

- Begin operating HC-144A aircraft numbers four through eight.
- Begin operating the Manned Covert Surveillance Aircraft.
- Augment watchstanders for Rescue 21.

The FY 2010 request will support the annualization of new operations introduced in FY 2009 and accounts for non-pay related inflation associated with maintenance and procurement of supplies and consumables. Follow-on funding is provided to operation and maintain 14 Response Boat-Mediums (RB-M), new Rescue 21 equipment, and Interagency Operations Centers (IOC).

The Coast Guard is participating in the Great Lakes Restoration Initiative, which is requested in the EPA budget. In FY 2010 we anticipate performing the following activities (EPA will fund an estimated \$6.85M):

- **Toxics** - The Coast Guard will work with National Park Service to remove dangerous goods and materials from Great Lakes light houses, including contaminated soils, lead based paints, asbestos, PCBs, and petroleum products. USCG will also create a system that will recover heavy oil from the sea floor, and develop detection and response techniques for oil spills in ice in fresh water.
- **Invasive Species** - The Coast Guard will coordinate with EPA, USFWS, and DOT-MARAD to fund the further development of up to five ballast water treatment systems suitable for fresh water ecosystems by supporting the use of laboratory and ship-board testing, verification of treatment technologies, and coordination with the maritime industry.
- **Accountability, Monitoring, Evaluation, Communication, and Partnerships** - Additional Initiative funding (not included above) will be provided by EPA through an interagency agreement to support participation in planning, coordination, development of measures and outcomes, and reporting on progress pertaining to the Initiative. Activities will include appropriate participation in the Interagency Task Force, Regional Working Group, Binational Executive Committee, Lakewide Management Plan forums, and Remedial Action Plan forums.

PPA V: CENTRALLY MANAGED ACCOUNTS

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>250,281</b>
<b>2009 Enacted</b>	...	...	<b>263,702</b>
2010 Adjustments-to-Base	...	...	65,318
<b>2010 Current Services</b>	...	...	<b>329,020</b>
2010 Program Change	...	...	24,051
<b>2010 Request</b>	...	...	<b>353,071</b>
Total Change 2009-2010	...	...	89,369

The Coast Guard requests \$353.071 million for this activity, an increase of \$89.369 million over FY 2009 enacted.

**CURRENT SERVICES PROGRAM DESCRIPTION:**

Requested funding represents centrally managed accounts at Coast Guard and DHS Headquarters, which provide service to the entire Coast Guard. Larger central accounts include: the Federal Telephone System (FTS), Standard Workstation recapitalization, Coast Guard Data Network (CGDN), postal expenses, satellite communications, General Services Administration (GSA) rent, ammunition replenishment, and the DHS Working Capital Fund.

Significant accomplishments in FY 2008 include:

- Progress toward "e-Coast Guard" both for administration and operations, through the implementation of enhanced voice and data communications.
- Sustainment of critical ammunition stores to ensure mission effectiveness, particularly for Coast Guard boarding officer and cutter combat team proficiency.
- Increased access and capabilities associated with operational databases such as the Marine Information for Safety and Law Enforcement (MISLE) and the Abstract of Operations (AOPS) systems.

FY 2009 planned accomplishments include:

- New support infrastructure for the National Maritime Center (NMC), Deployable Operations Group (DOG), and expanded space for Coast Guard units in Corpus Christi, TX, Chicago, and Anchorage.

The FY 2010 request funds new leased facilities for the DOG, increased lease space for various units, radio frequency spectrum charge increases, and postal expense increases.

PPA VI: INTERMEDIATE AND DEPOT LEVEL MAINTENANCE

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>816,121</b>
<b>2009 Enacted</b>	...	...	<b>826,047</b>
2010 Adjustments-to-Base	...	...	76,655
<b>2010 Current Services</b>	...	...	<b>902,702</b>
2010 Program Change	...	...	477
<b>2010 Request</b>	...	...	<b>903,179</b>
Total Change 2009-2010	...	...	77,132

The Coast Guard requests \$903.179 million for this activity. This is an increase of \$77.132 million over FY 2009 enacted.

**CURRENT SERVICES PROGRAM DESCRIPTION:**

This request provides service-wide funding for the Coast Guard’s base level operating expense (OE) funded maintenance for the service’s shore facilities, vessels, and aircraft. The Coast Guard maintains its aircraft, vessels, and shore infrastructure using in-house maintenance and repair infrastructure in conjunction with contracted depot-level maintenance activities. A mature project planning and execution program exists within the Coast Guard to provide routine unit-level and depot-level maintenance. Where expertise or infrastructure does not exist organically within the Service, the Coast Guard uses contracted resources to provide the requisite maintenance support.

The Coast Guard’s maintenance planning process involves every level of the organization including: (1) field level input provided in casualty, mishap, and annual unit engineering reports; (2) engineering/support provider input in the form of regional maintenance data/trend analysis, observations of experienced support/engineering personnel, and prioritization of issues/needs; and (3) Coast Guard Headquarters involvement in the collation of CG-wide data/trend analysis, input from the Atlantic and Pacific Area Commanders and their support providers, and development of corrective strategies.

FY 2008 accomplishments include:

- Program Depot Maintenance for: HC-130H (6); HH-60J (9); HH-65C (22); HU-25 (4).
- In addition to a continued effort to target deferred maintenance requirements, allocate funding to support diverse requirements including: mission-enabling shore facility projects; Aids-to-Navigation systems to support maritime mobility; Unaccompanied Personnel Housing (UPH); and maintaining standards necessary to execute Training Centers’ vital missions to sustain service excellence.
- Completed the following dry-docks: WYTL 65 (4); WPB 87 (17); WPB 110 (3); WLR/WLIC (9); WTGB 140 (2); WLM 175 (3); WLB 225 (5); WMEC 210/270 (1); WHEC 378 (3); WAGB 399 (1); and WIX 295 EAGLE.

FY 2009 planned accomplishments include:

- Major maintenance for legacy aircraft and cutters.

The FY 2010 request includes:



**Aircraft.** Includes service-wide funding to support the major maintenance and repair of Coast Guard aircraft not appropriated in the Coast Guard Acquisition, Construction and Improvements (AC&I) appropriation. This category includes: materials, services and supplies necessary for depot-level repair, maintenance, modification and overhaul of aircraft and aircraft equipment, including associated avionics; transportation of aircraft and aeronautical materials and equipment; and procurement and overhaul of aircraft ground handling and support equipment. Request also includes funding for general expenses related to inventory and engineering design, alteration and modification services in support of Coast Guard aircraft.

This funding request supports intermediate and depot-level aircraft repair. Coast Guard rotary wing aircraft are continuously rotated out of operational service to allow for programmed depot maintenance (PDM) at the Coast Guard Aircraft Repair and Supply Center (ARSC) in Elizabeth City, NC. This funding also provides for contractor support to conduct PDM on the service's HC-130Hs, as ARSC does not have this capacity. All PDM is based upon established service standards. The purpose of the aircraft PDM program is to (1) provide periodic inspection of areas of an aircraft which are not accessible without extensive disassembly, (2) perform heavy maintenance which is beyond the capability of operating units, and (3) incorporate changes and modifications which are too extensive to perform at the operating unit level.

**Vessels.** Includes service-wide funding to support the major maintenance and repair of Coast Guard vessels not appropriated in the Coast Guard AC&I appropriation. In particular, funding requested will support the procurement, installation, replacement and support of standard hull, mechanical, electrical and electronic systems. Request also includes funding for general expenses related to inventory and engineering design, alteration and modification services in support of Coast Guard vessels.

Coast Guard vessels are regularly scheduled for programmed depot maintenance based upon established class maintenance plans (CMP). In addition to ship repair work provided by the Coast Guard Yard in Curtis Bay, MD, the Coast Guard routinely uses ship repair facilities/contractors to complete depot level maintenance via competitive contracts. The Coast Guard manages vessel base OE legacy asset maintenance funding using Standard Support Levels (SSLs) established for each vessel class of asset at the time of asset acquisition and adjusted annually for inflation. Actual expenditures vary from the SSL as the Coast Guard's maintenance managers shift resources to deal with their most immediate fleet maintenance challenges, often using funds from another vessel's SSL or outside sources to ensure availability of the most critical Coast Guard assets.

**Shore Infrastructure.** Includes service-wide funding for depot-level, nonrecurring facility maintenance to ensure the safety and integrity of the shore infrastructure, maximize facility economic life, and avoid large recapitalization expenses. This request includes funding for repairs, rebuilding, renovation, alterations, improvement and other services provided by the Coast Guard's Civil Engineering program not appropriated in the Coast Guard's AC&I appropriation. This category includes support of: Coast Guard-owned land; buildings (e.g. replacement of roofs and mechanical systems); and structures (e.g. repairs to waterfront, communications and navigation system towers, roads and runways). It also includes: support for fixed Aids to Navigation (AtoN) structures (ashore and offshore); major non-consumable equipment used to support the shore plant (e.g. emergency generators, fuel systems, and pressure vessels). This shore OE funding also supports the Coast Guard's Unaccompanied Personnel Housing (i.e. barracks), family housing, clinics, and morale/well-being and recreational facilities.

### III. Current Services Program Description by PPA

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Operating Expenses**  
**Program Performance Justification**  
(Dollars in thousands)

**Increases** **\$396,659**

---

**A. Annualization of Prior Year Funding** .....**\$85,920**

Strategic Goal(s) & Objectives: 1.1, 2, 3, 4.1, 5.5

<b>PPA Breakdown - Annualization of Prior Year Funding</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (519 FTE)</b>		
	Military Pay and Allowances	36,122
	Military Health Care	3,873
<b>PPA II: Civilian Personnel (102 FTE)</b>		
	Civilian Pay and Allowances	11,242
<b>PPA III: Training and Recruiting</b>		
	Training and Education	4,401
	Recruiting and Training Centers	1,019
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	607
	Pacific Area	123
	1st District	710
	5th District	188
	7th District	359
	8th District	863
	9th District	96
	11th District	198
	13th District	171
	14th District	121
	17th District	130
	Headquarters Directorates	15,197
	Headquarters Units	96
	Other Activities	73
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	2,751
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	5,047
	Electronics Maintenance	1,250
	Civil/Ocean Engineering and Shore Facility Maintenance	302
	Vessel Maintenance	981
		<b>85,920</b>

Certain projects and programs for which resources were first provided in FY 2009 were funded for only part of the year. Additional funding and Full-Time Equivalents (FTE) are required to provide full year resources.

FY 2009 Line Items	FTE (Mil)	FTE (Civ)	FY 2010 Funding (\$000)
Government Services Increase	0	0	120
Mission & Business Systems Licenses	0	0	415
Flight Training Funding Gap	0	0	2,571
Inland Rivertenders' Emergency Subsystem Sustainment	1	1	224
Aids to Navigation (ATON) Modernization Follow-On	0	0	32
Air Station Cape Cod (ASCC) Operations Follow-On	1	15	2,061
Response Boat - Medium (RB-M) Maintenance Follow-On	1	0	108
Rescue 21 Follow-On	47	1	6,651
Nationwide Automatic Identification System (NAIS) Follow-On	3	2	3,998
Counter-Terrorism (CT) Training Infrastructure-Shoot House Follow-On	0	0	240
Surface and Air Asset Follow-On	101	5	16,773
Situation Unit Watchstanders	38	12	4,621
Marine Inspection Program	103	34	13,911
MAGNet 2.0 - Intel Integration	6	2	3,161
Counter-Intelligence (CI) Service Initiative	9	5	1,486
Cryptologic Service Group and Direct Support	23	0	1,864
Department of Homeland Security Regulatory Program	0	0	867
Port and Maritime Safety and Security	113	24	14,350
Increased Operational Hours for Coastal Patrol Boats	66	1	8,100
Aviation Mission Hour Gap	7	0	4,370
<b>Total</b>	<b>519</b>	<b>102</b>	<b>85,920</b>

**B. Mandatory Personnel Entitlements**

**1. Annualization of FY 2009 Pay Raise.....\$29,241**

Strategic Goal(s) & Objectives: 5.1

PPA Breakdown - Annualization of FY 2009 Pay Raise		Total (\$000)
<b>PPA I: Military Personnel</b>		
	Military Pay and Allowances	22,885
	Permanent Change of Station	166
<b>PPA II: Civilian Personnel</b>		
	Civilian Pay and Allowances	6,190
		<b>29,241</b>

Request one quarter funding to annualize the FY 2009 military (3.9%) and civilian (3.9%) pay raise.

**2. FY 2010 Pay Increase .....\$71,473**

Strategic Goal(s) & Objectives: 5.1

<b>PPA Breakdown - FY 2010 Pay Increase</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel</b>		
	Military Pay and Allowances	51,107
	Permanent Change of Station	371
<b>PPA II: Civilian Personnel</b>		
	Civilian Pay and Allowances	19,995
		<b>71,473</b>

Request funds the FY 2010 military (2.9%) and civilian (2.0%) pay raise.

**3. Military Entitlements (DoD Parity) .....\$80,520**

Strategic Goal(s) & Objectives: 5.1

<b>PPA Breakdown - Military Entitlements (DoD Parity)</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel</b>		
	Military Pay and Allowances (Basic Allowance for Housing)	28,395
	Military Health Care	21,310
	Permanent Change of Station	30,534
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	281
		<b>80,520</b>

Provides funding to maintain current services and ensure parity of military pay and allowances with the Department of Defense (DoD). The request includes funding for Basic Allowance for Housing (BAH), which is scheduled to take effect on January 01, 2010, childcare benefits for Coast Guard members, and Permanent Change of Station (PCS) costs above non-pay inflation. Approximately 12-15% of the increase in PCS funding is a direct result of the Families First Initiative that is consistent with DoD benefits.

**C. Non-Pay Adjustments**

**1. Operational Adjustments**

Strategic Goal(s) & Objectives: 1.1, 2, 3, 4.1

**a) GSA Rent and Security Charges Increase .....\$10,019**

PPA Breakdown - GSA Rent and Security Charges Increase		Total (\$000)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	10,019
		<b>10,019</b>

This request funds additional GSA lease space requirements and offsets costs exceeding non-pay inflation. The GSA Rent account is a demand account that reflects costs resulting from occupancy agreements established with GSA to meet specific shore facility requirements. The GSA Rent account is a “bill” that must be paid. Facility space requirements include administrative office space and other unique space such as waterfront facilities and hanger space. This request incorporates costs for new facilities in FY 2010 including a space to house the Deployable Operations Group (DOG), and increases include additional space requirements to house new personnel at Dellums Federal Building in Oakland, CA, the Port of Anchorage, AK, Sector Jacksonville, FL, and MSU Pittsburgh, PA.

Security Charges on GSA Facilities is a demand account that reflects the costs from occupancy agreements established with GSA to meet specific shore facility security requirements. This request provides funding to address GSA security rates that are increasing beyond the cost of living adjustment (forecasted by GSA/OMB) and new security requirements. Requested levels are based on estimates provided by GSA/DHS. The two components of this request are basic service charges and building-specific charges. Basic service charges include control center dispatch and alarm monitoring, criminal investigations, protective activities, security assessments, and occupant emergency plan development. Building-specific charges include contract guard costs and other services directly related to building security such as repairing and maintaining security systems, magnetometers, and other countermeasures.

**b) Depot Level (4X) and Emergency Maintenance .....\$35,000**

PPA Breakdown - Depot Level (4X) and Emergency Maintenance		Total (\$000)
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	35,000
		<b>35,000</b>

Rising maintenance costs and increasing casualty rates have led to increased deferred maintenance and parts shortages. The funding would support one-time funding to restore a severe aviation spare parts shortage. Adequate aircraft readiness is premised upon an aviation supply-shortage rate of 5% or less. Existing funding shortages have driven that rate above 8%, which negatively impacts aircraft

availability. Aviation spare parts funding will enable the Coast Guard to restore inventory to a target supply level that will allow legacy aircraft to achieve 71% aircraft availability.

**c) Government Services Increase .....\$8,798**

<b>PPA Breakdown - Government Services Increase</b>		<b>Total (\$000)</b>
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	8,798
		<b>8,798</b>

Provides funding for enhanced services necessary in three communications segments: radio frequency, postal, and satellite communications. This funding will be used to offset annual increases and reimburse the National Telecommunication and Information Administration (NTIA), Office of Spectrum Management, for increased operating expenses incurred through the management of approximately 17,000 radio frequency assignments. The payment of this fee allows the Coast Guard to maintain frequency authority on its assigned frequencies. This request will also fund anticipated postal increases.

**d) Long Range Identification and Tracking.....\$3,500**

<b>PPA Breakdown - Long Range Identification and Tracking</b>		<b>Total (\$000)</b>
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Headquarters Directorates	993
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	2,507
		<b>3,500</b>

Provides operating and maintenance funding for Long Range Identification and Tracking System (LRIT), which will provide a critical layer to the overall Maritime Domain Awareness tactical picture. LRIT is an information system designed to collect position reports from all U.S. flagged vessels subject to the International Convention for the Safety of Life at Sea (SOLAS) regulation V/19-1, Long Range Identification and Tracking, including all U.S. flagged vessels 300 gross tons and larger traveling internationally. The International Maritime Organization (IMO) LRIT system was designed to collect vessel position information from IMO member state ships which are subject to SOLAS. This system will allow the Coast Guard to monitor any IMO member state ships bound for the United States or traveling within 1000 miles of the coast.

As part of the regulation, the United States Government is responsible for operating and maintaining an LRIT National Data Center (NDC), which is connected to a worldwide network of other NDCs through a central router or switch called the International Data Exchange (IDE). The NDC's primary function is to send position report messages of U.S. flagged vessels to other contracting governments in accordance with LRIT rules.

**e) Coast Guard Academy IT Network .....\$800**

<b>PPA Breakdown - Coast Guard Academy IT Network</b>		<b>Total (\$000)</b>
<b>PPA III: Training and Recruiting</b>		
	Recruiting and Training Centers	800
		<b>800</b>

This request provides funding for the Coast Guard Academy’s (CGA) .edu network, a network not currently supported by existing computer funding allowances. The CGA IT infrastructure directly supports training and educating the corps of cadets and is a prerequisite for currency and relevancy in academia. Maintaining, administering, and troubleshooting a dual network IT infrastructure requires an increase to the technical support allowance at CGA.

**D. Operating and Maintenance Funds for New Assets**

**1. Shore Facility Follow-On .....\$7,086**

Strategic Goal(s) & Objectives: 3.1, 3.2, 4.1

<b>PPA Breakdown - Shore Facility Follow-On</b>		<b>Total (\$000)</b>
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	40
	Pacific Area	337
	1st District	371
	8th District	434
	Headquarters Directorates	325
	Headquarters Units	50
<b>PPA VI: Depot Level Maintenance</b>		
	Civil/Ocean Engineering and Shore Facility Maintenance	5,529
		<b>7,086</b>

This request provides funding to operate and maintain acquisition, construction and improvement (AC&I) shore facility projects scheduled for completion prior to FY 2010. Funding is required for daily operating costs for energy, utility services, routine repairs, and housekeeping. Funding also supports major non-recurring maintenance and repairs (e.g., rebuilding, improvement, rehabilitation, etc.) anticipated throughout the life of the facility. Facilities include:

- Construct Sector NOLA Facilities, New Orleans, LA.
- Acquired BRAC Facilities at Massachusetts Military Reservation (MMR)
- Construct Addition Telecommunication and Information Systems Command (TISCOM-TSD)
- Purchase Three Housing Units
- Title X DoD Navy Transfer

**2. Response Boat - Medium (RB-M) Maintenance Follow-On .....\$1,065**

Strategic Goal(s) & Objectives: 1.1, 2, 3

<b>PPA Breakdown - Response Boat - Medium (RB-M) Maintenance Follow-On</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (6 FTP, 3 FTE)</b>		
	Military Pay and Allowances	182
	Military Health Care	23
	Permanent Change of Station	38
<b>PPA III: Training and Recruiting</b>		
	Training and Education	33
	Recruiting and Training Centers	5
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	7th District	4
	8th District	2
	9th District	4
	Headquarters Directorates	571
	Other Activities	1
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	24
<b>PPA VI: Depot Level Maintenance</b>		
	Electronics Maintenance	122
	Vessel Maintenance	56
		<b>1,065</b>

Provides funding for FY 2010 maintenance and energy costs associated with delivery of 22 RB-Ms (hulls #19 thru #40). This request also includes electronics support personnel and associated Personal Protective Equipment funding to support the platform's operation.

The RB-M project provides a standard platform to replace the aging 41-foot Utility Boat fleet, which has reached the end of its useful service life. The RB-M will also replace other medium-sized Non-Standard Boats located at multi-mission shore stations. Increased boat capacity directly supports the Ports, Waterways, and Coastal Security mission and enhances the Coast Guard's Search and Rescue and Maritime Law Enforcement missions.

This new platform will significantly increase operational capability and improve crew health and safety. Additional funding is required for the RB-M maintenance, repair, and operational costs.



**3. Rescue 21 Follow-On .....\$12,279**

Strategic Goal(s) & Objectives: 3.2, 4.1

<b>PPA Breakdown - Rescue 21 Follow-On</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (8 FTP, 5 FTE)</b>		
	Military Pay and Allowances	407
	Military Health Care	31
	Permanent Change of Station	80
<b>PPA II: Civilian Personnel (12 FTP, 6 FTE)</b>		
	Civilian Pay and Allowances	784
<b>PPA III: Training and Recruiting</b>		
	Training and Education	38
	Recruiting and Training Centers	8
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	(844)
	Pacific Area	(843)
	Headquarters Directorates	12,085
	Headquarters Units	98
	Other Activities	1
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	96
<b>PPA VI: Depot Level Maintenance</b>		
	Electronics Maintenance	338
		<b>12,279</b>

Provides follow-on funding for the third installment of the National Distress and Response System Modernization Project (Rescue 21). Rescue 21 is the Coast Guard's primary system to perform the functional tasks of command, control, and communications in the inland and coastal zones for Coast Guard operations including search and rescue and homeland security activities. Rescue 21 will meet safety requirements for growing marine traffic, as well as the International Convention for the Safety of Life at Sea (SOLAS) standards. Rescue 21 also provides modernized command and control capabilities and improved Maritime Domain Awareness (MDA), both critical to the performance of the Coast Guard's homeland security operations.

The Rescue 21 system reached Initial Operating Capability (IOC) in December 2005. Four Low Rate Initial Production (LRIP) locations were operational in Calendar Year 2006. Eleven more locations became operational in FY 2008, which includes the relocation of two IOC commands (SFO Eastern Shore and SFO Atlantic City) to their parent commands, (Sector Hampton Roads and Sector Delaware Bay respectively). Five more locations will be added in FY 2009, bringing the total to 21 operational locations (of the 39 planned).

This follow-on funding supports five distinct cost categories which sustain Rescue 21: Equipment O&M, Circuit Connectivity, Property & Power, Training, and Technology Refresh.

**4. Nationwide Automatic Identification System (NAIS) Follow-On .....\$2,000**

Strategic Goal(s) & Objectives: 1.1, 3.1, 3.2

<b>PPA Breakdown - Nationwide Automatic Identification System (NAIS) Follow-On</b>		<b>Total (\$000)</b>
<b>PPA II: Civilian Personnel (2 FTP, 1 FTE)</b>		
	Civilian Pay and Allowances	107
<b>PPA III: Training and Recruiting</b>		
	Training and Education	20
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Headquarters Directorates	1,672
	Headquarters Units	3
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	10
<b>PPA VI: Depot Level Maintenance</b>		
	Electronics Maintenance	188
		<b>2,000</b>

Provides funding for network operation and maintenance service for the Nationwide Automatic Information System (NAIS) including:

- Increased bandwidth and IT security protocols;
- AIS inter-and-intra-governmental data sharing;
- Satellite data;
- Technology refresh (hardware and software) to conform with updated international standards.

NAIS will be operating in a receive-only mode in 55 critical ports and nine coastal areas. Automatic Information System data is validated, stored, and transferred from Sector Command Centers to a central data processing center. This information will feed the maritime Common Operational Picture (COP) as well as intelligence community partners in support of the National Strategy for Maritime Security and its eight supporting plans.

The Maritime Transportation Security Act of 2002 (46 USC 70013) directed DHS to implement a persistent maritime surveillance system to collect, integrate, and analyze information concerning certain vessels operating within, or bound for waters subject to the jurisdiction of the United States. NAIS supports this Congressional requirement and serves as a centerpiece to the Coast Guard and DHS' effort to build Maritime Domain Awareness (MDA). This initiative also contributes to the successful execution of the National Strategy for Maritime Security, Homeland Security Presidential Directive (HSPD-13).

The NAIS project fills MDA gaps by collecting vessel position data and furnishing this information to the COP and other display tools. This information enhances port/coastal surveillance and may be fused with data from other sources and shared with other agencies for global maritime intelligence integration.

**5. Sector Air Station Corpus Christi Facility Follow-On.....\$2,400**

Strategic Goal(s) & Objectives: 3.1, 3.2, 4.1

<b>PPA Breakdown - Sector Air Station Corpus Christi Facility Follow-On</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (26 FTP, 13 FTE)</b>		
	Military Pay and Allowances	842
	Military Health Care	101
	Permanent Change of Station	178
<b>PPA III: Training and Recruiting</b>		
	Training and Education	142
	Recruiting and Training Centers	20
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	8th District	903
	Headquarters Directorates	7
	Other Activities	2
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	26
<b>PPA VI: Depot Level Maintenance</b>		
	Electronics Maintenance	179
		<b>2,400</b>

Coast Guard Sector and Air Station Corpus Christi is located in a 60-year old, WWII-era Navy seaplane facility at Naval Air Station Corpus Christi. This facility is poorly sited, functionally inadequate and well past its service life. The Coast Guard contracted with GSA to partner with Corpus Christi International Airport for a new, build-to-lease facility that will co-locate the Air Station and the Sector Command. This initiative will provide funding for personnel and equipment requirements to operate a dining facility. Staffing the dining facility with Coast Guard personnel will help improve the sea-to-shore rotation schedule for the Food Service Specialist (FS) rating.

**6. Surface and Air Asset Follow-On.....\$46,558**

Strategic Goal(s) & Objectives: 1.1, 2, 3.1, 3.2, 4.1

<b>PPA Breakdown - Surface and Air Asset Follow-On</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (320 FTP, 163 FTE)</b>		
	Military Pay and Allowances	10,783
	Military Health Care	1,179
	Permanent Change of Station	2,633
<b>PPA II: Civilian Personnel (40 FTP, 20 FTE)</b>		
	Civilian Pay and Allowances	2,138
<b>PPA III: Training and Recruiting</b>		
	Training and Education	6,814
	Recruiting and Training Centers	1,731
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	1,163
	Pacific Area	271
	1st District	1
	7th District	957
	9th District	1
	13th District	1
	14th District	1
	Headquarters Directorates	3,111
	Headquarters Units	47
	Other Activities	24
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	3,568
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	11,763
	Electronics Maintenance	222
	Civil/Ocean Engineering and Shore Facility Maintenance	150
		<b>46,558</b>

**CASA HC-144A Aircraft Follow-On:** The Coast Guard intends to acquire 36 HC-144A Maritime Patrol Aircraft by FY 2020. This initiative will provide funding for Personnel and Operations & Maintenance for three new HC-144A aircraft being added to the Coast Guard’s inventory in FY09, ultimately providing additional programmed flight hours in support of maritime domain awareness. In addition, this proposal will fund the operation of Commercial Satellite Communications (COMSATCOM) equipment for current HC-144A aircraft, providing full operational capability and global coverage of high speed data and voice connectivity.

**Armed Helicopters Enhancement (Critical Recapitalization):** This proposal provides recurring funds to recapitalize Airborne Use of Force (AUF) Kit “A” equipment for 22 HH-65C helicopters fleet wide as well as the two Tactics Training Boats (TTB’s) assigned to HITRON. Airborne use of force is frequently the sole means to stop go-fasts involved in illegal activities. This initiative allows full use of

the increased capability achieved as a result of the transition from the MH-68A to the MH-65C, increasing deployments of the highly successful HITRON initiative by 120%. When the Coast Guard's Armed Helicopter for Homeland Security initiative is completed, the service will have a total of 91 HH-60J and HH-65C helicopters outfitted with Kit "A" equipment, enabling rapid installation of requisite weapons, gun mounts and protective equipment via a "plug and play" methodology. The Coast Guard's other 46 helicopters will be AUF configured (i.e. Kit "A" + Kit "B" = weapons, gun mounts, PPE, and armory support) and located at units surrounding strategic ports. Maintaining standard configuration throughout the Coast Guard's helicopter fleet provides continuity of training and maintenance and allows trained AUF aircrews and full Kit "B" equipment to rapidly deploy throughout the nation in anticipation or response to National Security events or other situations requiring AUF capability.

**HC-130J Missionization Follow-On:** Provides critical operation and sparing to support operations of six missionized HC-130J aircraft. Missionized HC-130J aircraft have entered operational service and require mission sparing to maintain a high level of operational availability and meet programmed flight hour targets.

**WMSL Crew Charlie Phase II (WMSL 752):** Provides personnel and funding for the second phase of the crew designated to accept the third National Security Cutter (NSC), scheduled for delivery in 2011. Advanced arrival of crew is necessary to attend required pre-arrival training prior to accepting delivery of the cutter.

**NSC SCIF Follow-On:** Provides personnel and funding to staff, operate, maintain, and refresh the first two National Security Cutter's (NSC) Sensitive Compartmented Information Facilities (SCIF). Both SCIF installs will occur during their respective Post-Shakedown Availabilities (PSA) in 2010 and 2011. This request includes operations and maintenance (O&M) to support the operations for the SCIFs installed onboard USCGC BERTHOLF & USCGC WAESCHE and provides intelligence training funding for NSC SCIF personnel.

**Oversight Alameda - WMSL Logistics:** Provides the necessary resources to support USCGC's BERTHOLF & WAESCHE when these cutters transition from the interim support period to long-term support in FY 2010. Hull, Mechanical and Electrical (HM&E) sustainment through the interim support period is expected to rely heavily on contracted logistics support services. As the CG transitions to full, long-term support in FY 2010, a permanent organic logistics support infrastructure is required.

**FRC Crews 2 thru 6 (Miami):** Provides personnel to operate and maintain the second through sixth Fast Response Cutters (FRC), scheduled for delivery in 2010 and 2011. Advance arrival of the crews is critical to ensure appropriate training is conducted prior to delivery.

**FRC Shore Support (Miami):** Provides phase one of FRC shore-side maintenance personnel needed to support the scheduled FY 2010 delivery of the lead ship. Assigned billets will support six clustered FRCs in Miami, FL. Phase one establishes the initial support level for the first three FRCs.

**E. Base Re-Allocations (Non-Add)**

**1. Military FTP and FTE Transfer to Civilian.....[\$8,072]**

<b>PPA Breakdown - Military FTP and FTE Transfer to Civilian</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (-79 FTP, -79 FTE)</b>		
	Military Pay and Allowances	(7,098)
	Military Health Care	(613)
	Permanent Change of Station	(253)
<b>PPA II: Civilian Personnel (79 FTP, 79 FTE)</b>		
	Civilian Pay and Allowances	8,072
<b>PPA III: Training and Recruiting</b>		
	Training and Education	(108)
		<b>0</b>

Request the transfer of 79 military FTP/FTE to civilian FTP/FTE. This request is based upon the conversion of military positions to civilian positions. These conversions are in accordance with GAO guidance to change military positions funded in PPA I (Military Pay and Allowances) with inherently civilian job functions to civilian positions funded in PPA II (Civilian Pay and Allowances).

**2. PPA Funding Technical Transfers (\$74.889 million base re-allocation) .....[\$74,889]**

<b>PPA Breakdown - PPA Funding Technical Transfers (\$74.889 million base re-allocation)</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel</b>		
	Military Pay and Allowances	(279)
	Military Health Care	(5,473)
<b>PPA II: Civilian Personnel</b>		
	Civilian Pay and Allowances	(1,770)
<b>PPA III: Training and Recruiting</b>		
	Training and Education	119
	Recruiting and Training Centers	831
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	(400)
	Pacific Area	(84)
	1st District	(19)
	Headquarters Directorates	(64,064)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	44,080
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	5,270
	Electronics Maintenance	20,134
	Civil/Ocean Engineering and Shore Facility Maintenance	(2,800)
	Vessel Maintenance	4,455
		<b>0</b>

Request recurring technical base adjustments to move funding to the appropriate PPA for compliance with Coast Guard financial policy. All requested adjustments retain the original intent and purpose of the funding appropriated; however, the PPA to properly execute these items is different than originally appropriated.

Requested adjustments include movement of funding to the Military Pay and Allowances PPA (PPA 1) for clergy support for the Coast Guard and movement of the budget authority for support of the Coast Guard’s training centers from the Operating Funds and Unit Level Maintenance PPA (PPA 4) to the Training and Recruiting PPA (PPA 3).

Request also includes transferring and centralizing maintenance funds into Depot Level Maintenance PPA (PPA 6) to be used by the C4IT Support Center for National Security Cutter sustainment and the Surface Force Logistics Center for C-144A sustainment initiatives. Funding for service-wide support contracts is also transferred to the Centrally Managed Accounts PPA (PPA 5).

All of the requested transfers are consistent with Coast Guard policy, the intent/purpose or the appropriated funding and will better allow the Coast Guard to execute its budget authority.

Decreases

(\$88,412)

**A. Termination of One Time Costs ..... (\$32,689)**

<b>PPA Breakdown - Termination of One-Time Costs</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel</b>		
	Permanent Change of Station	(5,215)
<b>PPA III: Training and Recruiting</b>		
	Training and Education	(5,563)
	Recruiting and Training Centers	(2,175)
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	(155)
	1st District	(29)
	5th District	(48)
	7th District	(248)
	8th District	(399)
	9th District	(29)
	11th District	(39)
	13th District	(35)
	14th District	(19)
	17th District	(41)
	Headquarters Directorates	(13,989)
	Headquarters Units	(220)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	(2,731)
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	(200)
	Civil/Ocean Engineering and Shore Facility Maintenance	(447)
	Vessel Maintenance	(1,107)
		<b>(32,689)</b>

This line item reflects FY 2010 savings associated with the termination of one-time costs for program start-up and exit transactions funded in FY 2009.



<b>FY 2009 Line Items</b>	<b>Non-Recurring Amount (\$000)</b>
Intra-Government Services	(156)
Inland Rivertenders' Emergency Subsystem Sustainment	(26)
Air Station Cape Cod (ASCC) Operations Follow-On	(68)
Response Boat - Medium (RB-M) Maintenance Follow-On	(33)
Coastal Patrol Boat Follow-On	(2,039)
Rescue 21 Follow-On	(823)
Nationwide Automatic Identification System (NAIS) Follow-On	(66)
Defense Messaging System Follow-On	(220)
Surface and Air Asset Follow-On	(8,408)
POLAR High Latitude Study	(200)
Decommission USCGC BLACKBERRY	(414)
Decommission Two (2) HU-25 Aircraft	(297)
Decommission Four (4) HC-130H Aircraft	(465)
Decommission Two (2) PC-179 Patrol Boats	(683)
Situation Unit Watchstanders	(751)
Marine Inspection Program	(4,051)
MAGNet 2.0 - Intel Integration	(4,638)
Counter-Intelligence (CI) Service Initiative	(382)
Cryptologic Service Group and Direct Support	(1,120)
Port and Maritime Safety and Security	(6,155)
Increased Operational Hours for Coastal Patrol Boats	(1,098)
Aviation Mission Hour Gap	(596)
<b>Total</b>	<b>(32,689)</b>

**B. Management and Technology Efficiencies**

**1. Annualization of FY 2009 Management and Technology Efficiencies .....(\$4,934)**

<b>PPA Breakdown - Annualization of FY 2009 Management and Technology Efficiencies</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (-19 FTE)</b>		
	Military Pay and Allowances	(1,337)
	Military Health Care	(144)
	Permanent Change of Station	(566)
<b>PPA II: Civilian Personnel (-3 FTE)</b>		
	Civilian Pay and Allowances	(208)
<b>PPA III: Training and Recruiting</b>		
	Training and Education	(59)
	Recruiting and Training Centers	(76)
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	1st District	(8)
	Headquarters Directorates	(719)
	Other Activities	(3)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	(27)
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	(1,787)
		<b>(4,934)</b>

This line item annualizes FY 2009 part-year reductions from various asset decommissionings.

<b>FY 2009 Line Items</b>	<b>FTE (Mil)</b>	<b>FTE (Civ)</b>	<b>Recurring Amount Annualized (\$000)</b>
Air Station Cape Cod (ASCC) Operations Follow-On	0	(3)	(224)
Decommission USCGC BLACKBERRY	0	0	(17)
Decommission Two (2) HU-25 Aircraft	(19)	0	(4,257)
Decommission Four (4) HC-130H Aircraft	0	0	(227)
Decommission Two (2) PC-179 Patrol Boats	0	0	(209)
<b>Total</b>	<b>(19)</b>	<b>(3)</b>	<b>(4,934)</b>

**2. Decommission Three HU-25 Aircraft ..... (\$8,171)**

<b>PPA Breakdown - Decommission Three HU-25 Aircraft</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (-78 FTP, -39 FTE)</b>		
	Military Pay and Allowances	(2,567)
	Military Health Care	(303)
	Permanent Change of Station	299
<b>PPA III: Training and Recruiting</b>		
	Training and Education	(242)
	Recruiting and Training Centers	(63)
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	7th District	(254)
	Headquarters Directorates	(1,419)
	Other Activities	(6)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	(73)
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	(3,543)
		<b>(8,171)</b>

In accordance with the Deepwater Implementation Plan, the total number of HU-25 aircraft in the U.S. Coast Guard’s inventory will decrease from 20 to zero between FY 2009 and FY 2014. This initiative will decommission aircraft three through five from the original fleet of 20 HU-25 aircraft. Decommissioning three HU-25 aircraft represents a loss of 2,400 flight hours per year (800 flight hours per aircraft). This flight hour deficit will be mitigated with the introduction of HC-144A aircraft in the Coast Guard’s inventory.

**3. Decommission One HC-130H Aircraft .....(\$3,018)**

<b>PPA Breakdown - Decommission One HC-130H Aircraft</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (-28 FTP, -14 FTE)</b>		
	Military Pay and Allowances	(891)
	Military Health Care	(109)
	Permanent Change of Station	115
<b>PPA III: Training and Recruiting</b>		
	Training and Education	(150)
	Recruiting and Training Centers	(15)
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	7th District	(123)
	Headquarters Directorates	(852)
	Other Activities	(2)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	(24)
<b>PPA VI: Depot Level Maintenance</b>		
	Aircraft Maintenance	(967)
		<b>(3,018)</b>

In accordance with the Deepwater Implementation Plan, the total number of HC-130H aircraft in the U.S. Coast Guard’s inventory will decrease from 27 to 16 between FY 2009 and FY 2016. This initiative will decommission the fifth of 11 HC-130H aircraft identified for decommissioning.

**4. Operations System Center Expansion Project Reduction .....(\$3,600)**

<b>PPA Breakdown - Operations System Center Expansion Project Reduction</b>		<b>Total (\$000)</b>
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	(3,600)
		<b>(3,600)</b>

Reduction of one-time funding in FY 2009 for unrequested initiative.

**5. LORAN-C Termination .....(\$36,000)**

<b>PPA Breakdown - LORAN-C Termination</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (-283 FTP, -178 FTE)</b>		
	Military Pay and Allowances	(18,598)
	Military Health Care	(2,197)
	Permanent Change of Station	413
<b>PPA II: Civilian Personnel (-10 FTP, -3 FTE)</b>		
	Civilian Pay and Allowances	(896)
<b>PPA III: Training and Recruiting</b>		
	Training and Education	(459)
	Recruiting and Training Centers	(347)
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	1st District	(131)
	5th District	(70)
	7th District	(56)
	8th District	(461)
	9th District	(123)
	11th District	(257)
	13th District	(133)
	17th District	(1,404)
	Headquarters Directorates	(6,777)
	Headquarters Units	(608)
	Other Activities	(29)
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	(387)
<b>PPA VI: Depot Level Maintenance</b>		
	Electronics Maintenance	(1,666)
	Civil/Ocean Engineering and Shore Facility Maintenance	(1,814)
		<b>(36,000)</b>

As a result of technological advancements over the last 20 years and the emergence of the U.S. Global Positioning System (GPS), Loran-C is no longer required by the armed forces, the transportation sector, or the nation’s security interests, and is used only by a small segment of the population. The Loran-C system was not established as, nor was it intended to be, a viable systemic backup for GPS. Consequently, consistent with the Administration’s pledge to eliminate unnecessary federal programs and systems, Federal broadcast of the Loran-C signal will be terminated in Fiscal Year 2010. Termination of Loran-C will result in \$36 million of savings in FY2010 and \$190 million over five years.

After satisfying domestic and international notification obligations, the Coast Guard will terminate transmission of the Loran-C signal and systematically close, harden, and de-staff its 24 Loran-C stations and associated support units. In total, 293 FTP associated with Loran-C will be eliminated during the fiscal year with military personnel reassigned to other priority missions.

#### IV. Program Justification of Changes

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
Justification of Program Changes  
(Dollars in thousands)**

**Program Changes** **\$53,016**

---

**A. Financial Management Oversight** .....**\$20,000**

Strategic Goal(s) & Objectives: 4.1, 5.2

<b>PPA Breakdown - Financial Management Oversight</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (23 FTP, 12 FTE)</b>		
	Military Pay and Allowances	1,122
	Military Health Care	89
	Permanent Change of Station	204
<b>PPA II: Civilian Personnel (63 FTP, 32 FTE)</b>		
	Civilian Pay and Allowances	3,810
<b>PPA III: Training and Recruiting</b>		
	Training and Education	390
	Recruiting and Training Centers	21
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	6
	Pacific Area	8
	Headquarters Directorates	13,873
	Headquarters Units	24
	Other Activities	5
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	448
		<b>20,000</b>

**Description of Item**

Provides needed resources to support critical modernization of the Coast Guard’s financial management structure, which includes processes, internal controls, information technology (IT) systems, and human resources as essential pillars of the control environment. The goals of this transformation are to improve the Service’s ability to link mission performance to budget and ensure compliance with the DHS Financial Accountability Act by creating an environment for a sustainable clean audit opinion on annual financial statements. To reach this goal, a methodical approach which examines and strengthens the internal control regime, the building block to assuring sound financial management practices and reporting, will be employed. Personnel from this initiative will build in-house financial management and internal control capability throughout the Service and enhance the management faculty at the Coast Guard Academy to improve the accounting and financial management fields of study.

### **Justification**

Fiscal constraints in the 1990's forced the Coast Guard to streamline its financial management competencies. At the time, financial management was not deemed a core competency for the execution of the service's missions. As such, the Coast Guard now lacks the breadth of expertise in key specialties to make and maintain the significant organizational change required to comply with governmental financial management initiatives.

Financial auditors have identified seven material weaknesses in the Coast Guard's policies, processes, procedures, and IT systems, which inhibit operational efficiency, federal compliance, and financial reporting accuracy. The Coast Guard has developed a Financial Strategy for Transformation and Audit Readiness (FSTAR), which contains detailed plans to remediate internal controls. In addition, the Coast Guard is expanding FSTAR diligently to include plans to support financial statement assertions. Given the reduced capacity of financial management expertise, the Coast Guard requires significant resources to execute FSTAR and rebuild a strong financial management organization with reengineered processes and integrated IT systems.

### **Performance Impact**

By modernizing Coast Guard financial management structure, workforce, and systems, this initiative will support the Department of Homeland Security's effort to achieve an unqualified opinion on its consolidated financial statements as required by the Chief Financial Officer's Act. Failure to fund this request will inhibit the Coast Guard's ability to obtain a clean audit.

**B. Enhance Maritime Safety and Security**

**1. Marine Safety Program.....\$7,500**

Strategic Goal(s) & Objectives: 3.1, 3.2, 4.1, 4.2

<b>PPA Breakdown - Marine Safety Program</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (44 FTP, 22 FTE)</b>		
	Military Pay and Allowances	2,192
	Military Health Care	171
	Permanent Change of Station	327
<b>PPA II: Civilian Personnel (30 FTP, 15 FTE)</b>		
	Civilian Pay and Allowances	1,677
<b>PPA III: Training and Recruiting</b>		
	Training and Education	235
	Recruiting and Training Centers	506
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	1st District	6
	5th District	6
	7th District	3
	8th District	61
	9th District	19
	11th District	3
	13th District	6
	14th District	2
	17th District	2
	Headquarters Directorates	1,623
	Other Activities	4
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	438
<b>PPA VI: Depot Level Maintenance</b>		
	Civil/Ocean Engineering and Shore Facility Maintenance	219
		<b>7,500</b>

**Description of Item**

Marine Safety is a critical, statutorily mandated Coast Guard mission. In 2007, the Coast Guard developed the Marine Safety Enhancement Plan (MSEP), which was designed to address identified deficiencies and performance gaps, and provide a roadmap for the execution of a multi-year effort to enhance its ability to effectively carry out this mission. Complete implementation of the MSEP requires additional resources to build the Coast Guard’s capacity to keep pace with maritime industry growth, adjust to Marine Transportation System complexities, and expand its level of technical expertise for development of design and engineering standards.



## **Justification**

The resources provided through this fiscal year 2010 initiative allows the Coast Guard to continue to build out increased capacity and capability needs expressed in the Marine Safety Improvement Plan provided to the Congress by the Commandant. It continues filling the long term gaps between workforce size and industry growth while systematically expanding inspection and investigation personnel in a methodology designed to create a sustainable, highly competent professional workforce. Funding will:

- Allow assignment of 25 Apprentice Marine Inspectors at field units (New York, NY, Hampton Roads, VA, Jacksonville, FL, Galveston, TX, Morgan City, LA, Port Arthur, TX, New Orleans, LA, Houston, TX, Corpus Christi, TX, Seattle, WA, and Los Angeles, CA) to facilitate development of a more effective career progression for marine inspectors and sustainable work force.
- Establish civilian Senior Marine Inspector Training Officers in 7 Feeder Ports (Jacksonville, FL, Galveston, TX, Port Arthur, TX, Houma, LA, Corpus Christi, TX, San Francisco, CA, and Honolulu, HI) to improve long term continuity, facilitate the professional development of junior field personnel, and enhance marine inspector competency.
- Expand or establish Investigating Officer capacity at a dozen Sectors.
- Enhance Coast Guard engineering capacity for standards development and review, as well as increasing engineering graduate school opportunities.
- Complete staffing for National Centers of Expertise (NCOEs) for Towing Vessel (Paducah, KY), Offshore Vessel (Morgan City, LA), LNG Vessel (Port Arthur, TX), Suspension & Revocation (Martinsburg, WV), Investigations (New Orleans, LA), Steam (Duluth, MN) and Vintage Vessels (Duluth, MN) to enhance service delivery and public outreach capacity for existing NCOEs.
- Enhance baseline qualification training in resident courses for Marine Inspectors and Investigators by increasing class capacity and number of courses at the Marine Safety School in Yorktown, VA.

## **Performance Impact**

Failure to fund this request will have a significant adverse impact on the Service's continuing efforts to expand its marine inspection and investigating capacity and establish the training infrastructure and career progression necessary to ensure a sustainable highly competent workforce capable of meeting current and future demands of a growing maritime industry. Without addressing known performance gaps, building competency, and developing an effective workforce model, the Coast Guard will continue to fall further behind industry growth, not have the engineering capacity to keep pace with technological advances, and likely result in diminished service to industry, delays to commerce, and reduction of public safety.

**2. Armed Helicopters Enhancement .....\$845**

Strategic Goal(s) & Objectives: 1.1, 2.4, 3.1

<b>PPA Breakdown - Armed Helicopters Enhancement</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (14 FTP, 7 FTE)</b>		
	Military Pay and Allowances	433
	Military Health Care	54
	Permanent Change of Station	109
<b>PPA III: Training and Recruiting</b>		
	Training and Education	77
	Recruiting and Training Centers	12
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	129
	Headquarters Directorates	4
	Other Activities	1
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	26
		<b>845</b>

**Description of Item**

This initiative supports the increased capability of the Coast Guard’s Helicopter Interdiction Squadron (HITRON), located in Jacksonville, FL. In 2006, the Commandant authorized the establishment of the Area Deployment Center (ADC) and the transition from eight leased MH-68A helicopters to ten MH-65C helicopters. Prior to this transition, this unit was limited to CD/PWCS missions and provided 1,000 Days Deployed At Sea (DDAS) and Days Away from Home Station (DAHS). The personnel and funding in this initiative will support the training and qualification of HITRON aircrews to perform multiple missions while increasing their AUF-capable DDAS and DAHS from 1,000 to 1,450 days, an increase of 450 AUF-capable DDAS/DAHS.

**Justification**

This initiative will enhance the effectiveness of the maritime law enforcement mission, specifically drug interdiction, by providing additional support assets required by HITRON helicopters and aircrews to meet operational demands. The addition of Tactics Training Boat (TTB) operators and Aerial Gunners are prerequisites for HITRON aircrews to conduct multi-mission operations and increase their AUF-capable DDAS and DAHS from 1,000 to 1,450.

**Performance Impact**

This additional capability will significantly improve the Coast Guard’s ability to deter drug trafficking, maritime threats, and will play a vital role in establishing an integrated, interoperable border security system. Failure to fund this initiative will sub-optimize the effectiveness of the AUF-equipped helicopters and will ultimately increase the risk of illicit drugs and dangerous people entering the United States.

**3. Biometrics at Sea.....\$1,183**

Strategic Goal(s) & Objectives: 1.1, 1.3

<b>PPA Breakdown - Biometrics at Sea</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (2 FTP, 1 FTE)</b>		
	Military Pay and Allowances	105
	Military Health Care	8
	Permanent Change of Station	16
<b>PPA II: Civilian Personnel (2 FTP, 1 FTE)</b>		
	Civilian Pay and Allowances	107
<b>PPA III: Training and Recruiting</b>		
	Training and Education	8
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Headquarters Directorates	59
	Headquarters Units	561
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	319
		<b>1,183</b>

**Description of Item**

This initiative supports operating costs of the Biometrics-At-Sea System (BASS) on approximately 18 Coast Guard cutters operating primarily in the Mona Pass and Florida Straights. The requested funds will provide design and engineering of data capture devices, program support, training, Enterprise Architecture integration, Federal Information Security Management Act (FISMA) certification, and a 2-3 year equipment refresh cycle.

**Justification**

The BASS provides Coast Guard personnel with the ability to identify dangerous individuals documented in the United States Visitor and Immigration Status Indicator Technology (US-VISIT) database including known felons, those under deportation orders, or on a terrorist watchlist. With a nearly 75% reduction in undocumented migrant flow from the Dominican Republic, the BASS pilot program demonstrated the effectiveness of the system in deterring attempts by undocumented migrants to enter the United States illegally. In addition, it provides Coast Guard law enforcement personnel the capability to identify, detain and ultimately deliver consequences to those engaged in criminal activity such as human smuggling. This initiative will transition the BASS from a pilot program to a program of record and establish the necessary program management and technical support for future expansion to other operational assets including high endurance and medium endurance cutters and Deployable Specialized Forces.

**Performance Impact**

As of January 2009, Coast Guard personnel captured biometric data on approximately 2,400 undocumented migrants resulting in over 230 criminal convictions. BASS prevented repatriation of these individuals to their respective countries without punishment or deterrence from making future attempts. Failure to fund this initiative will increase the risk of dangerous individuals entering the country illegally and eliminate a proven deterrent to illegal migrant recidivism.

**4. Seahawk Charleston Interagency Operations Center Sustainment.....\$1,088**

Strategic Goal(s) & Objectives: 1.1, 2, 3, 5.1, 5.5

<b>PPA Breakdown - Seahawk Charleston Interagency Operations Center Sustainment</b>		<b>Total (\$000)</b>
<b>PPA I: Military Personnel (1 FTP, 1 FTE)</b>		
	Military Pay and Allowances	72
	Military Health Care	4
	Permanent Change of Station	11
<b>PPA III: Training and Recruiting</b>		
	Training and Education	4
<b>PPA IV: Operating Funds and Unit Level Maintenance</b>		
	Atlantic Area	66
	7th District	43
	Headquarters Units	210
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	420
<b>PPA VI: Depot Level Maintenance</b>		
	Electronics Maintenance	258
		<b>1,088</b>

**Description of Item**

Provides funding for administrative services, facility support, information and communications system hardware maintenance and software licensing and support to continue operation of Project Seahawk in Charleston, SC. Seahawk is a multi-agency coordination center originally established and administered by the Department of Justice (DOJ) to provide a collaborative, Unified Command-based work environment bringing together the cooperative and complimentary capabilities of an Intelligence Cell, the FBI’s Joint Terrorism Task Force, Coast Guard, Customs and Border Protection (CBP), Immigration and Customs Enforcement, and other Federal, state, and local agencies to improve Maritime Domain Awareness and coordinate vessel and inter-modal transportation screening and targeting in the Port of Charleston. Seahawk has proven to be a successful interagency operation center model since 2003. DOJ intends to fund Seahawk through FY09. DHS, with the Coast Guard as Executive Agent, will assume responsibility for the administration of Seahawk in FY10.

**Justification**

The Port of Charleston is the 5th largest container port in the United States and the trans-shipment point for over 2 million containers and over \$53 billion in cargo. The Charleston customs district is the sixth largest in the country and the port itself makes up approximately 16% of the State of South Carolina’s total economy. Project Seahawk provides tactical level unity of effort and creates synergies among the interagency to coordinate vessel boardings by CBP and Coast Guard boarding teams, fusion of intelligence with vessel arrival schedules to inform threat and risk-based targeting, and coordination of inter-modal and multi-jurisdictional screening activities among Federal, State and local government agencies. The SeaHawk Task Force vets over 2,100 vessels and conducts 400 joint boardings per year. New national requirements for vessel screening will require SeaHawk to conduct an additional 200 boarding per year.

Seahawk has also developed innovative information technologies including the Seahawk portal – an information integration portal capable of consuming and populating a wide range of information and intelligence databases – and the multi-function Seahawk Wireless Network which is an expandable, multi-frequency network capable of supporting operational, sensor and communications data transfer. Without the coordinated operations and increased information sharing among Federal, State and local agencies, the Coast Guard and its interagency port partners would operate independently.

**Performance Impact**

This initiative supports the operation of Project Seahawk and will allow DHS to continue to realize the benefits already delivered by the project in mitigating terror-related risk, including WMD/Terrorist transfer and direct attack/exploitation of critical infrastructure and key assets by:

- Maintaining a unity of effort among interagency partners through integrated planning and collaboration with Sector operations;
- Maintaining a “goal line defense” layered security system;
- Monitoring critical infrastructure and security zones 24/7; and
- Maintaining a proactive security posture and deterrent to illegal activity.

Failure to fully fund this initiative will result in reduced coordination and the disbanding of the multi-agency center. Additionally, port partners may return to independent, uncoordinated operations and innovative IT systems will be discontinued.

**C. Data Center Migration .....\$22,400**

Strategic Goal(s) & Objectives:

<b>PPA Breakdown - Data Center Migration</b>		<b>Total (\$000)</b>
<b>PPA V: Centrally Managed Accounts</b>		
	Central Accounts	22,400
		<b>22,400</b>

**Description of Item**

FY 2010 data center development funding will be used for the continuation of system and application migration to the two DHS Enterprise Data Centers for central DHS management in FY 2010. This includes:

- Discovery, migration planning, and scheduling activities specifically related to systems/applications that will transition to the DHS Data Centers in FY 2010
- Purchase of new equipment for placement in the DHS Data Centers as part of migration/transition efforts
- Installation of equipment racks at the DHS Data Centers
- Migration-related build-out of DHS Data Center infrastructure
- Transition of disaster recovery/backup/COOP (Continuity of Operations) capability to DHS Data Centers
- Installation of infrastructure support as part of system migrations at the DHS Data Centers

- Migration of Coast Guard hardware, systems/applications to occupy rack space at the DHS Data Centers.

**Justification**

The Data Center consolidation efforts will standardize IT resource acquisitions across Components, and streamline maintenance and support contracts, allowing for less complex vendor support and expediting response times in the event of an emergency. Benefits derived from consolidation are enhanced DHS IT security posture, improved information sharing with stakeholders, and increased operational efficiencies over time.

## V. Exhibits and Other Supporting Materials

### A. Justification of Proposed Legislative Language

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Justification of Proposed Changes in Operating Expenses**  
**Appropriation Language**

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase or lease of not to exceed 25 passenger motor vehicles, which shall be for replacement only; for purchase or lease of small boats for contingent and emergent requirements (at a unit cost of no more than \$700,000) and for repairs and service-life replacements, not to exceed a total of \$26,000,000; minor shore construction projects not exceeding [\$1,000,000] **\$1,000,000** in total cost at any location; payments pursuant to section 156 of Public Law 97-377 (42 U.S.C. 402 note; 96 Stat. 1920); and recreation and welfare; [\$6,194,925,000] **\$6,556,188,000**, of which \$340,000,000 shall be for defense-related activities; of which \$24,500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); of which not to exceed \$20,000 shall be for official reception and representation expenses: Provided further, That none of the funds made available by this Act shall be for expenses incurred for recreational vessels under section 12114 of title 46, United States Code, except to the extent fees are collected from yacht owners and credited to this appropriation:

#### **Explanation of Changes:**

Removed: [Provided, That none of the funds made available by this or any other Act shall be available for administrative expenses in connection with shipping commissioners in the United States]. The designation and duties of the “shipping commissioner,” which was formerly codified, has been repealed, and is therefore largely undefined. The vast majority of the duties and responsibilities of the “shipping commissioner” were transferred to “ship masters.” A reasonable construction of the appropriation provision is that Congress does not intend for Coast Guard appropriations to be available for the expenses of a former position that has, with one exception, been repealed.

[Provided further, That amounts not to exceed 5 percent of the total amount appropriated under this heading may be transferred to the “Acquisition, Construction, and Improvements” appropriation, to be available under the terms and conditions applicable to that appropriation, and to be available for personnel compensation and benefits and related costs to adjust personnel assignment to accelerate management and oversight of new or existing projects without detrimentally affecting the management and oversight of other projects: Provided further, That the amount made available for “Personnel, Compensation, and Benefits” in the “Acquisition, Construction, and Improvements” Appropriation shall not be increased by more than 10 percent by such transfers: Provided further, That the Committees on Appropriations of the Senate and the House of Representatives shall be notified of each transfer within 10 days after it is executed. (Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, 2009.) ]

**B. FY 2009 to FY 2010 Budget**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	<b>47,416</b>	<b>47,023</b>	<b>6,109,665</b>
<b>2009 Enacted*</b>	<b>48,451</b>	<b>47,884</b>	<b>6,194,925</b>
<b>Adjustments-to-Base</b>			
Increases			
A. Annualization of Prior Year Funding	-	621	85,920
B. Mandatory Personnel Entitlements			
1. Annualization of FY 2009 Pay Raise	-	-	29,241
2. FY 2010 Pay Increase	-	-	71,473
3. Military Entitlements (DoD Parity)	-	-	80,520
C. Non-Pay Adjustments			
1. Operational Adjustments			
a) GSA Rent and Security Charges Increase	-	-	10,019
b) Depot Level (4X) and Emergency Maintenance	-	-	35,000
c) Government Services Increase	-	-	8,798
d) Long Range Identification and Tracking	-	-	3,500
e) Coast Guard Academy IT Network	-	-	800
D. Operating and Maintenance Funds for New Assets			
1. Shore Facility Follow-On	-	-	7,086
2. Response Boat - Medium (RB-M) Maintenance Follow-On	6	3	1,065
3. Rescue 21 Follow-On	20	11	12,279
4. Nationwide Automatic Identification System (NAIS) Follow-On	2	1	2,000
5. Sector Air Station Corpus Christi Facility Follow-On	26	13	2,400
6. Surface and Air Asset Follow-On	360	183	46,558
E. Base Re-Allocations (Non-Add)			
1. Military FTP and FTE Transfer to Civilian	[79]	[79]	[8,072]
2. PPA Funding Technical Transfers (\$74.889 million base re-allocation)	-	-	[74,889]
F. DoD Transfer (Overseas Contingency Operations)	-	[844]	[241,503]
Total Increases	<u>414</u>	<u>832</u>	<u>396,659</u>
Decreases			
A. Termination of One-Time Costs	-	-	(32,689)
B. Management and Technology Efficiencies			
1. Annualization of FY 2009 Management and Technology Efficiencies	-	(22)	(4,934)
2. Decommission Three HU-25 Aircraft	(78)	(39)	(8,171)
3. Decommission One HC-130H Aircraft	(28)	(14)	(3,018)
4. Operations System Center Expansion Project Reduction	-	-	(3,600)
5. LORAN-C Termination	(293)	(181)	(36,000)
Total Decreases	<u>(399)</u>	<u>(256)</u>	<u>(88,412)</u>
<b>Total Adjustments-to-Base</b>	<b><u>15</u></b>	<b><u>576</u></b>	<b><u>308,247</u></b>
<b>2010 Current Services</b>	<b>48,466</b>	<b>48,460</b>	<b>6,503,172</b>



**B. FY 2009 to FY 2010 Budget**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>Program Changes</b>			
Program Increases / (Decreases)			
A. Financial Management Oversight	86	44	20,000
B. Enhance Maritime Safety and Security			
1. Marine Safety Program	74	37	7,500
2. Armed Helicopters Enhancement	14	6	845
3. Biometrics at Sea	4	2	1,183
4. Seahawk Charleston Interagency Operations Center Sustainment	1	1	1,088
C. Data Center Migration	-	-	22,400
<b>Total Program Changes</b>	<b>179</b>	<b>90</b>	<b>53,016</b>
<b>2010 Request</b>	<b>48,645</b>	<b>48,550</b>	<b>6,556,188</b>
<b>2009 to 2010 Total Change</b>	<b>194</b>	<b>666</b>	<b>361,263</b>

*\* 168 FTE/FTP Public Health Service (PHS) officers were removed from the FY 2009 enacted presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimburseable FTE arrangement with the Coast Guard.*

C. Summary of Requirements

Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses Appropriation  
Summary of Requirements  
(Dollars in Thousands)

	2009 Enacted*			2010 Request		
	Pos.	FTE	Amount	Pos.	FTE	Amount
<b>2008 Actual</b>						
<b>2009 Enacted*</b>						
Adjustments to Base (See "FY 2009 to FY 2010 Budget Change" for details)						
Transfers						
Increases						
Decreases						
Total Adjustments to Base						
<b>2010 Current Services</b>						
Program Changes (See "FY 2009 to FY 2010 Budget Change" for details)						
<b>2010 Request</b>						
<b>2009 to 2010 Total Change</b>						

	2009 Enacted*			2010 Adjustments-to-Base			2010 Program Changes			2010 Request			2009 to 2010 Total Change		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
<b>Estimates by Program/Project Activity</b>															
<b>I. Military Pay and Allowances</b>															
Military Pay and Allowances (AFC-01)	41,427	41,359	2,585,046	(108)	374	119,953	84	42	3,924	41,403	41,775	2,708,923	(24)	416	123,877
Military Health Care (AFC-57)			353,368			17,678			326			371,372			18,004
Permanent Change of Station (AFC-20)			135,106			28,793			667			164,566			29,460
<i>SubTotal</i>	<b>41,427</b>	<b>41,359</b>	<b>3,073,520</b>	<b>(108)</b>	<b>374</b>	<b>166,424</b>	<b>84</b>	<b>42</b>	<b>4,917</b>	<b>41,403</b>	<b>41,775</b>	<b>3,244,861</b>	<b>(24)</b>	<b>416</b>	<b>171,341</b>
<b>II. Civilian Pay and Benefits</b>															
Civilian Pay and Benefits (AFC-08)	7,024	6,525	648,346	123	202	45,654	95	48	5,594	7,242	6,775	699,594	218	250	51,248
<i>SubTotal</i>	<b>7,024</b>	<b>6,525</b>	<b>648,346</b>	<b>123</b>	<b>202</b>	<b>45,654</b>	<b>95</b>	<b>48</b>	<b>5,594</b>	<b>7,242</b>	<b>6,775</b>	<b>699,594</b>	<b>218</b>	<b>250</b>	<b>51,248</b>
<b>III. Training and Recruiting</b>															
Training and Education (AFC-56)			97,688			4,986			714			103,388			5,700
Recruiting and Training Centers (AFC-34)			100,305			1,738			539			102,582			2,277
<i>SubTotal</i>			<b>197,993</b>			<b>6,724</b>			<b>1,253</b>			<b>205,970</b>			<b>7,977</b>
<b>IV. Operating Funds and Unit Level Maintenance</b>															
Atlantic Command (AFC-30)			176,862			411			201			177,474			612
Pacific Command (AFC-30)			196,131			(196)			8			195,943			(188)
1st District (AFC-30)			59,173			895			6			60,074			901
5th District (AFC-30)			21,865			70			6			21,941			76
7th District (AFC-30)			77,653			639			46			78,338			683
8th District (AFC-30)			47,873			1,342			61			49,276			1,403
9th District (AFC-30)			11,704			(51)			19			31,672			(32)
11th District (AFC-30)			17,736			(98)			3			17,641			(95)
13th District (AFC-30)			23,050			4			6			23,060			10
14th District (AFC-30)			19,184			103			2			19,289			105
17th District (AFC-30)			31,142			(1,315)			2			29,829			(1,313)
Headquarter Directories (AFC-30)			323,493			(53,859)			15,559			285,193			(38,300)
Headquarter Managed Units (AFC-30)			158,640			(534)			795			158,901			261
Other Activities (AFC-40)			811			61			10			882			71
<i>SubTotal</i>			<b>1,185,317</b>			<b>(52,528)</b>			<b>16,724</b>			<b>1,149,513</b>			<b>(35,804)</b>
<b>V. Centrally Managed Accounts</b>															
Centrally-Managed Operating Expenses (AFC-36)			263,702			65,318			24,051			353,071			89,369
<i>SubTotal</i>			<b>263,702</b>			<b>65,318</b>			<b>24,051</b>			<b>353,071</b>			<b>89,369</b>
<b>VI. Depot Level Maintenance</b>															
Aeronautical (AFC-41)			314,708			50,583			-			365,291			50,583
Electronic (AFC-42)			134,076			20,767			258			155,101			21,025
Civil Ocean Engineering & Shore Facilities (AFC-43)			179,790			920			219			180,929			1,139
Vessel (AFC-45)			197,473			4,385			-			201,858			4,385
<i>SubTotal</i>			<b>826,047</b>			<b>76,055</b>			<b>477</b>			<b>903,179</b>			<b>77,132</b>
<b>SubTotal Operating Expenses</b>	<b>48,451</b>	<b>47,884</b>	<b>6,194,925</b>	<b>15</b>	<b>576</b>	<b>308,247</b>	<b>179</b>	<b>90</b>	<b>53,016</b>	<b>48,645</b>	<b>48,550</b>	<b>6,556,188</b>	<b>194</b>	<b>666</b>	<b>361,263</b>
<b>Operating Expenses Supplementals</b>															
Dod Transfer (P.L. 110-252)			[844]			[844]						[844]			[844]
<b>Total</b>	<b>48,451</b>	<b>47,884</b>	<b>6,194,925</b>	<b>15</b>	<b>576</b>	<b>308,247</b>	<b>179</b>	<b>90</b>	<b>53,016</b>	<b>48,645</b>	<b>48,550</b>	<b>6,556,188</b>	<b>194</b>	<b>666</b>	<b>361,263</b>

\* 168 FTE/FTP Public Health Services (PHS) officers were removed from the FY 2009 enacted presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimbursable FTE arrangement with the Coast Guard.

**D. Summary of Reimbursable Resources**

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Operating Expenses**  
**Summary of Reimbursable Resources**  
(Dollars in Thousands)

Collection by Source	2008 Actuals		2009 Revised Estimate		2010 Estimate		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
Agency 1								
Department of Homeland Security		26,862		27,667		33,091		5,424
Agency 2								
Department of Defense		117,279		120,798		122,266		1,468
Agency 3								
Department of Transportation		7,482		7,706		8,262		556
Agency 4								
Department of Treasury		2,702		2,702		2,783		81
Agency 5								
Department of Commerce		1,317		1,357		1,607		250
Agency 6								
Department of State		7,150		7,364		6,351		(1,013)
Agency 7								
Department of Justice		413		426		3,965		3,539
Agency 8								
Federal Emergency Management Agency		1,031		1,062		26,157		25,095
Agency 9								
Environmental Protection Agency		4,609		4,747		5,041		294
Miscellaneous								
- Panama Canal Authority		2		2		2		-
- National Science Foundation		57,226		58,943		54,059		(4,884)
Other Anticipated Reimbursables General		7,087		7,402		17,565		10,163
<b>Total Budgetary Resources</b>	<b>921</b>	<b>555 233,160</b>	<b>925</b>	<b>661 240,176</b>	<b>911</b>	<b>661 281,149</b>	<b>(14)</b>	<b>- 40,973</b>

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	425,683	438,764	476,952	38,188
11.3 Other than full-time permanent	7,433	7,263	8,562	1,299
11.5 Other personnel compensation	16,600	15,682	16,981	1,299
11.7 Military personnel	2,201,977	2,248,515	2,337,094	88,579
11.8 Special service pay	35,726	30,894	32,045	1,151
12.1 Civilian personnel benefits	135,760	138,670	148,868	10,198
12.2 Military personnel benefits	483,216	501,593	536,045	34,452
13.0 Benefits-former	18,256	23,807	23,860	53
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 3,324,651</b>	<b>\$ 3,405,188</b>	<b>\$ 3,580,407</b>	<b>\$ 175,219</b>
Other Objects Classes:				
21.0 Travel	321,581	278,926	279,865	939
22.0 Transportation of things	57,168	72,239	102,250	30,011
23.1 GSA rent	70,051	94,049	103,043	8,994
23.2 Other rent	28,075	12,657	13,949	1,292
23.3 Communication, utilities, and misc charges	172,333	261,985	271,719	9,734
24.0 Printing and reproduction	3,858	4,740	4,742	2
25.1 Advisory and assistance services	129,315	56,304	69,431	13,127
25.2 Other services	393,639	217,170	249,602	32,432
25.3 Purchases of goods & svcs. from gov't accounts	1,341	65,729	70,663	4,934
25.4 Operation & maintenance of facilities	191,586	202,094	183,203	(18,891)
25.5 Research and development	-	-	-	-
25.6 Medical care	181,430	306,612	324,616	18,004
25.7 Operation and maintenance of equipment	151,309	358,919	419,791	60,872
25.8 Subsistence and support of persons	46,747	9,087	7,660	(1,427)
26.0 Supplies and materials	906,945	643,097	648,627	5,530
31.0 Equipment	106,016	156,765	164,314	7,549
32.0 Land and structures	19,002	28,022	40,964	12,942
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	4,618	21,342	21,342	-
<b>Total, Other Object Classes</b>	<b>\$ 2,785,014</b>	<b>\$ 2,789,737</b>	<b>\$ 2,975,781</b>	<b>\$ 186,044</b>
<b>Total Direct Obligations</b>	<b>\$ 6,109,665</b>	<b>\$ 6,194,925</b>	<b>\$ 6,556,188</b>	<b>\$ 361,263</b>
Unobligated balance, start of year	-	-	-	-
Unobligated balance, end of year	-	-	-	-
<b>Total Requirements</b>	<b>\$ 6,109,665</b>	<b>\$ 6,194,925</b>	<b>\$ 6,556,188</b>	

## F. Permanent Positions by Grade

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	1	1	1	-
O-9	4	4	4	-
O-8	25	24	24	-
O-7	7	6	6	-
O-6	336	289	290	1
O-5	753	754	754	-
O-4	1,194	1,244	1,250	6
O-3	2,129	2,251	2,273	22
O-2	1,407	1,446	1,449	3
O-1	160	164	164	-
CWO	1,475	1,533	1,531	(2)
Cadet/OC	933	852	852	-
E-10	1	1	1	-
E-9	291	288	289	1
E-8	664	637	639	2
E-7	3,223	3,287	3,287	-
E-6	6,538	6,801	6,781	(20)
E-5	7,936	8,206	8,201	(5)
E-4	7,189	7,359	7,336	(23)
E-3	4,164	4,052	4,044	(8)
E-2	1,373	1,538	1,537	(1)
E-1	689	690	690	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>40,492</b>	<b>41,427</b>	<b>41,403</b>	<b>(24)</b>
Unfilled Positions EOY	176	-	-	-
Total Perm. Employment EOY	40,316	41,427	41,403	(24)
<b>FTE*</b>	<b>40,710</b>	<b>41,359</b>	<b>41,775</b>	<b>416</b>
Headquarters	1,220	1,126	1,084	(42)
U.S. Field	39,161	40,161	40,179	18
Foreign Field	111	140	140	-
<b>Total Permanent Positions</b>	<b>40,492</b>	<b>41,427</b>	<b>41,403</b>	<b>(24)</b>
<u>Position Data:</u>				
<b>Average Salary, Officer Positions**</b>	<b>\$86,912.25</b>	<b>\$94,756.92</b>	<b>\$99,456.10</b>	<b>\$4,699.18</b>
<b>Average Grade, Officer Positions</b>	<b>2.82</b>	<b>2.82</b>	<b>2.82</b>	<b>0.00</b>
<b>Average Salary, Enlisted Positions**</b>	<b>\$51,096.80</b>	<b>\$56,007.74</b>	<b>\$59,469.50</b>	<b>\$3,461.76</b>
<b>Average Grade, Enlisted Positions</b>	<b>4.81</b>	<b>4.81</b>	<b>4.81</b>	<b>0.00</b>

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year. 168 FTE/FTP Public Health Service (PHS) officers were removed from this presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimburseable FTE arrangement with the Coast Guard.

\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses - Civilian  
Permanent Positions by Grade**

Grade	2008	2009	2010	2009 - 2010
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	13	13	14	1
Total, EX	-	-	-	-
GS-15	152	158	158	-
GS-14	495	475	509	34
GS-13	1,115	1,114	1,180	66
GS-12	1,356	1,454	1,513	59
GS-11	847	806	834	28
GS-10	26	29	29	-
GS-9	510	515	530	15
GS-8	187	191	192	1
GS-7	676	680	689	9
GS-6	237	298	298	-
GS-5	130	142	143	1
GS-4	26	31	30	(1)
GS-3	3	2	2	-
GS-2	6	5	5	-
Other Graded Positions	1,145	1,111	1,116	5
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>6,924</b>	<b>7,024</b>	<b>7,242</b>	<b>218</b>
Unfilled Positions EOY	703	713	735	22
Total Perm. Employment (Filled Positions) EOY	6,221	6,311	6,507	196
<b>FTE</b>	<b>6,313</b>	<b>6,525</b>	<b>6,775</b>	<b>250</b>
Headquarters	1,273	1,227	1,355	128
U.S. Field	5,651	5,797	5,887	90
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>6,924</b>	<b>7,024</b>	<b>7,242</b>	<b>218</b>
<u>Position Data:</u>				
<b>Average Personnel Costs, ES Positions</b>	\$201,400.00	\$206,400.00	\$206,700.00	\$ 300
<b>Average Personnel Costs, GS Positions</b>	\$96,277.94	\$96,885.25	\$100,481.25	\$ 3,596
<b>Average Grade, GS Positions</b>	10.85	10.79	10.84	0.04

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Reimbursables - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	1	1	1	-
O-6	10	8	10	2
O-5	28	28	27	(1)
O-4	44	48	43	(5)
O-3	41	47	40	(7)
O-2	14	16	13	(3)
O-1	3	3	3	-
CWO4	28	38	27	(11)
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	18	25	9	(16)
E-8	13	-	13	13
E-7	56	54	53	(1)
E-6	110	104	108	4
E-5	158	143	156	13
E-4	88	89	87	(2)
E-3	44	44	44	-
E-2	21	21	21	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>677</b>	<b>669</b>	<b>655</b>	<b>(14)</b>
Unfilled Positions EOY	-	-	91	91
Total Perm. Employment EOY	677	669	564	(105)
<b>FTE*</b>	<b>295</b>	<b>401</b>	<b>401</b>	<b>-</b>
Headquarters	118	118	104	(14)
U.S. Field	555	547	547	-
Foreign Field	4	4	4	-
<b>Total Permanent Positions</b>	<b>677</b>	<b>669</b>	<b>655</b>	<b>(14)</b>
<u>Position Data:</u>				
<b>Average Salary, Officer Positions**</b>	\$97,042.11	\$97,333.10	\$104,610.27	\$7,277.17
<b>Average Grade, Officer Positions</b>	3.55	3.43	3.56	0.13
<b>Average Salary, Enlisted Positions**</b>	\$50,976.68	\$51,860.64	\$53,849.10	\$1,988.46
<b>Average Grade, Enlisted Positions</b>	5.19	5.15	5.10	-0.05

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Reimbursables - Civilian  
Permanent Positions by Grade**

Grade	2008	2009	2010	2009 - 2010
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	2	2	2	-
GS-14	15	13	15	2
GS-13	30	32	30	(2)
GS-12	43	44	43	(1)
GS-11	29	29	28	(1)
GS-10	-	2	-	(2)
GS-9	26	28	40	12
GS-8	11	11	11	-
GS-7	49	51	52	1
GS-6	7	7	7	-
GS-5	32	35	28	(7)
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	2	-	(2)
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>244</b>	<b>256</b>	<b>256</b>	<b>-</b>
Unfilled Positions EOY	27	-	36	36
Total Perm. Employment (Filled Positions) EOY	217	256	220	(36)
<b>FTE</b>	<b>260</b>	<b>260</b>	<b>260</b>	<b>-</b>
Headquarters	29	29	29	-
U.S. Field	215	227	227	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>244</b>	<b>256</b>	<b>256</b>	<b>-</b>
Position Data:				
<b>Average Personnel Costs, ES Positions</b>	n/a	n/a	n/a	n/a
<b>Average Personnel Costs, GS Positions</b>	\$79,045.49	\$81,100.00	\$80,772.66	\$ (327)
<b>Average Grade, GS Positions</b>	9.56	9.48	9.56	0.08

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.



**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
PPA I: Military Personnel  
Funding Schedule  
(Dollars in Thousands)**

<b>PPA I: Military Personnel</b>		<b>2008 Actual</b>	<b>2009 * Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	1,570,002	2,309,699	2,398,278	88,579
11.8	Special service pay	32,599	5,886	7,011	1,125
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	749,598	200,688	235,140	34,452
13.0	Benefits-former	19,030	22,134	22,134	-
21.0	Travel	111,781	110,931	110,519	(412)
22.0	Transportation of things	5,302	45,145	75,017	29,872
23.1	GSA rent	-	-	-	-
23.2	Other rent	9,955	7,215	7,215	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	5	-	-	-
25.2	Other services	15,773	1,591	1,591	-
25.3	Purchases of goods & svcs. from gov't accounts	31,620	-	-	-
25.4	Operation & maintenance of facilities	-	11	11	-
25.5	Research and development	-	-	-	-
25.6	Medical care	228,217	300,184	318,188	18,004
25.7	Operation and maintenance of equipment	75,946	2,503	2,503	-
25.8	Subsistence and support of persons	138,506	11,535	11,256	(279)
26.0	Supplies and materials	8,731	36,374	36,374	-
31.0	Equipment	5,296	1,404	1,404	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	18,220	18,220	-
<b>Total, Military Personnel</b>		<b>\$ 3,002,361</b>	<b>\$ 3,073,520</b>	<b>\$ 3,244,861</b>	<b>\$ 171,341</b>
<b>Full Time Equivalents</b>		<b>40,710</b>	<b>41,359</b>	<b>41,775</b>	<b>416</b>

\* 168 FTE/FTP Public Health Service (PHS) officers were removed from the FY 2009 enacted presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimburseable FTE arrangement with the Coast Guard.

## PPA Mission Statement

This PPA requests funding for expenses related to compensation for active duty military personnel. This category also includes pay, allowances, employer's share of FICA, Social Security credits and other expenses associated with compensating military personnel. Requested funding will compensate our 43,310 military personnel as they serve as the Nation's First Responder across all of the Coast Guard's 11 missions.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 2,371,229	\$ 2,538,407	\$ 2,662,563	\$ 124,156

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by active duty military personnel. The FY 2010 request includes funding for the proposed pay raise (currently predicted at 2.9% for military and 2.0% for civilians), medical benefits, other mandatory personnel entitlements and program increases. Personnel increases are accounted for through the annualization of FTE introduced in FY 2009, as well as personnel for acquisition management and oversight, marine inspections, operation of the CASA HC-144A aircraft, and the first two National Security Cutters.

#### Travel

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 111,781	\$ 110,931	\$ 110,519	\$ (412)

Requested funds cover the travel costs of Coast Guard military service members, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2010 request reflects increases from inflation and an increase in the number of personnel required to support marine inspections, the CASA HC-144A aircraft, and the first two National Security Cutters.

#### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 5,302	\$ 45,145	\$ 75,017	\$ 29,872

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding primarily supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves. The FY 2010 request reflects increases from inflation and an increase in the number of personnel required to support marine inspections, the CASA HC-144A aircraft, and the first two National Security Cutters.

#### Other rent

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 9,955	\$ 7,215	\$ 7,215	\$ -

The FY 2010 request has no change.

**Other services**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	15,773	\$	1,591	\$	1,591	\$	-

The FY 2010 request has no change.

**Purchases of goods & svcs. from gov't accounts**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	31,620	\$	-	\$	-	\$	-

The FY 2010 request has no change.

**Operation & maintenance of facilities**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	-	\$	11	\$	11	\$	-

The FY 2010 request has no change.

**Medical care**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	228,217	\$	300,184	\$	318,188	\$	18,004

Medical care includes payments to contracts for medical services, but excludes contracts with individuals who are reportable under OPM regulations as federal employees or payments to compensate casual workers and patient help. Specifically, funding supports medical care costs for military service members. The FY 2010 request includes an adjustment for medical cost increases due to inflation and the increase in FTE.

**Operation and maintenance of equipment**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	75,946	\$	2,503	\$	2,503	\$	-

The FY 2010 request has no change.

**Subsistence and support of persons**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	138,506	\$	11,535	\$	11,256	\$	(279)

**Supplies and materials**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change	
	\$	8,731	\$	36,374	\$	36,374	\$	-

The FY 2010 request has no change.

**Equipment**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change	
	\$	5,296	\$	1,404	\$	1,404	\$	-

The FY 2010 request has no change.

**Insurance claims and indemnity**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change	
	\$	-	\$	18,220	\$	18,220	\$	-

The FY 2010 request has no change.

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
PPA II: Civilian Personnel  
Funding Schedule  
(Dollars in Thousands)**

<b>PPA II: Civilian Personnel</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	425,683	470,966	509,154	38,188
11.3	Other than full-time permanent	7,433	7,751	9,050	1,299
11.5	Other personnel compensation	16,600	16,829	18,128	1,299
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	24	50	26
12.1	Civilian personnel benefits	135,760	148,806	159,004	10,198
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	431	551	604	53
21.0	Travel	926	331	358	27
22.0	Transportation of things	2,557	3,088	3,246	158
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	10	-	-	-
<b>Total, Civilian Personnel</b>		<b>\$ 589,400</b>	<b>\$ 648,346</b>	<b>\$ 699,594</b>	<b>\$ 51,248</b>
<b>Full Time Equivalents</b>		<b>6,313</b>	<b>6,525</b>	<b>6,775</b>	<b>250</b>

## PPA Mission Statement

This PPA requests funding for expenses related to compensation and entitlements for federal civilian employees. The workforce is composed of General Schedule (GS) personnel, Administrative Law Judges (AL), Senior Executive Service (SES) personnel, personnel whose salaries are Administratively Determined (AD) (e. g. Coast Guard Academy civilian faculty members), Wage Grade (WG) positions employed in industrial positions, and "Non-Ceiling" (NC) employees (e. g. cooperative education students, student aids, summer interns and federal junior fellows) and civilian employees not otherwise covered by other PPAs.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 585,907	\$ 644,927	\$ 695,990	\$ 51,063

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by Federal civilian employees. The FY 2010 request includes funding for the proposed pay raise (currently predicted at 2.0%), medical benefits, other mandatory personnel entitlements. This is the result of additional personnel for acquisitions management and oversight, marine inspections, and financial management specialists.

#### Travel

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 926	\$ 331	\$ 358	\$ 27

Requested funds cover the travel costs of Coast Guard civilian employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2010 request reflects an increase from inflation, as well as an increase in the number of personnel for acquisitions management and oversight, marine inspections, and financial management specialists.

#### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 2,557	\$ 3,088	\$ 3,246	\$ 158

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding primarily supports the shipment of civilian personnel's household goods in conjunction with the acceptance of a new position. The FY 2010 increase is the result of additional personnel for acquisitions management and oversight, marine inspections, and financial management specialists.

## H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Operating Expenses**  
**PPA III: Training and Recruiting**  
**Funding Schedule**  
(Dollars in Thousands)

<b>PPA III: Training and Recruiting</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	2	2	2	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	75	29	29	-
11.8	Special service pay	-	83	83	-
12.1	Civilian personnel benefits	-	4	4	-
12.2	Military personnel benefits	9	9	9	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	39,510	37,031	36,794	(237)
22.0	Transportation of things	815	970	970	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	5,358	5,496	5,496	-
23.3	Communication, utilities, and misc charges	9,229	10,401	10,401	-
24.0	Printing and reproduction	339	448	448	-
25.1	Advisory and assistance services	26	2,373	2,555	182
25.2	Other services	60,187	86,038	88,138	2,100
25.3	Purchases of goods & svcs. from gov't accounts	9,029	10,477	15,848	5,371
25.4	Operation & maintenance of facilities	3,522	4,782	4,845	63
25.5	Research and development	502	-	-	-
25.6	Medical care	36,795	19	19	-
25.7	Operation and maintenance of equipment	135	2,939	3,888	949
25.8	Subsistence and support of persons	1,774	924	924	-
26.0	Supplies and materials	22,099	24,410	25,170	760
31.0	Equipment	1,448	11,521	10,310	(1,211)
32.0	Land and structures	4	37	37	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Training and Recruiting</b>		<b>\$ 190,858</b>	<b>\$ 197,993</b>	<b>\$ 205,970</b>	<b>\$ 7,977</b>
<b>Full Time Equivalents</b>		-	-	-	-



## PPA Mission Statement

Requests funding for the Coast Guard's professional training and education programs, and operation and maintenance of the six Coast Guard Training Centers and the Coast Guard Academy. Provides funding for tuition, travel and per diem for formal training and education performed as Temporary Assigned Duty (TAD) for military and civilian personnel. "Formal training and education" is defined as structured, curriculum-based instruction and applied exercises for the attainment and retention of skills and knowledge required to accomplish specific job tasks. Requested funding will ensure a level of capabilities and competencies commensurate with the response posture the Coast Guard has displayed in recent years, such as operational response to Hurricane Katrina, Operation Iraqi Freedom, 9/11 terrorist attacks and other events requiring a rapid response capability.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 86	\$ 127	\$ 127	\$ -

The FY 2010 request has no change.

#### Travel

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 39,510	\$ 37,031	\$ 36,794	\$ (237)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Increases in travel in FY 2010 are derived from additional training requirements resulting from additional personnel for HC-144A operations, marine inspectors and financial management.

#### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 815	\$ 970	\$ 970	\$ -

The FY 2010 request has no change.

#### Other rent

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 5,358	\$ 5,496	\$ 5,496	\$ -

The FY 2010 request has no change.

#### Communication, utilities, and misc charges

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 9,229	\$ 10,401	\$ 10,401	\$ -

The FY 2010 request has no change.

**Printing and reproduction**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	339	\$	448	\$	448	\$	-

The FY 2010 request has no change.

**Advisory and assistance services**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	26	\$	2,373	\$	2,555	\$	182

Advisory and assistance services include services acquired by contract from non-federal sources (e.g. private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2010 increase is primarily the result of additional personnel for HC-144A operations, marine inspectors and financial management.

**Other services**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	60,187	\$	86,038	\$	88,138	\$	2,100

Other services include report contractual services with non-federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. The FY 2010 increase is due to technical adjustments, HC-144A operations, marine inspectors, and financial management personnel.

**Purchases of goods & svcs. from gov't accounts**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	9,029	\$	10,477	\$	15,848	\$	5,371

Purchases from Government Accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements. The FY 2010 increase is primarily the result of additional personnel for HC-144A operations, marine inspectors and financial management.

**Operation & maintenance of facilities**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	3,522	\$	4,782	\$	4,845	\$	63

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g. hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2010 decrease is the result management efficiencies and a portions of the FY09 pay raise.

**Research and development**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	502	\$	-	\$	-	\$	-

The FY 2010 request has no change.

**Medical care**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	36,795	\$	19	\$	19	\$	-

The FY 2010 request has no change.

**Operation and maintenance of equipment**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	135	\$	2,939	\$	3,888	\$	949

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g. cutters, boats, and aircraft) and supporting systems. The FY 2010 request reflects funding increases to support the operation of the Coast Guard Academy IT network.

**Subsistence and support of persons**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	1,774	\$	924	\$	924	\$	-

The FY 2010 request has no change.

**Supplies and materials**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	22,099	\$	24,410	\$	25,170	\$	760

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2010 increase supports additional marine inspectors, HC-144A operations, and the annualization of FY 2009 funding.

**Equipment**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	1,448	\$	11,521	\$	10,310	\$	(1,211)

This object class covers the purchase of capitalized and non-capitalized assets. For example, this object class enables the Coast Guard to purchase furniture for the cadets at the Coast Guard Academy and survival suits for the rescue swimmers deployed to the frigid waters of Alaska. The FY 2010 request includes training requirements related to the operation of HC-144A aircraft and surface Deepwater assets, and funds technical adjustments.

**Land and structures**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	4	\$	37	\$	37	\$	-

The FY 2010 request has no change.

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
PPA IV: Operation and Maintenance  
Funding Schedule  
(Dollars in Thousands)**

<b>PPA IV: Operation and Maintenance</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	702	12	12	-
11.3	Other than full-time permanent	6	3	3	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	7,575	2,997	2,997	-
11.8	Special service pay	358	289	289	-
12.1	Civilian personnel benefits	567	445	445	-
12.2	Military personnel benefits	2,450	1,323	1,323	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	165,665	96,470	98,020	1,550
22.0	Transportation of things	29,740	16,589	16,568	(21)
23.1	GSA rent	39	4,137	4,179	42
23.2	Other rent	14,070	5,239	5,549	310
23.3	Communication, utilities, and misc charges	101,578	210,642	145,467	(65,175)
24.0	Printing and reproduction	5,648	4,165	4,167	2
25.1	Advisory and assistance services	60,381	70,706	84,901	14,195
25.2	Other services	281,606	211,953	216,434	4,481
25.3	Purchases of goods & svcs. from gov't accounts	62,990	29,224	28,467	(757)
25.4	Operation & maintenance of facilities	47,529	37,574	34,231	(3,343)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	45,200	93,682	110,387	16,705
25.8	Subsistence and support of persons	-	1,305	157	(1,148)
26.0	Supplies and materials	382,845	329,240	331,359	2,119
31.0	Equipment	35,405	65,099	61,571	(3,528)
32.0	Land and structures	463	2,346	1,110	(1,236)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	1,368	1,877	1,877	-
<b>Total, Operation and Maintenance</b>		<b>\$ 1,246,185</b>	<b>\$ 1,185,317</b>	<b>\$ 1,149,513</b>	<b>\$ (35,804)</b>
<b>Full Time Equivalents</b>		-	-	-	-

## PPA Mission Statement

Requests funding to units, facilities and activities that are under the direct operational and administrative control of the Coast Guard's Atlantic Area and Pacific Area Commanders. These include Maintenance and Logistics Commands (MLCs), Integrated Support Commands (ISCs), High Endurance Cutters (WHECs), Medium Endurance Cutters (WMECs), Polar Icebreakers, Communications Stations, Sector Commands, Stations, Marine Safety and Security Teams (MSSTs) and Area offices as applicable. Request includes funding to sustain normal operating costs that include energy, parts and supplies for routine maintenance of operational assets and shore facilities and administrative supplies.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 11,658	\$	5,069	\$	5,069	\$	-

The FY 2010 request has no change.

#### Travel

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 165,665	\$	96,470	\$	98,020	\$	1,550

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Travel increases in FY 2010 support Seahawk IOC sustainment and the decommissioning of HU-25 aircraft.

#### Transportation of things

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 29,740	\$	16,589	\$	16,568	\$	(21)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding primarily supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves. The FY 2010 request reflects an decrease in funding due to the termination of one-time FY 2009 costs.

#### GSA rent

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 39	\$	4,137	\$	4,179	\$	42

GSA Rent includes all payments to General Services Administration (GSA) for rental of space and rent related services. The FY 2010 request decreases due to the termination of one-time FY 2009 costs.

### Other rent

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	14,070	\$	5,239	\$	5,549	\$	310

Other rent includes all payments to a non-federal source for rental space, land and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). The decrease in FY 2010 is due to the termination of one-time FY 2009 costs.

### Communication, utilities, and misc charges

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	101,578	\$	210,642	\$	145,467	\$	(65,175)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs. The decrease is primarily the result of the termination of the Loran-C system.

### Printing and reproduction

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	5,648	\$	4,165	\$	4,167	\$	2

The FY 2010 request shows a minor increase for this object class.

### Advisory and assistance services

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	60,381	\$	70,706	\$	84,901	\$	14,195

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2010 increase is due to the financial management oversight increase.

### Other services

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	281,606	\$	211,953	\$	216,434	\$	4,481

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. The FY 2010 request reflects an increase due to marine safety, NAIS, HC-144A operations, and Seahawk IOC sustainment.

**Purchases of goods & svcs. from gov't accounts**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	62,990	\$	29,224	\$	28,467	\$	(757)

Purchases from Government Accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements. The decrease in FY 2010 is due to the termination of one-time FY 2009 costs.

**Operation & maintenance of facilities**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	47,529	\$	37,574	\$	34,231	\$	(3,343)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g. hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2010 decrease is due the termination of the Loran-C system.

**Operation and maintenance of equipment**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	45,200	\$	93,682	\$	110,387	\$	16,705

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g. cutters, boats, and aircraft) and supporting systems. The FY 2010 increase is due to follow-on costs for Rescue 21 and annualization of FY 2009 funding.

**Subsistence and support of persons**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	-	\$	1,305	\$	157	\$	(1,148)

Subsistence & Support of Persons includes costs for contractual services with the public or another Federal government account for the board, lodging, and care of persons, including prisoners. Specifically, funding supports berthing and subsistence of Coast Guard personnel in support of temporary assigned duty (TAD). The FY 2010 decrease is due to termination of FY 2009 one-time costs.



### Supplies and materials

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 382,845	\$ 329,240	\$ 331,359	\$ 2,119

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2010 increase supports follow-on funding for Shore Infrastructure and HC-144A aircraft.

### Equipment

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 35,405	\$ 65,099	\$ 61,571	\$ (3,528)

This object class covers the purchase of capitalized and non-capitalized assets. The decrease is the result of the termination of the Loran-C system.

### Land and structures

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 463	\$ 2,346	\$ 1,110	\$ (1,236)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. The FY 2010 decrease is the result of Rescue 21 decreases.

### Insurance claims and indemnity

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 1,368	\$ 1,877	\$ 1,877	\$ -

The FY 2010 request has no change.

## H. PPA Budget Justifications

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
PPA V: Central Accounts  
Funding Schedule  
(Dollars in Thousands)**

PPA V: Central Accounts		2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	601	426	426	-
22.0	Transportation of things	433	797	797	-
23.1	GSA rent	70,291	93,523	102,475	8,952
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	68,585	58,205	112,425	54,220
24.0	Printing and reproduction	-	30	30	-
25.1	Advisory and assistance services	1,070	2,221	571	(1,650)
25.2	Other services	73,523	43,837	68,141	24,304
25.3	Purchases of goods & svcs. from gov't accounts	256	2,723	3,043	320
25.4	Operation & maintenance of facilities	148	8	8	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	4,194	5,040	7,362	2,322
25.8	Subsistence and support of persons	-	1,216	1,216	-
26.0	Supplies and materials	9,188	26,755	26,695	(60)
31.0	Equipment	21,989	28,919	29,880	961
32.0	Land and structures	3	2	2	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Central Accounts</b>		<b>\$ 250,281</b>	<b>\$ 263,702</b>	<b>\$ 353,071</b>	<b>\$ 89,369</b>
<b>Full Time Equivalents</b>		-	-	-	-

## PPA Mission Statement

This request provides funding for accounts centrally managed at Coast Guard Headquarters such as: Federal Telephone System (FTS) accounts, Standard Workstation recapitalization, ammunition replenishment, recapitalization of buoys, GSA Rent, postal expenses and Mass Transit benefits. Request ensures critical support elements are provided to the workforce, allowing them to execute their roles in supporting Coast Guard operations. Lease of adequate office space, effective communications (computers, phones, etc) and operational gear (ammunition) are all part of those critical support requirements.

### Summary Justification and Explanation of Changes

#### Travel

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 601	\$ 426	\$ 426	\$ -

The FY 2010 request has no change.

#### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 433	\$ 797	\$ 797	\$ -

The FY 2010 request has no change.

#### GSA rent

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 70,291	\$ 93,523	\$ 102,475	\$ 8,952

GSA Rent includes all payments to the General Services Administration (GSA) for rental of space and rent related services. The majority of FY 2010 increases are a result of changes in GSA rental costs and additional space requirements.

#### Communication, utilities, and misc charges

2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
\$ 68,585	\$ 58,205	\$ 112,425	\$ 54,220

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs. Increases in FY 2010 are due to Government Services increases for communications and postal services as well as technical budget adjustments.

**Printing and reproduction**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	-	\$	30	\$	30	\$	-

The FY 2010 request has no change.

**Advisory and assistance services**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	1,070	\$	2,221	\$	571	\$	(1,650)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. The FY 2010 request is reduced due to the termination of an FY 2009 earmark.

**Other services**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	73,523	\$	43,837	\$	68,141	\$	24,304

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. The FY 2010 increase includes the DHS data center migration.

**Purchases of goods & svcs. from gov't accounts**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	256	\$	2,723	\$	3,043	\$	320

Purchases from Government Accounts include costs for purchases from other Federal government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements (e.g. MIPR). The FY 2010 request provides funding for the Coast Guard to reimburse the National Telecommunications and Information Administration (NTIA), Office of Spectrum Management, for increased operating expenses for the management of approximately 17,000 radio frequency assignments.

**Operation & maintenance of facilities**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	148	\$	8	\$	8	\$	-

The FY 2010 request has no change.

**Operation and maintenance of equipment**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 4,194	\$	5,040	\$	7,362	\$	2,322

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g. cutters, boats, and aircraft) and supporting systems. The FY 2010 request includes the annualization of FY 2009 funding and equipment costs associated with Long Range Identification and Tracking and child care.

**Subsistence and support of persons**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ -	\$	1,216	\$	1,216	\$	-

The FY 2010 request has no change.

**Supplies and materials**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 9,188	\$	26,755	\$	26,695	\$	(60)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2010 decreases due to the termination of one-time FY 2009 costs.

**Equipment**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 21,989	\$	28,919	\$	29,880	\$	961

This object class covers the purchase of capitalized and non-capitalized assets. For example, this object class enables the Coast Guard to purchase furniture for cadets at the Coast Guard Academy and survival suits for rescue swimmers deployed to the frigid waters of Alaska. The FY 2010 request decreases due to the termination of one-time FY 2009 costs.

**Land and structures**

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 3	\$	2	\$	2	\$	-

The FY 2010 request has no change.

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses  
PPA VI: Depot Level Maintenance  
Funding Schedule  
(Dollars in Thousands)**

<b>PPA VI: Depot Level Maintenance</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	17,632	7,402	7,413	11
22.0	Transportation of things	3,682	3,056	3,058	2
23.1	GSA rent	-	-	-	-
23.2	Other rent	296	4,573	5,555	982
23.3	Communication, utilities, and misc charges	4,807	17,233	37,922	20,689
24.0	Printing and reproduction	76	108	108	-
25.1	Advisory and assistance services	58,471	31,209	31,609	400
25.2	Other services	78,587	47,526	49,073	1,547
25.3	Purchases of goods & svcs. from gov't accounts	4,061	-	-	-
25.4	Operation & maintenance of facilities	126,684	219,960	204,349	(15,611)
25.5	Research and development	-	2,550	2,550	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	347,100	369,240	410,136	40,896
25.8	Subsistence and support of persons	109	4	4	-
26.0	Supplies and materials	83,494	22,348	25,059	2,711
31.0	Equipment	60,735	97,943	109,270	11,327
32.0	Land and structures	30,387	2,895	17,073	14,178
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Depot Level Maintenance</b>		<b>\$ 816,121</b>	<b>\$ 826,047</b>	<b>\$ 903,179</b>	<b>\$ 77,132</b>
<b>Full Time Equivalents</b>		-	-	-	-

## PPA Mission Statement

Request provides service-wide funding to support the major maintenance and repair of Coast Guard aircraft not appropriated in the Coast Guard Acquisition, Construction & Improvements (AC&I) appropriation. This includes materials, services and supplies necessary for depot-level repair of buildings, structures, ground, towers, runways, aids to navigation, aircraft and aircraft equipment.

### Summary Justification and Explanation of Changes

#### Travel

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 17,632	\$	7,402	\$	7,413	\$	11

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2010 increase is due to costs associated with NAIS follow-on.

#### Transportation of things

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 3,682	\$	3,056	\$	3,058	\$	2

The FY 2010 request shows a minor increase for this object class.

#### Other rent

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 296	\$	4,573	\$	5,555	\$	982

The FY 2010 increase includes rental costs associated with NAIS follow-on.

#### Communication, utilities, and misc charges

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 4,807	\$	17,233	\$	37,922	\$	20,689

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters and aircraft, utility costs, postal costs and cutter, boat and aircraft fuel requirements. The FY 2010 increase is due to Sector Air Station Corpus Christi follow-on and a technical budget adjustment.

#### Printing and reproduction

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
	\$ 76	\$	108	\$	108	\$	-

The FY 2010 request has no change.

**Advisory and assistance services**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	58,471	\$	31,209	\$	31,609	\$	400

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. FY 2010 increase is due to shore infrastructure follow-on.

**Other services**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	78,587	\$	47,526	\$	49,073	\$	1,547

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. The FY 2010 increase is due to the annualization of part-year FY 2009 funding.

**Purchases of goods & svcs. from gov't accounts**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	4,061	\$	-	\$	-	\$	-

The FY 2010 request has no change.

**Operation & maintenance of facilities**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	126,684	\$	219,960	\$	204,349	\$	(15,611)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g. hazardous materials disposal) associated with the operation of Coast Guard facilities. The FY 2009 decrease is due to the termination of the Loran-C system.

**Research and development**

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	-	\$	2,550	\$	2,550	\$	-

The FY 2010 request has no change.



### Operation and maintenance of equipment

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	347,100	\$	369,240	\$	410,136	\$	40,896

Operation and maintenance of equipment includes costs for operation, maintenance, repair, and storage of equipment, when done by contract with the private sector or another Federal Government account. Specifically, funding supports contracted specialized maintenance and minor repair of Coast Guard operational assets (e.g. cutters, boats and aircraft) and supporting systems. The FY 2010 increase supports funding to restore critical aviation parts shortages.

### Subsistence and support of persons

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	109	\$	4	\$	4	\$	-

The FY 2010 request has no change.

### Supplies and materials

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	83,494	\$	22,348	\$	25,059	\$	2,711

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats and aircraft, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2010 increase is due to shore infrastructure and HC-144A aircraft follow-on.

### Equipment

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	60,735	\$	97,943	\$	109,270	\$	11,327

This object class covers the purchase of capitalized and non-capitalized assets. For example, this object class enables the Coast Guard to purchase furniture for the cadets at the Coast Guard Academy and survival suits for the rescue swimmers deployed to the frigid waters of Alaska. The FY 2010 request includes the procurement of equipment for HC-144A aircraft and equipment to support armed helicopter requirements.

### Land and structures

	2008 Actual		2009 Enacted		2010 Request		2009 to 2010 Change
\$	30,387	\$	2,895	\$	17,073	\$	14,178

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. The FY 2010 increase is due to the costs associated with divesting property and terminating the Loran-C system.

## I. Changes in Full-Time Equivalents

### Department of Homeland Security U. S. Coast Guard Operating Expenses

#### Changes in Full-Time Equivalents

Operations and Support -- includes both military and civilian FTE \*

	FY 2008	FY 2009 **	FY 2010
<b>BASE: Start of Year (SOY) FTE levels</b>	<b>46,484</b>	<b>47,236</b>	<b>47,884</b>
<b>Adjustments-to-Base : Increases</b>			
<b>Increase #1:</b> Annualization of part year funding <b>Description:</b> Annualization of prior year FTE	330	406	621
<b>Increase #2:</b> Response Boat Medium follow-on <b>Description:</b> Maintenance personnel to support RB-M	3	2	3
<b>Increase #3:</b> Rescue 21 follow-on <b>Description:</b> Operation of Rescue 21	2	49	11
<b>Increase #4:</b> SPC-LE Boat follow-on <b>Description:</b> Operation of new small boat assets	31	-	-
<b>Increase #5:</b> Counterintelligence Service follow-on <b>Description:</b> Counterintelligence program	11	-	-
<b>Increase #6:</b> Surface and Air Asset follow-on <b>Description:</b> Crewing/Staffing/Support of Deepwater assets	169	93	183
<b>Increase #7:</b> Inland River Emergency Subsystem Sustainment <b>Description:</b> Maintain legacy inland river fleet	-	2	-
<b>Increase #8:</b> Air Station Cape Cod Operations Follow-on <b>Description:</b> Transfer in to CG from DOJ	-	13	-
<b>Increase #9:</b> Coastal Patrol Boat Follow-on <b>Description:</b> Crewing, Operations & Maint, and shore-side support	-	60	-
<b>Increase #10:</b> Nationwide Automatic Identification System (NAIS) follow-on <b>Description:</b> AIS follow-on	-	5	1
<b>Increase #11:</b> Sector Corpus Christi Facility follow-on <b>Description:</b> Sector Air Station Corpus follow-on	-	-	13
<b>Subtotal, Increases:</b>	<b>546</b>	<b>630</b>	<b>832</b>

#### Adjustments-to-Base : Decreases

<b>Decrease #1:</b> Annualization of Management and Technology Efficiencies <b>Description:</b> Annualization of management savings and management efficiencies	(22)	(33)	(22)
<b>Decrease #2:</b> HITRON Lease Expiration <b>Description:</b> HITRON Lease Expiration	(58)	-	-
<b>Decrease #3:</b> Decommission USCGC BLACKBERRY <b>Description:</b> Decommission USCGC BLACKBERRY	-	(7)	-
<b>Decrease #4:</b> Decommission HU-25 Aircraft <b>Description:</b> Decommission HU-25 Aircraft	-	(20)	(39)

	FY 2008	FY 2009 **	FY 2010
<b>Decrease #5:</b> Decommission HC-130H Aircraft <b>Description:</b> Decommission HC-130H Aircraft	-	(86)	(14)
<b>Decrease #6:</b> Decommission Two PC-179 Patrol Boats <b>Description:</b> Decommission Two PC-179 Patrol Boats	-	(77)	-
<b>Increase #7:</b> LORAN-C Termination <b>Description:</b> LORAN-C Termination	-	-	(181)
<b>Subtotal, Decreases:</b>	<b>(80)</b>	<b>(223)</b>	<b>(256)</b>

#### Program Changes

<b>Change #1:</b> LNG and Dangerous Cargo Suitability Assessments <b>Description:</b> Suitability assessments	3	-	-
<b>Change #2:</b> Spot Check of MTSA Regulated Facilities <b>Description:</b> Spot Check of MTSA Regulated Facilities	17	-	-
<b>Change #3:</b> Port Presence and Coastal Security <b>Description:</b> Port Presence and Coastal Security	120	-	-
<b>Change #4:</b> Port Security Exercise and Training Programs <b>Description:</b> Port Security Exercise and Training Programs	12	-	-
<b>Change #5:</b> Salvage Response Plans <b>Description:</b> Salvage Response Plans	15	-	-
<b>Change #6:</b> Additional Watchstander and Intelligence Officers <b>Description:</b> Watchstanders and Intelligence Officers	77	-	-
<b>Change #7:</b> Rulemaking and Regulations <b>Description:</b> Rulemaking development	16	-	-
<b>Change #8:</b> Increase CPB 87' Op Hours <b>Description:</b> CPB Op Hours	26	-	-
<b>Change #9:</b> Situation Unit Watch Standers / Command Duty Officers <b>Description:</b> Watchstanders for Command Centers	-	51	-
<b>Change #10:</b> Marine Inspectors <b>Description:</b> Marine Inspectors	-	139	-
<b>Change #11:</b> MAGNet 2.0 - GMII Fusion <b>Description:</b> Improve ability to collect, correlate and fuse data	-	9	-
<b>Change #12:</b> Counter-intelligence Service <b>Description:</b> Counter -intelligence Service initiative	-	15	-
<b>Change #13:</b> Cryptologic Service Group <b>Description:</b> Enhance cryptology capability	-	23	-
<b>Change #14:</b> Port and Maritime Safety and Security <b>Description:</b> Port inspections, Situational Unit Watchstanders, Boats	-	142	-
<b>Change #15:</b> Increase D7 110' OP Hours <b>Description:</b> Increase to D7 110' OP Hours	-	22	-
<b>Change #16:</b> Aviation Mission Hour Gap <b>Description:</b> MPA Stop Gap measures	-	8	-

	FY 2008	FY 2009 **	FY 2010
<b>Change #17:</b> Financial Management Oversight <b>Description:</b> Financial Management Oversight	-	-	44
<b>Change #18:</b> Marine Safety Program <b>Description:</b> Enhancing Marine Safety	-	-	37
<b>Change #19:</b> Armed Helicopters Enhancement <b>Description:</b> Armed Helicopters Enhancement	-	-	6
<b>Change #20:</b> Biometrics at Sea <b>Description:</b> Biometrics at Sea	-	-	2
<b>Change #21:</b> Seahawk Charleston Interagency Operations Center Sustainment <b>Description:</b> Seahawk Charleston IOC Sustainment	-	-	1
<b>Subtotal, Program Changes:</b>	<b>286</b>	<b>409</b>	<b>90</b>
<b>Year-end Enacted / Estimated FTEs</b>	<b>47,236</b>	<b>47,884</b>	<b>48,550</b>
<b>Net Change from prior year base to budget year estimate:</b>		<b>648</b>	<b>666</b>

\* The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

\*\* 168 FTE/FTP Public Health Service (PHS) officers were removed from the FY 2009 enacted presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimburseable FTE arrangement with the Coast Guard.

**J. FY 2010 Schedule of Working Capital Fund by Program/Project Activity**

**Department of Homeland Security  
U. S. Coast Guard  
Operating Expenses**

FY 2010 Schedule of Working Capital Fund by Program/Project Activity  
(Dollars in Thousands)

Program/Project Activity	FY 2008	FY 2009	FY 2010	Increase / Decrease for FY 2010
	Actual	Anticipated	Anticipated	
	AMOUNT	AMOUNT	AMOUNT	AMOUNT
Consolidated Subscriptions (Library of Congress)	\$ 514	\$ 527	\$ 548	\$ 21
Financial Statement Audit	\$ 2,652	\$ 3,561	\$ 2,970	\$ (591)
Internal Control Audit	\$ 243	\$ 760	\$ 1,035	\$ 275
TIER	\$ 41	\$ 51	\$ 52	\$ 1
Bankcard Program	\$ -	\$ -	\$ 267	\$ 267
NFC Payroll Services & Reporting	\$ 1,438	\$ 1,609	\$ 1,742	\$ 132
(HCBS) Payroll Service Ops	\$ 322	\$ 395	\$ 336	\$ (59)
Flexible Spending Plan	\$ 97	\$ 72	\$ 92	\$ 19
DHS EXEC. LEAD. (SES CDP, Sec Conf)	\$ 18	\$ 20	\$ 25	\$ 5
CIO/DHS Infrastructure Transf Pgm	\$ 6,880	\$ 7,606	\$ 5,554	\$ (2,052)
Software Enterprise Licenses - Microsoft	\$ 5,785	\$ 5,900	\$ 9,467	\$ 3,567
Data Center Consolidation	\$ -	\$ -	\$ 22,400	\$ 22,400
Interagency Council Funding	\$ 29	\$ 169	\$ 144	\$ (25)
Recruitment One-Stop	\$ 47	\$ 50	\$ 51	\$ 1
e-Training	\$ 205	\$ 590	\$ 593	\$ 3
Enterprise HR Integration (EHRI)	\$ 117	\$ 167	\$ 162	\$ (5)
Business Gateway	\$ 105	\$ 25	\$ 27	\$ 1
e-Rulemaking	\$ 177	\$ 174	\$ 184	\$ 10
e-Travel	\$ -	\$ 24	\$ 25	\$ 0
Case Management Line of Business	\$ -	\$ 14	\$ 14	\$ 0
e-Grants.gov	\$ 7	\$ 7	\$ 7	\$ 0
e-Authentication	\$ 3	\$ 3	\$ 3	\$ (0)
Human Resources Line of Business	\$ 11	\$ 12	\$ 11	\$ (0)
e-govBenefits	\$ 6	\$ 17	\$ 17	\$ (0)
Financial Management Line of Business	\$ 34	\$ 33	\$ 69	\$ 36
Geospatial Line of Business	\$ -	\$ 15	\$ 16	\$ 1
IT Infrastructure Line of Business	\$ -	\$ 37	\$ 77	\$ 40
IAE Loans and Grants	\$ 63	\$ -	\$ 8	\$ 8
Budget Formulation and Execution Line of Business	\$ -	\$ 22	\$ 23	\$ 1
e-gov.Integrated Acquisition Environment	\$ 492	\$ 612	\$ 516	\$ (95)
e-gov. Disaster Management (DisasterHelp.gov)	\$ 1,798	\$ 1,798	\$ 1,833	\$ 36
Capital Planning and Investment Control (CPIC)	\$ 651	\$ 576	\$ 1,199	\$ 622
Ready Campaign (Ready.gov)	\$ 149	\$ 146	\$ 155	\$ 9
Strategic Sourcing	\$ 108	\$ 109	\$ 276	\$ 166
CPO Shared Reporting	\$ 250	\$ 199	\$ 1,038	\$ 839
Working Capital Fund Operations	\$ 49	\$ 61	\$ 61	\$ -
<b>Total Working Capital Fund</b>	<b>\$ 22,289</b>	<b>\$ 25,359</b>	<b>\$ 50,996</b>	<b>\$ 25,636</b>



# Department of Homeland Security

*United States Coast Guard*

*Environmental Compliance and Restoration*

---



Fiscal Year 2010

Congressional Justification





## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Current Services Program Description by PPA .....	6
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	7
B. FY 2009 to FY 2010 Budget Change.....	8
C. Summary of Requirements.....	9
D. Summary of Reimbursable Resources.....	10
E. Summary of Requirements by Object Class .....	11
F. Permanent Positions by Grade.....	12
G. Capital Investment and Construction Initiative Listing .....	14
H. PPA Budget Justifications .....	15
I. Changes in FTE.....	18

**U. S. Coast Guard**  
**Environmental Compliance and Restoration**

**I. Appropriation Overview**

**A. Mission Statement for Environmental Compliance and Restoration:**

The Coast Guard requests \$13.198 million and 24 FTE in FY 2010, an increase of \$198.000 thousand over the FY 2009 enacted. Environmental Compliance and Restoration (EC&R) provides for environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities . It is also engineering remedies on Coast Guard assets for the purpose of complying with environmental laws to prevent contamination and environmental damage. The EC&R funding request supports all of the Coast Guard's 11 statutorily mandated mission-programs. These mission-programs, in turn, directly support the Coast Guard's role as the principal Federal agency charged with ensuring maritime safety, security and stewardship.

EC&R funding ensures the Coast Guard maintains a leadership role in environmental stewardship with partners. Failure to meet restoration or compliance responsibilities could subject the Coast Guard to fines, penalties, or shutdown of operational assets by environmental regulators. Moreover, Coast Guard EC&R funding supports site investigation and remediation activities at older shore facilities slated for property divestiture or transfer. This predominantly involves divestiture of lighthouses under authority of the National Historic Lighthouse Preservation Act.

**B. Budget Activities:**

Environmental Compliance and Restoration activities support conventional missions including Marine Environmental Protection (MEP).

**C. Budget Request Summary:**

The Coast Guard requests 25 positions, 24 FTE, and \$13.198 million in FY 2010 to provide for environmental remediation and restoration of Coast Guard facilities, including Kodiak, AK; Elizabeth City, NC; and Baltimore, MD.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance and Restoration  
Summary of FY 2010 Budget Estimates by Program/Project Activity  
(Dollars in Thousands)**

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Increase (+) or Decrease (-) For FY 2010						
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base		
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	
I. Environmental Compliance and Restoration	23	\$ 12,420	24	\$ 13,000	24	\$ 13,198	-	\$ 198	-	\$ -	-	\$ -	198
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>23</b>	<b>\$ 12,420</b>	<b>24</b>	<b>\$ 13,000</b>	<b>24</b>	<b>\$ 13,198</b>	<b>-</b>	<b>\$ 198</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>198</b>
<b>Less Adjustments for Other Funding Sources:</b>													
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>23</b>	<b>\$ 12,420</b>	<b>24</b>	<b>\$ 13,000</b>	<b>24</b>	<b>\$ 13,198</b>	<b>-</b>	<b>\$ 198</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>198</b>

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance and Restoration  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: ENVIRONMENTAL COMPLIANCE AND RESTORATION

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	<b>25</b>	<b>23</b>	<b>12,420</b>
<b>2009 Enacted</b>	<b>25</b>	<b>24</b>	<b>13,000</b>
2010 Adjustments-to-Base	...	...	198
<b>2010 Current Services</b>	<b>25</b>	<b>24</b>	<b>13,198</b>
2010 Program Change	...	...	...
<b>2010 Request</b>	<b>25</b>	<b>24</b>	<b>13,198</b>
Total Change 2009-2010	...	...	198

The Coast Guard requests \$13.198 million for this activity. This is an increase of \$198.000 thousand over the FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

The Coast Guard Authorization Act of 1989 (P.L. 101-225) created the Coast Guard Environmental Compliance and Restoration (EC&R) Program and Appropriation. The purpose of the EC&R Appropriation is to carry out a program of environmental compliance and restoration at all current and former Coast Guard facilities. It involves completing projects, which include the identification, investigation, and cleanup of contamination from hazardous substances and pollutants, and hard engineering fixes (i.e., physical changes) to Coast Guard buildings and structures, for the purpose of complying with environmental laws to prevent contamination or preclude an environmental liability from developing.

FY 2008 accomplishments included:

- Continued environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, as well as engineering fixes on Coast Guard assets for the purpose of complying with environmental laws to prevent contamination or preclude environmental damage from developing.
- Commenced 78 projects including site investigation and remediation activities at older shore facilities slated for property divestiture or transfer actions; primarily

divestiture of lighthouses in support of the National Historic Lighthouse Preservation Act.

FY 2009 planned accomplishments include:

- Fund Environmental Compliance and Restoration costs incurred as a result of decommissioning (1) 65' WLI (BLACKBERRY). Costs are calculated for disposal through transfer to Department of Transportation's Maritime Administration reefing (i.e., sinking at sea), or ship-breaking (i.e., scrapping) which require the vessels to be thoroughly cleaned of all materials that could be released into the natural environment.

FY 2010 planned accomplishments include:

- Continue environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, as well as engineering fixes on Coast Guard assets for the purpose of complying with environmental laws to prevent contamination or preclude environmental damage from developing. Funding these projects will significantly reduce Coast Guard's ninety-nine project backlog for the EC&R program.
- Perform comprehensive environmental investigations and clean-up actions to include former Long Range Navigation Stations (LORAN Stations) and remediation of a leaking underground fuel storage tank at Air Station Borinquen, Puerto Rico.
- Fund Environmental Compliance and Restoration costs incurred as a result of the ongoing decommissioning process for eight (8) 123-foot WPB class cutters. Decommissioning costs are calculated for disposal through transfer to MARAD, reefing (i.e., sinking at sea), or ship-breaking (i.e., scrapping) which require the vessels to be thoroughly cleaned of all hazardous materials that could be released into the natural environment.

#### **IV. Program Justification of Changes**

**Not Applicable**

## **V. Exhibits and Other Supporting Materials**

### **A. Justification of Proposed Legislative Language**

**Department of Homeland Security  
U. S. Coast Guard  
Justification of Proposed Changes in Environmental Compliance and Restoration  
Appropriation Language**

For necessary expenses to carry out the environmental compliance and restoration functions of the Coast Guard under chapter 19 of title 14, United States Code, [\$13,000,000] **\$13,198,000**, to remain available until expended. (*Department of Homeland Security Appropriations Act, 2009*).

#### **Explanation of Changes:**

No substantive changes proposed.

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance and Restoration  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	<b>25</b>	<b>23</b>	<b>12,420</b>
<b>2009 Enacted</b>	<b>25</b>	<b>24</b>	<b>13,000</b>
<b>Adjustments-to-Base</b>			
Increases			
Annualization of FY 2009 Pay Raise	-	-	29
FY 2010 Pay Raise	-	-	169
Non-Pay Inflation	-	-	-
Total Increases	-	-	198
<b>Total Adjustments-to-Base</b>	-	-	<b>198</b>
<b>2010 Current Services</b>	<b>25</b>	<b>24</b>	<b>13,198</b>
<b>Program Changes</b>			
<b>Total Program Changes</b>	-	-	-
<b>2010 Request</b>	<b>25</b>	<b>24</b>	<b>13,198</b>
<b>2009 to 2010 Total Change</b>	-	-	<b>198</b>



C. Summary of Requirements

Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance and Restoration  
Summary of Requirements  
(Dollars in Thousands)

	2010 Request		
	Pos.	FTE	Amount
<b>2008 Actual</b>	25	23	12,420
<b>2009 Enacted</b>	25	24	13,000
Adjustments-to-Base (See "FY 2009 to FY 2010 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	198
Decreases	-	-	-
Total Adjustments-to-Base	-	-	198
<b>2010 Current Services</b>	25	24	13,198
Program Changes (See "FY 2009 to FY 2010 Budget Change" for details)	-	-	-
<b>2010 Total Request</b>	25	24	13,198
<b>2009 to 2010 Total Change</b>	-	-	198

Estimates by Program/Project Activity	2009 Enacted		2010 Adjustments-to-Base		2010 Program Change		2010 Request		2009 to 2010 Total Change					
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount		
PPA 1	25	24	13,000	-	-	198	-	-	25	24	13,198	-	-	198
<b>Total Environmental Compliance and Restoration</b>	<b>25</b>	<b>24</b>	<b>13,000</b>	<b>-</b>	<b>-</b>	<b>198</b>	<b>-</b>	<b>-</b>	<b>25</b>	<b>24</b>	<b>13,198</b>	<b>-</b>	<b>-</b>	<b>198</b>

**D. Summary of Reimbursable Resources**

**Not Applicable**

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance & Restoration  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	2,115	2,161	2,311	150
11.3 Other than full-time permanent	3	4	4	-
11.5 Other personnel compensation	30	36	39	3
11.7 Military personnel	109	112	116	4
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	561	581	622	41
12.2 Military personnel benefits	7	8	8	-
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 2,825</b>	<b>\$ 2,902</b>	<b>\$ 3,100</b>	<b>\$ 198</b>
Other Objects Classes:				
21.0 Travel	89	130	94	(36)
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	9,031	13,191	9,504	(3,687)
25.3 Purchases of goods & svcs. from gov't accounts	58	85	61	(24)
25.4 Operation & maintenance of facilities	299	437	315	(122)
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	2	3	2	(1)
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	116	169	122	(47)
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 9,595</b>	<b>\$ 14,015</b>	<b>\$ 10,098</b>	<b>\$ (3,917)</b>
<b>Total Direct Obligations</b>	<b>\$ 12,420</b>	<b>\$ 16,917</b>	<b>\$ 13,198</b>	<b>\$ (3,719)</b>
Unobligated balance, start of year	(3,036)	(3,917)	-	3,917
Unobligated balance, end of year	3,917	-	-	-
<b>Total Requirements</b>	<b>\$ 13,301</b>	<b>\$ 13,000</b>	<b>\$ 13,198</b>	<b>\$ 198</b>

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance and Restoration - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	-	-	-	-
O-5	-	-	-	-
O-4	1	1	1	-
O-3	-	-	-	-
O-2	-	-	-	-
O-1	-	-	-	-
CWO4	-	-	-	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	-	-	-	-
E-7	-	-	-	-
E-6	-	-	-	-
E-5	-	-	-	-
E-4	-	-	-	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	1	1	1	-
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	1	1	1	-
<b>FTE*</b>	1	1	1	-
Headquarters	1	1	1	-
U.S. Field	-	-	-	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	1	1	1	-
Position Data:				
<b>Average Salary, Officer Positions**</b>	\$112,392.00	\$120,435.00	\$125,494.00	5,059
<b>Average Grade, Officer Position</b>	4	4	4	-

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance and Restoration - Civilian  
Permanent Positions by Grade**

Grade	2008	2009	2010	2009 - 2010
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	2	2	2	-
GS-13	7	7	7	-
GS-12	14	14	14	-
GS-11	-	-	-	-
GS-10	-	-	-	-
GS-9	-	-	-	-
GS-8	-	-	-	-
GS-7	-	-	-	-
GS-6	-	-	-	-
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	24	24	24	-
Unfilled Positions EOY	2	2	2	-
Total Perm. Employment (Filled Positions) EOY	22	22	22	-
<b>FTE</b>	22	23	23	-
Headquarters	4	4	4	-
U.S. Field	20	20	20	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	24	24	24	-
Position Data:				
<b>Average Personnel Costs, ES Positions</b>	n/a	n/a	n/a	n/a
<b>Average Personnel Costs, GS Positions</b>	\$113,166.67	\$114,812.50	\$119,245.83	4,433
<b>Average Grade, GS Positions</b>	12.58	12.58	12.58	-

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

## H. PPA Budget Justifications

**Department of Homeland Security  
U. S. Coast Guard  
Environmental Compliance & Restoration  
PPA I  
Funding Schedule  
(Dollars in Thousands)**

<b>Environmental Compliance &amp; Restoration</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	2,115	2,161	2,311	150
11.3	Other than full-time permanent	3	4	4	-
11.5	Other personnel compensation	30	36	39	3
11.7	Military personnel	109	112	116	4
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	561	581	622	41
12.2	Military personnel benefits	7	8	8	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	89	130	94	(36)
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	9,031	13,191	9,504	(3,687)
25.3	Purchases of goods & svcs. from gov't accounts	58	85	61	(24)
25.4	Operation & maintenance of facilities	299	437	315	(122)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	2	3	2	(1)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	116	169	122	(47)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Environmental Compliance and Restoration</b>		<b>\$ 12,420</b>	<b>\$ 16,917</b>	<b>\$ 13,198</b>	<b>\$ (3,719)</b>
<b>Full Time Equivalents</b>		<b>23</b>	<b>24</b>	<b>24</b>	<b>-</b>

## PPA Mission Statement

Environmental Compliance and Restoration (EC&R) will provide for (1) environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, and (2) engineering fixes on Coast Guard assets for the purpose of complying with environmental laws to prevent contamination or preclude environmental damage from developing. Failure to meet restoration or compliance responsibilities could subject the Coast Guard to fines, penalties, or shutdown of operational assets by environmental regulators. In addition, Coast Guard EC&R funding supports site investigation and remediation activities at older shore facilities slated for property divestiture or transfer actions; this primarily includes divestiture of lighthouses in support of the National Historic Lighthouse Preservation Act.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	2,825	\$	2,902	\$	3,100	\$	198

Salaries and Benefits include costs for 24 FTE. The FY 2010 request includes an increase to account for inflation and planned internal personnel reprogramming issues.

#### Travel

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	89	\$	130	\$	94	\$	(36)

Travel includes all costs of transportation of persons, subsistence of travelers, and incidental travel expenses in accordance with Federal travel regulations. The FY 2010 decrease is the result of management efficiencies within the program.

#### Other services

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	9,031	\$	13,191	\$	9,504	\$	(3,687)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Change is due to increase in environmental remediation expenses. The FY 2010 decrease is the result of management efficiencies within the program.

#### Purchases of goods & svcs. from gov't accounts

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	58	\$	85	\$	61	\$	(24)

Purchases from government accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies.



**Operation & maintenance of facilities**

	<b>2008</b>		<b>2009</b>		<b>2010</b>		<b>2009 - 2010</b>
	<b>Actual</b>		<b>Enacted</b>		<b>Request</b>		<b>Change</b>
\$	299	\$	437	\$	315	\$	(122)

Operation and maintenance of facilities include all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Specifically, funds support contracted janitorial, landscaping, security, and environmental services (e.g. hazardous materials disposal) associated with the operation of Coast Guard facilities.

**Operation and maintenance of equipment**

	<b>2008</b>		<b>2009</b>		<b>2010</b>		<b>2009 - 2010</b>
	<b>Actual</b>		<b>Enacted</b>		<b>Request</b>		<b>Change</b>
\$	2	\$	3	\$	2	\$	(1)

Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Supplies and materials**

	<b>2008</b>		<b>2009</b>		<b>2010</b>		<b>2009 - 2010</b>
	<b>Actual</b>		<b>Enacted</b>		<b>Request</b>		<b>Change</b>
\$	116	\$	169	\$	122	\$	(47)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters and boats, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**I. Changes in Full-Time Equivalents**

**Not Applicable**

# Department of Homeland Security

*United States Coast Guard*

*Reserve Training*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Program Justification of Changes .....	9
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	10
B. FY 2009 to FY 2010 Budget Change .....	11
C. Summary of Requirements .....	12
D. Summary of Reimbursable Resources .....	13
E. Summary of Requirements by Object Class .....	14
F. Permanent Positions by Grade .....	15
G. Capital Investment and Construction Initiative Listing .....	17
H. PPA Budget Justifications .....	18
I. Changes in FTE.....	22

**U. S. Coast Guard**  
**Reserve Training**

**I. Appropriation Overview**

**A. Mission Statement for Reserve Training:**

The Coast Guard requests \$133.632 million and 536 FTE in FY 2010, an increase of \$3.131 million over FY 2009 enacted. As the principal federal agency charged with maritime safety, security and environmental stewardship, the Coast Guard protects vital economic and security interests of the United States from internal and external risks and threats. Reserve Training is critical to enabling the Coast Guard to fulfill objectives associated with its 11 Coast Guard mission-programs. The Reserve Training appropriation provides trained units and qualified personnel for service in times of war or national emergency. Moreover, the Coast Guard Reserve may be called upon to provide units and personnel to augment active Coast Guard forces during times of crisis domestically or worldwide.

**B. Budget Activities:**

Reserve forces contribute to all Coast Guard missions, including Search and Rescue (SAR); Marine Safety; Aids to Navigation (AtoN); Ice Operations; Marine Environmental Protection (MEP); Living Marine Resources (LMR); Drug Interdiction; Migrant Interdiction; Other Law Enforcement; Ports, Waterways and Coastal Security (PWCS); and Defense Readiness.

**C. Budget Request Summary:**

The Coast Guard requests 536 positions, 536 FTE, and \$133.632 million in FY 2010. This request provides necessary resources for the training, operation and administration of the Coast Guard Reserve Program while ensuring Reserve Component response readiness. The total program change and base adjustment is \$3.131 million.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training  
Summary of FY 2010 Budget Estimates by Program/Project Activity  
(Dollars in Thousands)**

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Increase (+) or Decrease (-) For FY 2010					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Pay, Benefits and Allowances	552	\$ 96,264	536	\$ 99,020	536	\$ 102,151	-	\$ 3,131	-	\$ -	-	\$ 3,131
II. Operations, Maintenance and Administration	-	\$ 30,030	-	\$ 31,481	-	\$ 31,481	-	\$ -	-	\$ -	-	\$ -
<b>Less Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>552</b>	<b>\$ 126,294</b>	<b>536</b>	<b>\$ 130,501</b>	<b>536</b>	<b>\$ 133,632</b>	<b>-</b>	<b>\$ 3,131</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 3,131</b>
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>552</b>	<b>\$ 126,294</b>	<b>536</b>	<b>\$ 130,501</b>	<b>536</b>	<b>\$ 133,632</b>	<b>-</b>	<b>\$ 3,131</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 3,131</b>

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: PAY, BENEFITS AND ALLOWANCES

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	<b>535</b>	<b>552</b>	<b>96,264</b>
<b>2009 Enacted</b>	<b>536</b>	<b>536</b>	<b>99,020</b>
2010 Adjustments-to-Base	...	...	3,131
<b>2010 Current Services</b>	<b>536</b>	<b>536</b>	<b>102,151</b>
2010 Program Change	...	...	...
			<b>102,151</b>
<b>2010 Request</b>	<b>536</b>	<b>536</b>	
Total Change 2009-2010	...	...	3,131

The Coast Guard requests \$102.151 million for this activity. This is an increase of \$3.131 million over FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

This request for Pay, Benefits and Allowances funds costs associated with salaries, benefits and other compensation for both full-time staffs supporting members of the Coast Guard's Selected Reserve, as well as for reservists who participate in training activities. The Coast Guard Reserve is the Coast Guard's surge-capacity military workforce and provides a cost-effective method of augmenting response to major contingencies, such as natural and man-made disasters, maritime homeland security, national security and other events.

The Coast Guard Reserve is a cornerstone of service readiness and pivotal to the success of daily mission execution. The Coast Guard Reserve was an invaluable contributor to the national responses to Hurricanes Katrina and Rita, and continues to support DoD's Overseas Contingency Operations with deployed service to Operation Enduring Freedom and Operation Iraqi Freedom. Our Reservists provide an outstanding return on investment by providing valuable augmentation of the active duty workforce through Inactive Duty Training and Active Duty Training periods.

Our request for funding supports 536 FTE representing both military and civilian members who manage all recruiting, formal training, personnel and resource/program oversight. No additional FTE are requested.



Significant accomplishments in FY 2008 include:

- Played an integral role during supplemental-funded contingency operations for DoD's Overseas Contingency Operations, Operation Iraqi Freedom and Operation Enduring Freedom. These reservists will serve in the United States and overseas.
- Participated as crewmembers at eleven Coast Guard units on the Great Lakes in support of "Operation Summerstock" to augment search and rescue capabilities during the high operational tempo of the summer months.
- Mobilized over 800 reservists, who served on active duty under involuntary and voluntary Active Duty Special Work (ADSW) orders in support of contingency operations. They performed functions such as seaport security, standing watches in command centers, law enforcement operations, anti-terrorism/force protection missions, inspections of commercial vessels, domestic military out-load (MOL) security, and others.
- Served on 18 Disaster Area Response Teams of active duty and reserve members in response to serious flooding in several Midwestern states.
- Deployed more than 4,000 man-days of support under Title 14 authority to respond to Hurricanes Gustav and Ike.
- Activated over 260 reservists under voluntary ADSW in support of non-contingency operations within numerous mission areas throughout the Coast Guard.

FY 2009 projected accomplishments include:

- Continue to serve an integral role during supplemental-funded contingency operations DoD's Overseas Contingency Operations, Operation Iraqi Freedom and Operation Enduring Freedom, with over 680 reservists mobilized on involuntary and voluntary Active Duty Special Work (ADSW) orders in support of contingency operations.
- Continued support to seaport security, standing watches in command centers, law enforcement operations, anti-terrorism/force protection missions, inspections of commercial vessels, and domestic military out-load (MOL) security.
- Continued response to provide search and rescue capability and relief for natural disasters. Reservists continue to serve on active duty in the Midwestern and Gulf states for post-disaster support.
- 2009 participation as crewmembers at eleven Coast Guard units on the Great Lakes in support of "Operation Summerstock" to augment search and rescue capabilities during the high operational tempo of the summer months.
- Increase full-time support to Commanders in the field for the training and personal readiness of reserve personnel.

FY 2010 projected accomplishments include:

- Continue to serve an integral role during supplemental-funded contingency operations for DoD's Overseas Contingency Operations, Operation Iraqi Freedom and Operation Enduring Freedom.
- Train additional reservists for deployable expeditionary support and to provide safety and security teams for deployment within the United States.

- Train for mobilization to support national security and disaster response.
- Support DHS HQ Operations, AFRICOM, and DOG operations.
- Further increase full-time support to Commanders in the field for the training and personal readiness of reserve personnel.

PPA II: OPERATIONS, MAINTENANCE AND ADMINISTRATION

	<b>Perm</b>		
	<b>Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>30,030</b>
<b>2009 Enacted</b>	...	...	<b>31,481</b>
2010 Adjustments to Base	...	...	...
<b>2010 Current Services</b>	...	...	<b>31,481</b>
2010 Program Change	...	...	...
<b>2010 Request</b>	...	...	<b>31,481</b>
Total Change 2009-2010	...	...	...

The Coast Guard requests \$31.481 million for this activity.

**CURRENT SERVICES PROGRAM DESCRIPTION:**

This request for Operations, Maintenance and Administration funds the costs of services and facilities to train reservists, administer the Reserve program and portion of organizational costs shared by the Reserve Training appropriation operation and maintenance. For example, reservists attend many of the same classroom-based training sessions as members of the active component, and the Reserve Training appropriation provides funding for the reservists for overhead and course-specific costs. Similar Reserve Training cost sharing applies in other arenas as well.

By providing funding for enterprise-wide services used by reservists, the Reserve Training appropriation ensures equipment and facilities necessary to attract and maintain a high-caliber reserve force without eroding the resource base of the active duty military workforce. Coast Guard reservists serve in multiple mission areas as boarding officers, small boat coxswains, contingency planners and marine inspectors. The Coast Guard Reserve is an extraordinary force multiplier upon which our nation can confidently rely in times of exceptional need, embodying the very essence of the Coast Guard's motto: Semper Paratus (Always Ready).

Significant accomplishments in FY 2008 include:

- Maintained readiness and honed their mobilization skills through classroom training, mobilization exercises and on-the-job training alongside their active duty counterparts during routine and emergency operations. Over 85 percent of our 8,100 member Selected Reserve Force are assigned to operational Coast Guard shore units.
- Mobilized, trained, and maintained skills required to support defense operations throughout the world. The remaining 15 percent of our 8,100 member Selected Reserve Force are assigned to deployable PSUs, Naval Coastal Warfare Squadrons and Naval Coastal Warfare groups.
- Implemented organizational structure and business practices to optimally deliver training, readiness and operational support.
- Enhanced the mobilization/activation process with improved management and tracking tools.

- Improved reservists' access to education with the addition of 120 new distance-learning courses eligible for Reserve Retirement Points.

FY 2009 projected accomplishments include:

- Continue to maintain readiness and hone mobilization skills through training and exercises during routine and emergency operations.
- Continue to mobilize, train and maintain skills required to support defense operations throughout the world.
- Continue to optimize the delivery of training, readiness and operational support.
- Develop a methodology for measuring training capacity.
- Improve reserve readiness in the field by realigning 202 full-time support positions for more direct support to the operational commands where reservists are assigned and trained.
- Increase the number of Reserve Program Administrators to provide full-time support to reserve force training and support.
- Improve mobilization and demobilization processes for reservists by ensuring enhanced reserve-specific functionality in Coast Guard administrative systems.
- Develop and provide training to full-time support personnel who will be supporting reserve readiness training and administration at operational commands.

FY 2010 projected accomplishments include:

- Continue to maintain readiness and hone mobilization skills through training and exercises during routine and emergency operations.
- Continue to mobilize, train and maintain skills required to support defense operations throughout the world.
- Continue to optimize the delivery of training, readiness and operational support.
- Continue to improve reserve readiness in the field by providing additional full-time support positions to increase direct support to the operational commands where reservists are assigned and trained.
- Develop and provide training to full-time support personnel who will be supporting reserve readiness training and administration at operational commands.
- Continue to improve reserve readiness and training with further development of formal and on-line training for the full corps of full-time support personnel supporting reserve readiness throughout the Coast Guard.
- Improve efficiency of reserve specific functions in Coast Guard data and personnel management systems.

#### **IV. Program Justification of Changes**

**Not Applicable**

## **V. Exhibits and Other Supporting Materials**

### **A. Justification of Proposed Legislative Language**

**Department of Homeland Security  
U. S. Coast Guard  
Justification of Proposed Changes in Reserve Training  
Appropriation Language**

For necessary expenses of the Coast Guard Reserve, as authorized by law; operations and maintenance of the reserve program; personnel and training costs; equipment and services; [\$130,501,000] **\$133,632,000.** (*Department of Homeland Security Appropriation Act, 2009.*)

#### **Explanation of Changes:**

No substantive changes proposed.

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	<b>535</b>	<b>552</b>	<b>126,294</b>
<b>2009 Enacted</b>	<b>536</b>	<b>536</b>	<b>130,501</b>
<b>Adjustments-to-Base</b>			
Increases			
Annualization of FY 2009 Pay Raise	-	-	940
FY 2010 Pay Raise	-	-	2,191
Non-Pay Inflation	-	-	-
Total Increases	-	-	3,131
<b>Total Adjustments-to-Base</b>	<b>-</b>	<b>-</b>	<b>3,131</b>
<b>2010 Current Services</b>	<b>536</b>	<b>536</b>	<b>133,632</b>
<b>2010 Request</b>	<b>536</b>	<b>536</b>	<b>133,632</b>
<b>2009 to 2010 Total Change</b>	<b>-</b>	<b>-</b>	<b>3,131</b>

C. Summary of Requirements

Department of Homeland Security  
 U. S. Coast Guard  
 Reserve Training  
 Summary of Requirements  
 (Dollars in Thousands)

	2010 Request		
	Pos.	FTE	Amount
<b>2008 Actual</b>	<b>535</b>	<b>552</b>	<b>126,294</b>
<b>2009 Enacted</b>	<b>536</b>	<b>536</b>	<b>130,501</b>
Adjustments-to-Base (See "FY 2009 to FY 2010 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	3,131
Decreases	-	-	-
Total Adjustments-to-Base	-	-	<b>3,131</b>
<b>2010 Current Services</b>	<b>536</b>	<b>536</b>	<b>133,632</b>
Program Changes (See "FY 2009 to FY 2010 Budget Change" for details)			
<b>2010 Total Request</b>	<b>536</b>	<b>536</b>	<b>133,632</b>
<b>2009 to 2010 Total Change</b>	<b>-</b>	<b>-</b>	<b>3,131</b>

Estimates by Program/Project Activity	2009 Enacted		2010 Adjustments-to-Base		2010 Program Change		2010 Request		2009 to 2010 Total Change		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE
PPA 1: Pay, Benefits and Allowances	536	536	99,020	-	-	-	536	536	102,151	-	-
PPA 2: Operations, Maintenance and Administration	-	-	31,481	-	-	-	-	-	31,481	-	-
<b>Total Reserve Training</b>	<b>536</b>	<b>536</b>	<b>130,501</b>	<b>-</b>	<b>-</b>	<b>3,131</b>	<b>536</b>	<b>536</b>	<b>133,632</b>	<b>-</b>	<b>3,131</b>



**D. Summary of Reimbursable Resources**

**Not Applicable**

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	5,193	5,524	5,691	167
11.3 Other than full-time permanent	12	13	13	-
11.5 Other personnel compensation	129	137	141	4
11.7 Military personnel	77,924	79,895	82,413	2,518
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	1,396	1,485	1,530	45
12.2 Military personnel benefits	11,610	11,966	12,363	397
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 96,264</b>	<b>\$ 99,020</b>	<b>\$ 102,151</b>	<b>\$ 3,131</b>
Other Objects Classes:				
21.0 Travel	6,671	6,994	6,994	-
22.0 Transportation of things	6	6	6	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	22,947	24,056	24,056	-
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	397	416	416	-
31.0 Equipment	9	9	9	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 30,030</b>	<b>\$ 31,481</b>	<b>\$ 31,481</b>	<b>\$ -</b>
<b>Total Direct Obligations</b>	<b>\$ 126,294</b>	<b>\$ 130,501</b>	<b>\$ 133,632</b>	<b>\$ 3,131</b>
Unobligated balance, start of year	-	-	-	-
Unobligated balance, end of year	589	-	-	-
<b>Total Requirements</b>	<b>\$ 126,883</b>	<b>\$ 130,501</b>	<b>\$ 133,632</b>	<b>3,131</b>

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	1	1	1	-
O-7	-	-	-	-
O-6	7	7	7	-
O-5	12	12	12	-
O-4	23	21	21	-
O-3	48	49	49	-
O-2	9	12	12	-
O-1	-	-	-	-
CWO	18	19	19	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	6	6	6	-
E-8	9	9	9	-
E-7	37	39	39	-
E-6	127	121	121	-
E-5	81	84	84	-
E-4	46	47	47	-
E-3	8	8	8	-
E-2	3	3	3	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>435</b>	<b>438</b>	<b>438</b>	<b>-</b>
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	435	438	438	-
<b>FTE*</b>	<b>460</b>	<b>441</b>	<b>441</b>	<b>-</b>
Headquarters	41	40	40	-
U.S. Field	394	398	398	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>435</b>	<b>438</b>	<b>438</b>	<b>-</b>
<u>Position Data:</u>				
<b>Average Salary, Officer Positions**</b>	<b>\$101,153.78</b>	<b>\$109,016.42</b>	<b>\$114,128.25</b>	<b>\$5,111.83</b>
<b>Average Grade, Officer Positions</b>	<b>3.43</b>	<b>3.37</b>	<b>3.37</b>	<b>0.00</b>
<b>Average Salary, Enlisted Positions**</b>	<b>\$58,063.72</b>	<b>\$63,534.94</b>	<b>\$67,960.26</b>	<b>\$4,425.32</b>
<b>Average Grade, Enlisted Positions</b>	<b>5.57</b>	<b>5.56</b>	<b>5.56</b>	<b>0.00</b>

\*The Coast Guard manages the military workforce by end strength, not Full Time Equivalent (FTE). The military FTE represented in these numbers are monthly end strengths averaged over the year.

\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular pay grade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training - Civilian  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	4	4	4	-
GS-13	4	4	4	-
GS-12	12	10	10	-
GS-11	9	8	8	-
GS-10	-	-	-	-
GS-9	11	11	11	-
GS-8	5	5	5	-
GS-7	30	30	30	-
GS-6	13	14	14	-
GS-5	9	9	9	-
GS-4	1	1	1	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	1	1	1	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	100	98	98	-
Unfilled Positions EOY	5	3	3	-
Total Perm. Employment (Filled Positions) EOY	95	95	95	-
<b>FTE</b>	92	95	95	-
Headquarters	13	11	11	-
U.S. Field	87	87	87	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	100	98	98	-
<u>Position Data:</u>				
<b>Average Personnel Costs, ES Positions</b>	n/a	n/a	n/a	n/a
<b>Average Personnel Costs, GS Positions</b>	\$71,568.04	\$74,875.26	\$76,512.37	1,637.11
<b>Average Grade, GS Positions</b>	8.51	8.38	8.38	0.00

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holidays hazardous duty, reemployment annuitant and severance pays, night differential, non-foreign Cost-of-Living Allowance and premium compensation for firefighters.

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training  
PPA I: Pay, Benefits and Allowances  
Funding Schedule**

<b>PPA I: Pay, Benefits and Allowances</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 to 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	5,193	5,524	5,691	167
11.3	Other than full-time permanent	12	13	13	-
11.5	Other personnel compensation	129	137	141	4
11.7	Military personnel	77,924	79,895	82,413	2,518
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,396	1,485	1,530	45
12.2	Military personnel benefits	11,610	11,966	12,363	397
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Pay, Benefits and Allowances</b>		<b>\$ 96,264</b>	<b>\$ 99,020</b>	<b>\$ 102,151</b>	<b>\$ 3,131</b>
<b>Full Time Equivalents</b>		<b>552</b>	<b>536</b>	<b>536</b>	<b>-</b>

## PPA Mission Statement

This PPA request funds expenses for compensation of active duty military service members and civilian personnel who support the Reserve Training program. This category also includes pay, allowances, employer's share of FICA, Social Security credits and other expenses. Requested funding will compensate our 536 full-time personnel.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

	2008		2009		2010		2009 to 2010
	Actual		Enacted		Request		Change
\$	96,264	\$	99,020	\$	102,151	\$	3,131

Salaries and Benefits provides compensation directly related to Coast Guard active duty military and civilian personnel duties. This includes costs for 536 FTE. The increase in the FY 2010 request is due to the proposed pay raise (2.0% civ and 2.9% mil).

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Reserve Training  
PPA II: Operations, Maintenance and Administration  
Funding Schedule**

<b>PPA II: Operations, Maintenance and Administration</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 to 2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	6,671	6,994	6,994	-
22.0	Transportation of things	6	6	6	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	22,947	24,056	24,056	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	397	416	416	-
31.0	Equipment	9	9	9	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Operations, Maintenance and Administration</b>		<b>\$ 30,030</b>	<b>\$ 31,481</b>	<b>\$ 31,481</b>	<b>\$ -</b>
<b>Full Time Equivalents</b>		-	-	-	-



## Summary Justification and Explanation of Changes

### Travel

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 6,671	\$ 6,994	\$ 6,994	\$ -

The FY 2010 request has no change.

### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 6	\$ 6	\$ 6	\$ -

The FY 2010 request has no change.

### Other services

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 22,947	\$ 24,056	\$ 24,056	\$ -

The FY 2010 request has no change.

### Supplies and materials

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 397	\$ 416	\$ 416	\$ -

The FY 2010 request has no change.

### Equipment

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 9	\$ 9	\$ 9	\$ -

The FY 2010 request has no change.

**I. Changes in Full-Time Equivalents**

**Not Applicable**

# Department of Homeland Security

*United States Coast Guard*

*Acquisition, Construction and Improvements*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Program Justification of Changes .....	12
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language.....	13
B. FY 2009 to FY 2010 Budget Change .....	16
C. Summary of Requirements .....	17
D. Summary of Reimbursable Resources.....	18
E. Summary of Requirements by Object Class.....	19
F. Permanent Positions by Grade.....	20
G. Capital Investment and Construction Initiative Listing.....	22
H. PPA Budget Justifications .....	130
I. Changes in FTE .....	152

# U. S. Coast Guard

## Acquisition, Construction and Improvements

### I. Appropriation Overview

#### **A. Mission Statement for Acquisition, Construction and Improvements:**

The Administration requests \$1.384 billion in FY 2010, a decrease of \$91.000 million from the FY 2009 enacted level of \$1.475 billion. The Acquisition, Construction and Improvements (AC&I) appropriation funds the acquisition of new capital assets, construction of required facilities and physical improvements to existing facilities and assets. The appropriation covers Coast Guard-owned and operated vessels, shore facilities and other equipment, such as computer and other systems.

The AC&I funding request supports all statutorily-mandated Coast Guard mission-programs. These mission-programs in turn directly support the Coast Guard's role as the nation's principal Federal agency responsible for maritime **safety, security, and stewardship**.

#### **B. Budget Activities:**

This funding supports all Coast Guard missions, including Search and Rescue (SAR); Marine Safety; Aids to Navigation (AtoN); Ice Operations; Marine Environmental Protection (MEP); Living Marine Resources (LMR); Drug Interdiction; Migrant Interdiction; Other Law Enforcement; Ports, Waterways and Coastal Security (PWCS); and Defense Readiness.

#### **C. Budget Request Summary:**

The Coast Guard requests \$1.384 billion in FY 2010 to support the following projects:

- Response Boat-Medium - \$103.000 million
- Integrated Deepwater Systems - \$1.051 billion
- Rescue 21 - \$117.000 million
- High Frequency recapitalization - \$2.500 million
- Shore facilities and aids to navigation - \$10.000 million
- AC&I personnel related support - \$100.000 million



### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction and Improvements  
Program Performance Justification  
(Dollars in thousands)**

#### PPA I: VESSELS AND CRITICAL INFRASTRUCTURE PROJECTS

	Perm Pos	FTE	Amount
<b>2008 Actual</b>	...	...	<b>\$52,314</b>
<b>2009 Enacted</b>	...	...	<b>113,000</b>
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	...	...	<b>113,000</b>
2010 Program Change	...	...	-10,000
<b>2010 Request</b>	...	...	<b>103,000</b>
Total Change 2009-2010	...	...	-10,000

The table above excludes ARRA funding of \$10.000 million provided in P.L. 111-5. The Coast Guard requests \$103.000 million. This is a decrease of \$10.000 million below the FY 2009 enacted.

#### **PROGRAM DESCRIPTION:**

##### **Primary operational resource supported: Surface assets, Command and Control**

Funding supports the initial acquisition, development or construction of any cutter or boat class. It also supports the improvement, renovation, upgrade, replacement or alteration of these cutter and boat classes. Our primary project for this funding in FY 2010 is the Response Boat-Medium (RB-M) project.

##### **Response Boat-Medium (RB-M)**

##### **Significant accomplishments in FY 2008 include:**

- Ordered 18 RB-Ms (hulls #13-30)
- Delivered the first three RB-Ms that were ordered Q4 FY 2006 with prior funding
- Commenced Operational Test and Evaluation (OT&E) on the first three RB-Ms
- Second production facility opened by contractor in Green Bay, Wisconsin, establishing of production capacity to meet a production rate of 30 boats per year by the end of FY2010

##### **FY 2009 planned accomplishments include:**

- Ordering 36 RB-Ms (hulls #31-66)
- Delivery of an additional 11 RB-Ms ordered with prior funding and support for a total of 14 delivered RB-Ms
- Delivery of the first RB-M from the second production facility in Green Bay in Q4 FY 2009
- Continuation of Operational Test and Evaluation (OT&E) focused on the first six RB-Ms purchased with prior funding
- Logistics element development and fielding (had been deferred in prior years in order to place sufficient boat orders to initiate the contractor opening the second production facility)



**FY2010 planned accomplishments include:**

- Ordering 30 RB-Ms (hulls #67-96)
- Delivery of an additional 15 RB-Ms ordered with prior year funding and support of a total of 28 delivered RB-Ms
- Completion of OT&E, enter full production, and attain Initial Operating Capability with delivery of the first RB-M following a full production decision

**PPA II: AIRCRAFT**

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	6,680
<b>2009 Enacted</b>	...	...	...
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	...	...	...
2010 Program Change	...	...	...
<b>2010 Request</b>	...	...	...
Total Change 2009-2010	...	...	...

The Coast Guard does not request any funding for this activity in FY 2010.

**PPA III: INTEGRATED DEEPWATER SYSTEMS**

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>724,018</b>
<b>2009 Enacted</b>	...	...	<b>1,033,994</b>
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	...	...	<b>1,033,994</b>
2010 Program Change	...	...	17,486
<b>2010 Request</b>	...	...	<b>1,051,480</b>
Total Change 2009-2010	...	...	17,486

The table above excludes supplemental funding in 2008 of \$9.430 million (P.L.110-161). The Coast Guard requests \$1.051 billion for this activity. This is an increase of \$17.486 million above the FY 2009 enacted.

**PROGRAM DESCRIPTION:**

**Primary operational resource supported: All**

To continue to address America's 21st century maritime threats and challenges, the Coast Guard initiated the Integrated Deepwater System (IDS) program, the largest and most innovative acquisition in Coast Guard history. IDS comprises new cutters and their associated small boats, upgraded legacy cutters, a new fixed-wing manned aircraft fleet, an upgraded helicopters, and both cutter-based and land-based unmanned air vehicles. All of these highly capable assets will be linked with state-of-the-art Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) systems, and will be supported by an integrated logistics regime. IDS is comprised of three separate sub-categories:

- Aircraft
- Surface
- Other

#### **FY 2008 Significant accomplishments include:**

- Maritime Patrol Aircraft (MPA) – formally accepted the platform’s Mission System Pallet (MSP); funded (a) production of MPA #9 through #11, (b) five (5) MSPs, including their missionization and initial sparing.
- HC-130H – completed SELEX surface search radar installation on three (3) aircraft, began Avionics Phase I effort through NAVAIR and installed nineteen (19) out of twenty-six DF430s (direction finders) .
- HC-130J – formally accepted first missionized aircraft, completed Developmental Test & Evaluation (DT&E); accepted delivery of missionized aircraft #2 & #3. Placed aircraft #4 on contract.
- HH-60 – completed prototype to accomplish a service-life extension that refurbishes the airframe, wiring, and components; add new radar and C4ISR suite; and installs an integrated cockpit.
- HH-65 – continued efforts to provide a service-life extension which refurbishes the airframe, tail drive shaft and fenestron anti-torque device; strengthens landing gear; adds new radar and new C4ISR suite; and installs an integrated cockpit.

#### **SURFACE**

- Awarded contract for the Sentinel Class (FRC-B) Patrol Boat
- Began construction of NSC #3
- Purchased Long Lead Time Material (LLTM) for NSC #4
- Completed Mission Effectiveness Project (MEP) for seven Medium Endurance Cutters (WMEC) and five Patrol Boats (WPB)

#### **OTHER**

- Logistics Shore
  - Installed LIMS at facilities where LIMS use is required, including Naval Engineering Support Unit (NESU) Boston, NESU Honolulu, Engineering Support Unit (ESU) Honolulu, ATC Mobile, Coast Guard Air Station (CGAS) Savannah, CGAS New Orleans, CGAS Miami, CGAS Cape Cod, CGAS, Borinquen, CGAS Barbers Point and CGAS Elizabeth City
- Facilities
  - Constructed the OCCS building to support the new NSCs in Alameda, CA and the FRC office/storage building in Miami, FL

#### **FY 2009 planned accomplishments include:**

#### **AIRCRAFT**

- MPA – Fund production of (a) MPA #12 and three (3) MSPs; and (b) their missionization and initial sparing; accept MPAs #6, #7, and #8. Initial Operational Capability (IOC) for this asset will be achieved.

- HH-65 – continue a service-life extension to refurbish the airframe, wiring and components; adds new radar and new C4ISR suite; and install an integrated cockpit
- HH-60 – continue a service-life extension to refurbish the airframe, wiring, and components; add new radar and new C4ISR suite; and install an integrated cockpit
- HC-130H – continue avionics modernization and center wing box replacement to extend fleet service life
- HC-130J – complete missionization of aircraft #4 and negotiate missionization of aircraft #5 and #6; fly first avionics upgrade prototype aircraft
- UAS – perform pre-acquisition analysis to determine best strategy to meet critical mission requirements

## **SURFACE**

- Award three (FRC #2- #4) follow-on FRC-B Low Rate Initial Production hulls
- Complete MEP for five WMECs and three WPBs

## **OTHER**

- Continue installation of LIMS systems at facilities where LIMS as required, including NESU Boston, NESU Honolulu, ESU Honolulu, Aviation Technical Training Center (ATTC) Mobile, CG Air Station (CGAS) Savannah, CGAS New Orleans, CGAS Miami, CGAS Cape Cod, CGAS, Borinquen, CGAS Barbers Point and CGAS Elizabeth City
- Phase II construction of the Off-Cycle Crew Support (OCCS) building to support NSCs in Alameda, CA; facility upgrades at the first three FRC-B homeports; facility upgrades at the second NSC homeport; environmental assessments of Deepwater homeports and aviation sites; and detailed engineering evaluations.

## **FY 2010 planned accomplishments include:**

### **AIRCRAFT**

- MPA – funds production of MPA #13 and #14, three (3) MSPs, initial spares, and a flight training simulator
- HH-65 – continue a service-life extension to refurbish the airframe, wiring and components; adds new radar and C4ISR suite; and install an integrated cockpit
- HH-60 – continue a service-life extension to refurbish the airframe, wiring, and components; add new radar and C4ISR suite; and install an integrated cockpit
- HC-130H – continue avionics modernization and center wing box replacement to extend fleet service life
- HC-130J – complete missionization of aircraft #5 and purchase crashworthy observer seats.
- 

### **SURFACE**

- Award contract for Production of NSC #4
- Award contract for FRC-B Full Rate Production hulls #5-8
- OPC – Develop Concepts of Operations (CONOPS) and Operational Requirements Document (ORD)
- Complete MEP for five WMECs and three WPBs

## OTHER

- Continue installation of LIMS systems at facilities where LIMS as required
- Begin work on MPA Hanger for CGAS Cape Cod.
- Continue to support NSCs with facility upgrades in Alameda, CA and at the second NSC homeport; facility upgrades at the first three FRC-B homeports; construction of an FRC trainer at Yorktown, VA; environmental assessments of Deepwater homeports and aviation sites; and detailed engineering evaluations.

## PPA IV: OTHER EQUIPMENT

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>\$116,512</b>
<b>2009 Enacted</b>	...	...	<b>89,174</b>
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	...	...	<b>89,174</b>
2010 Program Change	...	...	30,326
<b>2010 Request</b>	...	...	<b>119,500</b>
Total Change 2009-2010	...	...	30,326

The table above excludes supplemental funding in 2008 of \$210.000 thousand (P.L.110-161). The Coast Guard requests \$119.500 million for this activity. This is a \$30.326 million increase above the FY 2009 enacted.

## **PROGRAM DESCRIPTION:**

### **Primary operational resource supported: Command, Control, Communications, Computers and Information Technology**

Funding procures hardware and software, including the initial acquisition, development or construction of any system, software or equipment costing over \$1 million per usable segment or item, or \$10 million total project cost. It also includes the improvement, renovation, upgrade, replacement or alteration of equipment or hardware that exceeds \$1 million per usable segment or item, or \$10 million total project cost, regardless of the cost per site.

## **Rescue 21**

### **FY 2008 accomplishments include:**

- Delivered 11 Full Rate Production Sectors: Rescue 21 is operational in 16 of 39 Sectors and is standing watch and saving lives along 22,292 miles of U.S. coastline
- Received approval of APB (Rev 5) adjusting system cost and schedule baselines to more accurately reflect actual system deployment results; no changes to Key Performance Parameters
- Deployed Disaster Recovery capability in Gulf Coast for Hurricanes Gustav and Ike allowing Sector New Orleans to stand the watch from OSC Martinsburg, WV, and restoring damaged critical communications links to keep the system operational
- Continued work in Alaska: development of project plan, surveys of proposed new sites, and initial development of testing lab

**FY 2009 planned accomplishments include:**

- Deployment of four additional Sectors for a total of 28,016 miles in 20 of 39 Sectors
- Continue work on 12 remaining Full Rate Production Sectors
- Begin work on Western Rivers: proof of concept and development of prototype
- Begin deployment of Vessels Subsystem: deploy UHF radios to 125 vessels
- Continue work in Alaska: including completion of Acquisition Plan, research and testing to develop components and configurations for the standard Remote Fixed Facility (tower) and Sector Command Center console

**FY 2010 planned accomplishments include:**

- Deployment of seven additional Sectors for a total of 36,429 miles in 27 of 39 Sectors
- Continue work on seven remaining Full Rate Production Sectors
- Begin deployment of Western Rivers Subsystem
- Continue deployment of Vessels Subsystem: deploy UHF radios to 300 vessels
- Continue work in Alaska: deployment of limited interim capabilities with deployment of full capabilities to follow in FY 2011

**High Frequency (HF) Recapitalization**

**FY 2008 accomplishments include:**

- Purchased and install 12 HF transmitters (\$200K per transmitter).

**FY 2009 planned accomplishments include:**

- Purchase and install 12 additional HF transmitters (\$200K per transmitter).

**FY 2010 planned accomplishments include:**

- Purchase and install 12 additional HF transmitters (\$200K per transmitter)).

**PPA V: SHORE FACILITIES AND AIDS TO NAVIGATION**

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>\$129,686</b>
<b>2009 Enacted</b>	...	...	<b>68,000</b>
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	...	...	<b>68,000</b>
2010 Program Change	...	...	-58,000
<b>2010 Request</b>	...	...	<b>10,000</b>
Total Change 2009-2010	...	...	-58,000

The table above excludes supplemental funding in 2008 of \$276.760 million (P.L.110-161) and excludes ARRA funding in 2009 of \$88.000 million (P.L. 111-5). The Coast Guard requests \$10.000 million for this activity. This is a decrease of \$58.000 million below the FY 2009 enacted.

## **PROGRAM DESCRIPTION:**

### **Primary operational resource supported: Shore units and Aids-to-Navigation (ATON)**

The AC&I shore facilities and ATON capital investment program provides funding for the acquisition, construction, rebuilding, and improvement of the Coast Guard's shore facilities, ATON, and related equipment.

### **FY 2008 accomplishments include:**

- Constructed duty berthing and boat maintenance bay at Station Washington
- Rebuilt multi-purpose facility and waterfront at Base Galveston Phase II.
- Began a Rescue Swimmer Training Facility at Aviation Technical Training Center (ATTC) Elizabeth City, NC.
- Constructed a consolidated Station Marquette, MI facility.
- Constructed eight additional housing units at Cordova, AK
- Began facility renovations at Sector Buffalo
- Aids to Navigation work at the following sites: Delaware Bay and River, DE; Sharps Island Light, MD; Edgewater, PA; Lake St. Clair, MI.

### **FY 2009 planned accomplishments include:**

- Complete initial survey and design for nine facilities/purposes.
- Commence Phase III of the Cordova, Alaska housing project which will complete 6 duplex units (12 housing units).
- Commence the recapitalization of Chase Hall's North Annex A.
- Commence the renovation of the run way lighting at Air Station Cape Cod (Massachusetts Military Reservation).
- Commence construction of the addition to the TISCOM Telecommunications Systems Directorate (TSD) building.
- Purchase housing for Station Montauk, NY.
- Commence construction of a 23,000 GSF consolidated Station, Aids to Navigation Team (ANT) and Coastal Patrol Boat (CPB) facilities for Station Cape May.
- Complete Phase II of the Rescue Swimmer Training Facility at Aviation Technical Training Center (ATTC), Elizabeth City, NC project by providing the Modular Egress Training Simulator (dunker); dunker tank; enclosure with deck space, mechanical support space; classrooms and labs.
- Aids To Navigation work at the following sites: Pleasant River, ME, Port Canaveral and Port Manatee, FL, Mobile, AL, Gulfport, MS, Port Charles, LA, Anaheim Bay and Mission Bay, CA, Puget Sound, WA, and Sumner Strait, AK.

### **FY 2010 planned accomplishments include:**

- Complete initial survey and design for seven facilities/purposes
- Aids To Navigation work at the following sites: Port Canaveral, FL – Outbound Ranges; Belle Pass/Port Fuchon, LA – Inbound Ranges ; Anaheim Bay Ranges, CA; Anaheim Bay, CA – Buoys to Beacons; Napa River, CA; Sacramento/San Joaquin Rivers, CA; Houston Ship Channel Ranges, TX; St. Mary's River, MI – Buoys to Beacons; Mobile Channel Ranges, AL.

## PPA VI: DHS HEADQUARTERS

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	...
<b>2009 Enacted</b>	...	...	97,578
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	...	...	<b>97,578</b>
2010 Program Change	...	...	-97,578
<b>2010 Request</b>	...	...	...
Total Change 2009-2010	...	...	-97,578

The Coast Guard does not request funding for this activity.

## PPA VII: PERSONNEL AND RELATED SUPPORT

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	<b>746</b>	<b>636</b>	<b>\$82,000</b>
<b>2009 Enacted</b>	793	685	<b>92,830</b>
2010 Adjustments-to-Base	...	...	...
<b>2010 Current Services</b>	<b>793</b>	<b>685</b>	<b>92,830</b>
2010 Program Change	100	50	7,170
<b>2010 Request</b>	<b>893</b>	<b>735</b>	<b>100,000</b>
Total Change 2009-2010	100	50	7,170

The Coast Guard requests \$100.000 million for this activity. This is an increase of \$7.170 million above the FY 2009 enacted.

### **PROGRAM DESCRIPTION:**

#### **Primary operational resource supported: All**

Acquisition, Construction and Improvements (AC&I) has a specific annual appropriation to fund “personnel compensation and benefits and related costs. Annual AC&I personnel compensation appropriation, rather than the multi-year project funds, must be used to fund all AC&I related personnel costs. The primary initiatives include contract support for financial management services, contracting support services, training and workforce certification. The funding allows the Coast Guard to maintain an effective acquisition process by providing AC&I resources that are not project-specific. Resources are needed to maintain core competencies and capabilities necessary to execute assigned workload while meeting various requirements established in the Chief Financial Officer Act, Clinger-Cohen Act, DHS certification level requirements and OMB Circular A-76.

**IV. Program Justification of Changes**

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition Construction and Improvements  
Justification of Program Changes  
(Dollars in Thousands)**

**Program Increase:** Acquisition, Construction and Improvements

Strategic Goal(s) & Objective(s): 1.1, 1.3, 2.1, 2.2, 3.1, 3.2, 4.1, 4.2, 5.0,

PPA: Applies to all PPAs

Program Decrease/Increase: Positions 100 FTE 50 Dollars -\$90,596

Funding Profile

	FY 2008 Actual			FY 2009 Enacted			FY 2010 Request		
	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)
Current Services Level	746	636	1,111,210	793	685	1,474,576	793	685	1,474,576
Program Increase/decrease	-	-	-	-	-	-	100	50	-90,596
<b>Total Request</b>	<b>746</b>	<b>636</b>	<b>\$1,111,210</b>	<b>793</b>	<b>685</b>	<b>\$1,474,576</b>	<b>893</b>	<b>735</b>	<b>1,383,980</b>

Description of Item

*Please see the following budget displays for detailed information: Summary of Requirements and Capital Investments and Construction Initiative Listing.*



## V. Exhibits and Other Supporting Materials

### A. Justification of Proposed Legislative Language

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Justification of Proposed Changes in Acquisition, Construction, and Improvements**  
**Appropriation Language**

For necessary expenses of acquisition, construction, renovation, and improvement of aids to navigation, shore facilities, vessels, and aircraft, including equipment related thereto; and maintenance, rehabilitation, lease and operation of facilities and equipment, as authorized by law; [~~\$1,494,576,000~~]**\$1,383,980,000** of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); of which [~~\$113,000,000~~]**\$103,000,000** shall be available until September 30, [~~2013~~]**2014**, to acquire, repair, renovate, or improve vessels, small boats, and related equipment; of which [~~\$89,174,000~~]**\$119,500,000** shall be available until September 30, [~~2011~~]**2012**, for other equipment; of which [~~\$68,000,000~~]**\$10,000,000** shall be available until September 30, [~~2011~~]**2012**, for shore facilities and aids to navigation facilities,[ including \$3,000,000 for Sector Buffalo and \$15,000,000 for the Rescue Swimmer Training Facility;] of which [~~\$92,830,000~~]**\$100,000,000** shall be available for personnel compensation and benefits and related costs;[ of which \$97,578,000 shall be available until expended for a new Coast Guard and Department of Homeland Security headquarters; ]and of which [~~\$1,033,994,000~~]**\$1,051,480,000** shall be available until September 30, [~~2013~~]**2014**, for the Integrated Deepwater Systems program:[ *Provided*, That of the funds made available for the Integrated Deepwater Systems program, \$244,550,000 is for aircraft and \$571,003,000 is for surface ships: *Provided further*, That \$350,000,000 of the funds provided for the Integrated Deepwater Systems program may not be obligated until the Committees on Appropriations of the Senate and the House of Representatives receive directly from the Coast Guard and approve a plan for expenditure that—

- (1) defines activities, milestones, yearly costs, and life cycle costs for each new procurement of a major asset, including an independent cost estimate for each;
- (2) identifies life cycle staffing and training needs of Coast Guard project managers and procurement and contract staff;
- (3) identifies competition to be conducted in, and summarizes the approved acquisition strategy for, each procurement;
- (4) includes a certification by the Chief Human Capital Officer of the Department of Homeland Security that current human capital capabilities are sufficient to execute the expenditure plan;
- (5) includes an explanation of each procurement that involves an indefinite delivery/indefinite quantity contract and explains the need for such contract;
- (6) identifies individual project balances by fiscal year, including planned carryover into fiscal year 2010 by project;
- (7) identifies operational gaps by asset and explains how funds provided in this Act address the shortfalls between current operational capabilities and requirements;

(8) includes a listing of all open Government Accountability Office and Office of Inspector General recommendations related to the program and the status of Coast Guard actions to address the recommendations, including milestones for fully addressing them;

(9) includes a certification by the Chief Procurement Officer of the Department that the program has been reviewed and approved in accordance with the investment management process of the Department, and that the process fulfills all capital planning and investment control requirements and reviews established by the Office of Management and Budget, including Circular A-11, part 7;

(10) identifies use of the Defense Contract Audit Agency;

(11) includes a certification by the head of contracting activity for the Coast Guard and the Chief Procurement Officer of the Department that the plans for the program comply with the Federal acquisition rules, requirements, guidelines, and practices, and a description of the actions being taken to address areas of non-compliance, the risks associated with them along with plans for addressing these risks, and the status of their implementation;

(12) identifies the use of independent validation and verification; and

(13) is reviewed by the Government Accountability Office:

*Provided further*, That no funding may be obligated for low rate initial production or initial production of any Integrated Deepwater Systems program asset until Coast Guard revises its Major Systems Acquisition Manual procedures to require a formal design review prior to the authorization of low rate initial production or initial production: *Provided further*, 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 President's fiscal year 2010 budget, a review of the Revised Deepwater Implementation Plan that identifies any changes to the plan for the fiscal year; an annual performance comparison of Integrated Deepwater Systems program assets to pre-Deepwater legacy assets; a status report of legacy assets; a detailed explanation of how the costs of legacy assets are being accounted for within the Integrated Deepwater Systems program; and the earned value management system gold card data for each Integrated Deepwater Systems program asset: *Provided further*, That the Secretary shall submit to the Committees on Appropriations of the Senate and the House of Representatives a comprehensive review of the Revised Deepwater Implementation Plan every 5 years, beginning in fiscal year 2011, that includes a complete projection of the acquisition costs and schedule for the duration of the plan through fiscal year 2027: *Provided further*, That the Secretary shall annually submit to the Committees on Appropriations of the Senate and the House of Representatives, at the time that the President's budget is submitted under section 1105(a) of title 31, United States Code, a future-years capital investment plan for the Coast Guard that identifies for each capital budget line item—

(1) the proposed appropriation included in that budget;

(2) the total estimated cost of completion;

(3) projected funding levels for each fiscal year for the next 5 fiscal years or until project completion, whichever is earlier;

(4) an estimated completion date at the projected funding levels; and

(5) changes, if any, in the total estimated cost of completion or estimated completion date from previous future-years capital investment plans submitted to the Committees on Appropriations of the Senate and the House of Representatives:

*Provided further*, That the Secretary 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: *Provided further*, That subsections (a), and (b) of section 6402 of the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (Public Law 110– 28) shall apply to fiscal year 2009: *Provided further*, That notwithstanding section 503 of this Act, amounts transferred from the "Operating Expenses" appropriation for personnel compensation and benefits and related costs to adjust personnel assignment to accelerate management and oversight of new or existing projects may be transferred to the "Operating Expenses" appropriation to be merged with that appropriation, to be available under the same terms and conditions for which that appropriation is available, when no longer required for project acceleration or oversight, or to otherwise adjust personnel assignment: *Provided further*, That the Committees on Appropriations of the Senate and the House of Representatives shall be notified of each transfer within 30 days after it is executed.] (*Department of Homeland Security Appropriations Act, 2009.*)

[(INCLUDING TRANSFER OF FUNDS)]

[For an additional amount for "Acquisition, Construction, and Improvements" for necessary expenses related to the consequences of 2008 natural disasters and flooding, \$300,000,000, to remain available until expended: *Provided*, That notwithstanding the transfer limitation contained in section 503 of division E of Public Law 110–161, such funding may be transferred to other Coast Guard appropriations after notification as required in accordance with such section: *Provided further*, That a plan listing all facilities to be reconstructed and restored, with associated costs, shall be submitted to the Committees on Appropriations of the Senate and the House of Representatives.]

[From unobligated balances of prior year appropriations made available for Coast Guard "Acquisition, Construction, and Improvements", \$20,000,000 are rescinded: *Provided*, That no funds shall be rescinded from prior year appropriations provided for the National Security Cutter or the Maritime Patrol Aircraft: *Provided further*, That the Coast Guard shall submit notification in accordance with section 503 of this Act listing projects for which funding will be rescinded.]

**Explanation of Changes:**

**B. FY 2010 to FY 2009 Budget**

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition Construction and Improvements  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual<sup>1</sup></b>	746	636	<b>1,111,210</b>
<b>2009 Enacted</b>	793	685	<b>1,474,576</b>
<b>Adjustments-to-Base</b>			
<b>Total Adjustments-to-Base</b>	-	-	-
<b>2010 Current Services</b>	<b>793</b>	<b>685</b>	<b>1,474,576</b>
<b>Program Changes</b>			
Program Increases/(Decreases)			
Vessels and Critical Infrastructure	-	-	(10,000)
Integrated Deepwater Systems	-	-	37,486
Other Equipment	-	-	30,326
Shore Facilities and Aids to Navigation	-	-	(58,000)
DHS Headquarters	-	-	(97,578)
Personnel Related Support	100	50	7,170
<b>Total Program Changes</b>	<b>100</b>	<b>50</b>	<b>(90,596)</b>
<b>2010 Request</b>	<b>893</b>	<b>735</b>	<b>1,383,980</b>
<b>2009 to 2010 Total Change</b>	<b>100</b>	<b>50</b>	<b>(90,596)</b>

<sup>1</sup> FY 2008 actual amount does not include \$300.000 million supplemental funding.

**C. Summary of Requirements**  
**FY 2010-2014 Five Year Capital Investment Plan (CIP)**  
**Acquisition, Construction & Improvement**

(Thousands of dollars, budget year dollars)	FY09 Enacted	FY 2010	FY 2011	FY 2012	FY 2013	FY2014
<b>Vessels and Critical Infrastructure Projects</b>	<b>\$113,000</b>	<b>\$103,000</b>				
Survey and Design - Vessel and Boats	\$0	\$0				
Inland Rivertender - Survey and Design	\$5,000	\$0				
Response Boat - Medium (RB-M)	\$108,000	\$103,000				
Heartland Waterway Vessel	\$0	\$0				
<b>Integrated Deepwater Systems</b>	<b>\$1,033,994</b>	<b>\$1,051,480</b>				
<i>Aircraft</i>	<b>\$244,550</b>	<b>\$305,500</b>				
Maritime Patrol Aircraft (MPA)	\$86,600	\$175,000				
HH-60 Conversion Projects	\$52,700	\$45,900				
HH-65 Conversion/Sustainment Projects	\$64,500	\$38,000				
HC-130H Conversion/Sustainment Projects	\$24,500	\$45,300				
HC-130J Fleet Introduction	\$13,250	\$1,300				
Unmanned Aircraft System (UAS)	\$3,000	\$0				
<i>Surface</i>	<b>\$571,003</b>	<b>\$591,380</b>				
National Security Cutter (NSC)	\$353,700	\$281,480				
Offshore Patrol Cutter (OPC)	\$3,003	\$9,800				
Fast Response Cutter (FRC)	\$115,300	\$243,000				
IDS Small Boats	\$2,400	\$3,000				
Medium Endurance Cutter Sustainment	\$35,500	\$31,100				
Patrol Boats Sustainment	\$30,800	\$23,000				
Polar Icebreaker Sustainment *	\$30,300	\$0				
<i>Other</i>	<b>\$218,441</b>	<b>\$154,600</b>				
Government Program Management	\$58,000	\$45,000				
Systems Engineering and Integration	\$33,141	\$35,000				
C4ISR	\$88,100	\$35,000				
Deepwater Logistics	\$37,700	\$37,700				
Technology Obsolescence Prevention	\$1,500	\$1,900				
<b>Other Equipment</b>	<b>\$89,174</b>	<b>\$119,500</b>				
Nationwide Automatic Identification System (NAIS)	\$8,600	\$0				
Rescue 21	\$73,000	\$117,000				
High Frequency (HF) Modernization and Recapitalization	\$2,500	\$2,500				
Interagency Operations Centers (Command 21)	\$1,000	\$0				
Defense Messaging System Implementation on Ships	\$4,074	\$0				
<b>Shore Facilities and Aids to Navigation</b>	<b>\$68,000</b>	<b>\$10,000</b>				
Survey and Design - Shore Operational & Support Projects		\$6,000				
Waterways ATON Infrastructure		\$4,000				
<b>DHS Headquarters</b>	<b>\$97,578</b>					
Coast Guard / DHS Headquarters	\$97,578					
<b>Personnel and Related Support</b>	<b>\$92,830</b>	<b>\$100,000</b>				
AC&I Core	\$500	\$500				
Direct Personnel Costs	\$92,330	\$99,500				
<b>TOTAL</b>	<b>\$1,494,576</b>	<b>\$1,383,980</b>				
Rescission of Prior Year Funding	\$20,000					
<b>Adjusted Total after Rescissions</b>	<b>\$1,474,576</b>					

Outyear funding levels will be provided once the Department has finalized its Future Year Homeland Security Program (FYHSP).

\* Polar Icebreaker Sustainment is not a Deepwater program but is displayed to align with the FY 2009 Consolidated Security, Disaster Assistance, and Continuing Appropriations Act, P.L. 110-329

**D. Summary of Reimbursable Resources**

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Acquisition, Construction and Improvements**  
 Summary of Reimbursable Resources  
 (Dollars in Thousands)

Collections by Source	FY 2008 Actual		2009 Revised Estimate		2010 Estimate		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
Department of Homeland Security	-	23,265	-	2,572	-	-	-	(2,572)
Department of Justice	-	-	-	-	-	-	-	-
Cal Transportation (CALTRANS) YBI Project	-	265	-	200	-	-	-	(200)
National Park Service (Boston Light)	-	1,649	-	-	-	-	-	-
Department of Navy	-	2,494	-	770	-	-	-	(770)
Federal Aviation Administration	-	1,154	-	-	-	-	-	-
<b>Total Budgetary Resources</b>	-	<b>28,827</b>	-	<b>3,542</b>	-	-	-	<b>(3,542)</b>

Obligations by Program/Project Activity	FY 2008 Actual		2009 Revised Estimate		2010 Estimate		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
DON-SSBN-87 CPB	-	1,361	-	770	-	-	-	(770)
FAA - LORAN-C	-	1,154	-	-	-	-	-	-
DHS - Plum Island	-	1,351	-	650	-	-	-	(650)
DOJ - Seahawk	-	-	-	-	-	-	-	-
National Park Service (Boston Light)	-	1,431	-	-	-	-	-	-
DHS - Nebraska Avenue Complex (NAC)	-	23,265	-	1,922	-	-	-	(1,922)
Cal Transportation (CALTRANS) YBI Project	-	265	-	200	-	-	-	(200)
<b>Total Obligations</b>	-	<b>28,827</b>	-	<b>3,542</b>	-	-	-	<b>(3,542)</b>

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction & Improvements  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	FY 2008 Actual	FY 2009 Enacted	FY 2010 Estimate	2009-2010 Change
11.1 Full-time permanent	30,170	33,817	40,658	6,841
11.3 Other than full-time permanent	42	47	323	276
11.5 Other personnel compensation	638	715	787	72
11.7 Military personnel	29,449	33,412	34,436	1,024
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	7,614	8,534	10,263	1,729
12.2 Military personnel benefits	1,950	2,212	2,280	68
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 69,863</b>	<b>\$ 78,737</b>	<b>\$ 88,747</b>	<b>\$ 10,010</b>
Other Objects Classes:				
21.0 Travel	11,261	19,063	14,006	(5,057)
22.0 Transportation of things	1,825	3,089	2,270	(819)
23.1 GSA rent	-	-	-	-
23.2 Other rent	2,840	4,808	3,532	(1,275)
23.3 Communication, utilities, and misc charges	2,644	4,476	3,289	(1,187)
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	278,340	471,183	346,201	(124,982)
25.2 Other services	234,480	396,936	291,647	(105,288)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	412	697	512	(185)
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	4	7	0	(6)
26.0 Supplies and materials	132,356	224,057	164,625	(59,432)
31.0 Equipment	244,104	413,227	303,623	(109,605)
32.0 Land and structures	133,081	225,284	165,527	(59,757)
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 1,041,347</b>	<b>\$ 1,762,827</b>	<b>\$ 1,295,233</b>	<b>\$ (467,594)</b>
<b>Total Direct Obligations</b>	<b>\$ 1,111,210</b>	<b>\$ 1,841,564</b>	<b>\$ 1,383,980</b>	<b>\$ (457,583)</b>
Unobligated balance, start of year	(823,979)	(1,007,741)	(738,754)	268,987
Unobligated balance, end of year	1,007,741	738,754	738,754	-
<b>Total Requirements</b>	<b>\$ 1,294,972</b>	<b>\$ 1,572,576</b>	<b>\$ 1,383,980</b>	<b>\$ (188,596)</b>

Note 1: Total direct obligations does not include advances and reimbursements.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction and Improvements - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	2	2	2	-
O-7	-	-	-	-
O-6	17	18	20	2
O-5	38	41	48	7
O-4	77	78	85	7
O-3	88	92	101	9
O-2	3	5	5	-
O-1	-	-	-	-
CWO	47	56	64	8
Cadet/OC	-	-	-	-
E-10	-	-	-	-
E-9	4	3	3	-
E-8	6	9	13	4
E-7	31	37	42	5
E-6	25	23	28	5
E-5	5	8	9	1
E-4	4	5	5	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>347</b>	<b>377</b>	<b>425</b>	<b>48</b>
Unfilled Positions EOY	38	28	28	-
Total Perm. Employment EOY	309	349	397	48
<b>FTE*</b>	<b>324</b>	<b>343</b>	<b>367</b>	<b>24</b>
Headquarters	211	180	228	48
U.S. Field	136	197	197	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>347</b>	<b>377</b>	<b>425</b>	<b>48</b>
<u>Position Data:</u>				
<b>Average Salary, Officer Positions**</b>	\$106,443.94	\$114,080.36	\$119,592.09	\$5,511.73
<b>Average Grade, Officer Positions</b>	3.65	3.61	3.61	0.00
<b>Average Salary, Enlisted Positions**</b>	\$68,371.43	\$74,767.31	\$79,686.46	\$4,919.15
<b>Average Grade, Enlisted Positions</b>	6.56	6.54	6.58	0.04

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year. 168 FTE/FTP Public Health Service (PHS) officers were removed from this presentation to properly document the arrangement per OMB A-11 Section 85.7; Department of Health and Human Services (HHS) is the servicing account in the reimburseable FTE arrangement with the Coast Guard.

\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.



**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction and Improvements - Civilian  
Permanent Positions by Grade**

Grade	2008	2009	2010	2009 - 2010
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	1	-	-	-
Total, EX	-	-	-	-
GS-15	34	29	32	3
GS-14	119	109	121	12
GS-13	161	189	214	25
GS-12	47	51	61	10
GS-11	13	13	14	1
GS-10	1	2	2	-
GS-9	4	4	4	-
GS-8	9	9	9	-
GS-7	4	4	4	-
GS-6	4	4	4	-
GS-5	2	2	3	1
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>399</b>	<b>416</b>	<b>468</b>	<b>52</b>
Unfilled Positions EOY	57	38	38	-
Total Perm. Employment (Filled Positions) EOY	342	378	430	52
<b>FTE</b>	<b>312</b>	<b>342</b>	<b>368</b>	<b>26</b>
Headquarters	267	278	330	52
U.S. Field	132	138	138	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>399</b>	<b>416</b>	<b>468</b>	<b>52</b>
<u>Position Data:</u>				
<b>Average Personnel Costs, ES Positions</b>	\$201,400.00	\$0.00	\$0.00	\$ -
<b>Average Personnel Costs, GS Positions</b>	\$122,947.24	\$123,795.43	\$128,583.12	\$ 4,788
<b>Average Grade, GS Positions</b>	12.95	12.89	12.90	0.01

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

## G. Capital Investment and Construction Initiative Listing

### FY 2010 Capital Investment Budget Sheets U. S. Coast Guard Line Item Summary (Dollars in thousands)

Capital Investment Project	C-Stage Request	Page Numbers
<b>I. Vessels &amp; Critical Infrastructure</b>		
1. Response Boat - Medium (RB-M)	103,000	24-28
<b>Subtotal - Vessels.....</b>	<b>103,000</b>	
 <b>III. Deepwater New Asset Acquisition Project</b>		
<b>A. Aircraft</b>		
1. HC-144 Maritime Patrol Aircraft (MPA)	175,000	29-34
2. HH-60 Conversion and Sustainment Projects	45,900	35-40
3. HH-65 Conversion and Sustainment Projects	38,000	41-45
4. HC-130H Conversion and Sustainment Projects	45,300	46-50
5. HC-130J Missionization	1,300	51-55
<b>B. Surface</b>		
1. National Security Cutter (NSC)	281,480	56-62
2. Offshore Patrol Cutter (OPC)	9,800	63-68
3. Fast Response Cutter (FRC)	243,000	69-73
4. IDS Small Boats	3,000	74-77
5. Medium Endurance Cutter Sustainment	31,100	78-81
6. Patrol Boat Sustainment	23,000	82-85
<b>C. Other</b>		
1. Government Program Management	45,000	86-90
2. Systems Engineering and Integration	35,000	91-94
3. C4ISR	35,000	95-100
4. Deepwater Logistics	37,700	101-109
5. Technology Obsolescence Prevention (TOP)	1,900	110-112
<b>Subtotal - Deepwater Project.....</b>	<b>1,051,480</b>	
 <b>IV. Other Equipment</b>		
1. Rescue 21	117,000	113-117
2. High Frequency (HF) Modernization and Recapitalization	2,500	118-120
<b>Subtotal - Other Equipment.....</b>	<b>119,500</b>	

**FY 2010 Capital Investment Budget Sheets**  
**U. S. Coast Guard Line Item Summary**  
(Dollars in thousands)

Capital Investment Project	C-Stage Request	Page Numbers
<b>V. Shore Facilities &amp; Aids to Navigation</b>		
1. Survey and Design - Shore Operational and Support Projects	6,000	121-122
2. Waterways ATON Infrastructure	4,000	123-125
<b>Subtotal - Shore Facilities &amp; Aids to Navigation Facilities.....</b>	<b>10,000</b>	
<b>VI. Personnel Related Support</b>		
1. AC&I Core	500	126-127
2. Direct Personnel Costs	99,500	128-129
<b>Subtotal - Personnel &amp; Related Support.....</b>	<b>100,000</b>	
<b>Summary Capital Investments</b>		
<b>Total Non-IT Initiatives (all projects over \$5 million).....</b>	<b>1,383,980</b>	
<b>Total IT Initiatives.....</b>		
<b>Total FY 2010 C-Stage Request:</b>	<b>1,383,980</b>	

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Response Boat - Medium (RB-M)**

**\$103,000**

**Project Description, Justification and Scope**

This funding supports logistics development and places 30 production boats on order.

In total, the Response Boat - Medium (RB-M) project will procure 180 new small boats to replace the aging 41-foot Utility Boats (UTB) (and other large non-standard boats) with assets more capable of meeting the Coast Guard's multi-mission operational requirements, including Search and Rescue; Marine Safety; Marine Environmental Protection; Living Marine Resources; Ports, Waterways, and Coastal Security; and Defense Readiness.



The legacy 41' UTB, built by the Coast Guard from 1973 to 1980, is a key asset for multi-mission, station-based Coast Guard operations within coastal zones. The 41' UTB entered service in 1973, replacing the 40' UTB that began service in 1951. Although designed specifically for Search and Rescue (SAR) missions, the 41' UTBs have been employed as multi-mission assets. Now at the end of their service lives, the 41' UTBs are experiencing rising maintenance costs and declining readiness levels resulting in loss of mission performance and effectiveness.

Coast Guard missions have changed markedly since the 41' UTB was built, especially since the tragic events of September 11, 2001. The RB-M offers a number of opportunities for improvements over the existing fleet of 41' UTBs and other non-standard boats in performance, crew efficiency and operational availability. Program requirements and extensive field commander input indicate a need for an RB-M that is substantially faster than the 41' UTB to support new homeland security operations (i.e. 40+ knots vs. 26 knots). Such capability will also improve multi-mission effectiveness for Search and Rescue, Undocumented Migrant Interdiction, Illegal Drug Interdiction, Other Law Enforcement, Ports, Waterways, and Coastal Security (PWCS) and Defense Readiness missions.

Integrated navigation and sensors, compliant with modern international radio-telephone standards provide the RB-M better search capability that further improves mission effectiveness. Interoperability of the RB-M with Rescue 21 equipment enhances overall command and control as well as crew safety in coastal zones. Moreover, crew efficiency will be improved in a number of areas relating to human factors and engineering. For example,

- Self righting capability provides improved survivability in heavy weather
- Self-fendering allows more efficient boarding and towing operations
- Improved survivor recovery arrangement improves crew effectiveness
- Secure seating for each crewmember in an environmentally controlled cabin enables greater mission endurance with less crew fatigue

Methods to achieve the above include emphasizing the ability to maintain and replace RB-M components quickly and providing improved depot level maintenance support. Further efficiencies are gained by providing maintenance relief vessels to substitute for station boats during major maintenance

**Response Boat - Medium (RB-M)**

**\$103,000**

and casualty repairs. The RB-M is also being built to dimensions that will allow for commercial overland transportation to support deployed surge operations, and technical data will be formatted to support the ongoing organizational logistics transformation.

The RB-M Acquisition Strategy is two-phased: Phase I - full and open competitive Request For Proposal (RFP), selected three contractors to build test boats, followed by developmental testing and evaluation to validate RB-M requirements. Phase II - competitive RFP limited to the three Phase I contractors for production and logistics support for approximately 180 boats that meet the Coast Guard's multi-mission requirements.

The RFP for the test boats was released August 9, 2002 and contracts for three test boats were awarded on May 2, 2003. The test boats were delivered October 29, 2003. The Coast Guard conducted extensive in-water developmental testing and evaluation after accepting the Phase I test boats. Personnel from Coast Guard multi-mission stations who operate and maintain small boats on a daily basis participated in the in-water testing. The Naval Surface Warfare Center Carderock Division – Combatant Craft Department – conducted the technical analysis of the data gathered from the acceptance, performance, mission effectiveness and supportability testing. The evaluation results were used to validate government requirements and verify industry's ability to meet those requirements using non-developmental state of the market technology at a reasonable price. Select portions of the Phase I test results were also furnished to the Phase I contractors for additional research and development, and for use in developing their Phase II proposals.

**CONTRACTOR**

On June 21, 2006, the Response Boat – Medium (RB-M) contract for the second procurement phase for design, construction, outfit and delivery of the RB-M system, was awarded to Marinette Marine Corporation (MMC) of Marinette, Wisconsin. Marinette Marine's primary subcontractor for design and construction of the initial RB-Ms is Kvichak Marine Industries (KMI) in Kent, Washington. When in full production RB-Ms will be delivered from both the MMC Green Bay, Wisconsin facility and the Kvichak Marine Kent, Washington facility.

**KEY EVENTS**

**Significant accomplishments in FY 2008 include:**

- Ordered 18 RB-Ms (hulls #13-30)
- Received first three RB-Ms that were ordered Q4 FY 2006 with prior funding
- Commenced Operational Test and Evaluation (OT&E) on the first three RB-Ms
- Opened second production facility in Green Bay, Wisconsin supporting establishment of production capacity to meet a production rate of 30 boats per year by the end of FY2010

**FY 2009 planned accomplishments include:**

- Order 36 RB-Ms (hulls #31-66)
- Receive additional 10 RB-Ms ordered with prior funding and support for a total of 13 delivered RB-Ms
- Receive the first RB-M from the second production facility in Green Bay in Q4 FY 2009

**Response Boat - Medium (RB-M)**

**\$103,000**

- Continue Operational Test and Evaluation (OT&E) focused on the first six RB-Ms purchased with prior funding
- Develop and field logistics system elements deferred in prior years to support placing sufficient boat orders to initiate the contractor opening the second production facility

**FY 2010 planned accomplishments include:**

- Order 30 RB-Ms (hulls #67- 96)
- Receive additional 15 RB-Ms ordered with prior year funding and support of a total of 28 delivered RB-Ms
- Complete OT&E, enter full production, and attain Initial Operating Capability with delivery of the first RB-M following a full production decision
- Reach a full production rate of 30 boats per year by the end of the fiscal year

**Significant Changes**

The FY 2008 appropriation supported ordering 18 RB-Ms bringing the total number of boats on order to 30. This order provided the incentive for the contractor to expand production capacity by opening a second production facility in Green Bay, Wisconsin to complement the production capacity established at the sub-contractor’s facility in Kent, Washington. Opening the Green Bay facility in FY 2008 supports reaching a full production capacity of 30 boats per year by the end of FY 2010 and allows the planned 180 RB-Ms to be placed on order prior to the contract expiration in FY 2014.

With delivery of the first six RB-Ms in FYs 2008 and 2009 the boats needed to complete OT&E have been acquired. OT&E will continue throughout FY 2009 with targeted completion in Q1 FY 2010. Units identified to receive the first six RB-Ms were selected to provide the most diverse operational and environmental conditions possible to ensure OT&E was representative of all conditions the RB-M would encounter once fully deployed. Subsequent delivery locations will be established based on demonstrated performance of the RB-M during OT&E. The first twelve RB-Ms have or will be delivered to the following stations:

<b>Delivery Date</b>	<b>Hull#</b>	<b>Location</b>	<b>Status</b>
Apr 2008	45601	Station Little Creek, Virginia	Delivered
Aug 2008	45602	Station Cape Disappointment, Washington	Delivered
Sep 2008	45603	Station Key West, Florida	Delivered
Oct 2008	45604	Station Milwaukee, Wisconsin	Delivered
Dec 2008	45605	Station New York, New York	Delivered
Jan 2009	45606	Station Port Aransas, Texas	Delivered
Feb 2009	45607	Boat Forces Center, Yorktown, Virginia	Delivered
Mar 2009	45608	Station Boston, Massachusetts	Delivered
May 2009	45609	Station San Juan, Puerto Rico	
Jul 2009	45610	Station New York, New York	
Jul 2009	45611	Station Port Aransas, Texas	
Aug 2009	45612	Station New York, New York	
Sep 2009	45613	TBD	

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Response Boat - Medium (RB-M)**

**\$103,000**

**Project Schedule**

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2009					
Continue LRIP			FY06:Q4	FY09:Q4	107,000
Continue OT&E			FY08:Q3	FY09:Q4	1,000
FY 2010					
Continue OT&E			FY08:Q2	FY10:Q1	500
Commence Full Production			FY10:Q1	FY15:Q4	102,500

**Schedule of Project Funding**

	Project Funds				<u>Total</u>
	<u>FY 2007 &amp; Prior</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	
Appropriation	82,413	45,000	108,000	103,000	338,413
Obligation	74,003	48,184	105,672	102,431	330,290
Expenditure	28,686	22,666	54,023	79,749	185,124
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	19,690	18,166	43,055	67,078	147,989
Project Management	5,840	4,429	10,832	12,500	33,601
Test & Evaluation	3,156	71	136	171	3,534

**Cost Estimate Detail & Changes**

<u>Funding Requirement Description</u>	<u>FY 2010 Cost Estimate</u>
<u>Construction / Acquisition</u>	
RBMs (30)	57,430
OT&E identified full production modifications	11,436
Logistics element development and fielding	8,448
Curriculum/training aide development	6,000
<u>Project Management</u>	
Project Management (Government)	13,250
Project Management (Contractor)	6,265
<u>Other Costs</u>	
Test and Evaluation	171
<b>FY 2010 Cost Estimate Project Total:</b>	<b>103,000</b>

**Method of Performance**

The RB-M Project Management Team is committed to using an Earned Value Management System (EVMS) that meets ANSI/EIA Standard 748. During the Capability Development and Demonstration Phase of the acquisition process an earned value management framework was implemented for effective project management and controls. The RB-M Project is applying the lessons learned from other agency acquisition programs and using those insights in managing the cost, schedule, and technical performance

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Response Boat - Medium (RB-M)**

**\$103,000**

during the project life cycle. The RB-M Project has hired Booz Allen Hamilton to provide earned value consulting expertise. Working with Booz Allen Hamilton, the RB-M Project has implemented ANSI 748-A compliant earned value requirements incorporating earned value management.

The Project also requires Integrated Baseline Reviews (IBR). The first IBR was held jointly with the contractor in November 2006 to provide a mutual understanding of risks inherent in contractors' performance plans and underlying management control systems. Subsequent IBR's are held after each delivery order is placed. The IBR provides a forum for mutual understanding of risks inherent in contracts' performance plans and underlying management control systems. The IBR and EVMS are essential elements of the RB-M Project's risk management approach. The IBRs address the integrated master schedule (IMS), integrated master plan (IMP), and include discussions with contractor control account managers (CAM) to ensure alignment between the contractor and the Government. The most recent IBR was held in January 2009 to review and establish the production and delivery schedule for RB-Ms #13-30.

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	23,144	22,073
Marine Safety	4,850	4,625
Aids to Navigation	1,512	1,442
Ice Operations	-	-
Marine Environmental Protection	616	587
Living Marine Resources	4,546	4,336
Drug Interdiction	1,512	1,442
Migrant Interdiction	1,512	1,442
Other Law Enforcement	-	-
Ports, Waterways & Coastal Security	69,692	66,466
Defense Readiness	616	587
<b>Mission-Program Allocation Total:</b>	<b>108,000</b>	<b>103,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

Programmatic Environmental Assessment (PEA) conducted with Finding of No Significant Impact (FONSI) dated March 18, 2003.



**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**HC-144 Maritime Patrol Aircraft (MPA)**

**\$175,000**

**Project Description, Justification and Scope**

This request funds two (2) Maritime Patrol Aircraft (MPA) HC-144As, #13 & #14, three (3) Mission System Pallets (MSP), one (1) Aircraft Flight Simulator for training, and initial sparring, repair parts and associated infrastructure. These funds will address the Coast Guard's MPA flight hour gap by providing 2,400 additional MPA hours every year.

**CAPABILITY ACQUIRED/MAINTAINED:**

The HC-144A will be equipped with communication, navigation and surveillance systems allowing the aircraft to operate worldwide within the range of its performance parameters, in civilian and military airspace, in support of its Congressionally-mandated missions.



Purchased in compliance with the Buy American Act, the HC-144A is the perfect complement for the Coast Guard fleet of long-range, heavy-lift HC-130 aircraft. Its high-efficiency turbo prop design allows extended surveillance and quick response capability. The sophisticated surface search radar can detect targets of interest from over 100 miles away. Once closer to the target of interest, the Infrared/Electro-Optical (IR/EO) sensor can further classify and identify it in virtually all weather conditions, allowing the Coast Guard to quickly locate high interest vessels and mariners in distress.

The state-of-the-art cockpit design provides pilots with superior situational awareness, reduced workload and increased safety, allowing them to better concentrate on the mission. Human factors engineering is also evident in the mission system pallet that controls the tactical workstation. Systems operators can collect, compile, and transfer vital information in real time to operational commanders on ship or on shore hundreds of miles from the aircraft. Satellite radios provide for clear and uninterrupted voice and data exchange, and advanced electronic support measures that can automatically detect friendly/unknown vessels and their 'fingerprints' add another layer of defense to the homeland security mission.

The HC-144A also provides great mission flexibility. The hydraulically-operated rear ramp allows for easy roll-on/roll-off provisions. This quick-change feature allows ground crews to re-configure the aircraft from maritime patrol to medical evacuation to passenger/freight transport. Its medium size and high-lift wing design allow take-off and landing on short, unpaved landing areas, further enhancing the Coast Guard's abilities to aid first responders in all types of national, state and local emergencies.

**HC-144 Maritime Patrol Aircraft (MPA)**

**\$175,000**

**PERFORMANCE:**

The HC-144A is a transport and surveillance, fixed-wing aircraft that will be used to perform Search and Rescue (SAR) missions, enforce laws and treaties, including illegal drug interdiction, marine environmental protection, military readiness, homeland security and International Ice Patrol missions, as well as cargo and personnel transport. It can perform aerial delivery of SAR equipment, such as rafts, pumps, and flares, and can be used as an On-Scene Commander platform. As the medium-range maritime patrol aircraft, the Ocean Sentry delivers maritime domain awareness essential to achieving mission success in the following Congressionally-mandated missions:

**MARITIME SAFETY:**

- Search and Rescue (SAR) – The Ocean Sentry will be outfitted with a capable C4ISR suite that includes a multi-mode surface and air search radar (MMR), Electro Optical (EO) device, and an Infrared (IR) sensor to find and observe a wide range of targets. The aircraft will have a line-of-bearing indicator and distress call monitoring on various distress frequencies. It will also be equipped with search windows and the crew will be outfitted with night vision devices to further enhance their ability to detect, classify, and identify targets. With a rear cargo loading ramp that can be opened in-flight, the Ocean Sentry is capable of aerial delivery of equipment (i.e. life rafts, communications kits, and de-watering pumps) and personnel. With an endurance of 10.7 hours, the Ocean Sentry can also serve as an On-Scene Commander platform, guiding and assisting rotary wing assets.
- Marine Safety – International Ice Patrol (IIP) – Although the Ocean Sentry does not have the extended range of the C-130 aircraft, it can remain airborne for over 10 hours, and, utilizing the same sensors described above, will be able to detect and relay the location of icebergs in support of the IIP mission.

**MARITIME SECURITY:**

- Undocumented Migrant Interdiction Operations (MIO) – The C4ISR suite, including the same sensors described in the SAR mission, will be employed to provide surveillance, detection, classification and identification in the undocumented MIO mission. With multiple communications, including UHF/VHF, HF, and INMARSAT, the Ocean Sentry will be able to share important information with other operational units and command centers. This information will contribute to a Common Tactical Picture (CTP) and Common Operating Picture (COP) through a networked Command and Control (C2) system that provides for data sharing via INMARSAT.
- Illegal Drug Interdiction (DRUG) – The same sensors and communications equipment that will support undocumented MIO will also be utilized to support the DRUG mission. Through effective use of the CTP/COP, the Ocean Sentry will be able to direct Coast Guard surface assets to intercept and prosecute suspect vessels.
- Other Law Enforcement (OLE) – The use of all sensors and communications equipment will be utilized for the OLE mission. Sharing information and data through the use of the C2 system and the CTP/COP will result in increased maritime domain awareness.

**PROTECTION OF NATURAL RESOURCES:**

- Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response – In conjunction with visual surveillance, the Ocean Sentry C4ISR suite will be employed to monitor and map oil-covered water surfaces. The MMR can detect differences in backscatter between water and oil-

**HC-144 Maritime Patrol Aircraft (MPA) \$175,000**

covered water due to the dampening effects of oil on small wind-generated waves, while the EO/IR sensor can detect the small temperature variation between clear and oil-covered water. The COP provides the capability to navigate to previously-marked pollution areas and update them based on current C4ISR and visual indications.

- MEP – Lightering Zone Enforcement (LZE) – Similarly, LZE is not a primary mission for the Ocean Sentry, but it is capable of monitoring Lightering Zones for oil and other hazardous chemical discharges.
  
- Living Marine Resources Enforcement (LMR) – The Ocean Sentry will employ all sensors (MMR, EO, and IR) to provide surveillance of protected and/or closed offshore areas and ensure the protection of LMR. In addition to the sensors and communications capabilities already described, the Ocean Sentry will also be equipped with an Automatic Identification System (AIS) to monitor surface vessels. The AIS information collected will include the ship’s name, position, course, and speed. The use of AIS will make the job of vessel identification more efficient, permitting the Ocean Sentry to remain at altitude instead of having to make a low pass to visually identify a vessel.

**NATIONAL DEFENSE:**

- Defense Readiness - The Ocean Sentry plays a minimal role in national defense missions but can provide support through surveillance and transport roles to the following areas:
  - Port Operations, Security, and Defense (POSD)
  - General Defense Operations (GDO)
  - Peacetime Military Engagement (PME)
  - Maritime Intercept Operations (MIO)
  - Environmental Defense Operations (EDO)

**OTHER:**

- Non-IDS Aviation Demand (NDAD) – The Ocean Sentry supports NDAD primarily in a logistics transport role.

**COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
MPA Aircraft #13 and #14 – Production	2	\$77,300
Mission System Pallets (MSP)	3	\$22,100
Flight Simulator	1	\$36,500
Logistics / Initial Spares - Repair Parts	Lot	\$34,600
Program Management & System Engineering	Lot	\$4,500
	Total	\$175,000

**FUNDING HISTORY**

	FY	TOTAL (\$K)
Conceptual Development/Design	2002	\$12,538
Procured MPA #1 and #2; three MSP	2003	\$141,443
Procured MPA #3	2004	\$24,853
Procured Initial Spares MPA #1 – #3	2005	\$5,250
Procured MPA # 4 and #5, Initial Spares	2006	\$67,320

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**HC-144 Maritime Patrol Aircraft (MPA) \$175,000**

Procured MPA # 6 - #8; Initial Spares	2007	\$148,616
Procure MPA #9 – 11; nine MSP	2008	\$170,016
Procure MPA #12: Initial Spares	2009	\$86,600
	<b>Total</b>	<b>\$656,636</b>

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

**CONTRACTOR:**

Integrated Coast Guard System (ICGS), Washington, DC

Type of Contract: Indefinite Delivery, Indefinite Quantity with award terms

Contract options: 5-year base completed June 2007 with 43-month subsequent award term period through January 2011

**SUBCONTRACTORS:**

Airframe:	EADS CASA (Madrid, Spain)
Avionics:	Rockwell Collins (Cedar Rapids, IA)
Power Plant:	General Electric CT7-9C3 engine (Lynn, MA)
Propulsion:	Hamilton Sundstrand 14RF-37 (Windsor Locks, CT)
Sensors:	Telephonics APS-143V3 Multi-Mode RADAR (Farmingdale, NY)
	FLIR Systems Star Sapphire III (Portland, OR)
	EDO ALR-95 (Morgan Hill, CA)
Mission System:	Lockheed Martin (Egan, MN)
Communications:	Wulfsberg RT50000 (Prescott, AZ)
Miscellaneous:	CG Maritime Patrol Aircraft Conversion, ARSC (Elizabeth City, NC)
Mission System Integration:	ARINC (Annapolis, MD)
Mission System Operator	
Training and Maintenance:	ProSoft (Phoenix, AZ)

<b>KEY EVENT:</b>	<b>FY</b>
MPA 1-3 Delivery	2007
MPA 4-5 Delivery	2008
MPA Initial Operating Capability (IOC)	2009
MPA 6-8 Delivery	2009
MPA 9-11 Delivery	2010/11
MPA 12 Delivery	2011
MPA 13 & 14 Delivery	2012
Flight Simulator Delivery	2012
MPA 15-18 Delivery	2013

**Significant Changes**

The procurement of one (1) MPA flight simulator has been added to the project requirements for FY 2010, resulting in a decrease of one aircraft in the initial Program quantity of MPA. This change to the MPA spend plan accelerates the establishment of the flight simulator, minimizing the Coast Guard's

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**HC-144 Maritime Patrol Aircraft (MPA)**

**\$175,000**

dependence on operational aircraft for training, which will yield increased MPA operational hours and improved pilot training.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
Maritime Patrol Aircraft			FY09:Q2	FY11:Q3	86,600
<hr/>					
FY 2010					
Maritime Patrol Aircraft			FY10:Q2	FY13:Q1	175,000

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	400,020	170,016	86,600	175,000	831,636
Obligation	400,020	170,016	86,600	175,000	831,636
Expenditure	345,094	19,287	21,650	43,750	429,781
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	345,094	19,287	21,650	43,750	429,781

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Maritime Patrol Aircraft (MPA) (2)	77,300
Mission System Pallet (MSP) (3)	22,100
Flight Simulator (1)	36,500
Aircraft and MSP Logistics and Spare Parts	34,600
Program Management and System Engineering	4,500
<b>FY 2010 Cost Estimate Project Total:</b>	<b>175,000</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**HC-144 Maritime Patrol Aircraft (MPA)**

**\$175,000**

**Budget Allocation to Mission-Program**

<b>U. S. Coast Guard Mission-Program</b>	<b>Budget Allocation</b>	
	<b>FY 2009</b>	<b>FY 2010</b>
Search and Rescue	23,434	47,355
Marine Safety	-	-
Aids to Navigation	58	117
Ice Operations	-	-
Marine Environmental Protection	782	1,580
Living Marine Resources	19,113	38,623
Drug Interdiction	22,131	44,722
Migrant Interdiction	13,598	27,479
Other Law Enforcement	145	293
Ports, Waterways & Coastal Security	5,504	11,122
Defense Readiness	1,835	3,709
<b>Mission-Program Allocation Total:</b>	<b>86,600</b>	<b>175,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**HH-60 Conversion and Sustainment Projects**

**\$45,900**

**Project Description, Justification and Scope**

This request continues to fund multiple conversion and sustainment projects for the Coast Guard's fleet of 42 HH-60J Jayhawk, Medium Range Recovery (MRR) helicopters. Project descriptions are as follows:



1. HH-60T Avionics Upgrade – Funds replacement/modernization of obsolete HH-60J avionics suite, aircraft electrical wiring, and connectors to resolve and prevent discrepancies. Upgrades are to include five new Multi Functional Display (MFD) screens that increase pilots' situational awareness, digital radar, Traffic Collision Avoidance System (TCAS), traditional display of primary flight instruments on the Pilot's Flight Display (PFD), radar altimeter and verbal low altitude to enhance safety during night hovering, and improved Search and Rescue (SAR) software (hoist camera images).
2. HH-60J Service Life Extension Project (SLEP) (Re-Wire) – Required when each aircraft is inducted into the Programmed Depot Maintenance (PDM) cycle. It will replace legacy electrical wiring/connectors not addressed by the avionics upgrade in order to maintain structural and electrical integrity (remove Navy weapons systems wiring).
3. HH-60J Radar/ Electro Optical/Infra-Red (EO/IR) sensor – Funds replacement of the HH-60J RDR-1300 monochrome weather-search radar with a Multimode Radar (MMR) and an enhanced EO/IR sensor common to Deepwater helicopter platforms. These systems will allow for common operational picture/maritime domain awareness data exchange capabilities.
4. HH-60J Engine Sustainment – Funds a targeted standardized configuration of Auxiliary Power Units (APU) and Hydro-Mechanical Units and will address obsolescence/support issues associated with the Digital Electronic Control Unit in order to achieve an increase to the projected mean time between engine failures. Project phase also initiates a performance-based logistics support system and recapitalization of high-time engines that are beyond their economic overhaul limit.

**CAPABILITY ACQUIRED/MAINTAINED:**

The Sikorsky HH-60J Jayhawk is the Coast Guard's medium-range recovery helicopter. Two T700-GE-401C engines, each rated at around 1600 shaft horsepower, provide adequate power for a gross takeoff weight of 22,000 pounds. The HH-60J is very well-suited for operations in challenging weather conditions. A flight management and navigation system provides the aircrews with Global Positioning System (GPS) navigation and some auto-pilot capabilities. All-weather operation is rounded out with a weather radar and an effective anti-ice system that allows cold weather operation in the Northeast U.S. and Alaska. The aircraft is also equipped with night-vision compatible displays that allow aircrews to complete missions in almost zero-light conditions.

The HH-60J is larger and more powerful than the Coast Guard's HH-65 helicopter. Because of the extended-capacity fuel tanks, the HH-60J is often called upon for SAR missions far offshore. It is capable of flying up to 300 miles offshore, staying on scene for approximately 45 minutes, picking up

**HH-60 Conversion and Sustainment Projects**

**\$45,900**

six or more survivors, and then returning to shore with adequate fuel to divert to another landing area if required. All weather flight capabilities are provided by a basic flight-management system.

A complete replacement of the HH-60J avionics system is currently underway at the Coast Guard Aviation Logistics Center (ALC), Elizabeth City, NC. Taking advantage of the U.S. Army and U.S. Navy Common Avionics Architecture System (CAAS) cockpit, the HH-60J will receive the same capabilities as U.S. Special Forces and presidential HH-60 aircraft. The CAAS cockpit will integrate state-of-the-market technology, upgrading flight-management, navigation, and automatic-pilot features. It will also increase operational availability and reduce maintenance and supply costs. Another project involves installation of an upgraded multi-mode radar and EO/IR sensors that will provide the HH-60J with a common command, control and surveillance system to integrate with the Coast Guard's Common Operating Picture (COP).

The HH-60J has provided support for national special security events. The Coast Guard has begun a project to install Airborne Use of Force (AUF) on its HH-60 helicopters. The Deepwater program will provide the funding and management to configure the entire HH-60 fleet to support armed use of force missions. Because of its power and size, the HH-60J is the ideal aircraft to provide law enforcement personnel with a platform from which they can rapidly deploy to potentially hostile vessels by rappelling down ropes from the helicopter.

**PERFORMANCE:**

Once converted, there will be 42 HH-60Js located within the continental United States and Alaska providing support to the following Congressionally-mandated missions:

**MARITIME SAFETY:**

- Search and Rescue (SAR) – The HH-60J will be outfitted with a capable C4ISR suite that includes a multi-mode surface and air search radar (MMR), and EO/IR sensor to find and observe a wide range of targets. The aircraft will have a line-of-bearing indicator and distress call monitoring on various distress frequencies. It will also be equipped with Global Positioning System (GPS) and the crew will be outfitted with night vision devices to further enhance the crew's ability to detect, classify, and identify targets.

- Marine Safety – International Ice Patrol (IIP) – Although the HH-60J does not have the extended range of a fixed-wing aircraft, utilizing the same sensors described above, it will be able to detect and relay the location of icebergs while based on a cutter in support of the important International Ice Patrol mission.

**MARITIME SECURITY:**

- Undocumented Migrant Interdiction Operations (MIO) – The C4ISR suite, including the same sensors described in the SAR mission, will be employed to provide surveillance, detection, classification, and identification in the undocumented MIO mission. With multiple communications, including UHF/VHF, HF, the HH-60J will be able to share important information with other operational units and command centers. This information will contribute to a Common Tactical Picture (CTP) and COP through a networked Command and Control (C2) system that provides data sharing capability.

- Illegal Drug Interdiction (DRUG) – The same sensors and communications equipment that will support undocumented MIO will also be used to support the DRUG mission. Through effective use of



**HH-60 Conversion and Sustainment Projects \$45,900**

the CTP/COP, the HH-60J will be able to direct Coast Guard surface assets to intercept and prosecute suspect vessels.

- Other Law Enforcement (OLE) – All sensors and communications equipment will be used for the OLE mission. Sharing information and data through the use of the C2 system and the CTP/COP will result in increased maritime domain awareness.

**PROTECTION OF NATURAL RESOURCES:**

- Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response – Visual surveillance and the C4ISR suite on the HH-60J will be employed to monitor and map oil-covered water surfaces. The MMR can detect differences in backscatter between water and oil-covered water due to the dampening effects of oil on small wind-generated waves, while the EO/IR sensor can detect the small temperature variation between clear and oil-covered water. The COP provides the capability to navigate to previously-marked pollution areas and update them based on current C4ISR and visual indications.

- MEP – Lightering Zone Enforcement (LZE) – The HH-60J is capable of monitoring lightering zones for oil and other hazardous chemical discharges.

- Living Marine Resources Enforcement (LMR) – The HH-60J will employ all sensors (MMR, EO, and IR) to provide surveillance of protected and/or closed offshore areas and ensure the protection of LMR.

**NATIONAL DEFENSE:**

- Defense Readiness – The HH-60J plays a minimal role in national defense missions but can provide support through surveillance and transport roles to the following areas:
  - Port Operations, Security, and Defense (POSD)
  - General Defense Operations (GDO)
  - Peacetime Military Engagement (PME)
  - Maritime Intercept Operations (MIO)
  - Environmental Defense Operations (EDO)

**COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
HH-60 Avionics Upgrade	8	\$29,178
HH-60 SLEP	8	\$1,300
HH-60 Radar/Electro Optical/Infra-Red sensor	8	\$13,200
HH-60 Engine Sustainment	8	\$2,222
	Total	\$45,900

FUNDING HISTORY	FY	TOTAL (\$K)
HH-60T Avionics Upgrade	2002	\$35
HH-60T Avionics Upgrade	2003	\$5,800
HH-60J SLEP (Re-Wire)	2003	\$2,000
HH-60J Radar/FLIR	2003	\$600

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

<b>HH-60 Conversion and Sustainment Projects</b>		<b>\$45,900</b>
HH-60T Avionics Upgrade	2004	\$10,000
HH-60T Avionics Upgrade	2005	\$15,000
HH-60T Avionics Upgrade	2006	\$24,750
HH-60J SLEP (Re-Wire)	2006	\$6,040
HH-60J Radar/ Electro Optical/Infrared sensor	2006	\$5,840
HH-60T Avionics Upgrade	2007	\$34,304
HH-60T SLEP (Re-Wire)	2007	\$3,366
HH-60T Radar/ Electro Optical/Infrared sensor	2007	\$8,316
HH-60T Engine Sustainment	2007	\$3,316
HH-60T Avionics Upgrade	2008	\$24,336
HH-60T SLEP (Re-Wire)	2008	\$6,100
HH-60T Radar/ Electro Optical/Infrared sensor	2008	\$19,100
HH-60T Engine Sustainment	2008	\$7,764
HH-60T Avionics Upgrade	2009	\$27,119
HH-60T SLEP (Re-Wire)	2009	\$2,900
HH-60T Radar/ Electro Optical/Infrared sensor	2009	\$18,900
HH-60T Engine Sustainment	2009	\$3,781
	<b>Total</b>	<b>\$229,367</b>

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

**CONTRACTOR(S):**

Product Line: ALC/ Lear Siegler Services, Inc.  
 Aircraft: Sikorsky, Stratford, CT  
 Avionics: Rockwell Collins, Cedar Rapids, IA  
 Power Plant: General Electric, Lynn, MA

KEY EVENT	FY
HH-60T Avionics Upgrade Preliminary Design	2004
HH-60T Avionics Upgrade Detail Design	2005
HH-60T Avionics Upgrade Installations Begin	2006
HH60T SLEP / Legacy Re-Wire Begin	2006
HH60T Radar / Electro-Optical Infrared Sensor Selection Begin	2007
HH60T Engine Sustainment Begin	2007
HH60T Engine Sustainment Full Production	2008
HH60T Engine Sustainment, Avionics Upgrades	2009

**Significant Changes**

There are no significant changes to this project.

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**HH-60 Conversion and Sustainment Projects**

**\$45,900**

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
HH-60T Avionics			FY09:Q1	FY10:Q2	27,119
HH-60J SLEP			FY09:Q1	FY10:Q2	2,900
HH-60 Radar/FLIR Replacement			FY09:Q1	FY10:Q2	18,900
HH-60J Engine Sustainment			FY09:Q1	FY10:Q2	3,781
FY 2010					
HH-60T Avionics			FY09:Q1	FY10:Q2	29,178
HH-60J SLEP			FY09:Q1	FY10:Q2	1,300
HH-60 Radar/FLIR Replacement			FY09:Q1	FY10:Q2	13,200
HH-60J Engine Sustainment			FY09:Q1	FY10:Q2	2,222

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	119,367	57,300	52,700	45,900	275,267
Obligation	119,367	57,300	52,700	44,000	273,367
Expenditure	101,591	12,699	13,175	11,000	138,465
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	101,591	12,699	13,175	11,000	138,465

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
HH-60 Avionics	29,178
HH-60 SLEP	1,300
HH-60 Radar/FLIR Replacement	13,200
HH-60 Engine Sustainment	2,222
<b>FY 2010 Cost Estimate Project Total:</b>	<b>45,900</b>

**Method of Performance**

The method of performance metrics have changed significantly due to the shift of the Lead System Integrator (LSI) responsibility from the IDS Prime Contractor to the U.S. Coast Guard. The USCG will now manage all H60 MRR system integration issues internally. An Earned Value Management System (EVMS) is currently being developed for use at ALC. As outlined in the MRR and Avionics Program Management Plans, and until such time an EVMS is established at ALC, the Project Manager will use a mixture of monthly financial and project status reports, as well as weekly conference calls and project management staff meetings to measure project performance.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**HH-60 Conversion and Sustainment Projects**

**\$45,900**

**Budget Allocation to Mission-Program**

<b>U. S. Coast Guard Mission-Program</b>	<b>Budget Allocation</b>	
	<b>FY 2009</b>	<b>FY 2010</b>
Search and Rescue	16,848	14,748
Marine Safety	472	407
Aids to Navigation	3,505	3,068
Ice Operations	-	-
Marine Environmental Protection	1,482	1,296
Living Marine Resources	6,200	5,369
Drug Interdiction	11,591	10,064
Migrant Interdiction	3,369	2,911
Other Law Enforcement	270	232
Ports, Waterways & Coastal Security	8,693	7,581
Defense Readiness	270	224
<b>Mission-Program Allocation Total:</b>	<b>52,700</b>	<b>45,900</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**HH-65 Conversion and Sustainment Projects**

**\$38,000**

**Project Description, Justification and Scope**

This request continues to fund the Phase II (Obsolete Component Modernization) and Phase III (Automatic Flight Control System and cockpit modernization, Integrated Deepwater System Capability Enhancements) conversions to the Coast Guard's current fleet of 102 HH-65



helicopters to the Multi-Mission Cutter Helicopter (MCH). The modernization effort includes a service life extension, where obsolete components are replaced with modernized and more capable sub-systems, including a new integrated cockpit and C4ISR suite.

**CAPABILITY ACQUIRED/MAINTAINED:**

The Eurocopter HH-65 Dolphin is the Coast Guard's short-range recovery helicopter. Under Phase I of the HH-65 conversion, 95 HH-65 "B" models were re-engined and designated HH-65C. Under the Airborne Use of Force (AUF) project, the HH-65C received upgrades to the communications sub-systems to provide interoperability with other Homeland Security Components and local response agencies. Additionally, the aircraft were configured and pre-wired to allow for the installation and removal of special AUF mission equipment (e.g., weapons, armor, EO/IR, HUD). The AUF modified aircraft are designated as MH-65C.

Phase II of the conversion builds upon the MH-65C configuration to modernize many of the aging and obsolete sub-systems and components, including the Omni-Directional Air Data System (OADS) and aircraft gyros that began with non-recurring engineering (NRE) efforts in FY 2007. Phase III of the conversion consists of a modernized all-glass Common Avionics Architecture System (CAAS) cockpit that capitalizes on commonality with the HH-60T cockpit upgrade, modernizes the aging Automatic Flight Control System (AFCS), and adds enhanced Integrated Deepwater System (IDS) capabilities, such as Common Operating Picture (COP) interface and sensor integration.

The HH-65 is primarily constructed of composite structures that provide reduced weight, increased strength and better resistance to corrosion. One of the most recognizable features of the HH-65 is its unique shrouded tail rotor, called a Fenestron. The HH-65 incorporates a sophisticated flight-management system that allows all-weather operation, precise navigation, and automatic-pilot features. If desired, the pilot can select a function that will mark a position in open water, calculate the best flight profile, and automatically fly the helicopter to a 50-foot hover over the desired position. This is an essential and critical safety feature at night and in inclement weather. Phase III of the conversion efforts modernizes the aging AFCS with a new digital system that enhances this capability, and adds to crew safety.

During FY 2008, the Coast Guard's IDS will have replaced the engines on all the HH-65s executed under Phase I of the conversion project. The new Turbomeca 2C2 engine system provides aircrews with

**HH-65 Conversion and Sustainment Projects**

**\$38,000**

a 40% increase in engine power, while eliminating safety and reliability issues associated with the existing engines. Concurrently, the Airborne Use of Force (AUF) package is being deployed that converts the HH-65C into the MH-65C. This package includes an automatic weapon, and aircrew protection and communications systems that are compatible with local, state, and federal law enforcement and other first responders. Phase II and Phase III of the conversion are also concurrent projects and build upon the MH-65C upgrades to modernize aging obsolete sub-systems and components and provide enhanced operational capabilities, including COP interface and sensor integration.

When these projects are completed, the upgraded HH-65 will be referred to as the Multi-Mission Cutter Helicopter or MCH. It will be a much more capable asset with increased aircraft performance, state-of-the-market avionics and surveillance equipment, and provisions for weapons.

**PERFORMANCE:**

The MCH will be primarily based at shore units located on each coastline, including the Great Lakes region, Alaska, Hawaii, and Puerto Rico. Due to its size and weight, the HH-65 will easily integrate with the National Security Cutter (NSC) and Offshore Patrol Cutters (OPC), enhancing the operational capabilities of these assets in support of the following Congressionally-mandated missions:

**MARITIME SAFETY:**

- Search and Rescue – The MCH will be outfitted with a capable C4ISR suite that includes a multi-mode radar (MMR) and Electro Optical Infrared (EO/IR) sensor to find and observe a wide range of targets. The aircraft will have a DF-430 UHF/VHF/FM Radio Direction Finder, Distress Call Monitoring on various distress frequencies, and a Global Positioning System (GPS). The crew will be outfitted with night vision devices to further enhance the crew's ability to detect, classify, and identify targets.

- Marine Safety – International Ice Patrol (IIP): Although the MCH does not have the extended range of a fixed-wing aircraft, it can use the same sensors described above to detect and relay the location of icebergs while deployed aboard a NSC or OPC in support of the important International Ice Patrol mission.

**MARITIME SECURITY:**

- Undocumented Migrant Interdiction Operations (MIO) – The C4ISR suite, including the same sensors described in the Search and Rescue mission above, will be employed to provide surveillance, detection, classification and identification in the Undocumented MIO mission. With multiple communications, including UHF, VHF, HF, and MILSATCOM, the MCH will be able to share important information with other operational units and command centers. This information will contribute to a Common Tactical Picture (CTP) and Common Operating Picture (COP) through a networked Command and Control (C2) system that provides for data sharing.

- Illegal Drug Interdiction (DRUG) – The same sensors and communications equipment that will support Undocumented MIO will also be used to support the DRUG mission. Through effective use of the CTP/COP, the MCH will be able to intercept as well as direct Coast Guard surface assets to intercept and prosecute suspect vessels. Additionally, armed MCH aircraft will be capable of employing airborne use of force tactics to interdict and prosecute non-compliant suspect trafficking vessels.

**HH-65 Conversion and Sustainment Projects**

**\$38,000**

• Other Law Enforcement (OLE) – All sensors and communications equipment will be used for the OLE mission. Sharing information and data through the use of the C2 system and the CTP/COP will result in increased Maritime Domain Awareness.

**PROTECTION OF NATURAL RESOURCES:**

• Marine Environmental Protection (MEP) – Visual surveillance and the C4ISR suite on the MCH will be employed to monitor and map oil-covered water surfaces. The MMR can detect differences in backscatter between water and oil-covered water due to the dampening effects of oil on small wind-generated waves, while the EO/IR sensor can detect the small temperature variation between clear and oil-covered water. The COP provides the capability to navigate to previously marked pollution areas and update them based on current C4ISR and visual indications.

• Living Marine Resources Enforcement (LMR) – The MCH will employ all sensors (MMR, EO/IR) to provide surveillance of protected and/or closed offshore areas and ensure the protection of LMR.

• MEP - Lightering Zone Enforcement (LZE) – The MCH is capable of monitoring Lightering Zones for oil and other hazardous chemical discharges.

**NATIONAL DEFENSE:**

The MCH plays a role in National Defense Missions by providing armed escort and surveillance as well as support for transport roles in the following areas:

- Port Operations, Security, and Defense (POSD)
- General Defense Operations (GDO)
- Peacetime Military Engagement (PME)
- Maritime Intercept Operations (MIO)
- Environmental Defense Operations (EDO)

**COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
H-65 MCH Phase II Production	22	\$18,980
H-65 MCH Phase III Non-Recurring Engineering	1	\$10,200
H-65 MCH Phase III Initial Production Material	1	\$8,820
	<b>Total</b>	<b>\$38,000</b>

FUNDING HISTORY	FY	TOTAL (\$K)
HH-65 Re-Engine	2002	\$5,679
HH-65 Re-Engine	2003	\$7,471
HH-65 Re-Engine	2004	\$57,301
HH-65 Re-Engine	2005	\$139,000
HH-65 Re-Engine	2006	\$131,769
HH-65 Re-Engine Completion & HH-65 MCH Phase II Start	2007	\$39,873
MCH Phase II and MCH Phase III Start	2008	\$50,800
MCH Phase II and MCH Phase III Continuation	2009	\$64,500
	<b>Total</b>	<b>\$496,393</b>

**HH-65 Conversion and Sustainment Projects**

**\$38,000**

Funding History is the funding available for this item based on past appropriations, rescissions, and other changes.

**CONTRACTOR:**

Aircraft Conversion: USCG Aviation Logistics Center (ALC), Elizabeth City, NC

**SUBCONTRACTORS:**

Aircraft Components: American Eurocopter, Grand Prairie, TX

Avionics: Rockwell Collins, Cedar Rapids, IA

Power Plant: Turbomeca, Grand Prairie, TX

<b>KEY EVENT</b>	<b>FY</b>
MCH Re-engining complete (Phase I)	2008
MCH Initiation of Phase II of Conversion	2007
MCH Completion of Phase II of Conversion	2015
MCH Initiation of Phase III of Conversion	2009
MCH Completion of Phase III of Conversion	2017

**Significant Changes**

There have been no significant changes to this project.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
MCH Phase II Production			FY09:Q2	FY10:Q4	18,839
MCH Phase III NRE (Continuation from FY08)			FY09:Q1	FY10:Q2	16,100
MCH Phase III / Production			FY09:Q2	FY14:Q4	29,561
<b>FY 2010</b>					
MCH Phase II Production			FY09:Q2	FY14:Q1	18,980
MCH Phase III NRE (Continuation from FY09)			FY09:Q1	FY10:Q2	10,200
MCH Phase III / Production			FY09:Q2	FY14:Q1	8,820

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	381,093	50,800	64,500	38,000	534,393
Obligation	379,836	40,640	54,800	58,240	533,516
Expenditure	360,413	12,700	13,700	14,560	401,373
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	360,413	12,700	13,700	14,560	401,373



**HH-65 Conversion and Sustainment Projects**

**\$38,000**

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
HH-65 MCH Phase II	18,980
HH-65 MCH Phase III	19,020
<b>FY 2010 Cost Estimate Project Total:</b>	<b>38,000</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTO). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	20,619	12,148
Marine Safety	578	341
Aids to Navigation	4,290	2,527
Ice Operations	-	-
Marine Environmental Protection	1,815	1,070
Living Marine Resources	7,589	4,471
Drug Interdiction	14,186	8,358
Migrant Interdiction	4,124	2,430
Other Law Enforcement	331	195
Ports, Waterways & Coastal Security	10,640	6,269
Defense Readiness	327	191
<b>Mission-Program Allocation Total:</b>	<b>64,500</b>	<b>38,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**HC-130H Conversion and Sustainment Projects**

**\$45,300**

**Project Description, Justification and Scope**

This request funds the following replacement/sustainment projects for the Coast Guard HC-130H “Hercules” aircraft:

- 1) Avionics Modernization
- 2) Center Wing Box (CWB) Replacement
- 3) SELEX Surface Search Radar

The HC-130H is the Coast Guard’s long-range surveillance (LRS) aircraft. This four-engine, turbo-prop aircraft is used extensively throughout the United States, the Pacific, and the Caribbean in support of search and rescue, homeland security, law enforcement, pollution prevention, logistics, personnel transport and ice patrol missions.



FY 2010 funding will continue the development of the new digital cockpit, with multi-function displays that would provide aircrews with increased situational awareness and reduced cockpit workload. Additionally, funding will provide four replacement center wing boxes, which is critical for extending service life, as well as additional HC-130H replacement activities.

**CAPABILITY ACQUIRED/MAINTAINED:**

The HC-130H is powered by four Allison T56-A15 engines driving Hamilton Standard four-bladed propellers. When all fuel tanks are filled, the aircraft is capable of extended range (>2600 miles in low-altitude flight). With reduced fuel loads, the aircraft can carry a 40,000 pound payload. A large cargo compartment area, easily accessed through a large rear ramp, can accommodate a wide range of cargo. The aircraft’s high-lift capability allows takeoff and landings from short, unimproved runways.

To keep the HC-130H fleet in service, upgrades to the avionics, sensors and fuselage are required. The avionics suite on the HC-130H has been in service since the aircraft were delivered in the early 1980s. A digital cockpit with multi-function displays and reliable engine and propeller indicators will provide aircrews with increased situational awareness and reduced cockpit workload, benefits critical for long range operations.

**PERFORMANCE:**

With its flight-management and sensor systems, the HC-130H is a very capable maritime patrol aircraft, equipped with a powerful surface search radar that can detect surface targets from over 50 miles away. Once closer to a target, the sensor operator uses the Forward-Looking Infrared Radar (FLIR) and Electro Optical (EO) sensor to classify and identify the target, even in night or low-light conditions. A flight-management system that includes an automatic-pilot and precise Global Positioning System (GPS) navigation equipment allows the pilot to concentrate on the details of the mission while being ensured of pinpoint accuracy of position and the position of the target vessels. Large scanner windows on either

**HC-130H Conversion and Sustainment Projects**

**\$45,300**

side of the cargo compartment provide aerial observers with a bird's eye view of the search areas during visual conditions. The HC-130H supports the following Congressionally-mandated missions:

**MARITIME SAFETY:**

- Search and Rescue (SAR) – The HC-130H has a C4ISR suite that includes a multi-mode surface and air search radar (MMR), EO device, and Infrared (IR) sensor to find and observe a wide range of targets. The aircraft has a line-of-bearing indicator and distress call monitoring on various distress frequencies. It is also equipped with search windows and the crew has night vision devices to further enhance their ability to detect, classify, and identify targets.

- Marine Safety – International Ice Patrol (IIP) – A side-looking radar installed on the aircraft maps the location and movement of ice flows and icebergs. This information is calculated and transmitted to commercial vessels to increase maritime safety during the winter and spring months in the North Atlantic regions.

**MARITIME SECURITY:**

- Undocumented Migrant Interdiction Operations (MIO) – The C4ISR suite, including the same sensors described in the SAR mission, is employed to provide surveillance, detection, classification, and identification in the undocumented MIO mission. With multiple communications, including UHF/VHF, HF, the HC-130H can share important information with other operational units and command centers.

- Illegal Drug Interdiction (DRUG) – The same sensors and communications equipment that support undocumented MIO are also utilized to support the DRUG mission. With its interoperable communications suite, the HC-130H can direct Coast Guard surface assets to intercept and prosecute suspect vessels.

- Other Law Enforcement (OLE) – All sensors and communications equipment are used for the OLE mission.

**PROTECTION OF NATURAL RESOURCES:**

- Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response – Visual surveillance and the side-looking radar on the HC-130H are employed to monitor and map oil-covered water surfaces. The MMR can detect differences in backscatter between water and oil-covered water due to the dampening effects of oil on small wind-generated waves, while the EO/IR sensor can detect the small temperature variation between clear and oil-covered water.

- MEP – Lightering Zone Enforcement (LZE) – The HC-130H is capable of monitoring lightering zones for oil and other hazardous chemical discharges.

- Living Marine Resources Enforcement (LMR) – The HC-130H employs all sensors (MMR, EO, and IR) to provide surveillance of protected and/or closed offshore areas and ensure the protection of LMR.

**NATIONAL DEFENSE:**

- Defense Readiness – The HC-130H provides support in National Defense missions through surveillance and transport capability in the following areas:

- Port Operations, Security, and Defense (POSD)

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**HC-130H Conversion and Sustainment Projects \$45,300**

- General Defense Operations (GDO)
- Peacetime Military Engagement (PME)
- Maritime Intercept Operations (MIO)
- Environmental Defense Operations (EDO)

**COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
HC-130H Avionics I Integration & Hardware	N/A	\$19,000
HC-130H Center Wing Box (CWB)	4 Installations (Including kit)	\$24,000
SELEX Pre-Planned Product Improvement		\$2,300
	Total	\$45,300

**FUNDING HISTORY**

	FY	TOTAL
HC-130H Design Development	2003	\$3,500
HC-130H Surface Search Radar	2005	\$9,000
HC-130H Surface Search Radar	2006	\$4,950
HC-130H Avionics	2006	\$5,940
HC-130H Avionics Modernization Program (AMP)	2007	\$15,700
HC-130H Surface Search Radar	2007	\$24,255
HC-130H AMP and Surface Search Radar	2008	\$18,900
HC-130H AMP and Surface Search Radar	2009	\$24,500
	Total	\$106,745

Funding history is the available funding for this item based on past appropriations, rescissions and other changes.

**CONTRACTOR:**

To Be Determined (currently engaged in full and open competition)

**Contract Type:**

Anticipate Commercial Firm-Fixed Price

**SUBCONTRACTORS:**

Aircraft	Lockheed Martin Aero, Marietta, GA
Engines	Rolls Royce (Allison), Indianapolis, IN
Avionics	Rockwell Collins, Cedar Rapid, IA
FLIR/EO	L3 Wescam, Burlington, Canada

**KEY EVENT:**

HC-130H Radar Replacement Project Contract Award	2005
Radar Preliminary Design Review	2006
Radar Critical Design Review	2006
Prototype Delivery	2006

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**HC-130H Conversion and Sustainment Projects \$45,300**

APS-137 Radar Replacement Developmental Test & Evaluation Complete	2007
APS-137 Radar Installs Complete on 10 Aircraft	2008
APS-137 Installs complete	2009
Avionics Upgrade 1st flight prototype	2009
Production initiation for Avionics Upgrade	2010

**Significant Changes**

The aircraft manufacturer made changes to the calculations utilized to determine the number of hours that can be flown prior to replacement of center wing boxes. As a result, reprioritization of planned radar purchases has been made to accommodate potential center wing box replacements.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
C-130H Surface Search Radar			FY09:Q1	FY09:Q4	5,500
Avionics Modernization Program (AMP)			FY09:Q1	FY09:Q4	9,000
HC-130H Center Wing Box (CWB)			FY09:Q1	FY09:Q4	10,000
<b>FY 2010</b>					
Avionics Modernization Program (AMP)			FY10:Q1	FY10:Q4	19,000
HC-130H Center Wing Box (CWB)			FY10:Q1	FY10:Q4	24,000
SELEX Pre-Planned Product Improvement			FY10:Q1	FY10:Q4	2,300

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	63,345	18,900	24,500	45,300	152,045
Obligation	2,034	65,222	19,600	45,300	132,156
Expenditure	14,989	29,643	33,891	28,222	106,745
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	14,989	29,643	33,891	28,222	106,745

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
SELEX Pre-planned Product Improvement	2,300
Avionics Kits / Production Installs	19,000
HC-130H Center Wing Box (CWB)	24,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>45,300</b>

**HC-130H Conversion and Sustainment Projects**

**\$45,300**

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	8,764	15,000
Marine Safety	950	1,200
Aids to Navigation	1,228	2,200
Ice Operations	-	-
Marine Environmental Protection	350	800
Living Marine Resources	3,565	7,000
Drug Interdiction	1,187	2,500
Migrant Interdiction	2,921	5,200
Other Law Enforcement	2,046	4,000
Ports, Waterways & Coastal Security	3,256	6,800
Defense Readiness	233	600
<b>Mission-Program Allocation Total:</b>	<b>24,500</b>	<b>45,300</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**HC-130J Missionization**

**\$1,300**

**Project Description, Justification and Scope**

The Coast Guard has six HC-130J aircraft in its inventory. All aircraft are conducting operational missions, with the exception of aircraft undergoing the missionization process. This request funds crashworthy observer seats for the fleet of six aircraft to improve the safety and capability of the observer station onboard each aircraft.

The HC-130J is the Coast Guard's long-range surveillance (LRS) aircraft. Various versions of this four-engine, turbo-prop aircraft are used extensively throughout the United States, the Pacific Ocean and the Caribbean Sea in support of search and rescue, homeland security, law enforcement, pollution prevention, logistics and personnel transport.

**CAPABILITY ACQUIRED/MAINTAINED:**

The C-130J Missionization project will configure the aircraft with equipment to enhance the performance of Coast Guard operational missions. The C-130J Missionization project leverages the technology developed by Integrated Coast Guard Systems for the CASA CN235 Maritime Patrol Aircraft (MPA). The missionization suite includes surface search radar, a Forward-Looking Infrared (FLIR)/Electro Optical (EO) sensor, and satellite and emergency response radios, all controlled through a flight-deck mounted operator station.

The Coast Guard's C-130J is based on the robust C-130 series aircraft design, but new engines, propellers, avionics and cargo handling equipment quickly set this new aircraft apart from its predecessor. The C-130J will assume the duties of the C-130H, which include search and rescue, homeland security, pollution prevention, logistics and personnel transport.

With its Allison AE2100 engines and Dowty six-bladed propellers, the C-130J boasts advanced performance over the H model by a 20 percent increase in speed, a 40 percent increase in range and a 40 percent higher cruising altitude. It can climb higher and faster than the H model, yet takeoff and land on shorter runways.

A completely redesigned cockpit with an integrated digital flight management system allows the C-130J to be operated by a two-person flight deck crew as compared to the four to five person crew of the H model. Dual heads up displays provide pilots with essential flight information and increase safety during low-level maneuvers, including takeoffs and landings in reduced visibility. A high-resolution ground mapping radar, integrated with on-board Global Positioning System (GPS) and inertial navigation system, provides aircrews with precise navigation and situational awareness. An enhanced cargo handling system provides loadmasters with the ability to automatically calculate weight and balance data and quickly change cargo compartment configuration to accommodate different payloads.

**PERFORMANCE:**

With its flight management and sensor systems, the C-130J will be a very capable maritime patrol aircraft. It will be equipped with a powerful surface search radar, capable of detecting surface targets over 50 miles away. Once closer to the target, the sensor operator will use the FLIR/EO sensor to classify and identify the target, even in night or very low-light conditions. A flight management system

**HC-130J Missionization**

**\$1,300**

that includes an automatic-pilot and precise GPS navigation equipment allows the pilot to concentrate on the details of the mission, while being ensured of pinpoint accuracy of his position and the position of the target vessels. The C-130J supports the following strategic goals and mission programs:

**MARITIME SAFETY:**

- Search and Rescue – The C-130J will be outfitted with a very capable Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) suite that includes a multi-mode surface and air search radar (MMR), Electro-Optical (EO) device, and Infrared (IR) sensor to find and observe a wide range of targets. The aircraft will have a Line of Bearing indicator and Distress Call Monitoring on various distress frequencies.

**MARITIME LAW ENFORCEMENT:**

- Illegal Migrant Interdiction Operations – The C4ISR suite, including the same sensors described in the Search and Rescue mission, will be employed to provide surveillance, detection, classification, and identification in this mission-program. With multiple communications, including UHF/VHF, HF, the C-130J will be able to share important information with other operational units and command centers. This information will contribute to a Common Tactical Picture (CTP) and Common Operational Picture (COP) through a networked Command and Control (C2) system that provides for data sharing.

- Illegal Drug Interdiction – The same sensors and communications equipment that will support undocumented migrant interdictions will also be utilized to support the counter drug mission. Through effective use of the CTP/COP, the C-130J will be able to direct Coast Guard surface assets to intercept and prosecute suspect vessels.

- Living Marine Resources (LMR) Enforcement – The C-130J will employ all sensors (MMR, EO, and IR) to provide surveillance of protected and/or closed offshore areas and ensure the protection of LMRE.

- General Law Enforcement (GLE) – All sensors and communications equipment will be used for the GLE mission. Sharing information and data through the use of the C2 system and the CTP/COP will result in increased Maritime Domain Awareness.

**MARITIME SAFETY AND ENVIRONMENTAL PROTECTION:**

- Marine Environmental Protection (MEP) – Visual surveillance and the C4ISR suite on the C-130J will be employed to monitor and map oil-covered water surfaces. The MMR can detect differences in backscatter between water and oil-covered water due to the dampening effects of oil on small wind-generated waves, while the EO/IR sensor can detect the small temperature variation between clear and oil-covered water. The Common Operational Picture (COP) provides the capability to navigate to previously marked pollution areas and update them based on current C4ISR and visual indications.

- Ports, Waterways, and Coastal Security (PWCS) – The C-130J will be able to conduct thorough and sustained surveillance of an assigned area of operations, and dispatch appropriate assets to investigate any threat to security. The C-130J will participate in maritime interdiction operations, provide outer-harbor security, conduct search and rescue, and other operations in support of PWCS. The primary objective is to ensure that port and harbor areas are maintained free of threats and to support re-supply of



U. S. Coast Guard - FY 2010 Congressional Budget Submission

**HC-130J Missionization** **\$1,300**

other deployed forces. The protection of logistics in support of contingency operations is of the highest priority.

NATIONAL DEFENSE – The HC-130J provides support in National Defense missions through surveillance and transport capability in the following areas:

- Port Operations, Security, and Defense (POSD)
- General Defense Operations (GDO)
- Peacetime Military Engagement (PME)
- Maritime Intercept Operations (MIO)
- Environmental Defense Operations (EDO)

**COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
Crashworthy Observer Seats	6	\$1,300

<u>FUNDING HISTORY</u>	<u>FY</u>	<u>TOTAL (\$K)</u>
C-130J Missionization	2004	\$ 60,000
C-130J Missionization (No Year)	2005	\$ 25,050
C-130J Missionization	2005	\$ 34,000
C-130J Fleet Introduction	2007	\$ 13,950
C-130J Fleet Introduction	2008	\$ 5,800
C-130J Missionization	2009	\$ 13,250
	Total:	\$152,050

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR: Integrated Coast Guard Systems

Type of Contract: Firm-Fixed-Price

**SUBCONTRACTORS**

Aircraft	Lockheed Martin Aero, Marietta, GA
Engines	Rolls Royce (Allison), Indianapolis, IN
Avionics/Systems	Lockheed Martin, Eagan, MN
Radar	Elta/EDO, Israeli Aircraft Industries
FLIR/EO	FLIR Systems, Portland, OR

KEY EVENT	FY
Definitized Contract signed for C-130J Missionization	2005
Preliminary Design Review	2006
Critical Design Review	2006
First Aircraft Enters Modification	2007
Aircraft 1 through 3 Delivered	2008
Aircraft 1 through 3 Operational Deployments	2008

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**HC-130J Missionization** **\$1,300**

Aircraft 4 inducted for Missionization 2009

**Significant Changes**

Technical corrections to add past appropriations to the prior budget submission.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total</b>
	<b>Design Work</b>		<b>Project Work</b>		<b>Estimate</b>
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Cost</u></b>
FY 2009					
Missionize aircraft #5			FY09:Q2	FY10:Q1	13,250
<hr/>					
FY 2010					
HC-130J Cashworthy Observer Seats			FY05:Q1	FY12:Q2	1,300

**Schedule of Project Funding**

	<b>Project Funds</b>				<b><u>Total</u></b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	133,000	5,800	13,250	1,300	153,350
Obligation		5,800	2,340	1,300	9,440
Expenditure	133,000		10,910	1,300	145,210
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	133,000		10,910	1,300	145,210

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
HC-130J Cashworthy Observer Seats	1,300
<b>FY 2010 Cost Estimate Project Total:</b>	<b>1,300</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the various Delivery Task Orders (DTOs). The Dekker Trakker software program that meets ANSI/EIA Standard 748 is being used by the Deepwater Program. Dekker Trakker is the tool that is used by the Systems Integrator to resource load schedules, track progress and record expenses. An additional Earned Value viewing tool also being used is Dekker iPursuit which is the viewing tool that allows Deepwater personnel to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data that was used to generate the Cost Performance Reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**HC-130J Missionization**

**\$1,300**

**Budget Allocation to Mission-Program**

<b>U. S. Coast Guard Mission-Program</b>	<b>Budget Allocation</b>	
	<b>FY 2009</b>	<b>FY 2010</b>
Search and Rescue	2,030	200
Marine Safety	1,530	150
Aids to Navigation	1,530	150
Ice Operations	-	-
Marine Environmental Protection	1,530	150
Living Marine Resources	1,020	100
Drug Interdiction	1,020	100
Migrant Interdiction	1,020	100
Other Law Enforcement	1,020	100
Ports, Waterways & Coastal Security	1,530	150
Defense Readiness	1,020	100
<b>Mission-Program Allocation Total:</b>	<b>13,250</b>	<b>1,300</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**National Security Cutter (NSC)**

**\$281,480**

**Project Description, Justification and Scope**

This request completes funding for the production of National Security Cutters (NSC) #4. Full funding of the NSC #4 production contract could not be accomplished in FY09 due to detrimental global and regional economic conditions affecting the cost of NSC #4 and other NSC Class costs. Impacts included the declining value of the U. S. dollar relative to foreign currency, commodity escalation and persistent Gulf Coast labor market impacts.

**CAPABILITY ACQUIRED/MAINTAINED:**

The NSC is a surface component of the Integrated Deepwater System (IDS) that will be capable of an extended on-scene presence, long transits and forward deployment. It will be equipped with communication, navigation and surveillance systems that allow the cutter and its deployed air and boat assets to operate worldwide within the range of its performance parameters, and conduct a daily search of potentially 56,000 square miles of ocean in support of all Congressionally-mandated missions.

The NSC is the largest of the new IDS surface assets (418') with vastly improved capabilities over the legacy 378' High Endurance Cutter, and will be the most sophisticated and capable cutter the Coast Guard has ever operated. It will have a range of approximately 12,000 nautical miles (NM) and an underway endurance of 60 days. The NSC manning concept is innovative in decoupling the ship's operational tempo from the personnel tempo, enabling the vessel to deploy 230 days away from homeport annually while maintaining the current personnel tempo of 185 days underway (i.e., a 24% increase in ship annual operating days compared to the 378' High Endurance Cutter). The cutter will be capable of patrolling alone or with multiple U.S. Coast Guard vessels, U.S. Navy vessels, or vessels from other nations' navies or coast guards.

The NSC will conduct scheduled and unscheduled patrols employing a robust command and control capability for the task unit commander or on-scene commander. The cutter will be capable of performing all maritime DHS missions, defense operations with the U.S. Navy, such as Ports, Waterways and Coastal Security, as well as maritime intercept operations, port operations, security and defense operations, and peacetime military engagements. When engaged in these missions, the NSC will be capable of detecting, classifying, and tracking surface Targets of Interest (TOI) in sizes ranging from makeshift rafts to large commercial vessels, and air TOIs as small as single-engine civil aircraft.

The NSC's capabilities include the ability to:

- Provide anti-terrorism/force protection;
- Carry and deploy multiple airframes;
- Carry and deploy multiple Short Range Prosecutor (SRP) and Long Range Interceptor (LRI) cutter boats;
- Conduct boat and flight operations in higher sea states due to improved sea-keeping capability;
- Support the full range of Coast Guard missions and intelligence element operations through greatly improved intelligence gathering and C4ISR capabilities, including use of a Sensitive Compartmented Information Facility (SCIF), all of which enhance the NSC's self-defense capabilities and facilitate operations with networked DHS, DoD, and national assets;

**National Security Cutter (NSC)**

**\$281,480**

- Maintain presence and perform limited command and control operations in contaminated environments for up to 36 hours;
- Operate with U.S. Navy battle groups with a maximum sustained speed of 28 knots.

**PERFORMANCE:**

The NSC is a major contributor to overall Deepwater system performance, particularly when operating at the hub of a cutter/small boat/aircraft force package. NSC intelligence collection, analysis and dissemination, and C4ISR capabilities improve system responsiveness and help to prevent security incidents from developing. NSCs will serve as the hub of multi-unit, multi-mission operations and will be essential to achieving success in the missions:

**MARITIME SAFETY:**

• Search and Rescue (SAR) – The NSC will permit the search for and location of mariners in distress, enabling their recovery from positions of peril; provision of medical advice, assistance, or evacuation; and when necessary, provide them safe transport to shore-side locations. The NSC will also be able to support recovery or control of damage to distressed vessels and other property by controlling or terminating flooding, fighting fires, dewatering, providing mechanical assistance, and towing stricken vessels. The NSC will have stern ramps and a side davit to rapidly launch and retrieve small boats. The NSC will have a Rescue Access Station to embark and load a non-stern ramp capable boat, to deploy a rescue swimmer, and to pick survivors from the water. With a sustained presence, the NSC can also serve as a platform for an on-scene commander guiding and assisting rotary wing assets.

**MARITIME LAW ENFORCEMENT:**

• Undocumented Migrant Interdiction Operations – The NSC C4ISR suite will be employed to provide surveillance, detection, classification, and identification in the undocumented migrant interdiction mission. Through sustained on-scene presence, the NSC will also have the capability of prosecuting Targets of Interest (TOI), including interdiction, embarkation, and disembarkation, as well as allowing for rescue of a large number of people when an unseaworthy or overloaded craft sinks or capsizes. These rescue situations require the ability to retain persons onboard (sheltering, feeding, and providing basic sanitation and medical services; as well as administrative processing and ensuring security for all concerned).

• Illegal Drug Interdiction (DRUG) – The same sensors and communications equipment that will support undocumented migrant interdiction operations will also be used for the DRUG mission. Through effective use of the Common Operating Picture (COP), Multi-mission Cutter Helicopter (MCH) aircraft, and the Long Range Interceptor (LRI)/small boats, the NSC will be able to intercept and prosecute suspect vessels.

• Other Law Enforcement (OLE) – The NSC will conduct proactive patrols as well as reactive response to intelligence information, using all sensors and communications equipment to fulfill this mission. Sharing information and data through the use of the Command and Control (C2) system and the COP will result in increased maritime domain awareness. The NSC will have both active and passive sensors to detect and track vessels or aircraft engaged in, or suspected of, illegal activities. It will identify, classify and sort TOIs. After interdicting suspicious vessels, it will enable at-sea boardings and performance of custodial functions associated with seizing vessels or making at-sea arrests.

**National Security Cutter (NSC)**

**\$281,480**

- Foreign Vessel Inspection – The NSC will conduct surveillance of all operating areas. The installed Automatic Identification System (AIS) will permit rapid identification of foreign vessels, allowing the NSC to inspect foreign vessels at sea for compliance with applicable marine safety requirements and regulators.

**PROTECTION OF NATURAL RESOURCES:**

- Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response – The NSC will be able to detect maritime pollution in the U.S. Exclusive Economic Zone (EEZ), based on verification of the type of material in the water, evidence gathering, and documentation. It will allow response to 29 CFR 1910.120 Hazardous Material accidents. Additionally, the NSC will conduct surveillance operations to detect significant discharges of oil or hazardous substances for subsequent monitoring, mitigation, and removal actions. The COP will provide the capability to navigate to previously marked pollution areas and update them based on current C4ISR and visual indications.

- Lightering Zone Enforcement (LZE) – The NSC will survey maritime petroleum cargo lightering zones and lightering operations, enabling the conduct of boardings to enforce applicable lightering regulations.

- Living Marine Resources Enforcement (LMR) – The NSC will aid enforcement of laws and treaties pertaining to LMR, including fisheries and marine mammal protection. The cutter will be able to provide sustained presence throughout the U.S. EEZ and along its boundary, as well as in international maritime areas of interest to the U.S. It will allow for at-sea boardings and inspections to deter illegal or unauthorized LMR activity to document violations and, if directed, arrest and seize vessels engaged in LMR violations. The NSC will also be equipped with AIS to monitor surface vessels that will provide a ship's name, position, course, and speed, and facilitate the job of vessel identification.

**NATIONAL DEFENSE:**

- Defense Readiness – The NSC's defense and security-related capabilities and extreme range and endurance makes it particularly well-suited for deployments overseas and in regions where it can disrupt security incidents well before they threaten U.S. coastlines.

- Port Operations, Security, and Defense (POSD) – The NSC will enable the conduct of thorough and sustained surveillance of an assigned area of operations, allowing dispatch of appropriate assets to investigate any threat to security. The NSC will engage in maritime interdiction operations, provide outer-harbor security, escort high-value assets, and conduct SAR and other operations in support of the POSD mission. The primary objective is to ensure that port and harbor areas are maintained free of threats and to support re-supply of other deployed forces. The protection of logistics in support of contingency operations is one of the NSC's highest priorities.

- General Defense Operations (GDO) – The NSC will integrate with the DOD over the full range of maritime operations including surveillance, visit, board, search, seize and unit defense. It will be capable of operating worldwide with sustained presence resulting from its capability for underway replenishment, including Aircraft Vertical Replenishment. The cutter will provide hard-kill of subsonic anti-ship cruise missiles with Close-in-Weapon-Systems, and soft-kill capability, reduced radar cross-section, reduced infrared signature, and electronic sensor capability. The NSC will

**National Security Cutter (NSC)**

**\$281,480**

employ the 57 mm gun weapons system with optical and infrared fire control to achieve mission kill on high-speed patrol craft beyond intermediate caliber effective range. The NSC will be able to provide berthing and logistics support for additional personnel deployed for defense operations. The NSC will also have the ability to maintain station for an aircraft carrier conducting flight operations and to take station on, maneuver around, and escort commercial shipping steaming at operational speed. The cutter will have the ability to launch, recover and fuel U.S. Navy and NATO Vertical Take-Off and Landing (VTOL) aircraft, including armed helicopters.

- Peacetime Military Engagement (PME) – The NSC will engage in military activities involving other nations to promote and maintain the security environment in peacetime, including nation-building activities. It will be able to maintain forward presence, render humanitarian assistance, conduct professional exchanges, and participate in combined operations, training, exercises and other military or diplomatic activities. The PME mission may involve long transits and extended operations with deployments of two to four months, for which the NSC will be well-suited.
- Maritime Intercept Operations (MIO) – The NSC will conduct thorough and sustained surveillance of an assigned area of responsibility and detect and intercept all shipping, operating either independently or integrated with DOD and other agency assets. Additionally, the cutter will be able to dispatch trained boarding or inspection teams, providing for their logistics, support, transportation and protection.
- Environmental Defense Operations (EDO) – The NSC will be able to detect potential threats to the physical environment and investigate those threats. The cutter will conduct operations to mitigate known environmental harm and intercept persons suspected of causing such harm, including mitigation of environmental exploitation designed to disrupt defense operations.

**COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
NSC #4 Production	1	\$281,480
	Total	\$281,480

**FUNDING HISTORY:**

	FY	TOTAL
Conceptual Development/Design	2002	\$7,869
Detailed Design and NSC #1 LLTM	2003	\$136,937
NSC #1 Production	2004	\$204,093
NSC #2 Production and LLTM	2005	\$264,100
NSC #3 Production and LLTM	2006	\$489,054
Consolidated Contracting Action NSC 1-3 <sup>1</sup>	2007	\$386,299
NSC #4 LLTM <sup>2</sup>	2007	\$24,100
NSC #4 LLTM <sup>3</sup>	2008	\$72,500

<sup>1</sup> Funding History for FY 2007 reflects changes from the Consolidated Contracting Action.

<sup>2</sup> Funding History for FY 2008 reflects changes from the Consolidated Contracting Action.

<sup>3</sup> Funding History for FY 2008 reflects changes from the Consolidated Contracting Action.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**National Security Cutter (NSC) \$281,480**

NSC #2-4 GFE, Certifications, and Logistics <sup>4,5</sup>	2008	\$102,870
NSC #1-3 Completion	2009	\$149,700
NSC #4 Production	2009	\$196,900
NSC #1-2 Structural Retrofit Planning/Analysis	2009	\$7,100
	Total	\$2,041,522

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

**CONTRACTOR:**

NSC #1-#3 and LLTM #4: Integrated Coast Guard System (ICGS), Washington, DC

Type of Contract: Indefinite Delivery, Indefinite Quantity with an award term

Contract options: 5-year base completed June 2007 with 43-month subsequent award term period through January 2011.

NSC #4: Contractor and contract type TBD as the USCG is seeking a direct contractual relationship with the shipbuilder

**SUBCONTRACTORS:**

Northrop Grumman Ship Systems (NGSS), Pascagoula, MS (ship) and Lockheed Martin Company (LMCO), Moorestown, NJ (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance systems) Production Subcontractor: NGSS, Pascagoula, MS and LMCO, Moorestown, NJ

Assembly subcontractor: NGSS, Pascagoula, MS

KEY EVENT	FY
Preliminary/Contract Design	2003
Detail Design	2003
Start Construction, Lead Cutter	2004
Start Construction, NSC #2	2006
Start Construction, NSC #3 <sup>6</sup>	2008
Start Construction, NSC #4	2010
Initial Operating Capability (IOC) for Lead Cutter	2011

**Significant Changes**

NSC #4 production was deferred to FY10 due to detrimental global and regional economic conditions affecting the cost of NSC #4. These impacts include the declining value of the U. S. dollar relative to foreign currency, commodity escalation and persistent Gulf Coast labor market impacts. Initial

<sup>4</sup> Funding History for FY 2008 reflects changes from the Consolidated Contracting Action.

<sup>5</sup> Funding History for FY 2008 reflects \$9.4M included for, "necessary expenses related to the consequences of 2008 natural disasters," per P.L. 110-329.

<sup>6</sup> NSC #3 was awarded in 4th quarter FY 2007; however, design work to incorporate structural changes to address fatigue life concerns was accomplished prior to the actual start of production in FY2008.



*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**National Security Cutter (NSC)**

**\$281,480**

Operating Capability (IOC) for NSC #1 will be adjusted for post delivery operational evaluation to assess levels of suitability and effectiveness.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
NSC #1-3 Completion	FY02:Q4	FY04:Q1	FY04:Q3	FY11:Q4	149,700
NSC #4 Production	FY02:Q4	FY04:Q1	FY10:Q1	FY13:Q4	196,900
NSC #1-2 Structural Enhancement Planning	FY08:Q1	FY10:Q3	FY11:Q2	FY13:Q4	7,100
<b>FY 2010</b>					
NSC #4 Production	FY02:Q4	FY04:Q1	FY10:Q1	FY13:Q4	281,480

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	1,513,252	175,400	353,700	281,480	2,323,832
Obligation	1,430,415	207,449	247,000	435,000	2,319,864
Expenditure	1,430,415	196,499	226,368	127,354	1,980,636
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	1,285,609	196,499	226,368	127,354	1,835,830
Survey, Design & Engineering	144,806				144,806

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
NSC #4 Production	281,480
<b>FY 2010 Cost Estimate Project Total:</b>	<b>281,480</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly cost performance reports. The iPursuit program also allows for extensive insight into the data used to generate cost performance reports. For example, it can provide a breakdown of cost and schedule variances by work breakdown structure (WBS).

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**National Security Cutter (NSC)**

**\$281,480**

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	11,786	9,913
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	64,758	51,326
Drug Interdiction	136,241	107,908
Migrant Interdiction	36,675	29,206
Other Law Enforcement	33,000	26,350
Ports, Waterways & Coastal Security	38,518	30,635
Defense Readiness	32,722	26,142
<b>Mission-Program Allocation Total:</b>	<b>353,700</b>	<b>281,480</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Offshore Patrol Cutter (OPC)**

**\$9,800**

**Project Description, Justification and Scope**

This request supports continued initial acquisition work for the Offshore Patrol Cutter (OPC) to replace the Coast Guard's deteriorating Medium Endurance Cutter (WMEC) fleet, including the following: completion of the Alternatives Analysis; preparation of the Performance Specification (P-Spec), Configuration Management Plan, Independent Total Ownership Cost Estimate, Environmental Management Plan and Life Cycle Cost Reduction Plan; as well as conducting Risk Reduction Technical Studies. This request will also allow preparation of the first phase of the Concept/Preliminary Design efforts needed to support solicitation for a Request for Proposal (RFP). This is a critical phase for the project, because it will provide valid acquisition and total ownership costs and aid in reducing the technical risks associated with achieving requirements. Specific performance requirements will be finalized, with plans in place to manage any configuration changes, in order to permit the Coast Guard to properly oversee all aspects of the design as the project progresses. The concept/preliminary design studies will be solicited from industry, allowing the Coast Guard to reach DHS Milestone 2 (Alternative Selection) during FY 2011 in support of a first ship delivery in FY 2018.

The OPC will be procured using guidance from the Coast Guard's *Blueprint for Acquisition Reform* and the project is following the DHS major systems acquisition process. Under this process, the OPC reached DHS Milestone 1 (Project Authorization) in January, 2008 and has entered the Concept & Technology Development phase. Available funding, including the FY 2009 appropriation, will allow for the following activities: preparation of the Concept of Operations (CONOPS), Operational Requirements Document (ORD), Project Management Plan (PMP), Acquisition Plan (AP), Integrated Logistics System (ILS) Plan, and Technology Plan, requirements validation, and initiation of an Alternatives Analysis. This work will define and validate required OPC capabilities, ascertain if they are achievable, and begin to examine alternative solutions for the OPC design. A recommended method of acquisition will also be developed, followed by a clear and rigorous plan to manage the project.

**CAPABILITY ACQUIRED/MAINTAINED:**

The OPC is the second largest cutter among the new Integrated Deepwater System (IDS) assets and will conduct critical patrols within assigned operating areas. A fleet of 25 vessels, the OPC will eventually replace and greatly enhance the current capability of the Coast Guard Medium Endurance Cutter (WMEC) fleet. The OPC will provide a robust command and control capability for duties as Commander Task Unit (CTU) and On-Scene Commander (OSC), through a sophisticated Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) suite. Inherent capabilities that are a vast improvement over legacy major cutters include multiple airframe capability, Over-the-Horizon (OTH) cutter boat deployment, and improved sea keeping that will permit flight and small boat operations in higher sea states than currently possible.

The Deepwater Implementation Plan includes additional capabilities that reflect the increased post-9/11 security requirements, many of which will be present in the OPC. Intelligence collection/information sharing systems being considered in the OPC design include a sophisticated Shipboard Sensitive Compartmentalized Information Facility (S/SCIF), Specific Emitter Information (SEI) sensors and increased data exchange bandwidth. The OPC's Deepwater and DoD interoperability capabilities can be enhanced with DHS and local responder-interoperable radio communications. Under the prevailing

**Offshore Patrol Cutter (OPC)**

**\$9,800**

design, the OPC flight deck extension would accommodate all variants of DHS and DoD HH-60 helicopters to provide enhanced interoperability with interagency and inter-service counterterrorism teams. The OPC would be fully integrated with the National Distress Response System modernization program, known as RESCUE 21, to provide port commanders with both real-time tracking of the OPC and seamless Common Operational Picture (COP)-Maritime Domain Awareness (MDA) data-sharing, including the Automatic Identification System (AIS). The maritime security capabilities allow the cutter's weapons and command and control suite to be upgraded and hardened to better survive potential terrorist incidents and process increased data flow. This will include a medium caliber deck gun (57mm) that will provide the ability to engage/stop rogue merchant vessels far from shore. Increased OPC speed can improve response and reaction capability. Increased transit speed would allow for more time on station protecting port approaches.

**PERFORMANCE:**

The OPC will be a major contributor to overall Integrated Deepwater System (IDS) performance, particularly when operating as the nucleus of a cutter/small boat/aircraft force package. Intelligence collection, analysis and dissemination, and C4ISR capabilities will improve system responsiveness and help to prevent and mitigate security threats. As a multi-mission platform, the OPC will be able to perform all required missions, capable of steaming long transit distances and maintaining an extended on-scene presence, due to an integrated logistics system. These characteristics are well-suited for maritime homeland security roles as well as for performing the full spectrum of law enforcement missions (living marine resources, drug interdiction, and migrant interdiction) and search and rescue operations.

**MARITIME SAFETY:**

- Search and Rescue (SAR) – The OPC will be able to search for and locate distressed mariners and recover them from positions of peril, provide medical advice, assistance, or evacuation, and when necessary, provide subjects safe transport to shore side locations. The OPC will also be able to support recovery or control of damage to distressed vessels and other property by controlling or terminating flooding, fighting fires, dewatering, providing mechanical assistance, and towing stricken vessels. The OPC will have a stern ramp to rapidly launch and retrieve small boats. With a sustained presence, the OPC can also serve as an OSC platform, guiding and assisting rotary wing assets.

**MARITIME SECURITY:**

- Undocumented Migrant Interdiction (MIO) – The OPC C4ISR suite will be employed to provide surveillance, detection, classification, and identification in the undocumented MIO mission. Through a sustained on-scene presence, the OPC will also have the capability of prosecuting Targets of Interest (TOI), including interdiction, embarkation, and disembarkation, and rescuing a large number of people when an unseaworthy or overloaded craft sinks or capsizes. These rescue situations require administrative processing and the ability to retain persons onboard (sheltering, feeding, and to provide basic sanitation and medical services, as well as security for all concerned).

- Illegal Drug Interdiction (DRUG) – The same sensors and communications equipment that will support undocumented MIO will also be used for the DRUG mission. Through effective use of the COP, MCH aircraft, and the LRI/small boats, the OPC will be able to intercept and prosecute suspect vessels.

**Offshore Patrol Cutter (OPC)**

**\$9,800**

• Other Law Enforcement (OLE) – The OPC will conduct proactive patrols as well as reactive response to intelligence information, using all sensors and communications equipment to fulfill this mission. Sharing information and data through the use of the C2 system and the COP will result in increased MDA. The OPC will have both active and passive sensors to detect and track vessels or aircraft engaged in, or suspected of, illegal activities. It will identify, classify and sort TOIs. After interdicting suspicious vessels, it will permit at-sea boardings and ease performance of custodial functions associated with seizing vessels or making at-sea arrests.

**PROTECTION OF NATURAL RESOURCES:**

• Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response – The OPC will be able to detect maritime pollution in the U.S. Exclusive Economic Zone (EEZ), based on verification of the type of material in the water, evidence gathering, and documentation. It will enable response to 29 CFR 1910.120 Hazardous Material accidents. Additionally, the OPC will conduct surveillance operations to detect significant discharges of oil or hazardous substances for subsequent monitoring, mitigation, and removal actions. The COP will provide the capability to navigate to previously-marked pollution areas and update them based on current C4ISR and visual indications.

• MEP – Lightering Zone Enforcement (LZE) – The OPC sensors will survey maritime petroleum cargo lightering zones and lightering operations, enabling boardings to enforce applicable lightering regulations.

• Living Marine Resources Enforcement (LMR) – The OPC will enable enforcement of laws and treaties pertaining to LMR, including fisheries and marine mammal protection in domestic and international waters. The cutter will be able to provide sustained presence throughout the U.S. EEZ and along its boundary, as well as in international areas of interest to the U.S. It will allow the conduct of at-sea boardings and inspections to deter illegal or unauthorized LMR activity, permit documentation of violations, and enable arrest and seizure of vessels engaged in LMR violations if directed. The OPC will also be equipped with AIS to monitor surface vessels. The information will provide a ship's name, position, course and speed, and will make the job of vessel identification easier.

**NATIONAL DEFENSE:**

• Defense Readiness – The OPC's planned defense and security-related capabilities and extended range and endurance make it well-suited for deployments offshore from U.S. coastlines.

- General Defense Operations (GDO) – The OPC will be able to integrate with the DOD in coordinated maritime operations, including surveillance, visit, board, search, seize and unit defense. The OPC will employ the 57 mm gun weapons system with optical and infrared fire control to achieve mission kill on high-speed patrol craft at intermediate-caliber effective range.
- Peacetime Military Engagement (PME) – The OPC will be able to participate in military activities involving other nations to promote and maintain the security environment in peacetime, including nation-building activities. It will be able to maintain a forward presence; permit rendering of humanitarian assistance; conduct professional exchanges; and participate in combined operations, training, exercises, and other military activities. The PME mission may involve long transits and extended operations with deployments of two to four months, for which the OPC will be well-suited.

**Offshore Patrol Cutter (OPC)**

**\$9,800**

- Environmental Defense Operations (EDO) – The OPC sensors will be able to detect potential threats to the physical environment to assist DoD with mitigation of environmental exploitation designed to disrupt defense operations.

**COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
Alternative Analysis	1	\$2,800
Performance Specifications	1	\$500
Configuration Management Plan	1	\$1,000
Risk Reduction Technical Studies	Job	\$900
Independent Total Ownership Cost Estimates	1	\$900
Life Cycle Cost Reduction Plan	1	\$900
Environment Management Plan	1	\$800
Phase 1 – Concept/Preliminary Design	1	\$2,000
	Total	\$9,800

**FUNDING HISTORY:**

	FY	TOTAL (\$K)
Preliminary alternative and requirement development	2004	\$15,558
Requirement and concept refinement	2005	\$1,788
Continuing design development (stop-work issued)	2006	\$10,039
Requirements Analysis, initial Concept/Preliminary Design	2009	\$3,003
	Total	\$30,388

Funding history shows available funding for this item based on past appropriations, rescissions, and other changes.

**CONTRACTOR:**

TBD

**SUBCONTRACTORS:** TBD

**KEY EVENTS:**

Release of Concept/Preliminary Design Request for Proposal	FY 2010
Award Multiple Concept/Preliminary Design contracts	2011
Preliminary Design Review	2011

**Significant Changes**

There are no significant changes to this project.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Offshore Patrol Cutter (OPC)**

**\$9,800**

**Project Schedule**

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	<u>Design Work</u>		<u>Project Work</u>		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2009					
OPC Requirements Analysis	FY09:Q1	FY09:Q1			500
OPC Concept Design	FY09:Q1	FY09:Q4			2,000
OPC Preliminary Design	FY09:Q1	FY11:Q3			503
FY 2010					
Complete Alternatives Analysis	FY10:Q1	FY10:Q2			2,800
Prepare Performance Specification	FY10:Q1	FY10:Q2			500
Prepare Configuration Management Plan	FY10:Q2	FY10:Q3			1,000
Risk Reduction Technical Studies	FY10:Q2	FY10:Q3			900
Independent Total Ownership cost	FY10:Q2	FY10:Q3			900
Life Cycle Cost Reduction Plan	FY10:Q1	FY10:Q3			900
Environmental Management Plan	FY10:Q1	FY10:Q2			800
Phase 1 (Concept/Preliminary Design)	FY10:Q3	FY10:Q4			2,000

**Schedule of Project Funding**

	Project Funds				<u>Total</u>
	<u>FY 2007 &amp; Prior</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	
Appropriation	27,386		3,003	9,800	40,189
Obligation	19,693	5,000	3,003	9,800	37,496
Expenditure	19,693	2,308	3,003	9,800	34,804
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	19,693	2,308	3,003	9,800	34,804

**Cost Estimate Detail & Changes**

<u>Funding Requirement Description</u>	<u>FY 2010 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Complete Alternatives Analysis	2,800
Prepare Performance Specification	500
Prepare Config. Mgmt Plan	1,000
Risk Reduction Technical Studies	900
independent Total Ownership Cost Estimates	900
Life Cycle Cost Reduction Plan	900
Environmental Management Plan	800
Phase 1 (Concept/Preliminary Design)	2,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>9,800</b>

**Offshore Patrol Cutter (OPC)**

**\$9,800**

**Method of Performance**

The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS). An Earned Value Management System (EVMS) is used to track contract work under contracted Task Orders.

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	381	1,243
Marine Safety	36	118
Aids to Navigation	5	16
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	589	1,922
Drug Interdiction	795	2,594
Migrant Interdiction	589	1,922
Other Law Enforcement	61	200
Ports, Waterways & Coastal Security	458	1,495
Defense Readiness	89	290
<b>Mission-Program Allocation Total:</b>	<b>3,003</b>	<b>9,800</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act.



**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Fast Response Cutter (FRC)**

**\$243,000**

**Project Description, Justification and Scope**

This request funds production of FRC-B hulls #5 - #8, associated contract line items (spares, training, warranty, supply support, builders risk insurance), and project management costs. The Coast Guard continues to have a critical need for replacement patrol boats and the FRC-B will help meet that need. The FRC-B was developed as a mitigation strategy due to the critical shortfall of patrol boat mission hours. For FY 2010 and beyond, the FRC-B acquisition strategy is structured with annual options for procurement of four or six cutters. The schedule provides for the lead cutter delivery in FY 2011 and the 12<sup>th</sup> cutter by the end of FY 2013.

**CAPABILITY ACQUIRED/MAINTAINED:**

Patrol boats are a critical Coast Guard response and prosecution asset for all mission areas, and are an integral component to our suite of capabilities. The FRC-B will provide valuable new capabilities not found on the legacy 110' WPB, an enhanced command, control, communications, intelligence, surveillance and reconnaissance (C4ISR) suite, and an improved quality of life. The FRC-B will also have enhanced maritime security capabilities that will support homeland security and homeland defense through increased speed and mission effectiveness. The FRC-B will be capable of reaching speeds of approximately 28 knots, providing enhanced response and reaction capability. The FRC-B will also have critical DHS and DOD communications interoperability improvements, including Military Satellite Communications (MILSATCOM), and local first responder-interoperable radio communications. Where increased weapons capability and deterrence are required, the main gun of the FRC-B will be used to enhance mission execution.

**PERFORMANCE:**

The FRC-B sustains a critical part of Coast Guard missions and will be a maritime security workhorse, patrolling in both coastal and high seas areas. Improved interoperability, C4ISR, common operating picture (COP), and sensors enhance surveillance and identification performance over existing capabilities of the legacy 110' patrol boat. With its high readiness, speed, adaptability, and endurance, the FRC-B will respond quickly and effectively to emerging security and safety issues, essential to achieving mission success in the following Congressionally-mandated missions:

**MARITIME SAFETY:**

- Search and Rescue (SAR) – The FRC-B will enable the ability to search for and locate distressed mariners and recover them from positions of peril, provide medical assistance or evacuation, and provide safe transport. The FRC-B will enable the ability to control damage to distressed vessels and other property, provide dewatering equipment and mechanical assistance, and tow stricken vessels. The FRC-B will allow commanders to integrate, coordinate and assist a large number of SAR assets during surge events during weather anomalies (such as hurricanes or gale-force winds), ocean liner rescue operations, and downed airline rescue operations.

**MARITIME SECURITY:**

- Undocumented Migrant Interdiction (MIO) – The FRC-B will enable the ability to conduct shipboard migrant interdiction evolutions, including detection, tracking, interdiction, embarkation and disembarkation, rescue administrative processing, and retention onboard. Targets include slow-moving

**Fast Response Cutter (FRC)**

**\$243,000**

rafts, small sailing vessels, small sport fishing vessels, high-speed, “go fast” type vessels, and small motor freighters attempting to make the voyage to the United States, Puerto Rico, or other U.S. territories. The FRC-B will be capable of patrolling areas where suspected illegal migration may occur, dispatching boarding teams to suspect vessels and subsequently escorting them to their final disposition. When conducting interdiction operations, both proactive and reactive, the FRC-B will be capable of a sustained presence and have the capability to rescue and shelter a large number of people in the event that the typical unseaworthy or overloaded craft sinks or capsizes during the attempted voyage. This capability will be facilitated by using rope ladders and/or cargo nets on one side of the cutter. The FRC-B will be capable of embarking a large number of migrants for at least one day, providing physical security, food, water, sanitation, basic medical services, shelter (separate from the ship’s crew), and enable administrative processing.

- **Illegal Drug Interdiction (DRUG)** – The FRC-B will have the capability to conduct illegal drug interdiction, including surveillance, visible deterrence in areas where the possibility of contraband smuggling exists, response to intelligence information and known incidents of drug smuggling, and the ability to dispatch a boarding team. The cutter will be able to intercept and take possession of contraband and the smuggling vessel, allowing the crew to arrest, detain, and transport suspects for further transfer ashore. The FRC-B will possess the capability for integration and interoperability in communications, speed, sensors, and endurance with DOD and other government agencies. The cutter will have an approximate 28 knot speed capability for rapid interdiction of suspected targets of interest, and be equipped with a deck-mounted gun and small arms.
- **Other Law Enforcement (OLE)** – The FRC-B will enable enforcement of laws additional to those inherent in the primary mission areas of migrant interdiction, illegal drug interdiction, environmental defense, lightering zone enforcement, living marine resources enforcement and maritime pollution enforcement. This capability will include proactive patrols as well as reactive response to intelligence information. The sensors will be effective both day and night, and in all weather and sea conditions. The FRC-B will enable conduct of at-sea boardings and, if necessary, taking possession of a suspect vessel and escorting or towing it to port. The cutter will have an integrated architecture of surveillance sensors, operational databases, decision support systems, and communication equipment to collect, process, and disseminate operational information to other Coast Guard units, as well as other agencies in a timely manner.
- **Protecting the U.S. Exclusive Economic Zone (EEZ) from foreign encroachment** – The FRC-B will have the capability of conducting surveillance of foreign vessels in operating areas and the ability to conduct at-sea boardings.

**PROTECTION OF NATURAL RESOURCES:**

- **Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response** – The FRC-B will be capable of conducting surveillance and inspection operations to detect significant discharges of oil, hazardous substances, debris, and ballast water for subsequent monitoring, mitigation, and removal actions in the U.S. EEZ. These operations involve verification of type of material in the water, evidence gathering and documentation, and are limited to visual determination of the type of pollutant, thickness, and extent, day or night and in moderate weather conditions.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Fast Response Cutter (FRC)**

**\$243,000**

- Lightering Zone Enforcement (LZE) – The FRC-B will have the capability to survey lightering zones and lightering operations and conduct boardings as necessary.
- Living Marine Resources (LMR) – The FRC-B will enable enforcement of laws and treaties pertaining to LMR, including fisheries and marine mammal protection. The FRC-B will have the capability of a sustained presence within the U.S. EEZ, enabling at-sea boardings and inspections to deter illegal or unauthorized activity by documenting violations. The FRC-B may take possession of a suspect vessel and then escort or tow it to port, allowing the crew to arrest, detain, and transport suspects for further transfer ashore.

**NATIONAL DEFENSE:**

- Defense Readiness – The FRC-B will be designed to provide support to the DOD in a variety of roles and missions. The FRC-B will have the capability to integrate with the DOD in the full range of maritime operations, including surveillance, visit, board, search, seize, and unit defense. The FRC-B will conduct national defense maritime operations worldwide in low threat environments.

FRC-B support for national defense missions will be provided through the following six mission areas:

- General Defense Operations (GDO)
- Maritime Interception Operations (MIO)
- Coastal Sea Control Operations (CSCO)
- Military Environmental Response Operations (MERO)
- Theatre Security Cooperation (TSC)

Representative activities that the FRC-B will conduct in support of national defense include:

- Limited military sealift and commercial shipping escort
- Limited combat search and rescue
- Surveillance and interdiction
- Visit, board, search and seizure
- Force protection of military shipping at U.S. seaports of embarkation and overseas ports of debarkation

**COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
Exercise Contract Option 2	4	\$243,000
- First full rate production multi-cutter option buy (FRC-B hulls #5-8)		
	Total	\$243,000

**FUNDING HISTORY:**

	FY	TOTAL (\$K)
Design and Lead Ship (FRC-B #1)	2007 & Prior	\$106,694
FRC-B #2 (FRC-A unobligated funding per FY 2008 language)	2007	\$41,580
LRIP - FRC – B #2, 3, and 4	2009	\$115,300
	Total	\$263,574

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Fast Response Cutter (FRC)**

**\$243,000**

CONTRACTOR: Bollinger Shipyards, Inc.

Type of Contract: Fixed Price (with Economic Price Adjustment)

SUBCONTRACTORS: TBD

Production Subcontractor: TBD

Assembly Subcontractor: TBD

**KEY EVENTS**

	<b>FY</b>
Contract Award	2008
Critical Design Review	2009
Start Production	2009
Lead ship Delivery	2011

**Significant Changes**

The House Report directed the use of FY 2007 FRC-A funding (\$41.6M) for the FRC-B parent craft cutter, which, along with the requested (\$115.3M) FY 2009 appropriations, funds the three Low Rate Initial Procurement (LRIP) cutters.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
LRIP Production-FRC-B Cutters # 2 - 4			FY09:Q4	FY11:Q4	115,300
<hr/>					
FY 2010					
Full Rate Production - FRC-B Cutters # 5 - 8			FY10:Q4	FY12:Q3	243,000

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	148,273		115,300	243,000	506,573
Obligation	1,824	92,000	169,000	243,000	505,824
Expenditure	1,824	45,551	169,000	176,000	392,375
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition		37,149	151,400	144,320	332,869
Survey, Design & Engineering	1,824	3,600			5,424
Project Management		4,802	17,600	31,680	54,082

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Fast Response Cutter (FRC)**

**\$243,000**

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Production FRC-B Hulls # 5 - 8	243,000
Exercising of first full rate production multi-cutter option buy	
<b>FY 2010 Cost Estimate Project Total:</b>	<b>243,000</b>

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	2,435	5,130
Marine Safety	120	252
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	21,551	45,420
Drug Interdiction	49,098	103,480
Migrant Interdiction	19,145	40,347
Other Law Enforcement	233	489
Ports, Waterways & Coastal Security	18,234	38,430
Defense Readiness	4,484	9,452
<b>Mission-Program Allocation Total:</b>	<b>115,300</b>	<b>243,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being completed in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**IDS Small Boats**

**\$3,000**

**Project Description, Justification and Scope**

This request funds production of one Long Range Interceptors (LRI #3) and one Short Range Prosecutors (SRP #10).

**CAPABILITY ACQUIRED/MAINTAINED:**  
The LRI is a 35-foot cutter small boat carried by each National Security Cutter (NSC) and Offshore Patrol Cutter (OPC). The LRI provides enhanced capabilities, compared to the legacy cutter boats, such as higher speeds, extended range, better sea-keeping, and greatly improved communications and connectivity to the parent cutter. The LRI



can operate beyond sight of the cutter (over the horizon) to deploy boarding parties, pursue and interdict targets of interest, and perform Search and Rescue operations.

The SRP is an approximately-25-foot cutter small boat that has similar capabilities to the LRI. The SRP will be carried by the NSC, the OPC, and potentially the Fast Response Cutter (FRC) Deepwater surface platforms.

**PERFORMANCE:**

Integrated Deepwater System (IDS) patrol boats are discussed in terms of “force packages” under the NSC and greatly facilitate achieving mission success in the Congressionally-mandated missions. IDS small boats allow a cutter to conduct search and rescue operations, such as removing migrants from an overloaded boat, and law enforcement operations, such as placing a boarding team on a high interest vessel. The LRI provides significantly improved performance over existing cutter small boats based on increased speed, increased passenger (boarding team) carrying capacity, communications, endurance and range. By operating beyond the line of sight of the cutter, the LRI acts as a significant force multiplier, enabling improved identification and prosecution of targets of interest.

**COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
LRI #3	1	\$2,500
SRP #10	1	\$500
	Total	\$3,000

**FUNDING HISTORY:**

	FY	TOTAL
Design SRP/Start construction of SRP-1 through SRP-2	2002	\$945
Construct SRP-3 through SRP-8*	2003	\$2,710
SRP Mods and LRI FAT Tech Support;	2004	\$1,408

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**IDS Small Boats** **\$3,000**

---

LRI-1 Partial Production and Deployment		
Design LRI/Construction of LRI-1 starts; SRP Mods, Repairs, and Studies	2005	\$2,300
Complete construction of LRI-1; BCA for Follow-On LRI Procurements	2006	\$693
SRP-9 Proposal Prep Repricing, Acquisition Planning for LRI & SRP Program restarts	2007	\$1,188
Acquisition Planning for LRI & SRP Program restarts and Launch and recovery interface studies	2008	\$2,700
Engineering and Production of LRI-2 and SRP-9	2009	\$2,400
	Total	\$14,344

Funding History is the funding available for this item based on past appropriations, rescissions, and other changes.

\* SRPs #1-8 were built for the 123' WPBs.

**CONTRACTOR:**

SRP #1-8: Lead: Zodiac of North America, Stevensville, MD

Production Subcontractor: Adrenalin Marine, Ferndale, WA

Assembly Subcontractor: Zodiac Hurricane Technologies, Delta, British Columbia, Canada

LRI #1: Willard Marine. Anaheim, California

**KEY EVENTS:**

	FY
Delivery SRP-1 through SRP-8	2006 & Prior
Delivery LRI Lead Boat	2007
Delivery SRP-9	2010
Delivery LRI-2	2009
Delivery LRI-3	2011
Delivery SRP-10	2011
Delivery LRI- 4, 5	2012
Delivery SRP-11, 12	2012
Delivery LRI-6	2013
Delivery SRP-13	2013

**Significant Changes**

The funding history and key events lists were modified to show changes in the production and delivery schedules for both the LRI and SRP related to the business case analyses and re-procurement outside of the ICGS contract. The Coast Guard is taking back the procurement and program management of IDS small boats in-house.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**IDS Small Boats**

**\$3,000**

**Project Schedule**

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate Cost
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2009					
Long Range Interceptor (LRI) #2	FY02:Q2	FY02:Q4	FY02:Q4	FY09:Q4	2,000
Short Range Prosecutor (SRP) #9			FY09:Q3	FY10:Q1	400
FY 2010					
SRP #10			FY10:Q2	FY11:Q1	500
LRI #3			FY10:Q2	FY11:Q1	2,500

**Schedule of Project Funding**

	Project Funds				Total
	<u>FY 2007 &amp; Prior</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	
Appropriation	9,244	2,700	2,400	3,000	17,344
Obligation	9,244	2,700	1,500	2,500	15,944
Expenditure	6,880	4,252	1,500	1,500	14,132
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	6,880	4,252	1,500	1,500	14,132

**Cost Estimate Detail & Changes**

<u>Funding Requirement Description</u>	<u>FY 2010 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Short Range Prosecutor (SRP #10)	500
Long Range Interceptor (LRI #3)	2,500
<b>FY 2010 Cost Estimate Project Total:</b>	<b>3,000</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the various Delivery Task Orders (DTOs). The Dekker Trakker software program that meets ANSI/EIA Standard 748 is being used by the Deepwater Program. Dekker Trakker is the tool that is used by the Systems Integrator to resource load schedules, track progress and record expenses. An additional Earned Value viewing tool also being used is Dekker iPursuit which is the viewing tool that allows Deepwater personnel to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data that was used to generate the Cost Performance Reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).



U. S. Coast Guard - FY 2010 Congressional Budget Submission

**IDS Small Boats**

**\$3,000**

**Budget Allocation to Mission-Program**

<b>U. S. Coast Guard Mission-Program</b>	<b>Budget Allocation</b>	
	<b>FY 2009</b>	<b>FY 2010</b>
Search and Rescue	81	98
Marine Safety	4	8
Aids to Navigation	2	5
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	515	589
Drug Interdiction	1,003	1,254
Migrant Interdiction	345	478
Other Law Enforcement	81	101
Ports, Waterways & Coastal Security	184	213
Defense Readiness	185	254
<b>Mission-Program Allocation Total:</b>	<b>2,400</b>	<b>3,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Medium Endurance Cutter Sustainment**

**\$31,100**

**Project Description, Justification and Scope**

This request funds the Mission Effectiveness Project (MEP) for 270' and 210' Medium Endurance Cutters (WMEC). The project includes replacing major sub-systems, such as small boat davits, oily water separators, air conditioning and refrigeration plants, and evaporators. The main propulsion control and monitoring systems will also be upgraded. This work will be performed by the Coast Guard's skilled workforce at the Coast Guard Yard, Curtis Bay, MD. Long Lead Time Material (LLTM) for 270' WMECs will be procured to ensure that subsequent MEP availabilities maintain schedule.

The 270' WMEC cutter class MEP is a two-phase project totaling \$14M per cutter (estimated at approximately \$6.5-7.5M per phase). The 210' WMEC Cutter Class MEP is a single-phase project totaling \$5.6-6.5M per cutter.

**CAPABILITY ACQUIRED/MAINTAINED:**

This funding will improve the overall mission effectiveness of the 270' and 210' WMEC cutter classes until they are replaced with appropriately capable assets through the Deepwater program. Each 270' and 210' WMEC provides 185 days of mission performance; a loss of that capability puts achievement of long-term DHS performance goals at risk. Additionally, the WMEC Mission Effectiveness Project will improve the cutter's operating and cost performance by replacing equipment that has the highest failure rate with more reliable equipment.

**PERFORMANCE:**

Mission Level Performance: With the capabilities previously described, the 270' and 210' WMECs will be used to achieve success in the following mission areas:

- Search & Rescue
- Defense Readiness
- Ports, Waterways and Coastal Security
- Illegal Drug Interdiction
- Undocumented Migrants
- Living Marine Resources

System Level Total Ownership Cost: Replacing obsolete equipment will result in greater standardization, capability, and reliability across the two cutter classes. Each cutter will complete the program with new equipment and improved logistical support that will allow for the continued operation of the current WMEC fleet in a more economical manner until their IDS counterparts are delivered.



**Medium Endurance Cutter Sustainment**

**\$31,100**

COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:

ITEM	QUANTITY	TOTAL (\$K)
270' WMEC Mission Effectiveness Project Phase I	2	\$11,000
270' MEP Long Lead Time Material (LLTM)	Lot	\$4,000
210' WMEC Mission Effectiveness Project	3	\$16,100
	Total	\$31,100

FUNDING HISTORY:

	FY	TOTAL (\$K)
Legacy Cutter Sustainment Appropriation <sup>1</sup>	2002	\$8,686
WMEC Maintenance Sustainment Availability Project Initiation	2003	\$3,675
WMEC Maintenance Sustainment Availability	2004	\$6,793
WMEC Mission Effectiveness Projects	2005	\$12,500
WMEC Mission Effectiveness Projects	2006	\$24,750
WMEC Mission Effectiveness Projects	2007	\$45,318
WMEC Mission Effectiveness Projects	2008	\$34,500
WMEC Mission Effectiveness Projects	2009	\$35,500
	Total	\$171,722

Funding history is the funding available for this item based on past appropriations, rescissions, and other changes.

<sup>1</sup> Not included in the IDS Acquisition Program Baseline; tracked for history.

CONTRACTOR:

Coast Guard Yard, Curtis Bay, MD

Type of Contract: Government Work Order

KEY EVENTS:

	FY
Gyro Compass, P-250 Pumps, Garbage Pulpers, ALEX HALEY Upgrade	2002
WMEC Maintenance Sustainment Availability Project Initiation	2003
Delivered 270' Phase One WMEC Mission Effectiveness Project Lead Vessel - TAMPA	2006
Delivered 210' WMEC Mission Effectiveness Project Lead Vessel – DEPENDABLE	2006
Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel – HARRIET LANE	2006
Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel - FORWARD	2007
Delivered 210' WMEC Mission Effectiveness Project Vessel – CONFIDENCE	2007
Delivered 210' WMEC Mission Effectiveness Project Vessel – VENTUROUS	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - VIGOROUS	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - DECISIVE	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - ACTIVE	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - RESOLUTE	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - VALIANT	2008
Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel - SENECA	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - VIGILANT	2009

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Medium Endurance Cutter Sustainment** **\$31,100**

Delivered 210' WMEC Mission Effectiveness Project Vessel - DAUNTLESS	2009
Delivered 210' WMEC Mission Effectiveness Project Vessel - RELIANCE	2009
Delivered 270' Phase One WMEC Mission Effectiveness Project Vessel - MOHAWK	2009
Deliver 210' WMEC Mission Effectiveness Project Vessel - ALERT	2010
Deliver 210' WMEC Mission Effectiveness Project Vessel – DILIGENCE	2010
Deliver 210' WMEC Mission Effectiveness Project Vessel – STEADFAST	2010
Deliver 270' Phase One WMEC Mission Effectiveness Project Vessel - TAHOMA	2010
Deliver 270' Phase One WMEC Mission Effectiveness Project Vessel – NORTHLAND	2010
Deliver 270' Phase One WMEC Mission Effectiveness Project Vessel – ESCANABA	2010

**Significant Changes**

Revised cost estimates have been made since the previous budget submission. Estimates were reduced for the 270' cutters due to some advance work being performed that alleviates MEP requirements; estimates were increased on the 210' cutters due to conditions-found assessments on the remaining cutters.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
270' WMEC MEP			FY06:Q1	FY13:Q4	24,592
210' WMEC MEP			FY06:Q1	FY10:Q4	10,908
<b>FY 2010</b>					
270' WMEC MEP			FY06:Q1	FY13:Q4	15,000
210' WMEC MEP			FY06:Q1	FY10:Q4	16,100

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	101,722	34,500	35,500	31,100	202,822
Obligation	101,033	34,689	35,500	31,600	202,822
Expenditure	101,033	34,689	34,680	31,100	201,502
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	100,533	34,189	34,180	30,600	199,502
Project Management	500	500	500	500	2,000

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Medium Endurance Cutter Sustainment**

**\$31,100**

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
270' MEP (Phase 1) (2)	11,000
210' MEP (3)	16,100
Long Lead Time Materials (LLTM)	4,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>31,100</b>

**Method of Performance**

The Project Management Team is committed to using an Earned Value Management System (EVMS) that follows ANSI/EIA Standard 748.

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	859	753
Marine Safety	41	36
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	6,670	5,843
Drug Interdiction	14,200	12,440
Migrant Interdiction	5,808	5,088
Other Law Enforcement	81	71
Ports, Waterways & Coastal Security	6,244	5,470
Defense Readiness	1,597	1,399
<b>Mission-Program Allocation Total:</b>	<b>35,500</b>	<b>31,100</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Patrol Boat Sustainment** **\$23,000**

**Project Description, Justification and Scope**

This request funds the Mission Effectiveness Project (MEP) for three 110' Island Class Patrol Boats (WPB). The project includes replacing significant areas of hull plate and internal structures as well as major sub-systems, such as the ship service generators, power distribution system, air conditioning & refrigeration plants, water makers, fire suppression system, and fire alarm system. The main propulsion control and monitoring systems will also be upgraded. This work will be performed by two shifts of the Coast Guard's skilled workforce at the Coast Guard Yard, Curtis Bay, MD. Long Lead Time Material (LLTM) for 110' WPBs will be procured to ensure subsequent MEP availabilities maintain schedule.

The 110' WPB Cutter Class MEP is a single phase, 9-month project totaling \$7.0M to \$9.0M in FY 2006 dollars per cutter, depending on the material condition of the hull.

**CAPABILITY ACQUIRED/MAINTAINED:**

This funding will dramatically improve the overall mission effectiveness of the 110' WPB cutter class until it is replaced with appropriately capable assets through the Deepwater program. Each 110' WPB provides 104 days of mission performance; a loss of that capability puts achievement of long-term DHS performance goals at risk. Additionally, the WPB MEP will improve the cutter's operating and cost performance by replacing equipment that has the highest failure rate with more reliable equipment that is more easily maintained and supported.

**PERFORMANCE:**

Mission Level Performance: With the capabilities previously described, the 110' WPBs will be used to achieve success in the following mission areas:

- Search & Rescue
- Defense Readiness
- Ports, Waterways and Coastal Security
- Illegal Drug Interdiction
- Undocumented Migrants
- Living Marine Resources

System Level Total Ownership Cost: Replacing obsolete equipment will result in greater standardization, capability, and reliability across the two cutter classes. Each cutter will complete the program with new equipment and improved logistical support that will allow for the continued operation of the current WPB fleet in a more economical manner until their IDS counterparts are delivered.

**COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
110' WPB Mission Effectiveness Project	3 hulls	\$23,000
	Total	\$23,000

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Patrol Boat Sustainment**

**\$23,000**

FUNDING HISTORY:

	FY	TOTAL (\$K)
WPB Mission Effectiveness Project (FY 2005 Emergency Supp)*	2005	\$49,200
WPB Mission Effectiveness Project (Deepwater FRC-B Transfer)	2007	\$20,000
WPB Mission Effectiveness Project	2008	\$40,500
WPB Mission Effectiveness Project	2009	\$30,800
	Total	\$140,500

Funding history shows the funds available for this item based on past appropriations, reprogrammings, and other changes.

\* Not included in the IDS Acquisition Program Baseline.

CONTRACTOR:

Coast Guard Yard, Curtis Bay, MD

Type of Contract: Government Work Order

KEY EVENTS:

	FY
WPB Mission Effectiveness Project Initiation outside of Deepwater	2005
Deliver WPB Mission Effectiveness Project Lead Vessel – TYBEE	2007
Deliver WPB Mission Effectiveness Project Vessel – ORACOKE	2008
Deliver WPB Mission Effectiveness Project Vessel – CUTTYHUNK	2008
Deliver WPB Mission Effectiveness Project Vessel – NANTUCKET	2008
Deliver WPB Mission Effectiveness Project Vessel – NAUSHON	2008
Deliver WPB Mission Effectiveness Project Vessel – EDISTO	2008
	FY
Deliver WPB Mission Effectiveness Project Vessel – SIKINAK	2009
Deliver WPB Mission Effectiveness Project Vessel – SANIBEL	2009
Deliver WPB Mission Effectiveness Project Vessel – FARALLON	2009
Deliver WPB Mission Effectiveness Project Vessel – ANACAPA	2010
Deliver WPB Mission Effectiveness Project Vessel – CHINCOTEAGUE	2010
Deliver WPB Mission Effectiveness Project Vessel – ORCAS	2010
Deliver WPB Mission Effectiveness Project Vessel – KEY LARGO	2011
Deliver WPB Mission Effectiveness Project Vessel – MUSTANG	2011
Deliver WPB Mission Effectiveness Project Vessel – SAPELO	2012

**Significant Changes**

Revised cost estimates due to conditions-found assessments on the 110' patrol boats have led to an increase in the request over that included in the FY 2009 Capital Investment Plan.

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Patrol Boat Sustainment**

**\$23,000**

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
110 Sustainment: 3 Hulls			FY09:Q1	FY10:Q2	30,800
<hr/>					
FY 2010					
110 Sustainment: 3 Hulls			FY10:Q1	FY11:Q3	23,000

**Schedule of Project Funding**

	<b>Project Funds</b>				<b><u>Total</u></b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	69,200	40,500	30,800	23,000	163,500
Obligation	69,200	40,000	30,800	23,000	163,000
Expenditure	69,200	40,000	30,300	23,000	162,500
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	68,700	39,500	29,800	22,500	160,500
Project Management	500	500	500	500	2,000

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Sustainment for 3 Hulls	23,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>23,000</b>

**Method of Performance**

The Project Management Team is committed to using an Earned Value Management System (EVMS) that follows ANSI/EIA Standard 748.



U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Patrol Boat Sustainment**

**\$23,000**

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	650	485
Marine Safety	32	24
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	5,757	4,299
Drug Interdiction	13,116	9,794
Migrant Interdiction	5,114	3,820
Other Law Enforcement	62	46
Ports, Waterways & Coastal Security	4,871	3,637
Defense Readiness	1,198	895
<b>Mission-Program Allocation Total:</b>	<b>30,800</b>	<b>23,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Government Program Management** **\$45,000**

---

**Project Description, Justification and Scope**

This request provides funding for government program management and oversight. Program management funds provide support for government administration, technical reviews, technology analysis, performance monitoring Program, Operational Test and Evaluation, and Transition and Risk Management.

**CAPABILITY ACQUIRED/MAINTAINED:**

The Coast Guard is responsible for ensuring the products delivered by contractors and suppliers meet performance specifications. This requires sound management policies and the processes needed for implementation them. Specifically, program management funds provide the Coast Guard with the capability to protect the government's interests during the acquisition process and ensure contractors and suppliers deliver required products and services meeting prescribed terms and conditions. The Coast Guard accomplishes this management and oversight through staff located at the Program Management Office and at other contractor/government sites. Personnel working on CG-9 Acquisition Directorate projects include a mix of military, civilian, and support contractors experienced in all phases of large, complex acquisition programs. This request funds the support contractors that assist the government personnel in providing oversight to acquisition projects. These contractors perform specific, well-defined tasks that are not inherently governmental.

Technology is constantly changing and several technology refreshes or upgrades are planned over the projected life cycle of the Coast Guard Acquisition Projects. Government program management personnel analyze the capability and applicability of these replacement technologies. Support contractors assist this effort and gather and assemble data into the government-designated format to aid informed government decision-making.

Government program management funding also supports performance monitoring of all contracts. This is accomplished through the use of a variety of tools such as the Earned Value Management System (EVMS), periodic reports to DHS and Congress, and use of the Acquisition Performance Management System (APMS). EVMS permits the Coast Guard to closely follow cost and schedule performance of the projects by asset, while the reports and APMS data allow for periodic internal and external reviews of program cost, schedule, and performance criteria.

APMS provides web-based reporting of program performance in all aspects on a near real-time basis, depending upon the particular metric used. In addition, risk management provides the Coast Guard the opportunity to forecast future performance of various assets and the operational performance of the Acquisition Directorate projects from a "what if" perspective. This important analysis is aided by the development of various scenarios by experienced government employees and support contractors based on multiple past acquisition programs as well as operational experience and forecasts.

Government program management funding also supports the Operational Tests and Evaluation (OT&E) done with the U.S. Navy's Commander Operational Test and Evaluation Forces (COMPOPTEVFOR) for the execution of project operational testing. While Developmental Test and Evaluation (DT&E) is

**Government Program Management**

**\$45,000**

the responsibility of the contractor, OT&E is an inherently governmental responsibility. The U.S. Navy's testing organization, COMOPTEVFOR, serves as the technical advisor to Coast Guard and is responsible for overseeing and contributing to the conduct of tests for the early involvement, review, and assessment of system and asset operational performance. Modeling is one of the methodologies used to monitor system-level performance. Government program management funding is used to fund designated modeling activities. Modeling is also used as a means to assess different alternatives as well as to assess the impact on system-level performance to determine the best mix of asset capability to meet mission objectives.

Government program management funding supports the transition of the assets to the Coast Guard. The government staff serves a liaison during the transition period between the prime contractor's delivery of an asset when it is ready for operational testing up through the time the asset is transferred to the operational user and the Coast Guard support community.

The Government Accountability Office (GAO) and Congress have both expressed a desire for the Coast Guard to provide more government oversight of the Coast Guard Acquisition as well as assume greater systems integration responsibility. This increase in oversight and integration will be accomplished by increasing the number of government personnel (not funded within this request) and increasing the use of third party independent analysis. In addition, the Coast Guard's Acquisition Directorate (CG-9) is developing a government competency in systems engineering for integrating multiple assets and C4ISR systems into the operations of the Coast Guard to support the acquisition projects under CG-9.

New initiatives have been implemented to improve the investment/acquisition metrics and ensure appropriate internal controls are in place while complying with increasingly complex financial management controls and processes. As an example, all CG-9 program/project managers have developed annual project performance plans detailing key events and success criteria for assessing risk and performance against approved documents and plans. The analysis of these plans are funded by the government program management request.

This funding request also funds administrative, travel and training costs directly associated with government personnel working on the acquisition projects in the CG-9 Acquisition Directorate.

Finally, government program management funding is used to ensure the Coast Guard is responsive to various Congressional, GAO and DHS-IG requests for information. This important function keeps these entities informed as they conduct appropriate oversight of the Coast Guard Acquisition and requires sufficient funding to ensure that accurate information is provided to these organizations in a timely manner.

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Government Program Management** **\$45,000**

COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:

ITEM	QUANTITY	TOTAL (\$K)
Government Program Management	Job	\$45,000

FUNDING HISTORY

	FY	TOTAL (\$K)
Government Program Management	2002	\$28,985
	2003	\$27,818
	2004	\$33,521
	2005	\$38,000
	2006	\$38,114
	2007	\$45,675
	2008	\$50,475
	2009	\$58,000
	Total	\$320,588

Funding history is the funding available for this item based on past appropriations, rescissions, and other changes.

**Significant Changes**

The primary reason for the decrease between FY2009 and FY2010 is due to the additional 65 AC&I personnel (funded by “Direct Personnel Costs”) positions authorized for FY2009. These personnel will be hired throughout FY2009 and will be able to absorb the Program Management work and oversight in FY2010.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
Government Program Management			FY09:Q2	FY23:Q4	58,000
FY 2010					
Government Program Management			FY10:Q1	FY23:Q4	45,000

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Government Program Management**

**\$45,000**

**Schedule of Project Funding**

	Project Funds				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	212,113	50,475	58,000	45,000	365,588
Obligation	201,870	58,717	58,500	42,000	361,087
Expenditure	201,870	58,717	28,800	10,500	299,887
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Project Management	201,870	58,717	28,800	10,500	299,887

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Project Management</u></b>	
Government Program Management	45,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>45,000</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	9,980	7,648
Marine Safety	524	387
Aids to Navigation	983	788
Ice Operations	524	429
Marine Environmental Protection	1,332	1,092
Living Marine Resources	9,152	7,712
Drug Interdiction	16,634	12,240
Migrant Interdiction	6,910	5,287
Other Law Enforcement	1,460	1,026
Ports, Waterways & Coastal Security	8,415	6,804
Defense Readiness	2,086	1,587
<b>Mission-Program Allocation Total:</b>	<b>58,000</b>	<b>45,000</b>

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Government Program Management** **\$45,000**

---

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Systems Engineering and Integration** **\$35,000**

---

**Project Description, Justification and Scope**

This request impacts every aspect of the Coast Guard enterprise—encompassing the integration of human-capital management; information technology; capital investment planning for air and surface platforms; logistics; command, control, and computers; intelligence, surveillance, and reconnaissance; and, most importantly, the fleet operator. Systems engineering and integration includes the following activities:

- Systems Engineering
  - System architecture development,
  - Operational performance analysis,
  - Cost reduction efforts, and
  - Enterprise level requirements management
- Enterprise level system integration;
- Interface management;
- Configuration management;
- Technical data management;
- Technical assessment; and
- Decision analysis.

**CAPABILITY ACQUIRED/MAINTAINED:**

Systems engineering and integration is essential for interoperability at the unit, system and organizational levels, both internal and external to the Coast Guard. Effective systems integration ensures systems can operate together, while minimizing the cost of asset acquisition, operations and maintenance, and the risk inherent in a comprehensive and complex acquisition program. Additionally, systems engineering and integration maximizes the ability of assets to interoperate with each other and with those of other agencies (i.e., DHS, DoD, other government agencies, and state and local responders).

The Coast Guard is fielding an integrated system of aviation, cutter and shore assets that are interoperable through a comprehensive C4ISR detection and communications structure. Without systems engineering and integration, these assets and sub-systems would be implemented in an inefficient and ineffective manner. One example demonstrating the need for systems engineering and integration involves the delivery of upgraded capabilities to legacy cutters, including a Classified Local Area Network (CLAN), upgraded INMARSAT B satellite communications, Automatic Identification System (AIS), and law enforcement radios, providing significantly increased capabilities and Maritime Domain Awareness to the legacy cutters. Systems engineering and integration applied to these upgrades emphasized a system-wide view of the project, resulting in recognition of corresponding upgrades to be accomplished at shore-side command centers. This approach to integration ensures the cutters can send and receive important operational information, further improving Maritime Domain Awareness and Operational Performance. Failure to utilize systems engineering and integration could have potentially resulted in upgrading the cutters alone, marginalizing the benefits of the C4ISR upgrades.

System engineering evaluations are performed across the system, subsystem, and component levels to analyze products and capabilities for both interoperability and system commonality. These efforts

**Systems Engineering and Integration \$35,000**

culminate in the ability to determine and document predicted total system performance for numerous configurations and scenarios. Systems engineering has the responsibility for the overall technical configuration-development process.

**PERFORMANCE:**

Systems engineering and integration is essential to improving operational performance of all Coast Guard assets and directly supports mission success in all Congressionally-mandated missions. Systems engineering and integration also provides identification of possible cost reduction approaches.

**COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
Systems Engineering and Integration	Job	\$35,000

FUNDING HISTORY	FY	TOTAL (\$K)
Overall Contractor Management of the Systems Engineering Process	2002	\$63,330
	2003	\$45,626
	2004	\$42,105
	2005	\$43,000
	2006	\$36,403
	2007	\$34,517
	2008	\$35,145
	Total	\$300,126

Funding History is the funding available for this item based on past appropriations, rescissions, and other changes.

**CONTRACTOR:**

Various and TBD.

Type of Contract: Various including time and materials, firm-fix price, and cost-plus fee contracts.

Contract options: Various

Note: The Coast Guard is assuming increased system integrator responsibilities for all IDS assets as a part of an effort to improved overall acquisition management effectiveness. The Coast Guard anticipates that a portion of funding will be redirected, as needed, to third party systems integration and management contracts other than ICGS to improve program oversight and effectiveness.

**KEY EVENTS:**

System Increment 1 – Integrated Product Environment	FY 2002
System Increment 2 – Initial Integrated Product & Process Development Team Training	2003
System Increment 3 – System Architecture Plan	2004
Prime Contractor’s Program Management, Systems Engineering and Integration Transfer	2005-2007



*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Systems Engineering and Integration**

**\$35,000**

**Significant Changes**

The revised funding request from the prior budget submission reflects the Coast Guard's assumption of the lead systems integrator role from ICGS. Greater responsibilities associated with the new role have resulted in increased costs needed for external expertise while the government grows an adequate number of in-house personnel to effectively manage complex platform and asset integration.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total</b>
	<b>Design Work</b>		<b>Project Work</b>		<b>Estimate</b>
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Cost</u></b>
FY 2009					
Systems Engineering & Integration			FY2002:Q2	FY2026:Q4	33,141
<hr/>					
FY 2010					
Systems Engineering & Integration			FY2002:Q2	FY2026:Q4	35,000

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	264,981	35,145	33,141	35,000	368,267
Obligation	264,116	36,010	28,116	28,000	356,242
Expenditure	264,116	36,010	17,029	17,400	334,555
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Survey, Design & Engineering	264,116	36,010	17,029	17,400	334,555

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Survey, Design &amp; Engineering</u></b>	
Systems Engineering & Integration	35,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>35,000</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly cost performance reports. The iPursuit program also allows for extensive insight into the data used to generate cost performance reports. For example, it can provide a breakdown of cost and schedule variances by work breakdown structure (WBS).

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Systems Engineering and Integration**

**\$35,000**

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	5,692	6,011
Marine Safety	299	316
Aids to Navigation	560	591
Ice Operations	299	316
Marine Environmental Protection	758	801
Living Marine Resources	5,219	5,512
Drug Interdiction	9,547	10,083
Migrant Interdiction	3,941	4,162
Other Law Enforcement	834	881
Ports, Waterways & Coastal Security	4,800	5,069
Defense Readiness	1,192	1,258
<b>Mission-Program Allocation Total:</b>	<b>33,141</b>	<b>35,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**C4ISR**

**\$35,000**

**Project Description, Justification and Scope**

This request funds design and development of the Common Operating Picture as part of the Command, Control, Communications, Computer, Intelligence, Surveillance, and Reconnaissance (C4ISR) system. The C4ISR system is designed to provide critical information and knowledge to field commanders allowing them to most efficiently and effectively exercise authority, while directing and monitoring assigned across the range of Coast Guard missions. C4ISR system is designed to include:

- Collecting operational and intelligence information and data; process and integrate the data into operationally-valued and assured information; and analyze, evaluate, and/or interpret the available operational and intelligence information into actionable knowledge to enhance maritime domain and situational awareness within maritime areas of the U.S. This process is specifically focused on preventing terrorist or other illegal acts such as drug smuggling, while simultaneously assisting mariners in distress or aiding maritime shipping;
- Systematically enabling persistent surveillance required to maintain the operational and commercial viability of the U.S. maritime domain, consisting of ports, waterways and coastal areas on and above the water's surface by visual, audio, electronic, photographic, or other means; and
- Obtaining, by technical sensor and intelligence methods and visual observation, information about the activities and possible threats from terrorists and other criminal activities, while concurrently observing and assisting legitimate users in U.S. ports, waterways and coastal regions.

C4ISR is the eyes, ears and cognitive recognition system allowing the Coast Guard to see, hear, comprehend and communicate what is happening in America's maritime regions. This is accomplished using modern electronic components, such as interoperable radio and satellite communication systems and improved optical/radar sensors, that can improve sightings in total darkness and detect maritime targets in all weather conditions. In addition, it uses an interoperable network to bring all operational and intelligence data together, transforming the data into a Common Operating Picture (COP). The FY 2010 request continues to fund improvements to C4ISR, enabling earlier awareness, alerting and queuing of events through the more effective gathering of terrorism-related information, analysis and coordination, leading to the appropriate response—all critical to detecting, deterring, and defeating terrorists and other criminals.

When Deepwater's C4ISR modernization and recapitalization is complete, cutters and aircraft will no longer operate as relatively independent platforms with limited awareness in the maritime region as they do today. Instead, a wide variety of ships, sensors, and intelligence sources will provide information to these platforms, enabling them to significantly contribute to the COP shared with DHS and DoD command and control systems.

This request is for one of the three C4ISR elements: Part 1 - the Common Operating Picture (COP). Once complete, the Coast Guard will have the capabilities needed to process rapidly growing amounts of operations and intelligence data from the C4ISR system. The C4ISR elements contain the following breakdown of funding:

**C4ISR**

**\$35,000**

**Common Operating Picture (COP) - \$35,000.** This work completes segment 2 of four incremental additions to the core C4ISR software design, development, and deployment completed in Increments 1. Assets receive increased functionality through incremental design, development and deployment.

*COP Implementation Plan*

The C4ISR Implementation Plan provides for a core C4ISR design for all assets, which will increase software reuse, minimize training and maintenance costs, and increase interoperability between Coast Guard assets. Furthermore, Segment 2 improves the Coast Guard's overall surveillance, detection, classification, and identification capabilities, which will increase the mission performance in all areas.

The C4ISR design is being developed and fielded in a sequence of four increments of which each is a generation of software. Each C4ISR increment will result in a considerable improvement in the functionality of the standard command and control (C2) system used aboard legacy and newly-acquired cutters, aircraft and shore assets, as well as sensor functionality improvements. These enhancements include mission support and decision aids, general mission tools, Search and Rescue (SAR) planning capabilities, maritime law enforcement case management tool enhancements, case files data storage, target of interest doctrine, emission control, self defense coordinator, intelligence systems that can "fingerprint" and identify a vessel, and self-defense capabilities for the National Security Cutters (NSC) deploying with U.S. Navy battle groups. Moreover, Segment 3 will begin to develop interfaces with other Coast Guard systems, improving interoperability. These systems are acquired and managed under the Integrated C4ISR Program Office in the Coast Guard's newly reformed Acquisition Directorate.

Functionality, funding is included to partially fund the Coast Guard's Command and Control Center (C2CEN) assistance in the design and testing of C4ISR systems acquired by the Acquisition Directorate. This includes funding for the inherently governmental responsibility to ensure safety and security of the system required in order to operate the system. Examples of operations enabled through C & A include connection to SIPRNET, CGDN +, DHS One Net, record message communications, MILSATCOM communications, LINK-11 connection, COP connection with DoD and DHS, and many other capabilities. Without this funding, the C4ISR system is not certified and accredited and therefore cannot be used operationally.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**C4ISR**

**\$35,000**

COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2010:

<u>ITEM</u>	<u>QUANTITY</u>	<u>TOTAL (\$K)</u>
Common Operating Picture (COP) Segment 2		\$35,000
	Total	\$35,000

<u>FUNDING HISTORY</u>	<u>FY</u>	<u>TOTAL (\$K)</u>
------------------------	-----------	--------------------

**Common Operating Picture (COP)**

COP Increment 1, Design, Integration and Test Center (DTIC), Phase I and II of Production	2002	\$ 110,255
COP Increment 1, DITC	2003	\$ 10,782
COP Increment 1, DTIC (name changed to Maritime Domain Awareness Center (MDAC))	2004	\$ 72,222
COP Increment 1 & 2, MDAC	2005	\$ 32,326
COP Increment 1, MDAC	2006	\$ 45,764
COP Increment 1 & 2, MDAC	2007	\$ 39,552
COP Segment 2, MDAC	2008	\$ 83,730
COP Segment 2, MDAC	2009	\$ 88,100
<i>COP Subtotal</i>		\$482,731

**Legacy Cutter Upgrades**

Secure Comms Upgrades on 210 WMEC, 270 WMEC, & 378 WHEC Classes	2002	\$ 12,961
Secure Comms Upgrades on 210 WMEC, 270 WMEC, & 378 WHEC Classes	2003	\$ 6,282
Legacy Cutter Upgrades	2004	\$ 7,058
Legacy Cutter Upgrades	2005	\$ 1,500
Legacy Cutter C&A	2006	\$ 464
Legacy Cutter Upgrades	2007	\$ 331
Legacy Cutter Upgrades	2008	\$ 400
<i>Legacy Cutter Subtotal</i>		\$28,996

**Shore Facilities Upgrades**

Communications Area Master Stations Upgrade (1.0)	2002	\$ 2,286
Operations Center Upgrades	2003	\$ 5,381
Operations Center Upgrades, Intel Coordination Center Design and Upgrades	2004	\$ 21,854
Operations Center Upgrades at New Orleans, LA; Seattle, WA; Juneau, AK; Boston, MA; Honolulu, HI, Communications Area Master Stations Upgrades Communication Station Upgrades Phase 1 at Boston, MA; Apra Harbor, Guam; Honolulu, HI; Kodiak, AK; Miami, FL; New Orleans, LA	2005	\$19,774
Operations Center Upgrades and Infrastructure Upgrades	2006	\$ 1,292
Command Center Upgrades	2007	\$ 10,117
Communications Station and Master Station Upgrades	2008	\$ 5,500
<i>Shore Subtotal</i>		\$66,204

**C4ISR TOTAL**

**\$577,931**

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**C4ISR**

**\$35,000**

*Summary of above Funding History*

(\$K)	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	SubTotal
COP	\$ 110,255	\$ 10,782	\$ 72,222	\$ 32,326	\$ 45,764	\$ 39,552	\$ 83,730	\$ 88,100	\$482,731
Legacy	\$ 12,961	\$ 6,282	\$ 7,058	\$ 1,500	\$ 464	\$ 331	\$ 400		\$ 28,996
Shore	\$ 2,286	\$ 5,381	\$ 21,854	\$ 19,774	\$ 1,292	\$ 10,1170	\$ 5,500		\$ 66,204
<b>Totals</b>	<b>\$125,502</b>	<b>\$22,445</b>	<b>\$101,134</b>	<b>\$53,600</b>	<b>\$47,520</b>	<b>\$141,053</b>	<b>\$89,630</b>	<b>\$88,100</b>	<b>\$577,931</b>

**KEY EVENTS:**

COP Increment 1 Completion	<b>FY</b> 2008
COP Segment 2 Acceptance	2011
Complete Legacy Cutter Upgrades	2021

**Significant Changes**

Administrative correction made to funding history. There was a change in the C4ISR funding plan primarily focused on the Certification and Accreditation (C&A) costs. Over the last three years, the Coast Guard and DoD have gained a better understanding of the costs associated with ensuring newly-developed systems, and the data that resides in the systems, are not vulnerable to internal and external attacks. These costs are being applied towards maintaining the systems security posture to ensure national security information is not compromised. Specifically, the cost is associated with maintaining a network security posture consistent with national policy established by the National Security Agency and DoD.

The Coast Guard will begin transitioning more of the C4ISR system integration, testing, and support activities to C2CEN vice the MDAC. This provides the Coast Guard with more visibility into the development and support process of the Integrated Deepwater System C<sup>2</sup> systems. Since 2007, the Coast Guard has increased oversight of the software development process, implementation of information assurance policies, and support of the Coast Guard C4ISR system.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
COP	FY09:Q2	FY11:Q3			77,100
In-Service Cutter Upgrades	FY09:Q3	FY13:Q4			11,000
<hr/>					
FY 2010					
COP Segment 2			FY10:Q2	FY13:Q4	35,000

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**C4ISR**

**\$35,000**

**Schedule of Project Funding**

	Project Funds				<u>Total</u>
	<u>FY 2007 &amp; Prior</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	
Appropriation	400,201	89,630	88,100	35,000	612,931
Obligation	387,427	71,704	70,480	28,000	557,611
Expenditure	387,427	17,926	17,620	7,000	429,973
<b>Breakdown of Project Expenditures</b>					
Construction / Acquisition	322,727	17,926	17,620	7,000	365,273
Survey, Design & Engineering	64,500				64,500
Project Management	200				200

**Cost Estimate Detail & Changes**

<u>Funding Requirement Description</u>	<u>FY 2010 Cost Estimate</u>
<u>Construction / Acquisition</u>	
COP Segment 2	35,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>35,000</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by CG-9 to resource load schedules, track progress and record expenses. Dekker iPursuit is also used for monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

**Budget Allocation to Mission-Program**

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2009</u>	<u>FY 2010</u>
Search and Rescue	14,048	5,580
Marine Safety	1,776	706
Aids to Navigation	3,005	1,194
Ice Operations	1,776	706
Marine Environmental Protection	2,821	1,121
Living Marine Resources	12,973	5,154
Drug Interdiction	22,826	9,068
Migrant Interdiction	10,063	3,998
Other Law Enforcement	2,991	1,188
Ports, Waterways & Coastal Security	12,016	4,744
Defense Readiness	3,805	1,541
<b>Mission-Program Allocation Total:</b>	<b>88,100</b>	<b>35,000</b>

**C4ISR**

**\$35,000**

---

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).



**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Deepwater Logistics**

**\$37,700**

**Project Description, Justification and Scope**

This request funds continued development of logistics for Deepwater Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems and the Coast Guard Logistics Information Management System (CG-LIMS) to support the delivery of Deepwater ships, aircraft, and information systems, as well as current Coast Guard cutters, aircraft, and shore sites converted into or modernized as end-state assets. The funding request includes three significant aspects of logistics in one budget item: 1) Integrated Logistics Support (ILS), 2) CG-LIMS development, and 3) facilities upgrades (in preparation of receiving new and modernized assets).

Integrated Logistics Support (ILS) - \$3,700K will ensure that logistics plans are executed to keep logistics support synchronized with the overall C4ISR design and deployment to Deepwater assets. This will ensure the Coast Guard has sufficient spares, training, and logistics support to sustain C4ISR systems deployed on new assets. The overall intensive and time-sensitive system support development effort is necessary for the successful fielding of assets and achievement of targeted operational effectiveness goals.

CG-LIMS - \$6,000K will be used for continued CG-LIMS development and deployment to facilities/assets where CG-LIMS use is required. These sites include USCG aviation, surface, and C4 operating assets and support facilities.

Facilities for New Deepwater Assets - \$28,000K will fund construction of a new hangar to accommodate four Maritime Patrol Aircraft (MPA) at Air Station Cape Cod, MA and perform environmental and engineering site work other projects.

Logistics support includes the following functional elements: 1) maintenance; 2) maintenance facilities; 3) manpower considerations for the assets, such as the design of controls for engineers on ships and flight controls on aircraft; 4) supply support, in terms of sparing and associated analysis; 5) special equipment used for maintaining, testing and calibrating the cutters, aircraft; and C4ISR systems; 6) providing the technical data related to operating and maintaining the assets; 7) all aspects of training and training tools; 8) computer support for the asset (not associated with software and computer support being developed with C4ISR); 9) all of the physical movement and care of the parts, equipment components and supplies, which includes packaging, handling, storage and transportation; and 10) design interface with regard to all of these elements in initial design, including developing engineering changes, technical refreshes, and/or upgrades.

Logistics support will be facilitated through an enterprise-wide information system tool called CG-LIMS, which requires software development, configuration, and installation at specific Coast Guard units with the need for access. Another significant component of logistics is the physical facilities and infrastructure preparation necessary for home sites and support infrastructures for these assets. These facilities fall into two categories: 1) current Coast Guard or other existing facilities that are modified to be used for the new and/or converted assets, such as lengthening the pier for a longer ship and associated additional power supply requirements; and 2) newly-acquired facilities, including land and the associated buildings for crew offices, training buildings, and hangars that will be the new homes to the

**Deepwater Logistics**

**\$37,700**

Deepwater ships, aircraft, and their crews. Completion of the regulatory environmental studies and preparations are also required.

CG-LIMS is intended to automatically collect and process logistics data so that the software can be used to project support requirements and maintain a configuration baseline for the asset. This will relieve the Coast Guard workforce of the hard work associated with current keying-in of millions of individual data items. Also, CG-LIMS will interface with the Coast Guard's Learning Management System, which will schedule, track and distribute all training and training requirements for Coast Guard personnel. With its ability to bring the right information to the right people at the right time, CG-LIMS is expected to enhance productivity for the personnel involved in logistics, and provide operationally relevant information to Coast Guard operators and maintainers. Eventually, Coast Guard crews will have maintenance support technologies to provide step-by-step, computer-generated instructions, and 24-hour expert assistance made available through remote support services. Increased availability and reliability of Coast Guard cutters and aircraft will result in more operational time for these assets. Improved cost management will be an important feature that this investment in CG-LIMS will provide:

- Improving logistics operations, rules, tools and processes to reduce costs through adoption and institutionalization of best public and private sector business practices;
- Significantly improving inventory accuracy;
- Reducing costs by eliminating inventory at multiple locations; and
- Improving customer support by collaborating with private industry to develop effective support arrangements (such as service support agreements and other agreements).

Logistics planning and implementation keeps the Coast Guard operating more reliably toward mission achievement while progressing towards logistics transformation goals, maintaining configuration control of assets, and accomplishing CFO management requirements. Using CG-LIMS to bring data together and transforming the data into useable information as an electronic status system will demonstrate part availability anywhere in the Coast Guard. That knowledge will permit total asset visibility throughout the Coast Guard to determine who has the part, and auto-generate the shipping documents to transfer that item to the unit that needs the part. CG-LIMS will also collect and analyze maintenance record data to show frequency of use and frequency of failure for spares and repair parts, improving overall management of maintenance resources.

These logistics improvements will allow the Coast Guard to manage facilities with fewer personnel engaged in logistics activities, keep less "safety stocks" (increased commonality between equipment sets across asset classes), maintain better inventory accuracy (less inventory means money saved), and remove inefficiencies that result in delays that prevent critical assets from being ready to operate. In addition, this information will be available at higher levels in the organization to determine asset or class-wide equipment problems.

CG-LIMS and the logistics infrastructure can significantly contribute to CFO Act compliance within the Deepwater program. Some functionality related to CFO Act compliance includes:

- Provide unique asset identifier in order to include all costs incurred and track total acquisition/contracting cost.

**Deepwater Logistics**

**\$37,700**

- Track the asset identifier to the specific document used to acquire the asset; i.e. purchase order, task order, etc.
- Record beginning balances (on-hand), acquisition, withdrawals (dispositions), and calculate ending balances (on-hand) expressed in dollar values and physical units.
- Record item identification, classification (i.e., nomenclature, quantity, description, Federal stock classification or Nation Stock Number), initial cost, and subsequent costs related to acquisition (i.e., holding/handling cost).
- Record the condition of inventory.
- Record changes in value of inventory, supplies and materials due to changes in condition or other impacting circumstances.
- Record whether material received is hazardous, classified, requires special handling, requires special packaging, requires munitions list controls, requires trade security controls or has shelf life.
- Provide edits (controls) to prevent duplicate entries and reduce the likelihood of creating erroneous inventory documents/records, thereby ensuring the integrity of data recorded in the system.
- Permit only authorized users to enter, modify, or otherwise alter inventory records.
- Enable and account for the transfer of responsibility for inventory from one authorized manager to another authorized manager, ensuring that sufficient information is transferred to provide an audit trail at the gaining management activity.

**CAPABILITY ACQUIRED/MAINTAINED:**

Establishing a responsive ILS system will provide benefits in reduced life cycle costs and increased operational effectiveness. To achieve these goals, the Coast Guard must continue with a two-part development approach: 1) integrating enterprise-wide processes across lines of maintenance, supply support, technical data, support and test equipment, computer support, facilities, and transportation to assist in moving the Coast Guard towards an efficient centralized business model; 2) incorporating sound Human Systems Integration (HSI) processes, which include manpower, personnel, training, human factors engineering, and system safety, to significantly improve human performance and reduce operational costs.

The C4ISR equipment support includes training and maintenance analyses and the full suite of support products for both operators and maintainers. Ensuring adequate C4ISR logistics support preserves and protects this substantial investment. Performing complex reliability, maintainability and availability analyses are necessary to measure and baseline C4ISR supportability goals. Analyzing C4ISR systems/equipment and developing technical refresh plans will ensure the Coast Guard's ability to upgrade assets to maintain operational effectiveness while utilizing a deliberate budget agenda. Establishing and maintaining accurate baselines are crucial for configuration control and for exercising effective and efficient equipment and supply chain management.

Investing in CG-LIMS is central to our enterprise-wide system. CG-LIMS can provide the ability, using collected data, to bring the right information to the right people at the right time. It is intended to streamline parts ordering and management, facilitate maintenance functions, sustain configuration control, and provide an innovative training delivery system. Interconnected processes accessed via an on-line support infrastructure will improve each IDS unit's operational effectiveness by providing responsive maintenance support, establishing and maintaining inventory levels, automatically ordering

**Deepwater Logistics**

**\$37,700**

parts, while at the same time remaining CFO compliant. This ensures that each asset remains available for its planned operational hours. This same feature also can be configured to manage Total Ownership Costs (TOC) as the inventory tracking system determines equipment and spare parts usage rates and determines efficient inventory levels. For example, logisticians will be able to quickly forecast support requirements and trends and reduce single point failures. Designers will be able to introduce proven state-of-the-market technology, assess design trade-offs, and use concurrent engineering to improve reliability and maintainability for each new asset. The data also supports a “remove-and-replace” concept for components and modules which will simplify repair tasks.

The Maritime Patrol Aircraft (MPA) is 10 feet taller than the HU25 Falcon jet it is replacing, and has twice the hangar footprint. As a result of the huge size increase, some legacy shore facilities are unable to accommodate the height and/or wingspan of the new HC144A Ocean Sentry, and new hangars are required to house the new aircraft.

Environmental and engineering studies are necessary to comply with the legal requirements of the National Environmental Policy Act (NEPA).

**PERFORMANCE:**

ILS is essential to achieving mission success and life cycle supportability in all missions. With the proper support infrastructure in place, prospective Deepwater assets will be able to perform as designed and maintain their operational capabilities for entire scheduled service life.

The new MPA hangar at Cape Cod, MA will prevent aircraft having to be staged outside in a geographic area with historically severe weather and precipitation, contrary to current USCG policy, and avoids operational impacts due to mission delays and personnel impacts due to icing and/or snow, as well as significantly increased maintenance and corrosion control requirements and costs.

**COST ESTIMATE OF WORK TO BE FUNDED THIS FISCAL YEAR 2010:**

ITEM	QUANTITY	TOTAL (\$K)
<u>Integrated Logistics Support (ILS)</u>		
ICGS Common Systems Development Continuation	Job	\$3,700
CG-LIMS Development and Installation	1	\$6,000
<u>Facilities</u>		
Environmental & Engineering Site Assessments	1	\$1,000
Construct MPA Hangar-Air Station Cape Cod	1	\$27,000
	Total	\$37,700

**FUNDING HISTORY**

FUNDING HISTORY	FY	TOTAL (\$K)
<u>Integrated Logistics Support (ILS)</u>		
Business Process Development, C4ISR Support, and LIMS Iteration 0	2002	\$19,858
Business Process Development, C4ISR Support, and		

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Deepwater Logistics** **\$37,700**

LIMS Iteration 1	2003	\$16,550
Business Process Development, C4ISR Support, and LIMS Iteration 1	2004	\$20,500
Business Process Development, C4ISR Support, and LIMS/C4ISR Increment 1	2005	\$15,100
Business Process Development, C4ISR Support, and LIMS/C4ISR Increment 1	2006	\$11,583
Business Process Development, C4ISR Support, and LIMS/C4ISR Increment 1	2007	\$17,278
ILS, C4ISR Support, CG-ILS Interim Support of NSC	2008	\$18,800
ILS, C4ISR Support, Development Continuation	2009	\$11,900
	<b>Subtotal</b>	<b>\$131,569</b>

**Shore (LIMS deployment/CG-LIMS Development)**

LIMS Deployment and Installation at:		
Engineering Logistics Center (ELC), Operations Support Center (OSC), Aviation Repair and Supply Center (AR&SC)	2002	\$37
Maintenance and Logistics Command Atlantic, Naval Engineering Support Unit Miami (NESU), Electronic Support Unit (ESU) Miami	2003	\$971
Command and Control Center (C2Cen), Maintenance and Logistics Command (MLC) Pacific, Training Center (TRACEN) Yorktown	2004	\$19,484
Deployment of LIMS at seven units	2005	\$1,600
LIMS Deployment and Installation at Aviation Training Center (ATC) Mobile, AL, MLC PAC, OCCSU Alameda, TRACEN Petaluma, NESU/ESU Alameda	2007	\$850
CG-LIMS Development	2008	\$2,400
CG-LIMS Development	2009	\$3,000
	<b>Subtotal</b>	<b>\$28,342</b>

**Facilities Upgrades**

Facility Assessment Ventura, CA	2002	\$100
Design for Hangar, OCCSU building & pier upgrades	2004	\$5,467
ATC Mobile Hangar Construction (Phase I)		
NBVC Facility Assessment Study		
Environmental Assessment for Alameda, CA		
CAMSLANT Facility Expansion Design		
TRACEN Petaluma Building Rehab (Phase 1)	2005	\$23,100
ATC Mobile Hangar Construction (Phase 1 cont'd)		
PACAREA/D11 Command Center Facility Upgrades		
CAMSLANT Facility Expansion Construction		
Pier/shore tie upgrades at Alameda, CA		
ATC Mobile Hangar Construction (Phase 2)	2006	\$7,256
TRACEN Petaluma Bldg 500 rehab (Phase 1 cont'd)		

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Deepwater Logistics** **\$37,700**

Various facility upgrades for C4ISR equipment installs	2007	\$18,800
Completion of Phase 1 Bldg 500 rehab @ TRACEN Petaluma		
Updated to Deepwater PEIS Environmental document		
Design of OCCSU bldg @ Alameda, CA		
Upgrade of NSC shore ties @ Alameda, CA		
Upgrade of NSC pier facilities @ Alameda, CA		
Construct NSC Crew Support Building at Alameda (Phases 1&2)	2008	\$15,000
Facilities Upgrades - FRC Homeport #1		
Engineering Assessments of DW Homeports & Aviation Sites	2008	\$300
NSC Support Facilities at Alameda	2009	\$5,500
Engineering Assessments of DW Homeports & Aviation Sites	2009	\$300
Environmental Assessments of DW Homeports & Aviation Sites	2009	\$200
Facility Upgrades at NSC Homeport #2	2009	\$10,000
Facility Upgrades at FRC Homeport (Miami)	2009	\$3,300
Facility Upgrades at FRC Homeport (Key West)	2009	\$3,500
	Subtotal	\$92,823
	Total	\$252,734

Funding history is funding available for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR for ILS

Integrated Coast Guard System (ICGS), Washington, DC

Type of Contract: Indefinite Delivery, Indefinite Quantity with award terms

Contract options: 5-year base completed June 2007 with 43-month subsequent award term period through Jan 2011

SUBCONTRACTORS

Integrated Logistics Support - Business Process Development:

MA&D - Crew Modeling, Boulder, CO

Mincom - ILS Process Re-engineering, Englewood, CO

NGDMS – HIS, Reston, VA

LM Technical Services – Process Integration, Cherry Hill, NJ

Pittiglio Rabin Todin & McGrath (PRTM) - Supply Chain Logistic, Washington, DC

Prosoft – Training, Virginia Beach, VA

Sigmon - ILS Process Re-engineering, Norfolk, VA

C4ISR Support:

EADS GmbH - NSC Air Search Radar, Ulm, Germany

FLIR Systems - Various EO/FLIR, Portland, OR

L3 Communications - Integrated COMMS Int/Ext., Camden, NJ

LM Eagan - MPA Mission Pallet, Eagan, MN

LM IS&S - Intel, Enterprise SATCOM / INTEL, Valley Forge, PA

LM Technical Services - C4 Installs, Tech Docs, Provisioning, Sustainment, Cherry Hill, NJ

**Deepwater Logistics**

**\$37,700**

Sierra Nevada - Surface UCARS, Sparks, NV

LMS Support:

LM Technical Services – LIMS Integration, Cherry Hill, NJ

Spectrum - Learning Mgt. System, Vienna, VA

Sum Total (Docent) - Learning Mgt. System, Mountain View, CA

CG-LIMS Development:

LM Technical Services – LIMS Integration, Cherry Hill, NJ

Dimension Technology Solutions - LIMS Interface, Boulder, CO

Mincom - LIMS Software, Englewood, CO

CG-LIMS Development:

QSS Group Incorporated

All Shore Facility projects are executed and managed within the Coast Guard by the Facility Design and Construction Centers (FDCCs) at Norfolk, VA and Seattle, WA. Each project is awarded to an Architectural/Engineering (A/E) firm and/or a construction contractor for completion.

**KEY EVENTS:**

**FY**

Integrated Logistics Support

Business Process Development, C4ISR Support

2002

Business Process Development, C4ISR Support continuation

2003

Shore

Initial LIMS Installation at 1st Shore Site

2004

Development/Deployment of LIMS to NESU (two), OSC, ELC, ESU, TRACEN

2005

Completion of C4ISR Training Suite @ TRACEN Petaluma

2007

**Significant Changes**

Previous spend plans for FY 2009 and out-years have been partially re-aligned to fund CG-LIMS. Additionally, the FY 2010 request has been adjusted based on anticipated delivery of several of the new types of assets, and the need to support the extensive upgrade requirements.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Deepwater Logistics**

**\$37,700**

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
Integrated Logistics Support			FY2002:Q2	FY2026:Q4	11,900
CG-LIMS Development			FY2002:Q2	FY2026:Q4	3,000
Facilities			FY2002:Q2	FY2026:Q4	22,800
<b>FY 2010</b>					
Integrated Logistics Support			FY2002:Q2	FY2026:Q4	3,700
CG-LIMS Development			FY2002:Q2	FY2026:Q4	6,000
Facilities			FY2002:Q2	FY2026:Q4	28,000

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	178,535	36,500	37,700	37,700	290,435
Obligation	167,522	47,513	32,778	35,000	282,813
Expenditure	167,522	47,513	23,039	35,012	273,086
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	139,282	47,513	23,039	35,012	244,846
Survey, Design & Engineering	28,240				28,240

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Integrated Logistics Support	3,700
CG LIMS development	6,000
Environmental and Engineering Site Assessments	1,000
MPA Air Station Cape Cod hangar	27,000
<b>FY 2010 Cost Estimate Project Total:</b>	<b>37,700</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly cost performance reports. The iPursuit program also allows for extensive insight into the data used to generate cost performance reports. For example, it can provide a breakdown of cost and schedule variances by work breakdown structure (WBS).



U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Deepwater Logistics**

**\$37,700**

**Budget Allocation to Mission-Program**

<b>U. S. Coast Guard Mission-Program</b>	<b>Budget Allocation</b>	
	<b>FY 2009</b>	<b>FY 2010</b>
Search and Rescue	6,474	6,474
Marine Safety	341	341
Aids to Navigation	636	636
Ice Operations	341	341
Marine Environmental Protection	863	863
Living Marine Resources	5,938	5,938
Drug Interdiction	10,864	10,864
Migrant Interdiction	4,483	4,483
Other Law Enforcement	948	948
Ports, Waterways & Coastal Security	5,460	5,460
Defense Readiness	1,352	1,352
<b>Mission-Program Allocation Total:</b>	<b>37,700</b>	<b>37,700</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Technology Obsolescence Prevention (TOP)** **\$1,900**

**Project Description, Justification and Scope**

This request funds efforts to prevent technological obsolescence, which results from the evolution of technology as newer technologies appear and older ones cease to be used. For example, new media for storing digital information rapidly replaces older media and reading devices for these older media are increasingly no longer available. Newer versions of software constantly render older versions obsolete and the hardware required by this software also changes over time. Consequently, information which relies on obsolete technologies becomes inaccessible. While maintaining obsolete technologies might be the only option in limited circumstances, because of the associated need to keep every version of every piece of software and hardware, operating systems, and manuals, as well as personnel with relevant skills, it is not generally considered to be a feasible alternative over time.

In general, Technology Obsolescence Prevention (TOP) supports Integrated Deepwater Systems (IDS) assets for the 40-year duration of the program based upon pre-planned replacement rates. For example, if a computer were placed in service in 2005, it would be replaced in 2010. The replacement is chosen based on the same requirements as the original equipment. The cost allocated is the original cost plus an inflation factor for 2010. This cost is allocated every five years until an asset is either disposed of or the end of the IDS contract period is reached.

TOP Replacement Periods

EQUIPMENT DESCRIPTION:

Computers and Networking Equipment  
Sensors and Weapon Systems  
Communications Equipment  
Software

REPLACEMENT PERIOD:

5 Years  
15 to 20 Years  
10 to 15 Years  
5 Years

CAPABILITY ACQUIRED/MAINTAINED:

To maintain systems that provide satellite connectivity onboard 270' IDS legacy cutters, TOP will replace cutter commercial satellite communications systems.

PERFORMANCE:

TOP minimizes or eliminates the impact that hardware/software obsolescence can have on performance. TOP maintains the IDS technology performance level with indifference to changes at the hardware/software level.

FUNDING HISTORY

	FY	TOTAL(\$K)
Technology Obsolescence Prevention	2008	\$700
Technology Obsolescence Prevention	2009	\$1,500
	Total	\$2,200

CONTRACTOR:

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Technology Obsolescence Prevention (TOP)** **\$1,900**

Integrated Coast Guard System (ICGS), Washington, DC  
 Potentially others as required for competition

Type of Contract: Indefinite Delivery, Indefinite Quantity with award terms  
 Contract options: 5-year base completed June 2007 with 43-month subsequent award term period through Jan 2011

**SUBCONTRACTORS:**

Lockheed Martin, Moorestown, NJ (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance Systems)

Production & Assembly Subcontractor: Lockheed Martin, Moorestown, NJ

Potentially others as required for competition

**KEY EVENTS FY 2010**

Start Production

FY  
1st Qtr FY10

Complete Production

4th Qtr FY10

**Significant Changes**

There have been no significant changes from the prior budget submission.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b><u>Total Estimate Cost</u></b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
Technology Refreshment			FY09:Q1	FY27:Q4	1,500
<hr/>					
FY 2010					
Technology Refreshment			FY10:Q1	FY27:Q4	1,900

**Schedule of Project Funding**

	<b>Project Funds</b>				<b><u>Total</u></b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation		700	1,500	1,900	4,100
Obligation		700	1,200	1,520	3,420
Expenditure		350	300	380	1,030
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition		350	300	380	1,030

**Technology Obsolescence Prevention (TOP)**

**\$1,900**

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<u>Construction / Acquisition</u>	
Technology Refreshment	1,900
<b>FY 2010 Cost Estimate Project Total:</b>	<b>1,900</b>

**Method of Performance**

Per Section 1.H.1 of Deepwater Exhibit 300, "Description of Performance Based Management System", an Earned Value Management System (EVMS) is used for the system integrator contract work under each of the Delivery Task Orders (DTOs). The Dekker Trakker software program, which meets ANSI/EIA Standard 748, is employed by Deepwater to resource load schedules, track progress and record expenses. Moreover, Dekker iPursuit is also used to view monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data used to generate Cost Performance reports. For example, it can provide a breakdown of cost and schedule variances by Work Breakdown Structure (WBS).

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	54	69
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	-	-
Drug Interdiction	824	1,045
Migrant Interdiction	204	258
Other Law Enforcement	107	135
Ports, Waterways & Coastal Security	107	135
Defense Readiness	204	258
<b>Mission-Program Allocation Total:</b>	<b>1,500</b>	<b>1,900</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

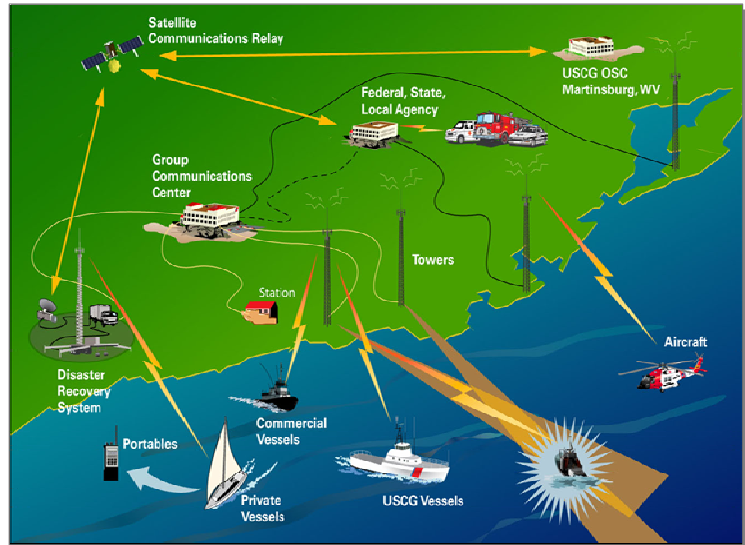
**Rescue 21**

**\$117,000**

**Project Description, Justification and Scope**

This request funds (a) completion of California and New England Sectors, (b) continuation of Alaska, Great Lakes, Hawaii, Guam, Puerto Rico, vessels, and Western Rivers as well as (c) other system changes.

The Rescue 21 project (formerly the National Distress and Response System Modernization Project or NDRSMP) replaces the U.S. Coast Guard's legacy National Distress and Response System (NDRS), which enhances the U.S. Coast Guard's mission execution through improved communications, command and control capabilities in the coastal zone. The basic NDRS components include radios, transceivers, towers for antennas, and an interconnecting network. It is the foundation for coastal Search and Rescue (SAR), and is a critical enabler of efficient and effective command and control for all missions in coastal zones.



*Benefits of Rescue 21 include:*

- Eliminates many existing communication coverage gaps ("dead zones") while ensuring continuous, enhanced VHF-FM marine radio coverage out to 20 nautical miles from shore within the coastal zone;
- Features digital voice recording capability with immediate playback, improving the ability to review and resolve garbled or unclear transmissions - critical to search and rescue planning and response;
- Provides improved direction finding capability for more timely response to mariners in distress and an ability to distinguish "hoax" calls from actual distress calls;
- Increases the number of voice channels from one to five, allowing watch standers to conduct multiple operations, while offering protected (secure) communications for homeland security missions when needed;
- Enhances Maritime Domain Awareness (MDA) by maintaining communications with mariners, and facilitating the timely flow of information between the Coast Guard and other government and law enforcement agencies; and
- Supports DHS Goal 4: Build a nimble, effective emergency response system and a culture of preparedness.

**FY 2010 will specifically accomplish the following work:**

*Rescue 21 Ground Subsystem (GSS) Deployment (partial) – Full Rate Production (FRP) Group II, Group III, Alaska, Western Rivers, and Vessel Subsystem (partial)*

- Completes California and New England Sectors
  - Humboldt Bay, San Francisco, and Los Angeles/Long Beach
  - Northern and Southeast New England
- Continues Great Lakes Sectors and Sectors Outside Continental U.S. Islands

**Rescue 21**

**\$117,000**

- Lake Michigan; Sault Ste Marie, MI; Detroit, MI; Buffalo, NY
- Hawaii; Guam; San Juan, Puerto Rico
- Continues Alaska and Western Rivers Sectors
  - Juneau, Anchorage
  - Upper Mississippi, Ohio Valley, Lower Mississippi
- Continues Rescue 21 Vessel Subsystem (VSS) Deployment
  - Installation of UHF communications capabilities on Coast Guard vessels and small boats. The Coast Guard’s various classes of response boats (including 41 ft, 47 ft, 87 ft, 110 ft, and Response Boat-Small (RB-S)) and buoy tender vessels (140 ft, 175 ft, 225 ft) will be outfitted with these capabilities during FY 2009 through FY 2012. The schedule of Rescue 21 VSS installations is being coordinated with ongoing technology refresh programs, where possible, to reduce installation costs.
- Continues Rescue 21 Ground Subsystem Back-up Communications
  - Provides back-up communications for the Rescue 21 system between the Remote Fixed Facility and the Sector; eliminates the great majority of downtime from telecommunications provider and network outages.

**At the end of FY 2008, Rescue 21 is operational in 16 of 39 Sectors and is standing watch and saving lives along 22,292 miles of U.S. coastline at the following Sectors/Groups:**

- |                                  |                      |                    |
|----------------------------------|----------------------|--------------------|
| – New York, NY                   | – Miami, FL          | – Port Angeles, WA |
| – Long Island NY/CT              | – Key West, FL       | – Seattle, WA      |
| – Delaware Bay <sup>1</sup>      | – St. Petersburg, FL | – Astoria, OR      |
| – Baltimore, MD                  | – Mobile, AL         | – Portland, OR     |
| – Hampton Roads, VA <sup>2</sup> | – New Orleans, LA    | – North Bend, OR   |
| – Jacksonville, FL               |                      |                    |

<sup>1</sup> incorporated Initial Operating Capability Region Atlantic City, NJ

<sup>2</sup> incorporated Initial Operating Capability Region Eastern Shore, VA

**At the end of FY 2009, the following additional Sectors are scheduled to be operational, for a total of 28,016 miles of Rescue 21 coastline coverage:**

- |                  |                  |
|------------------|------------------|
| – Boston, MA     | – Charleston, SC |
| – North Carolina | – Galveston, TX  |

**At the end of FY 2010, the following additional Sectors/Groups are scheduled to be operational, for a total of 36,429 miles of Rescue 21 coastline coverage:**

- |                         |                     |                              |
|-------------------------|---------------------|------------------------------|
| – Northern New England  | – Humboldt Bay, CA  | – Los Angeles/Long Beach, CA |
| – Southeast New England | – San Francisco, CA | – San Diego, CA              |
| – Corpus Christi, TX    |                     |                              |

**Production Contractor:**

- General Dynamics C4 Systems (GDC4S) of Scottsdale, AZ is the Rescue 21 Phase II Contractor. The Phase II contract is a delivery order based Indefinite Delivery, Indefinite Quantity (IDIQ) contract with award term incentives. The contract has a base period of six years, plus two four-year

**Rescue 21**

**\$117,000**

award terms and one five-year award term. GDC4S is responsible for complete system maintenance and operates a 24/7 Customer Care Center (CCC) to respond to system discrepancies.

*Subcontractors:*

- Motorola, Inc. (Schaumburg, IL) - Radio subsystems
- Consolidate Analysts Centers, Federal, Inc (CACI) (Manassas, VA) - Direction finding subsystems
- General Dynamics Information Technology (GDIT) (Needham, MA) -Remote fixed facilities planning team member and construction management
- Stanley Associates, Inc. (Charleston, SC) - Fixed facility infrastructure and cutover
- Chelton Inc. (Lewisville, TX) - Co-site interference mitigation subsystems
- CellXion (Bossier City, LA) – RFF shelters
- MWH Americas, Inc. (Farmington Hills, MI) – Environmental services, planning team member
- Rhode & Schwarz (Columbia, MD) - Direction finding subsystems
- Western Maritime (San Diego, CA) – Direction finding calibration vessel testing

**Significant Changes**

In May 2008, DHS approved a revision to the project's Acquisition Program Baseline (APB), adjusting the project's cost and schedule baselines to more accurately reflect actual system deployment results experienced during the project's Low Rate Initial Production (LRIP) and initial Full Rate Production (FRP) phases. This APB revision contained no changes to Rescue 21 Key Performance Parameters (KPP). During the 2008 Atlantic hurricane season, the Rescue 21 system's Disaster Recovery (DR) capability was deployed in the U.S. Gulf Coast. In advance of Hurricane Gustav, the communications watch at Coast Guard Sector New Orleans was shifted to OSC Martinsburg, WV, enabling Sector personnel to safely evacuate the area, while ensuring the Rescue 21 system remained available for the Coast Guard to receive and respond to maritime distress calls. In the aftermath of Hurricane Ike, again in Sector New Orleans, two Communications Recovery Packages (CRP) were deployed to restore critical communications that were damaged by the storm. These CRPs ensured the Sector's Rescue 21 communications coverage remained operational, despite widespread commercial electrical and network storm damage along the Gulf Coast.

As of the end of Fiscal Year 2008, 16 of 39 Rescue 21 Sectors (Coast Guard Sectors Long Island Sound; New York, NY; Delaware Bay; Baltimore, MD; Hampton Roads, VA; Jacksonville, FL; Miami, FL; Key West, FL; St. Petersburg, FL; Mobile, AL; New Orleans, LA; Seattle, WA; Portland, OR; and Groups Port Angeles, WA; Astoria, OR; and North Bend, OR) have been accepted by the Coast Guard and are operational. Rescue 21 is deployed at 41% of Coast Guard Sectors and standing watch and saving lives along 22,292 miles of U.S. coastline.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Rescue 21**

**\$117,000**

**Project Schedule**

<u>Project Description</u>	<u>Dates by Fiscal Year &amp; Quarter</u>				<u>Total Estimate Cost</u>
	<u>Design Work</u>		<u>Project Work</u>		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2009					
Rescue 21 Ground Subsystem Deployment			FY09:1Q	FY09:4Q	59,034
Rescue 21 Alaska Subsystem			FY09:1Q	FY09:4Q	1,250
Rescue 21 Vessel Subsystem			FY09:1Q	FY09:4Q	1,018
Rescue 21 Western Rivers Subsystem			FY09:1Q	FY09:4Q	509
Project Technical Support			FY09:1Q	FY09:4Q	5,302
Environmental			FY09:1Q	FY09:4Q	1,000
Project Org Support (training, travel, misc.)			FY09:1Q	FY09:4Q	1,812
Commercial Tower Leases			FY09:1Q	FY09:4Q	3,075
FY 2010					
Rescue 21 Ground Subsystem Deployment			FY10:1Q	FY10:4Q	85,465
Rescue 21 Alaska Subsystem			FY10:1Q	FY10:4Q	6,500
Rescue 21 Vessel Subsystem			FY10:1Q	FY10:4Q	7,260
Rescue 21 Western Rivers Subsystem			FY10:1Q	FY10:4Q	3,630
Project Technical Support			FY10:1Q	FY10:4Q	7,339
Project Org Support (training, travel, misc.)			FY10:1Q	FY10:4Q	550
Commercial Tower Leases			FY10:1Q	FY10:4Q	6,096
Environmental			FY10:1Q	FY10:4Q	160

**Schedule of Project Funding**

	<u>Project Funds</u>				<u>Total</u>
	<u>FY 2007 &amp; Prior</u>	<u>FY 2008</u>	<u>FY 2009</u>	<u>FY 2010</u>	
Appropriation	473,056	80,300	73,000	117,000	743,356
Obligation	467,056	83,000	72,000	116,500	738,556
Expenditure	402,155	72,000	130,000	100,000	704,155
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	318,611	59,305	116,188	83,689	577,793
Project Management	50,000	11,820	13,812	10,686	86,318
Rescue 21 Phase I Contract	31,262				31,262
CG VSS Installation	200			5,625	5,825
CG Anuenue Project	2,082	875			2,957



*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Rescue 21**

**\$117,000**

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Rescue 21 Ground Subsystem Deployment	85,465
Rescue 21 Alaska Subsystem	6,500
Rescue 21 Western Rivers Subsystem	3,630
Rescue 21 Vessel Subsystem	7,260
Leases (towers, etc.)	6,096
<b><u>Project Management</u></b>	
Project Technical Support	7,339
Project Org Support (training, travel, misc)	550
Environmental Support	160
<b>FY 2010 Cost Estimate Project Total:</b>	<b>117,000</b>

**Method of Performance**

The project manager uses an approved Earned Value Management System, which allows the Coast Guard to examine cost and schedule estimates, variances, and projections for completion.

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	7,578	12,146
Marine Safety	5,016	8,039
Aids to Navigation	10,403	16,673
Ice Operations	1,526	2,446
Marine Environmental Protection	1,912	3,064
Living Marine Resources	6,024	9,655
Drug Interdiction	10,096	16,182
Migrant Interdiction	3,864	6,193
Other Law Enforcement	1,082	1,734
Ports, Waterways & Coastal Security	19,564	31,357
Defense Readiness	5,935	9,511
<b>Mission-Program Allocation Total:</b>	<b>73,000</b>	<b>117,000</b>

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**High Frequency (HF) Modernization and Recapitalization** **\$2,500**

**Project Description, Justification and Scope**

This request will fund the purchase and installation of 12 HF transmitters (\$200K per transmitter.)

This initiative recapitalizes the Coast Guard's High Frequency (HF) communications system, including replacement of 88 twenty-five-year-old, unserviceable, shore-side, high power HF transmitters. This request will fund the recapitalization of the HF communications system as part of a multi-year installation schedule. As a signatory nation of the International Safety of Life At Sea (SOLAS) treaty, the United States is required to continuously monitor several HF emergency and distress channels to respond to at-sea emergencies and requests for assistance, and to provide warnings to ships relating to "...gales, storms, and tropical storms" by radio messages. This information is provided by the Coast Guard via HF transmitters in the form of text and fax messages.

Existing HF transmitters are available for operational use only 72% of the time due to the frequency of failure, far from meeting the 95% industry standard of availability. Maintenance of the existing HF system is not viable as spare parts are no longer manufactured for these obsolete radios. Excessive system downtime and subsequent lack of adequate HF communications coverage prevents the Coast Guard from consistently meeting United States SOLAS obligations. Without continued system recapitalization, the U.S. Coast Guard will be unable to meet SOLAS mandates regarding HF communications, at which time existing transmitters are predicted to completely fail based on current casualty trends.

Satellite communication (SATCOM) systems cannot accomplish or replace many HF requirements. Moreover, not all Coast Guard vessels and aircraft have SATCOM capability, and satellite coverage is not available in all Coast Guard operating areas. Replacement of shore-side, high power HF radios will improve effectiveness through increased system reliability, throughput, and reduced operating and maintenance costs. It will also increase interoperability with international commercial maritime and distress systems, SOLAS and non-SOLAS vessels, and DHS, DoD, allied and other government assets, thus contributing to the integrated, interoperable maritime security screening system envisioned in the Maritime Strategy for Homeland Security.

These transmitters will be purchased from and installed by Rockwell Collins via existing U.S. Customs and Border Protection or U.S. Air Force contracts to ensure full interoperability with other government operated HF networks.

**Significant Changes**

There are no significant changes from the previous budget submission.

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**High Frequency (HF) Modernization and Recapitalization** **\$2,500**

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b><u>Total Estimate Cost</u></b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
Purchase HF Equipment			FY09:Q1	FY09: Q4	1,200
Install HF Equipment			FY09:Q1	FY09: Q4	900
Engineering			FY09:Q1	FY09: Q4	200
Spare Parts			FY09:Q1	FY09: Q4	190
Course Fees			FY09:Q1	FY09: Q4	10
<b>FY 2010</b>					
Purchase HF Equipment			FY10: Q1	FY10: Q4	1,200
Install HF Equipment			FY10: Q1	FY10: Q4	900
Engineering			FY10: Q1	FY10: Q4	200
Spare Parts			FY10: Q1	FY10: Q4	190
Course Fees			FY10: Q1	FY10: Q4	10

**Schedule of Project Funding**

	<b>Project Funds</b>				<b><u>Total</u></b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	6,475	2,500	2,500	2,500	13,975
Obligation	6,475	2,500	2,500		11,475
Expenditure	6,475	2,500	2,500		11,475
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	4,150	1,400	1,400		6,950
Survey, Design & Engineering	2,220	1,000	1,000		4,220
Project Management	105	100	100		305

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Full Operating Capability (for 12 installs at 3 sites)	2,500
<b>FY 2010 Cost Estimate Project Total:</b>	<b>2,500</b>

**Method of Performance**

Contract oversight for the procurement of these radios lies with Customs and Border Protection (CBP) or the U.S. Air Force; the Coast Guard procures these radios from CBP through these contracts.

Performance of the new transmitters will be measured by the success rate of HF communications. Two basic measures are used: 1) the ability to make a transmission (is the transmitter working), and 2) feedback from the maritime public on whether or not the transmission was received.

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**High Frequency (HF) Modernization and Recapitalization**

**\$2,500**

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	250	250
Marine Safety	175	175
Aids to Navigation	350	350
Ice Operations	50	50
Marine Environmental Protection	65	65
Living Marine Resources	200	200
Drug Interdiction	340	340
Migrant Interdiction	150	150
Other Law Enforcement	40	40
Ports, Waterways & Coastal Security	660	660
Defense Readiness	220	220
<b>Mission-Program Allocation Total:</b>	<b>2,500</b>	<b>2,500</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

Compliance with International Convention of Safety of Life at Sea (SOLAS), Chapter IV; Communications Act of 1934, as amended; 47 USC Title III Part II and III; implemented in 47 CFR 80.801. 46 USC 4502/4506; implemented in 46 CFR 28.245; U.S. Navy requirement for HF broadcast capability for U.S. Maritime Operations; Coast Guard assignment as National Coordinator for Broadcast Notice to Mariners (BNM) and National Emergency HF Network requirement.

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Survey and Design - Shore Operational and Support Projects \$6,000**

**Project Description, Justification and Scope**

The Coast Guard's FY 2010 Survey and Design (S&D) budget request includes survey and design funding essential to future year Acquisition, Construction and Improvement (AC&I) shore projects.

Funding will support planning and engineering studies, project design, master plans, appraisals, real property requirements and other architectural/engineering efforts. Completing proper planning and design helps to ensure AC&I projects are properly assessed, planned and prioritized prior to seeking project appropriations. The projects supported by this request contribute to the long-range plans and support of operational units. Specifically, this funding is requested to complete initial S&D for the following facilities/purposes:

- CG Academy Chase Hall Barracks Phase IV (Annex B)
- Consolidate Sector Buffalo
- Replace Training Center Petaluma Water Main
- Station Cape Disappointment Firing Range Upgrade
- Air Station Sitka Recapitalize Housing
- ISC Honolulu Recapitalize UPH
- Station Port Angeles Covered Mooring

**Significant Changes**

There are no changes to the previous budget submission.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
Survey & Design	FY09:Q1	FY09:Q4			2,050
<b>FY 2010</b>					
Survey & Design Admin	FY10:Q1	FY10:Q4			479
Academy Chase Hall/ Sector Buffalo	FY10:Q1	FY10:Q4			3,360
Petaluma Water Main/ Cape D. Firing Range	FY10:Q1	FY10:Q4			600
Sitka Housing/Honolulu UPH	FY10:Q1	FY10:Q4			1,200
Port Angeles Mooring	FY10:Q1	FY10:Q4			361

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Survey and Design - Shore Operational and Support Projects** **\$6,000**

**Schedule of Project Funding**

	Project Funds				<b><u>Total</u></b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	22,835	1,337	2,050	6,000	32,222
Obligation	22,835	1,337	2,050	9,200	35,422
Expenditure	22,835	1,337	2,050	9,200	35,422
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Survey, Design & Engineering	22,835	1,337	2,050	9,200	35,422

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Survey, Design &amp; Engineering</u></b>	
Survey & Design Admin	479
Academy Chase Hall/ Sector Buffalo	3,360
Petaluma Water Main/ Cape D. Firing Range	600
Sitka Housing/Honolulu UPH	1,200
Port Angeles Mooring	361
<b>FY 2010 Cost Estimate Project Total:</b>	<b>6,000</b>

**Method of Performance**

Construction contracts will be monitored by the project manager to ensure compliance with the requirements stated in the performance statement of work for each.

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	Budget Allocation	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	186	545
Marine Safety	186	545
Aids to Navigation	186	545
Ice Operations	186	545
Marine Environmental Protection	186	545
Living Marine Resources	186	545
Drug Interdiction	186	545
Migrant Interdiction	186	545
Other Law Enforcement	186	545
Ports, Waterways & Coastal Security	186	545
Defense Readiness	190	550
<b>Mission-Program Allocation Total:</b>	<b>2,050</b>	<b>6,000</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This project will comply with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Waterways ATON Infrastructure** **\$4,000**

**Project Description, Justification and Scope**

This funding would support improvements to the aids to navigation system in waterways that are integral arteries of numerous ports, including those classified as militarily or economically sensitive (MES) ports, those classified as either Tier I, II, or III ports and those among the top 25 leading ports (in terms of handling gross tonnage) in the United States. Waterways infrastructure projects require an annual base funding level to respond to requirements from expanded U.S. Army Corps of Engineers (ACOE) activity, replacing aging/damaged aids to navigation structures, and improvements in the nation's aids to navigation system. Lack of sufficient aids to navigation infrastructure or failure of existing aids to navigation infrastructure in any of these waterways will negatively impact the roles of the U.S. Coast Guard Strategy; Maritime Safety, Maritime Security, and Maritime Stewardship.

This \$4M request will help fund the backlog of short range aids (SRA) improvement projects that are critical to safe and efficient maritime transportation. The funding will go toward the following projects: Port Canaveral, FL (construction funding for outbound ranges), Houston, TX Ship Channel Ranges (Survey and Design (S&D) funding for two sets of ranges), Mobile Bay, AL (establish entrance ranges), St Mary's River, MI (S&D funding for multiple buoy to ice resistant structure (IRS) project), Anaheim Bay, CA (Day/Night range conversion), and multiple buoy to structure projects in Anaheim Bay, CA, Napa River, CA and Sacramento/San Joaquin Rivers, CA.

**Significant Changes**

There is no significant change from the previous budget submission.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
<b>FY 2009</b>					
AtoN projects necessitated by ACOE projects	FY09:Q1	FY09:Q2	FY09:Q3	FY09:Q4	1,101
Establish/Relocate/Improve AtoN	FY09:Q1	FY09:Q2	FY09:Q3	FY09:Q4	2,899
<b>FY 2010</b>					
AtoN projects necessitated by ACOE projects	FY10:Q1	FY10:Q2	FY10:Q3	FY10:Q4	500
Establish/Relocate/Improve AtoN	FY10:Q1	FY10:Q2	FY10:Q3	FY10:Q4	3,500

*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Waterways ATON Infrastructure**

**\$4,000**

**Schedule of Project Funding**

	Project Funds				<b><u>Total</u></b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	27,796	2,500	4,000	4,000	38,296
Obligation	26,182	2,500	4,000	4,000	36,682
Expenditure	26,182	2,500	4,000	4,000	36,682
<b><u>Breakdown of Project Expenditures</u></b>					
Construction / Acquisition	24,279	2,250	3,575	3,180	33,284
Survey, Design & Engineering	1,158	165	400	800	2,523
Project Management	745	85	25	20	875

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Construction of fixed structures/acquisition of equipment	3,180
<b><u>Survey, Design &amp; Engineering</u></b>	
Fixed structures	800
<b><u>Project Management</u></b>	
Inspections	20
<b>FY 2010 Cost Estimate Project Total:</b>	<b>4,000</b>

**Method of Performance**

The construction projects will be monitored by the project officers to ensure compliance with the requirements stated in the performance work statement of the contract.

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	363	400
Marine Safety	363	240
Aids to Navigation	363	1,500
Ice Operations	363	100
Marine Environmental Protection	363	100
Living Marine Resources	363	320
Drug Interdiction	363	300
Migrant Interdiction	363	160
Other Law Enforcement	363	100
Ports, Waterways & Coastal Security	363	600
Defense Readiness	370	180
<b>Mission-Program Allocation Total:</b>	<b>4,000</b>	<b>4,000</b>



*U. S. Coast Guard - FY 2010 Congressional Budget Submission*

**Waterways ATON Infrastructure**

**\$4,000**

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

Projects are being conducted in compliance with the National Environmental Policy Act (NEPA).

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**AC&I Core**

**\$500**

**Project Description, Justification and Scope**

This funding is necessary to cover costs associated with project overhead activities for major acquisition projects. The primary initiatives include contractor support services, records storage and training. The funding allows the Coast Guard to maintain an effective acquisition process by providing AC&I resources that are not project-specific. Resources are needed to maintain core competencies and capabilities necessary to execute assigned workload while meeting various requirements established in the Chief Financial Officer Act, Clinger-Cohen Act and OMB Circular A-76.

**Significant Changes**

There is no significant change from the previous budget submission.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Cost</u></b>
<b>FY 2009</b>					
Management Support			FY09:Q1	FY09:Q4	350
Human Resource Requirements			FY09:Q1	FY09:Q4	75
Project Record Storage			FY09:Q1	FY09:Q4	75
<b>FY 2010</b>					
Management Support			FY10:Q1	FY10:Q4	350
Human Resource Requirements			FY10:Q1	FY10:Q4	75
Project Record Storage			FY10:Q1	FY10:Q4	75

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	4,950	505	500	500	6,455
Obligation	4,950	505	500	500	6,455
Expenditure	4,450	505	500	500	5,955
<b><u>Breakdown of Project Expenditures</u></b>					
Project Management	4,450	505	500	500	5,955

**AC&I Core**

**\$500**

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Construction / Acquisition</u></b>	
Contractor Support	350
Human Resource Requirements	75
Project Record Storage	75
Management Travel	
IRM Hardware/software/support	
Supplies	
<b>FY 2010 Cost Estimate Project Total:</b>	<b>500</b>

**Budget Allocation to Mission-Program**

<b><u>U. S. Coast Guard Mission-Program</u></b>	<b>Budget Allocation</b>	
	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>
Search and Rescue	56	56
Marine Safety	6	6
Aids to Navigation	13	13
Ice Operations	4	4
Marine Environmental Protection	7	7
Living Marine Resources	84	84
Drug Interdiction	154	154
Migrant Interdiction	47	47
Other Law Enforcement	19	19
Ports, Waterways & Coastal Security	76	76
Defense Readiness	34	34
<b>Mission-Program Allocation Total:</b>	<b>500</b>	<b>500</b>

**Compliance with Public Laws, Regulations, Standards & Executive Orders**

This funding request lists requirements that are in accordance with Appropriations laws and the Chief Financial Officer Act .

**U. S. Coast Guard Justification  
Acquisition, Construction & Improvements  
FY 2010 Congressional Budget Submission  
(Dollars in Thousands)**

**Direct Personnel Costs** **\$99,500**

**Project Description, Justification and Scope**

This request funds the salaries, compensation and support costs (including annual pay raise and COLA) for personnel who manage, execute and administer multi-year funded projects within the Acquisition, Construction and Improvements (AC&I) Program. The requested funding level will support a total of 735 FTE (+50 FTE from the FY2009 enacted level). The personnel will support projects requested in this budget submission, as well as prior year funded AC&I projects, by performing planning, design, engineering, contracting, project management, quality assurance and logistics support activities. This ensures the products and services acquired through the AC&I program are completed on time, on budget and in compliance with performance requirements.

**Significant Changes**

The \$7.2 million increase from FY09 enacted level reflects an increase of 50 FTE for the AC&I personnel account.

**Project Schedule**

<b><u>Project Description</u></b>	<b>Dates by Fiscal Year &amp; Quarter</b>				<b>Total Estimate Cost</b>
	<b>Design Work</b>		<b>Project Work</b>		
	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	<b><u>Initiated</u></b>	<b><u>Completed</u></b>	
FY 2009					
Direct Personnel Costs			FY09:Q1	FY09:Q4	92,330
<hr/>					
FY 2010					
Direct Personnel Costs			FY10:Q1	FY10:Q4	99,500

**Schedule of Project Funding**

	<b>Project Funds</b>				<b>Total</b>
	<b><u>FY 2007 &amp; Prior</u></b>	<b><u>FY 2008</u></b>	<b><u>FY 2009</u></b>	<b><u>FY 2010</u></b>	
Appropriation	477,342	82,215	92,330	99,500	751,387
Obligation	477,352	82,215	92,330	99,500	751,397
Expenditure	477,352	82,215	92,330	99,500	751,397
<hr/>					
<b><u>Breakdown of Project Expenditures</u></b>					
Direct Personnel Costs	477,352	82,215	92,330	99,500	751,397

**Cost Estimate Detail & Changes**

<b><u>Funding Requirement Description</u></b>	<b><u>FY 2010 Cost Estimate</u></b>
<b><u>Other Costs</u></b>	
Direct Personnel Costs	99,500
<b>FY 2010 Cost Estimate Project Total:</b>	<b>99,500</b>

U. S. Coast Guard - FY 2010 Congressional Budget Submission

**Direct Personnel Costs**

**\$99,500**

**Budget Allocation to Mission-Program**

<b>U. S. Coast Guard Mission-Program</b>	<b>Budget Allocation</b>	
	<b>FY 2009</b>	<b>FY 2010</b>
Search and Rescue	11,867	12,350
Marine Safety	1,215	1,361
Aids to Navigation	2,090	2,200
Ice Operations	795	1,000
Marine Environmental Protection	1,700	1,800
Living Marine Resources	16,294	18,000
Drug Interdiction	26,135	28,000
Migrant Interdiction	9,169	10,000
Other Law Enforcement	3,395	4,100
Ports, Waterways & Coastal Security	14,253	14,700
Defense Readiness	5,417	5,989
<b>Mission-Program Allocation Total:</b>	<b>92,330</b>	<b>99,500</b>

H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Acquisition, Construction and Improvements**  
**Vessels & Critical Infrastructure**  
**Funding Schedule**  
(Dollars in Thousands)

<b>Vessels &amp; Critical Infrastructure</b>		<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009 - 2010</b>
		<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	566	1,301	1,114	(187)
22.0	Transportation of things	92	211	181	(30)
23.1	GSA rent	-	-	-	-
23.2	Other rent	143	328	281	(47)
23.3	Communication, utilities, and misc charges	133	305	262	(44)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	13,983	32,148	27,531	(4,618)
25.2	Other services	11,780	27,083	23,192	(3,890)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	21	48	41	(7)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	6,649	15,287	13,091	(2,196)
31.0	Equipment	12,263	28,194	24,144	(4,050)
32.0	Land and structures	6,686	15,371	13,163	(2,208)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>52,314</b>	<b>120,276</b>	<b>103,000</b>	<b>(17,276)</b>
<b>Full Time Equivalents</b>		-	-	-	-

## Summary Justification and Explanation of Changes

### Travel

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 566	\$ 1,301	\$ 1,114	\$ (187)

Travel includes all costs of transportation of persons, subsistence of travelers and incidental travel expenses in accordance with Federal travel regulations. Specifically, funds transport of personnel in support of training, project management and oversight of the Response Boat - Medium Project. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 92	\$ 211	\$ 181	\$ (30)

Transportation of things includes all costs of the care of such things while in process of being transported and other services incident to the transportation of things. Specifically, funding provides for shipment of goods, equipment, supplies and materials to support completion of AC&I projects. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other rent

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 143	\$ 328	\$ 281	\$ (47)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g., office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Communication, utilities, and misc charges

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 133	\$ 305	\$ 262	\$ (44)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities and cutters, utility costs, including shore facility utilities, cutter and boat fuel requirements, and postal costs. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Advisory and assistance services**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	13,983	\$	32,148	\$	27,531	\$	(4,618)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Specifically, funding supports contracted training and services to repair/maintain Coast Guard operational assets and facilities. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Other services**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	11,780	\$	27,083	\$	23,192	\$	(3,890)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Research and development**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	21	\$	48	\$	41	\$	(7)

Change results from the continued execution of FY 2009 appropriated project funding. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Supplies and materials**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	6,649	\$	15,287	\$	13,091	\$	(2,196)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters and boats, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.



**Equipment**

	<b>2008</b>		<b>2009</b>		<b>2010</b>		<b>2009 - 2010</b>
	<b>Actual</b>		<b>Enacted</b>		<b>Request</b>		<b>Change</b>
	\$ 12,263	\$	28,194	\$	24,144	\$	(4,050)

This object class covers the purchase of capitalized and non-capitalized assets. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Land and structures**

	<b>2008</b>		<b>2009</b>		<b>2010</b>		<b>2009 - 2010</b>
	<b>Actual</b>		<b>Enacted</b>		<b>Request</b>		<b>Change</b>
	\$ 6,686	\$	15,371	\$	13,163	\$	(2,208)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

## H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Acquisition, Construction and Improvements**  
**Integrated Deepwater Systems**  
**Funding Schedule**  
(Dollars in Thousands)

Integrated Deepwater Systems		2008	2009	2010	2009 - 2010
		Actual	Enacted	Request	Change
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	7,829	13,737	11,371	(2,367)
22.0	Transportation of things	1,269	2,226	1,843	(384)
23.1	GSA rent	-	-	-	-
23.2	Other rent	1,975	3,465	2,868	(597)
23.3	Communication, utilities, and misc charges	1,838	3,225	2,670	(556)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	193,521	339,552	281,048	(58,503)
25.2	Other services	163,027	286,046	236,762	(49,285)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	286	503	416	(87)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	3	5	-	-
26.0	Supplies and materials	92,023	161,463	133,644	(27,819)
31.0	Equipment	169,718	297,787	246,484	(51,302)
32.0	Land and structures	92,527	162,348	134,376	(27,972)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>724,016</b>	<b>1,270,357</b>	<b>1,051,481</b>	<b>(218,876)</b>
<b>Full Time Equivalents</b>		-	-	-	-

## Summary Justification and Explanation of Changes

### Travel

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 7,829	\$ 13,737	\$ 11,371	\$ (2,367)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 1,269	\$ 2,226	\$ 1,843	\$ (384)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other rent

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 1,975	\$ 3,465	\$ 2,868	\$ (597)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Communication, utilities, and misc charges

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 1,838	\$ 3,225	\$ 2,670	\$ (556)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Advisory and assistance services

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 193,521	\$ 339,552	\$ 281,048	\$ (58,503)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other services

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 163,027	\$ 286,046	\$ 236,762	\$ (49,285)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Research and development

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 286	\$ 503	\$ 416	\$ (87)

Change results from the continued execution of FY 2009 appropriated project funding. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Supplies and materials

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 92,023	\$ 161,463	\$ 133,644	\$ (27,819)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Equipment**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	169,718	\$	297,787	\$	246,484	\$	(51,302)

This object class covers the purchase of capitalized and non-capitalized assets. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Land and structures**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	92,527	\$	162,348	\$	134,376	\$	(27,972)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction and Improvements  
Aircraft  
Funding Schedule  
(Dollars in Thousands)**

<b>Aircraft</b>		<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009 - 2010</b>
		<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	72	-	-	-
22.0	Transportation of things	12	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	18	-	-	-
23.3	Communication, utilities, and misc charges	17	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	1,785	-	-	-
25.2	Other services	1,504	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	3	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	849	-	-	-
31.0	Equipment	1,566	-	-	-
32.0	Land and structures	854	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>6,680</b>	-	-	-
<b>Full Time Equivalents</b>		-	-	-	-

## H. PPA Budget Justifications

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction and Improvements  
Other Equipment  
Funding Schedule  
(Dollars in Thousands)**

<b>Other Equipment</b>		<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009 - 2010</b>
		<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	1,260	1,996	1,292	(704)
22.0	Transportation of things	204	323	209	(114)
23.1	GSA rent	-	-	-	-
23.2	Other rent	318	503	326	(177)
23.3	Communication, utilities, and misc charges	296	469	303	(165)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	31,143	49,332	31,941	(17,391)
25.2	Other services	26,235	41,558	26,908	(14,650)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	46	73	47	(26)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	0	1	0	(0)
26.0	Supplies and materials	14,809	23,458	15,189	(8,270)
31.0	Equipment	27,312	43,264	28,012	(15,252)
32.0	Land and structures	14,890	23,587	15,272	(8,315)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>116,513</b>	<b>184,564</b>	<b>119,500</b>	<b>(65,064)</b>
<b>Full Time Equivalents</b>		-	-	-	-

## Summary Justification and Explanation of Changes

### Travel

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 1,260	\$ 1,996	\$ 1,292	\$ (704)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Transportation of things

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 204	\$ 323	\$ 209	\$ (114)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other rent

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 318	\$ 503	\$ 326	\$ (177)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Communication, utilities, and misc charges

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 296	\$ 469	\$ 303	\$ (165)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Advisory and assistance services

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 31,143	\$ 49,332	\$ 31,941	\$ (17,391)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.



### Other services

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 26,235	\$ 41,558	\$ 26,908	\$ (14,650)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Research and development

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 46	\$ 73	\$ 47	\$ (26)

Change results from the continued execution of FY 2009 appropriated project funding. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Supplies and materials

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 14,809	\$ 23,458	\$ 15,189	\$ (8,270)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Equipment

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 27,312	\$ 43,264	\$ 28,012	\$ (15,252)

This object class covers the purchase of capitalized and non-capitalized assets. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Land and structures

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 14,890	\$ 23,587	\$ 15,272	\$ (8,315)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

## H. PPA Budget Justifications

**Department of Homeland Security  
U. S. Coast Guard  
Acquisition, Construction and Improvements  
Shore Facilities & Aids To Navigation  
Funding Schedule  
(Dollars in Thousands)**

Shore Facilities & Aids To Navigation		2008	2009	2010	2009 - 2010
		Actual	Enacted	Request	Change
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	1,402	821	108	(713)
22.0	Transportation of things	227	133	18	(116)
23.1	GSA rent	-	-	-	-
23.2	Other rent	354	207	27	(180)
23.3	Communication, utilities, and misc charges	329	193	25	(167)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	34,664	20,303	2,673	(17,630)
25.2	Other services	29,201	17,104	2,252	(14,852)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	51	30	4	(26)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	16,483	9,654	1,271	(8,383)
31.0	Equipment	30,400	17,806	2,344	(15,462)
32.0	Land and structures	16,573	9,707	1,278	(8,429)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>129,686</b>	<b>75,959</b>	<b>10,000</b>	<b>(65,959)</b>
<b>Full Time Equivalents</b>		-	-	-	-

## Summary Justification and Explanation of Changes

### Travel

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	1,402	\$	821	\$	108	\$	(713)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Transportation of things

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	227	\$	133	\$	18	\$	(116)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other rent

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	354	\$	207	\$	27	\$	(180)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.). Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Communication, utilities, and misc charges

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	329	\$	193	\$	25	\$	(167)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Advisory and assistance services

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	34,664	\$	20,303	\$	2,673	\$	(17,630)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other services

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	29,201	\$	17,104	\$	2,252	\$	(14,852)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Research and development

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	51	\$	30	\$	4	\$	(26)

Change results from the continued execution of FY 2009 appropriated project funding. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Supplies and materials

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	16,483	\$	9,654	\$	1,271	\$	(8,383)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Equipment

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	30,400	\$	17,806	\$	2,344	\$	(15,462)

This object class covers the purchase of capitalized and non-capitalized assets. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Land and structures

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	16,573	\$	9,707	\$	1,278	\$	(8,429)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

## H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Acquisition, Construction and Improvements**  
**DHS Headquarters**  
**Funding Schedule**  
(Dollars in Thousands)

DHS Headquarters		2008	2009	2010	2009 - 2010
		Actual	Enacted	Request	Change
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	1,055	-	(1,055)
22.0	Transportation of things	-	171	-	(171)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	266	-	(266)
23.3	Communication, utilities, and misc charges	-	248	-	(248)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	26,081	-	(26,081)
25.2	Other services	-	21,972	-	(21,972)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	39	-	(39)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	12,402	-	(12,402)
31.0	Equipment	-	22,873	-	(22,873)
32.0	Land and structures	-	12,470	-	(12,470)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		-	<b>97,578</b>	-	<b>(97,578)</b>
<b>Full Time Equivalents</b>		-	-	-	-

## Summary Justification and Explanation of Changes

### Travel

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 1,055	\$ -	(1,055)

The Coast Guard is not requesting funds for this activity in FY 2010.

### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 171	\$ -	(171)

The Coast Guard is not requesting funds for this activity in FY 2010.

### Other rent

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 266	\$ -	(266)

The Coast Guard is not requesting funds for this activity in FY 2010.

### Communication, utilities, and misc charges

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 248	\$ -	(248)

The Coast Guard is not requesting funds for this activity in FY 2010.

### Advisory and assistance services

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 26,081	\$ -	(26,081)

The Coast Guard is not requesting funds for this activity in FY 2010.

### Other services

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 21,972	\$ -	(21,972)

The Coast Guard is not requesting funds for this activity in FY 2010.

**Research and development**

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 39	\$ -	(39)

The Coast Guard is not requesting funds for this activity in FY 2010.

**Supplies and materials**

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 12,402	\$ -	(12,402)

The Coast Guard is not requesting funds for this activity in FY 2010.

**Equipment**

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 22,873	\$ -	(22,873)

The Coast Guard is not requesting funds for this activity in FY 2010.

**Land and structures**

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ -	\$ 12,470	\$ -	(12,470)

The Coast Guard is not requesting funds for this activity in FY 2010.

## H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Acquisition, Construction and Improvements**  
**Personnel & Related Support**  
**Funding Schedule**  
(dollars in thousands)

<b>Personnel &amp; Related Support</b>		<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009 - 2010</b>
		<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	30,170	33,817	40,658	6,841
11.3	Other than full-time permanent	42	47	323	276
11.5	Other personnel compensation	638	715	787	72
11.7	Military personnel	29,449	33,412	34,436	1,024
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	7,614	8,534	10,263	1,729
12.2	Military personnel benefits	1,950	2,212	2,280	68
13.0	Benefits-former	-	-	-	-
21.0	Travel	131	152	122	(31)
22.0	Transportation of things	21	25	20	(5)
23.1	GSA rent	-	-	-	-
23.2	Other rent	33	38	31	(8)
23.3	Communication, utilities, and misc charges	31	36	29	(7)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	3,244	3,767	3,008	(759)
25.2	Other services	2,733	3,173	2,534	(639)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	5	6	4	(1)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,543	1,791	1,430	(361)
31.0	Equipment	2,845	3,304	2,638	(666)
32.0	Land and structures	1,551	1,801	1,438	(363)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>\$ 82,000</b>	<b>\$ 92,830</b>	<b>\$ 100,000</b>	<b>\$ 7,170</b>
<b>Full Time Equivalents</b>		<b>652</b>	<b>685</b>	<b>735</b>	<b>50</b>



## Summary Justification and Explanation of Changes

### Salaries and Benefits

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 69,863	\$ 78,737	\$ 88,747	\$ 10,010

Currently, all salaries, benefits, and support for the military and civilian personnel who administer AC&I contracts are funded by the AC&I appropriation, whereas 97 percent of the Coast Guard's personnel is funded from the OE appropriation. AC&I has a specific annual appropriation to fund "personnel compensation and benefits and related costs." Annual AC&I personnel compensation appropriation, rather than the multi-year project funds, must be used to fund all AC&I related personnel costs.

### Travel

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 131	\$ 152	\$ 122	\$ (31)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Transportation of things

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 21	\$ 25	\$ 20	\$ (5)

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Specifically, funding supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves.

### Other rent

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 33	\$ 38	\$ 31	\$ (8)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. Funding supports lease renewals for facilities (e.g. office space, waterfront/mooring facilities, equipment storage and maintenance facilities, etc.).

### Communication, utilities, and misc charges

2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
\$ 31	\$ 36	\$ 29	\$ (7)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Specifically, funding includes data connectivity costs for Coast Guard shore facilities, cutters, and aircraft, utility costs including shore facility utilities and cutter, boat and aircraft fuel requirements, and postal costs.

### Advisory and assistance services

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 3,244	\$ 3,767	\$ 3,008	\$ (759)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Other services

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 2,733	\$ 3,173	\$ 2,534	\$ (639)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of the President's Management Agenda and Program Assessment Rating Tool and other initiatives focused on improving performance of Coast Guard missions. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Research and development

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 5	\$ 6	\$ 4	\$ (1)

Change results from the continued execution of FY 2009 appropriated project funding. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

### Supplies and materials

2008	2009	2010	2009 - 2010
Actual	Enacted	Request	Change
\$ 1,543	\$ 1,791	\$ 1,430	\$ (361)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats, aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Equipment**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	2,845	\$	3,304	\$	2,638	\$	(666)

This object class covers the purchase of capitalized and non-capitalized assets. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

**Land and structures**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	1,551	\$	1,801	\$	1,438	\$	(363)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, additions to buildings, nonstructural improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. Reduced funding in FY 2010 is a result of shifts in project funding and their progress.

## I. Changes in Full-Time Equivalents

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Acquisition, Construction and Improvements**  
Changes in Full-Time Equivalents

	FY 2008	FY 2009	FY 2010
<b>BASE: Start of Year (SOY) FTE levels</b>	<b>652</b>	<b>652</b>	<b>685</b>
<b>INCREASES</b>			
<b>Increase #1:</b> AC&I personnel management.	<b>0</b>	<b>33</b>	<b>50</b>
<b>Description:</b> Management and oversight of AC&I projects.			
<b>Subtotal, Increases:</b>	<b>0</b>	<b>33</b>	<b>50</b>
<b>DECREASES:</b>			
<b>Decrease #1:</b> Transfer to OE appropriation <sup>/1</sup>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Description:</b> Transfer of FTE to OE appropriation			
<b>Subtotal, Decreases:</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Year-end Enacted / Estimated FTEs</b>	<b>652</b>	<b>685</b>	<b>735</b>
<b>Net Change from prior year SOY base to budget year estimate:</b>		<b>33</b>	<b>50</b>

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

# Department of Homeland Security

*United States Coast Guard*

*Alteration of Bridges*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Program Justification of Changes .....	6
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	7
B. FY 2009 to FY 2010 Budget Change.....	8
C. Summary of Requirements.....	9
D. Summary of Reimbursable Resources .....	10
E. Summary of Requirements by Object Class .....	11
F. Permanent Positions by Grade.....	12
G. Capital Investment and Construction Initiative Listing .....	13
H. PPA Budget Justifications .....	14
I. Changes in FTE.....	16

**U. S. Coast Guard**  
**Alteration of Bridges**

**I. Appropriation Overview**

**A. Mission Statement for Alteration of Bridges:**

The Coast Guard is not requesting new funding for Alteration of Bridges in FY 2010. Alteration of unreasonably obstructive bridges ensures navigational safety and freedom of mobility to facilitate commerce, emergency response and U.S. Government operations by providing sufficient clearances for the type of vessels that transit beneath bridges. Activities funded by this account reduce the risk of fatalities and collisions, prevent longer transit times, protect regional and national economies and facilitate response capabilities for emergency vessels and government vessels of the United States. They also deter increased waterway and highway/railway closures due to accidents.

**B. Budget Activities:**

Funding in this account supports the Coast Guard's Aids to Navigation mission.

**C. Budget Request Summary:**

The Coast Guard is not requesting funding for Alteration of Bridges in FY 2010.



**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Alteration of Bridges  
Summary of FY 2010 Budget Estimates by Program/Project Activity  
(Dollars in Thousands)**

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Total Changes		Increase (+) or Decrease (-) For FY 2010			
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Program Changes FTE	Program Changes AMOUNT	Adjustments-to-base FTE	Adjustments-to-base AMOUNT
I. Alteration of Bridges	-	\$ 17,326	-	\$ 16,000	-	\$ -	-	\$ (16,000)	-	-	-	\$ (16,000)
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>-</b>	<b>\$ 17,326</b>	<b>-</b>	<b>\$ 16,000</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (16,000)</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (16,000)</b>
Less Adjustments for Other Funding Sources:												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>-</b>	<b>\$ 17,326</b>	<b>-</b>	<b>\$ 16,000</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (16,000)</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (16,000)</b>

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Total Changes		Increase (+) or Decrease (-) For FY 2010			
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Program Changes FTE	Program Changes AMOUNT	Adjustments-to-base FTE	Adjustments-to-base AMOUNT
I. American Recovery and Reinvestment Act (ARRA)												
Alteration of Bridges				\$ 142,000		\$ -		\$ 142,000				
<b>Total</b>				<b>\$ 142,000</b>		<b>\$ -</b>		<b>\$ 142,000</b>				

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Alteration of Bridges  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: ALTERATION OF BRIDGES

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>\$17,326</b>
<b>2009 Enacted</b>	...	...	<b>\$16,000</b>
2010 Adjustments-to-Base	...	...	<b>(\$16,000)</b>
<b>2010 Current Services</b>	...	...	...
2010 Program Change	...	...	...
<b>2010 Request</b>	...	...	...
Total Change 2009-2010	...	...	<b>(\$16,000)</b>

\*The table above excludes ARRA funding of \$142.000 million provided in P.L. 111-5. The Coast Guard does not request any funding for this activity in FY 2010.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

The Alteration of Bridges program funds the Federal government's share of the costs for altering or removing bridges determined to be unreasonable obstructions to navigation. Under the Federal-Aid to Highways Program, unreasonably obstructive highway bridges may be eligible for funding. Under the Truman-Hobbs Act of 1940 (33 U.S.C. 511-523), the Federal government shares, with the bridge owner, the cost of altering railroad and publicly-owned highway bridges obstructing the free movement of vessel traffic.

#### FY2008 Accomplishments:

- Galveston Bridge across the Gulf Intracoastal Waterway in Galveston, Texas: Completed the final design, environmental documentation, and acquire necessary permits.
- CSXT Railroad Bridge across the Mobile River in Mobile, Alabama: Completed the Value Engineering redesign/modification to improve value or reduce the cost of the project.
- Canadian Pacific Railroad Bridge across the Upper Mississippi River at Lacrosse, Wisconsin: Continued design phase.
- The Coast Guard has deemed 30 bridges as potentially unreasonable obstructions to navigation. These bridges will require a Truman-Hobbs eligibility detailed investigation to definitively determine whether they are unreasonably obstructive.

FY2009 Accomplishments:

- CSXT Railroad Bridge across the Mobile River in Mobile, Alabama: Completed the final design, environmental documentation, and bid package, and acquired all necessary permits.
- EJ&E Railroad Bridge across Illinois Waterways in Divine, Illinois: Completed the final design, environmental documentation, and bid package, and acquired all necessary permits.
- Burlington Northern Santa Fe Railroad Bridge across the Upper Mississippi River in Burlington, Iowa: Completed the final design, environmental documentation, and bid package, and acquired all necessary permits.
- Galveston Railroad Bridge across the Gulf Intracoastal Waterway in Galveston, Texas: Completed the final design, environmental documentation, and bid package, and acquired all necessary permits.
- Canadian Pacific Railroad Bridge across the Upper Mississippi River in Lacrosse, Wisconsin: Completed 80% of the design of the new bridge.

The Coast Guard has deemed 32 bridges as potentially unreasonable obstructions to navigation. These bridges will require a Truman-Hobbs eligibility detailed investigation to definitively determine whether they are unreasonably obstructive.

The Alteration of Bridges, under the American Recovery and Reinvestment Act (ARRA) of 2009 received \$142,000,000 for “construction ready” bridge alteration projects. The proposed projects to receive ARRA fund are described in the ARRA Expenditure Report available at [www.dhs.gov/recovery](http://www.dhs.gov/recovery).

#### **IV. Program Justification of Changes**

**Not Applicable**

## **V. Exhibits and Other Supporting Materials**

### **A. Justification of Proposed Legislative Language**

**Department of Homeland Security  
U.S. Coast Guard  
Justification of Proposed Changes in Alteration of bridges  
Appropriation Language**

[For necessary expenses for alteration or removal of obstructive bridges, as authorized by section 6 of the Truman-Hobbs Act (33 U.S.C. 516), \$16,000,000, to remain available until expended: *Provided*, that of the amounts made available under this heading, \$2,000,000 shall be for the Burlington Northern Railroad Bridge in Burlington, Iowa; \$2,000,000 shall be for the Canadian Pacific Railway Bridge in La Crosse, Wisconsin; \$2,000,00 shall be for the Chelsea Street Bridge in Chelsea, Massachusetts; \$2,000,000 shall be for the Elgin, Joliet, and Eastern Railway Company Bridge in Morris, Illinois; \$4,000,000 shall be for the Fourteen Mile Bridge in Mobile, Alabama; and \$4,000,000 shall be for the Galveston Causeway Bridge in Galveston, Texas.] (*Department of Homeland Security Appropriations Act, 2009*).

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Alteration of Bridges  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2008 Actual	-	-	17,326
2009 Enacted	-	-	16,000
<b>Adjustments-to-Base</b>			
Total Decreases	-	-	(16,000)
<b>Total Adjustments-to-Base</b>	-	-	<b>(16,000)</b>
2010 Current Services	-	-	-
<b>Program Changes</b>			
Program Decrease	-	-	-
<b>Total Program Changes</b>	-	-	-
2010 Request	-	-	-
2009 to 2010 Total Change	-	-	<b>(16,000)</b>

**C. Summary of Requirements**

**Department of Homeland Security  
U. S. Coast Guard  
Alteration of Bridges Appropriation  
Summary of Requirements  
(Dollars in Thousands)**

	2008 Actual		2009 Enacted		2010 Request	
	Perm. Pos	FTE	Amount	Perm. Pos	FTE	Amount
Adjustments-to-Base (See "FY 2009 to FY 2010 Budget Change" for details)						
Transfers	-	-	-	-	-	-
Increases	-	-	-	-	-	-
Decreases	-	-	-	-	-	(16,000)
Total Adjustments-to-Base	-	-	-	-	-	(16,000)
<b>2010 Current Services</b>	-	-	-	-	-	-
Program Changes (See "FY 2009 to FY 2010 Budget Change" for details)	-	-	-	-	-	-
<b>2010 Request</b>	-	-	-	-	-	-
<b>2009 to 2010 Total Change</b>	-	-	-	-	-	(16,000)

Estimates by Project	2009 Enacted		2010 Adjustments-to-Base		2010 Program Change		2010 Request		2009 to 2010 Total Change			
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
I. Alteration of Bridges	-	-	16,000	-	-	(16,000)	-	-	-	-	-	(16,000)
<b>Total</b>	-	-	<b>16,000</b>	-	-	<b>(16,000)</b>	-	-	-	-	-	<b>(16,000)</b>

**D. Summary of Reimbursable Resources**

**Not Applicable**



**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Alteration of Bridges  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Other Objects Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	-	-	-	-
25.3 Purchases of goods & sves. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	17,326	16,000	-	(16,000)
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 17,326</b>	<b>\$ 16,000</b>	<b>\$ -</b>	<b>\$ (16,000)</b>
<b>Total Direct Obligations</b>	<b>\$ 17,326</b>	<b>\$ 16,000</b>	<b>\$ -</b>	<b>\$ (16,000)</b>
Unobligated balance, start of year	(408)	-	-	-
Unobligated balance, end of year	-	-	-	-
<b>Total Requirements</b>	<b>\$ 16,918</b>	<b>\$ 16,000</b>	<b>\$ -</b>	<b>\$ (16,000)</b>

Note: Total direct obligations does not include advances and reimbursements

**F. Permanent Positions by Grade**

**Not Applicable**

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Alteration of Bridges  
PPA I  
Funding Schedule  
(Dollars in Thousands)**

Alteration of Bridges		2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	17,326	16,000	-	(16,000)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>\$ 17,326</b>	<b>\$ 16,000</b>	<b>\$ -</b>	<b>\$ (16,000)</b>
<b>Full Time Equivalents</b>		-	-	-	-

### PPA Mission Statement

The alteration of unreasonably obstructive bridges ensures navigational safety and freedom of mobility to facilitate commerce, emergency response and U.S. Government operations, by providing sufficient clearances for the type of vessels that transit through the bridge. This appropriation reduces the risk of fatalities and allisions, prevents longer transit times, negative impact on regional and national economies, negative impact on response capabilities for emergency vessels and government vessels of the United States, and avoids increased waterway and highway/railway closures due to accidents.

### Summary Justification and Explanation of Changes

#### Land and structures

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
	\$ 17,326	\$	16,000	\$	-	\$	(16,000)

The Coast Guard is not requesting funding for Alteration of Bridges in FY 2010.

**I. Changes in Full-Time Equivalents**

**Not Applicable**

# Department of Homeland Security

*United States Coast Guard*

*Research, Development, Test and Evaluation*

---



Fiscal Year 2010

Congressional Justification





## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	10
B. FY 2009 to FY 2010 Budget Change.....	11
C. Summary of Requirements.....	12
D. Summary of Reimbursable Resources .....	13
E. Summary of Requirements by Object Class .....	14
F. Permanent Positions by Grade.....	15
G. Capital Investment and Construction Initiative Listing.....	17
H. PPA Budget Justifications .....	18
I. Changes in FTE.....	21

**U. S. Coast Guard**  
**Research, Development, Test and Evaluation**

**I. Appropriation Overview**

**A. Mission Statement for Research, Development, Test and Evaluation:**

The Coast Guard requests \$19.745 million and 101 FTE in FY 2010, an increase of \$1.745 million over the \$18.000 million enacted in FY 2009. Research, Development, Test and Evaluation (RDT&E) funding allows the Coast Guard to sustain critical mission capabilities through targeted capabilities and partnerships with the Department of Homeland Security (DHS), Department of Defense (DoD) and other organizations. The RDT&E funding requested supports all 11 statutorily-mandated Coast Guard mission programs and offers risk-reduction expertise and services in the pre-acquisition process across all major and non-major acquisition projects. These mission-programs in turn directly support the Coast Guard's role as the principal Federal agency for ensuring maritime safety, security and environmental stewardship.

**B. Budget Activities:**

RDT&E projects provide a direct benefit to all Coast Guard missions, including: Search and Rescue (SAR), Marine Safety, Aids to Navigation (AtoN), Ice Operations, Marine Environmental Protection (MEP), Living Marine Resources (LMR), Drug Interdiction, Migrant Interdiction, Other Law Enforcement, Ports, Waterways and Coastal Security (PWCS), and Defense Readiness.

**C. Budget Request Summary:**

The Coast Guard requests \$19.745 million in FY 2010 to develop technologies and systems to improve operational presence and response, as well as perform technology assessments to inform the early stages of the acquisition process. Specific projects include: developing new technologies for the detection and recovery of oil and hazardous materials from the sea floor; developing ballast water treatment methodologies; providing data-sharing and information security technologies to support adaptive force packages; and developing advanced analytical techniques to support the acquisition process. In addition, funding supports program operations and maintenance costs (e.g., salaries, facility rent, utilities) at the Coast Guard Research and Development Center and the R & D Program's continued collaboration and participation with the research community. Healthy partnerships with other government, academic, and private research entities enable the Coast Guard to leverage research and development resources and foster synergies in scientific fields pertinent to the Service's missions.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Research, Development, Test and Evaluation  
Summary of FY 2010 Budget Estimates by Program/Project Activity  
(Dollars in Thousands)**

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Increase (+) or Decrease (-) For FY 2010					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Research, Development, Test and Evaluation	85	\$ 19,098	102	\$ 18,000	101	\$ 19,745	(1)	\$ 1,745	-	\$ -	(1)	\$ 1,745
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>85</b>	<b>\$ 19,098</b>	<b>102</b>	<b>\$ 18,000</b>	<b>101</b>	<b>\$ 19,745</b>	<b>(1)</b>	<b>\$ 1,745</b>	<b>-</b>	<b>\$ -</b>	<b>(1)</b>	<b>\$ 1,745</b>
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>85</b>	<b>\$ 19,098</b>	<b>102</b>	<b>\$ 18,000</b>	<b>101</b>	<b>\$ 19,745</b>	<b>(1)</b>	<b>\$ 1,745</b>	<b>-</b>	<b>\$ -</b>	<b>(1)</b>	<b>\$ 1,745</b>

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Research, Development, Test and Evaluation  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: RESEARCH, DEVELOPMENT, TEST AND EVALUATION

	<b>Perm</b>		
	<b>Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	<b>107</b>	<b>85</b>	<b>19,098</b>
<b>2009 Enacted</b>	<b>107</b>	<b>102</b>	<b>18,000</b>
2010 Adjustments-to-Base	(6)	(1)	1,745
<b>2010 Current Services</b>	<b>101</b>	<b>101</b>	<b>19,745</b>
2010 Program Change	...	...	...
<b>2010 Request</b>	<b>101</b>	<b>101</b>	<b>19,745</b>
Total Change 2009-2010	...	...	1,745

The Coast Guard requests \$19.745 million for this activity. This reflects a \$1.745 million increase over FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

The Coast Guard RDT&E Program supports all Coast Guard missions through the development of technologies and systems which improve operational presence and response, ultimately enhancing mission execution. In addition, the integration of the RDT&E Program into the Coast Guard Acquisitions Directorate infuses in-house expertise into the pre-acquisition process to reduce risk across all major and non-major acquisition projects.

FY 2009 funding for the RDT&E Program is grouped into two categories: Coast Guard Mission Research and Operations & Maintenance (e.g., salaries, facility rent, utilities). The RDT&E Program will examine R&D solutions for performance gaps in spill prevention, preparedness and incident management, aquatic nuisance species control, search and rescue capability, and boarding team communications.

With FY 2010 funding, the Coast Guard RDT&E Program will conduct research and development in the following areas: net-centric data sharing and information security for inter-agency maritime domain awareness information; portable port security deterrence and detection systems for air, surface, and underwater attack scenarios; improved boarding team member and support unit communication and connectivity technologies; and assessing capability, human-factors, and technological challenges associated with operations in extremely cold weather climates. In addition, the Coast Guard RDT&E Program will conduct legacy mission projects in the following areas: Search and Rescue,

Marine Safety, Aids to Navigation, Aquatic Nuisance Species and Oil and Hazardous Material Spill Response.

### **FY 2008 accomplishments**

- Deployed second phase of at-sea biometric identification system using next generation equipment in support of the Migrant Interdiction mission.
- Provided useable guidance to Headquarters program managers concerning methods to improve Mass Rescue Operations (MRO) response.
- Developed new equipment to detect and recover non-buoyant submerged oils that have been spilled into waterways.
- Conducted study to research the use of unmanned aerial systems (UAS) in conjunction with the National Security Cutter (NSC).
- Developed and tested ballast water treatment methodologies that can be used in lieu of ballast water exchange to reduce the number of incidental introductions of aquatic nuisance species into U.S. waters during normal ship operations.

### **Projects Planned for FY 2009**

#### Marine Safety

- Search and Rescue (SAR) Technology  
Develop and improve rescue technologies such as victim treatment protocols, emergency beacon reliability, and multiple person rescue methodologies. Research the efficacy of regulatory versus guidance-based restrictions for vessel operations in extremely hazardous conditions.
- Aids to Navigation (AtoN)  
Define Western Rivers' AtoN requirements, evaluate alternative floating-aid concepts, and explore the use of virtual AtoN. This research will identify the impact of evolving AtoN requirements and advancing technology on the potential inland-river replacement fleet.

#### Protection of Natural Resources

- Oil Spill Response  
Continue research to identify and develop technologies to detect heavy oil on the sea floor and develop systems and operational processes to address performance gaps in heavy, viscous oil recovery. This includes both emulsified oils floating on the surface and oils heavier than water that sink to the bottom. New initiatives will address the challenges posed by the underwater environment including: poor visibility, tracking oil spill movement, colder temperatures, and limited containment methods and technologies. Several prototype detection systems will be tested and evaluated.

- Aquatic Nuisance Species Control  
Develop a means to ascertain the efficacy of Ballast Water Exchange regulations. Develop and test ballast water treatment methodologies to be used in lieu of ballast water exchange to reduce the number of incidental introductions of aquatic nuisance species into U.S. waters during normal ship operations.

## Homeland Security

- Command Centers  
Develop and assess operational concepts to support the sector command center, taking into account how variability and command center needs will affect future systems.
- Improved Maritime Domain Awareness (MDA)  
Provide technologies (e.g. biometrics, wireless boarding team connectivity) to support adaptive force packages. Investigate net-centric data sharing and security for MDA information across agency boundaries to support publish-and-subscribe data sharing in a future need-to-share environment.
- Port Security and Law Enforcement  
Develop tools to support boarding teams, compel compliance of people and vessels and understand how new explosive detection technologies can be employed in the maritime environment.

## Pre-Acquisition Support

- Technology Assessment  
Apply the RDT&E Program's resident expertise to the pre-acquisition phase of Coast Guard acquisition projects to determine technology maturity and application. Pre-acquisition functions include: market surveys, gap analysis, business case development, user wants & needs generation, requirements validation, cost analysis, modeling & simulation, prototyping & field testing, trade-off studies, human factors analysis, alternatives analyses, proposal review, and technology readiness assessments. This pre-acquisition activity assists in the identification of acquisition risk and the development of a methodology for managing it. Use the Mosaic system, a requirements generation tool developed by the Research and Development Center, to support Coast Guard resource allocation analysis.
- Modeling & Simulation (M&S)  
Adapt the RDT&E Program's resident M&S expertise to the many on-going acquisition projects and develop, adapt, and/or maintain effective, agile M&S tools to support the decision-making processes of operational sponsors and acquisition project managers. M&S reduces the cost of design, development, testing and evaluation throughout the acquisition cycle by harnessing software to perform labor-intensive tasks, freeing resources which would otherwise be

required. M&S aids the sponsor in the development of the proper asset mix and improves and validates user requirements.

- Heartland Waterway Vessel (HWV)  
Continue joint research venture between DHS S&T, industry, and the Coast Guard to investigate the viability and applicability of emerging technologies, such as, alternative propulsion, emission reduction and other “green” technologies, and modular design that could be incorporated into future designs for modernization of the inland-river and Great Lakes cutter fleets.
- Polar Research  
Investigate the Polar environment and the capability, human factors, and technological challenges associated with operations in extremely cold weather climates. Analyze the peculiarities of performing Coast Guard missions in such climates and develop new technologies and/or modify existing technologies to address the disparities between normal and extremely cold climate operations. Research findings will support the generation of Coast Guard capability requirements and inform the acquisition and management of resources to sustain operations in the Arctic. To the extent possible, the R&D Program will collaborate with DHS S&T Universities Program and the Center of Excellence for Maritime, Island, and Extreme/Remote Environment Security.

## **Projects Planned for FY 2010**

### Marine Safety

- Search and Rescue (SAR) Technology  
Continue development of rescue technologies and research application and effectiveness of existing and future Coast Guard sensors to SAR in operational situations and conditions. Develop a sensor performance prediction tool to help determine the effectiveness of a search for an object or person.
- Aids to Navigation (AtoN)  
Continue to research alternative floating-aid concepts and explore the use of virtual AtoN to meet Western Rivers’ requirements. Evaluate the impact of advancing technology on evolving AtoN requirements and on the potential inland-river replacement fleet.

### Protection of Natural Resources

- Oil Spill Response  
Continue research to develop systems and operational processes to address performance gaps in heavy, viscous oil detection and recovery. Regardless of whether the oil is on the surface, neutrally buoyant in the water column or sitting on the bottom, the ability to recover heavy, viscous oil prior to its impact on the coastline remains an elusive capability. The underwater environment poses major

problems including poor visibility, difficulty tracking oil spill movement, colder temperatures, limited containment methods and technologies and the electric or mechanical recovery equipment compatibility with water.

- Aquatic Nuisance Species Control  
Continue to develop a means to ascertain the efficacy of Ballast Water Exchange regulations. Further develop and test ballast water treatment methodologies to be used in lieu of ballast water exchange to reduce the number of incidental introductions of aquatic nuisance species into U.S. waters during normal ship operations.

## Homeland Security

- Improved Maritime Domain Awareness (MDA)  
Provide technologies (e.g. biometrics, wireless boarding team connectivity) to support adaptive force packages. Investigate net-centric data sharing and security for MDA information across agency boundaries to support publish-and-subscribe data sharing in a future need-to-share environment.
- Command Centers  
Develop and assess operational concepts to support command center interoperability initiatives, especially in the areas of decision support and information dissemination.
- Port Security and Law Enforcement  
Develop tools to support boarding teams, compel compliance of people and vessels and understand how new explosive detection technologies can be employed in the maritime environment.

## Pre-Acquisition Support

- Technology Assessment  
Continue to apply the RDT&E Program's resident expertise to the pre-acquisition phase of Coast Guard acquisition projects to determine technology maturity and application. Identify and develop methodology for managing acquisition risk. Employ the Mosaic system, a requirements generation tool developed by the Research and Development Center, to support Coast Guard resource allocation analysis.
- Modeling & Simulation (M&S)  
Adapt the RDT&E Program's resident M&S expertise to the many on-going acquisition projects and develop, adapt, and/or maintain effective, agile M&S tools to support the decision-making processes of operational sponsors and acquisition project managers. M&S reduces the cost of design, development, testing and evaluation throughout the acquisition cycle by harnessing software to perform labor-intensive tasks, freeing resources which would otherwise be



required. M&S aids in the development of the proper asset mix and improves and validates user requirements.

- Heartland Waterway Vessel (HWV)  
Continue joint research venture between S&T, the Coast Guard, and industry to investigate viability and applicability of emerging technologies, such as alternative propulsion, emission reduction and other “green” technologies, and modular design that could be incorporated into future designs for modernization of the inland-river and Great Lakes cutter fleets.
  
- Polar Research  
Support the development of Concept of Operations (CONOP) for cold weather climates. Research findings will support the generation of Coast Guard capability requirements and inform the acquisition and management of resources to sustain operations in the Arctic.

## **V. Exhibits and Other Supporting Materials**

### **A. Justification of Proposed Legislative Language**

**Department of Homeland Security  
U. S. Coast Guard  
Justification of Proposed Changes in Research, Development, Test and Evaluation  
Appropriation Language**

For necessary expenses for applied scientific research, development, test, and evaluation; and for maintenance, rehabilitation, lease, and operation of facilities and equipment; as authorized by law; [\$18,000,000] **\$19,745,000** to remain available until expended, of which \$500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Spill Pollution Act of 1990 (33 U.S.C. 2712(a)(5)): *Provided*, that there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries, for expenses incurred for research, development, test and evaluation. (*Department of Homeland Security Appropriations Act, 2009.*)

**Explanation of Changes:**

No substantive changes proposed.

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Research, Development, Test and Evaluation  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	<b>107</b>	<b>85</b>	<b>19,098</b>
<b>2009 Enacted</b>	<b>107</b>	<b>102</b>	<b>18,000</b>
<b>Adjustments-to-Base</b>			
Increases			
Annualization of FY 2009 Pay Raise	-	-	112
FY 2010 Pay Raise	-	-	317
GSA Rent	-	-	1,116
Utilities			200
Total Increases	-	-	1,745
Decreases			
Management and Technology Efficiencies (FY08 A-76 Study)*	(6)	(1)	-
Total Decreases	(6)	(1)	-
<b>Total Adjustments-to-Base</b>	<b>(6)</b>	<b>(1)</b>	<b>1,745</b>
<b>2010 Current Services</b>	<b>101</b>	<b>101</b>	<b>19,745</b>
<b>Program Changes</b>			
Program Increase	-	-	-
<b>Total Program Changes</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>2010 Request</b>	<b>101</b>	<b>101</b>	<b>19,745</b>
<b>2009 to 2010 Total Change</b>	<b>(6)</b>	<b>(1)</b>	<b>1,745</b>

\* Reflects decrease of one FTE due to technical error in MAX database.



**D. Summary of Reimbursable Resources**

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Research, Development, Test and Evaluation**  
**Summary of Reimbursable Resources**  
 (Dollars in Thousands)

Collections by Source	2008 Estimate		2009 Estimate		2010 Estimate		Increase/Decrease		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Agency 1	N/A	N/A	17,070	N/A	N/A	19,419	N/A	N/A	(1,411)
Dept of Homeland Security									
Agency 2	N/A	N/A	11,950	N/A	N/A	8,803	N/A	N/A	473
Dept of the Navy									
Agency 3	N/A	N/A	980	N/A	N/A	1,778	N/A	N/A	938
Joint Non-Lethal Weapons Directorate									
<b>Total Budgetary Resources</b>			<b>30,000</b>			<b>30,000</b>			<b>-</b>

Obligations by Program/Project Activity	2008 Estimate		2009 Estimate		2010 Estimate		Increase/Decrease		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Conventional Missions	N/A	N/A	30,000	N/A	N/A	30,000	N/A	N/A	-

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Research, Development, Test and Evaluation  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes		2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1	Full-time permanent	5,974	7,321	7,591	270
11.3	Other than full-time permanent	131	160	171	11
11.5	Other personnel compensation	140	172	176	4
11.7	Military personnel	2,414	1,956	2,028	72
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,459	1,788	1,855	67
12.2	Military personnel benefits	160	129	134	5
13.0	Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>		<b>\$ 10,278</b>	<b>\$ 11,526</b>	<b>\$ 11,955</b>	<b>\$ 429</b>
Other Objects Classes:					
21.0	Travel	1,812	2,335	1,196	(1,139)
21.7	Lease of Vehicles	7	17	6	(11)
22.0	Transportation of things	71	170	63	(107)
23.1	GSA rent	-	915	1,116	201
23.2	Other rent	483	238	-	(238)
23.3	Communication, utilities, and misc charges	59	306	252	(54)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	1,825	4,367	1,410	(2,957)
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	3,009	9,032	2,149	(6,883)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	13	31	11	(20)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,141	2,730	1,025	(1,705)
31.0	Equipment	400	957	562	(395)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>		<b>\$ 8,820</b>	<b>\$ 21,098</b>	<b>\$ 7,790</b>	<b>\$ (13,308)</b>
<b>Total, Research, Development, Test, &amp; Evaluation</b>		<b>\$ 19,098</b>	<b>\$ 32,624</b>	<b>\$ 19,745</b>	<b>\$ (12,879)</b>
Unobligated balance, start of year		2,601	14,624	-	-
Unobligated balance, end of year		14,624	-	-	-
<b>Total Requirements</b>		<b>\$ 7,075</b>	<b>\$ 18,000</b>	<b>\$ 19,745</b>	<b>\$ 1,745</b>
Note 1: Total direct obligations does not include advances and reimbursements.					
Note 2: Unobligated balance, end of year includes other funding sources					

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Research, Development, Test, and Evaluation - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request*	2009 - 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	2	2	2	-
O-5	1	1	1	-
O-4	5	5	3	(2)
O-3	8	8	7	(1)
O-2	-	-	-	-
O-1	-	-	-	-
CWO4	2	2	1	(1)
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	1	1	-	(1)
E-7	1	1	2	1
E-6	4	4	3	(1)
E-5	-	-	-	-
E-4	2	2	1	(1)
E-3	2	2	1	(1)
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>28</b>	<b>28</b>	<b>21</b>	<b>(7)</b>
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	28	28	21	(7)
<b>FTE**</b>	<b>25</b>	<b>28</b>	<b>21</b>	<b>(7)</b>
Headquarters	2	2	2	-
U.S. Field	26	26	19	(7)
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>28</b>	<b>28</b>	<b>21</b>	<b>(7)</b>
<u>Position Data:</u>				
<b>Average Salary, Officer Positions***</b>	\$106,352.00	\$114,553.28	\$121,173.57	\$6,620.29
<b>Average Grade, Officer Positions</b>	3.64	3.64	3.73	0.09
<b>Average Salary, Enlisted Positions***</b>	\$55,678.00	\$60,873.00	\$67,652.43	\$6,779.43
<b>Average Grade, Enlisted Positions</b>	5.30	5.30	5.57	0.27

\*Position changes in the table reflect the result of a President's Office of Management and Budget Circular A-76 study completed at the Research & Development Center in 2008.

\*\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

\*\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

## F. Permanent Positions by Grade

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Research, Development, Test and Evaluation - Civilian**  
Permanent Positions by Grade

Grade	2008	2009	2010	2009 - 2010
	Actual Pos.	Enacted Pos.	Request* Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	3	3	4	1
GS-14	15	15	14	(1)
GS-13	31	31	32	1
GS-12	19	19	21	2
GS-11	1	1	1	-
GS-10	-	-	-	-
GS-9	4	4	2	(2)
GS-8	1	1	1	-
GS-7	4	4	2	(2)
GS-6	-	-	2	2
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	1	1	1	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	79	79	80	1
Unfilled Positions EOY	6	6	2	(4)
Total Perm. Employment (Filled Positions) EOY	73	73	78	5
<b>FTE*</b>	60	74	80	6
Headquarters	5	5	5	-
U.S. Field	74	74	75	1
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	79	79	80	1
<u>Position Data:</u>				
<b>Average Personnel Costs, ES Positions</b>	n/a	n/a	n/a	n/a
<b>Average Personnel Costs, GS Positions*</b>	\$114,632.05	\$116,416.67	\$121,969.62	5,552.95
<b>Average Grade, GS Positions</b>	12.42	12.42	12.49	0.07

\* Position changes in the table reflect the result of a President's Office of Management and Budget Circular A-76 study completed at the Research & Development Center in 2008.

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.



**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

## PPA Mission Statement

Research, Development, Test and Evaluation (RDT&E) will allow the Coast Guard to maintain its non-homeland security research and development capability, while also partnering and leveraging initiatives identified by the Department of Homeland Security (DHS) and the Department of Defense (DOD) for efforts beneficial to the Coast Guard, DHS, and DOD for homeland security missions.

### Summary Justification and Explanation of Changes

#### Salaries and Benefits

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	10,278	\$	11,526	\$	11,955	\$	429

FY 2010 request includes funding for the proposed pay raise (2.9% for military and 2.0% for civilians), medical benefits, other mandatory personnel entitlements.

#### Travel

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	1,812	\$	2,335	\$	1,196	\$	(1,139)

This line item includes costs associated with project-related travel. Decreased funding in FY 2010 is a result of shifts in project funding and their progress and alignment with departmental efficiency initiatives.

#### Lease of Vehicles

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	7	\$	17	\$	6	\$	(11)

Lease of Vehicles includes all costs related to the vehicle such as fuel. Decreased funding in FY 2010 is a result of shifts in project funding and their progress.

#### Transportation of things

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	71	\$	170	\$	63	\$	(107)

Transportation of things includes all costs of the care of such things while in process of being transported and other services incident to the transportation of things. Specifically, funding provides for shipment of goods, equipment, supplies and materials to support completion of RDT&E projects. Decreased in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**GSA rent**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	-	\$	915	\$	1,116	\$	201

Increased funding in FY 2010 is a result of the Research and Development Center's move from Groton, CT to a GSA lease in New London, CT.

**Other rent**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	483	\$	238	\$	-	\$	(238)

Decreased funding in FY 2010 is a result of the Research and Development Center's move from Groton, CT to a GSA lease in New London, CT scheduled for March 2009 and funding requirements associated with the Fire Safety Detachment in Mobile, AL.

**Communication, utilities, and misc charges**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	59	\$	306	\$	252	\$	(54)

Communications, utilities, and miscellaneous charges include all payments for rental or lease of information technology equipment and services, postal services and rentals, and utility services. Decreased funding in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**Advisory and Assistance**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	1,825	\$	4,367	\$	1,410	\$	(2,957)

Advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government. Decreased funding in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**Research and development**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	3,009	\$	9,032	\$	2,149	\$	(6,883)

Change results from the continued execution of FY 2008 appropriated project funding. Decreased funding in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**Operation and maintenance of equipment**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	13	\$	31	\$	11	\$	(20)

Decreased funding in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**Supplies and materials**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	1,141	\$	2,730	\$	1,025	\$	(1,705)

Decreased funding in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**Equipment**

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
\$	400	\$	957	\$	562	\$	(395)

This object class covers the purchase of R&D materials for technology demonstrations, testing and evaluations and their progress.

## I. Changes in Full-Time Equivalents

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Research, Development, Test and Evaluation**  
Changes in Full-Time Equivalents

	FY 2008	FY 2009	FY 2010
<b>BASE: Start of Year (SOY) FTE levels</b>	<b>102</b>	<b>102</b>	<b>102</b>
<b>INCREASES</b>			
<b>Increase #1:</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Description:</b>			
<b>Subtotal, Increases:</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DECREASES:</b>			
<b>Decrease #1: RDT&amp;E Personnel Management</b>	<b>0</b>	<b>0</b>	<b>-1</b>
<b>Description: Implementation of OMB Circular A-76 Reorganization</b>			
<b>Subtotal, Decreases:</b>	<b>0</b>	<b>0</b>	<b>-1</b>
<b>Year-end Enacted / Estimated FTEs</b>	<b>102</b>	<b>102</b>	<b>101</b>
<b>Net Change from prior year SOY base to budget year estimate:</b>	<b>0</b>	<b>0</b>	<b>-1</b>

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.



# Department of Homeland Security

*United States Coast Guard*

*Medicare-Eligible Retiree Health Care Fund  
Contribution*

---



Fiscal Year 2010  
Congressional Justification





## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Program Justification of Changes .....	5
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	6
B. FY 2009 to FY 2010 Budget Change.....	7
C. Summary of Requirements.....	8
D. Summary of Reimbursable Resources.....	9
E. Summary of Requirements by Object Class .....	10
F. Permanent Positions by Grade.....	11
G. Capital Investment and Construction Initiative Listing.....	12
H. PPA Budget Justifications .....	13
I. Changes in FTE.....	15

**U. S. Coast Guard**  
**Medicare-Eligible Retiree Healthcare Fund Contribution**

**I. Appropriation Overview**

**A. Mission Statement for the Healthcare Fund Contribution:**

The Coast Guard requests \$266.006 million in FY 2010 an increase of \$8.701 million over the \$257.305 million requested in the FY 2009 enacted. The Medicare-Eligible Retiree Healthcare Fund Contribution (HFC) will provide funding to maintain the cost of accruing the military Medicare-eligible health benefit contributions to the Department of Defense Medicare-Eligible Retiree Healthcare Fund. Contributions are for future Medicare-eligible retirees currently serving on active duty in the Coast Guard, as well as retiree dependents and their potential survivors. The authority for the Coast Guard to make this payment on an annual basis was provided in P. L. 108-375, the 2005 Defense Appropriations Act. While this expenditure requires no annual action by Congress, it is counted as discretionary spending.

**B. Budget Activities:**

Although there are no budget activities directly related to providing this benefit to Active Duty personnel and their dependents, it ensures the personal well-being of every uniformed member of the Coast Guard.

**C. Budget Request Summary:**

The Coast Guard estimate of \$266.006 million will be paid to the DoD Medicare-Eligible Retiree Healthcare Fund in FY 2010 to support the benefits outlined above. The total adjustment to the base is \$8.701 million.

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Medicare-Eligible Retiree Healthcare Fund Contribution  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: MEDICARE-ELIGIBLE RETIREE HEALTHCARE FUND CONTRIBUTION

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>\$272,111</b>
<b>2009 Enacted</b>	...	...	<b>257,305</b>
2010 Adjustments-to-Base			8,701
<b>2010 Current Services</b>	...	...	<b>266,006</b>
2010 Program Change	...	...	...
<b>2010 Request</b>	...	...	<b>266,006</b>
Total Change 2009-2010	...	...	8,701

The Coast Guard requests \$266.006 million for this activity. This is an increase of \$8.701 million over the FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

The Medicare-Eligible Retiree Healthcare Fund Contribution (HFC) will provide funding to maintain the cost of accruing the military Medicare-eligible health benefit contributions to the Department of Defense Medicare-Eligible Retiree Healthcare Fund. Contributions are for future Medicare-eligible retirees, retiree dependents and survivors in the Coast Guard.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Medicare-Eligible Retiree Healthcare Fund Contribution  
Summary of FY 2010 Budget Estimates by Program/Project Activity  
(Dollars in Thousands)**

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Total Changes		Increase (+) or Decrease (-) For FY 2010			
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Program Changes		Adjustments-to-base			
							FTE	AMOUNT	FTE	AMOUNT		
I. Medicare-Eligible Retiree Healthcare Fund Contribution	-	\$ 272,111	-	\$ 257,305	-	\$ 266,006	-	\$ 8,701	-	\$ 8,701	-	\$ 8,701
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>-</b>	<b>\$ 272,111</b>	<b>-</b>	<b>\$ 257,305</b>	<b>-</b>	<b>\$ 266,006</b>	<b>-</b>	<b>\$ 8,701</b>	<b>-</b>	<b>\$ 8,701</b>	<b>-</b>	<b>\$ 8,701</b>
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>-</b>	<b>\$ 272,111</b>	<b>-</b>	<b>\$ 257,305</b>	<b>-</b>	<b>\$ 266,006</b>	<b>-</b>	<b>\$ 8,701</b>	<b>-</b>	<b>\$ 8,701</b>	<b>-</b>	<b>\$ 8,701</b>

#### **IV. Program Justification of Changes**

**Not Applicable**

**V. Exhibits and Other Supporting Materials**

**A. Justification of Proposed Legislative Language**

Not applicable

**B. FY 2009 to FY 2010 Budget**

**Department of Homeland Security  
U. S. Coast Guard  
Medicare-Eligible Retiree Healthcare Fund Contribution  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	-	-	272,111
<b>2009 Enacted</b>	-	-	257,305
<b>Adjustments-to-Base</b>			
Increases	-	-	
Non-Pay Inflation	-	-	8,701
Total Increases	-	-	<u>8,701</u>
<b>Total Adjustments-to-Base</b>	-	-	<u>8,701</u>
<b>2010 Current Services</b>	-	-	<u>266,006</u>
<b>2010 Request</b>	-	-	266,006
<b>2009 to 2010 Total Change</b>	-	-	8,701





**D. Summary of Reimbursable Resources**

**Not Applicable**

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Medicare-Eligible Retiree Health Care Fund Contribution  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	272,111	257,305	266,006	8,701
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 272,111</b>	<b>\$ 257,305</b>	<b>\$ 266,006</b>	<b>\$ 8,701</b>
Other Objects Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	-	-	-	-
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Direct Obligations</b>	<b>\$ 272,111</b>	<b>\$ 257,305</b>	<b>\$ 266,006</b>	<b>\$ 8,701</b>
Unobligated balance, start of year	-	-	-	-
Unobligated balance, end of year	-	-	-	-
<b>Total Requirements</b>	<b>\$ 272,111</b>	<b>\$ 257,305</b>	<b>\$ 266,006</b>	<b>\$ 8,701</b>

**F. Permanent Positions by Grade**

**Not Applicable**

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

**H. PPA Budget Justifications**

**Department of Homeland Security  
U. S. Coast Guard  
Medicare-Eligible Retiree Health Care Fund Contribution  
PPA I  
Funding Schedule  
(Dollars in Thousands)**

Medicare-Eligible Retiree Health Care Fund Contribution		2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	272,111	257,305	266,006	8,701
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total Direct Obligations</b>		<b>\$ 272,111</b>	<b>\$ 257,305</b>	<b>\$ 266,006</b>	<b>\$ 8,701</b>
<b>Full Time Equivalents</b>		-	-	-	-

**PPA Mission Statement**

The Medicare-Eligible Retiree Health Care Fund Contribution (HFC) will provide funding to maintain the cost of accruing the military Medicare-eligible health benefit contributions to the Department of Defense Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees, retiree dependents and survivors in the Coast Guard.

## Summary Justification and Explanation of Changes

### Salaries and Benefits

	2008		2009		2010		2009 - 2010
	Actual		Enacted		Request		Change
	\$ 272,111	\$	257,305	\$	266,006	\$	8,701

Salaries and Benefits include the annual contribution to the military Medicare-Eligible Retiree Health Care Fund. The FY 2010 request includes a increase of \$8.701 million.

**I. Changes in Full-Time Equivalents**

**Not Applicable**





# Department of Homeland Security

*United States Coast Guard*

*Retired Pay*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	3
III. Current Services Program Description by PPA .....	4
IV. Program Justification of Changes .....	5
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	6
B. FY 2009 to FY 2010 Budget Change.....	7
C. Summary of Requirements.....	8
D. Summary of Reimbursable Resources.....	9
E. Summary of Requirements by Object Class .....	10
F. Permanent Positions by Grade.....	11
G. Capital Investment and Construction Initiative Listing .....	12
H. PPA Budget Justifications .....	13
I. Changes in FTE.....	15

**U. S. Coast Guard**  
**Retired Pay**

**I. Appropriation Overview**

**A. Mission Statement for Retired Pay:**

The Coast Guard requests \$1.361 billion in FY 2010, an increase of \$124.500 million over the \$1.237 billion FY 2009 enacted. Retired Pay (RP) will provide payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans, and other retired personnel entitlements identified under National Defense Authorization Acts. This includes payments for medical care of retired personnel and their dependents.

**B. Budget Activities:**

Although there are no budget activities directly related to providing this benefit to active duty personnel and their dependents, it sustains commitments to Coast Guard retirees and their dependents.

**C. Budget Request Summary:**

The Coast Guard requests \$1.361 billion in FY 2010 to support the benefits outlined above. The Coast Guard also requests that any FY 2010 funding remain available until expended. This is consistent with the enacted Consolidated Appropriations Act of 2009 (P.L. 110-329). The Retired Pay appropriation is scored as a mandatory appropriation in the budget process.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Retired Pay**

**Summary of FY 2010 Budget Estimates by Program/Project Activity**  
(Dollars in Thousands)

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Increase (+) or Decrease (-) For FY 2010					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Retired Pay	-	\$ 1,164,480	-	\$ 1,236,745	-	\$ 1,361,245	-	\$ 124,500	-	\$ -	-	\$ 124,500
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>-</b>	<b>\$ 1,164,480</b>	<b>-</b>	<b>\$ 1,236,745</b>	<b>-</b>	<b>\$ 1,361,245</b>	<b>-</b>	<b>\$ 124,500</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 124,500</b>
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>-</b>	<b>\$ 1,164,480</b>	<b>-</b>	<b>\$ 1,236,745</b>	<b>-</b>	<b>\$ 1,361,245</b>	<b>-</b>	<b>\$ 124,500</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 124,500</b>

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Retired Pay  
Program Performance Justification  
(Dollars in Thousands)**

PPA: RETIRED PAY

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>\$1,164,480</b>
<b>2009 Enacted</b>	...	...	<b>1,236,745</b>
2010 Adjustments-to-Base			124,500
<b>2010 Current Services</b>	...	...	<b>1,361,245</b>
2010 Program Change	...	...	...
<b>2010 Request</b>	...	...	<b>1,361,245</b>
Total Change 2009-2010	...	...	124,500

The Coast Guard requests \$1.361 billion for this activity. This is an increase of \$124.500 million over the FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

Retired Pay (RP) will provide payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans and other retired personnel entitlements identified under the National Defense Authorization Act. It also provides payments for medical care of retired personnel and their dependents.

#### **IV. Program Justification of Changes**

**Not Applicable**

## **V. Exhibits and Other Supporting Materials**

### **A. Justification of Proposed Legislative Language**

**Department of Homeland Security  
U. S. Coast Guard  
Justification of Proposed Changes in Retired Pay  
Appropriation Language**

For retired pay, including the payment of obligations otherwise chargeable to lapsed appropriations for this purpose, payments under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payments for career status bonuses, concurrent receipts and combat related special compensation under the National Defense Authorization Act, and for payments for medical care of retired personnel and their dependents under chapter 55 of title 10, United States Code, [\$1,236,745,000] **\$1,361,245,000**.



**B. FY 2009 to FY 2010 Budget**

**Department of Homeland Security  
U. S. Coast Guard  
Retired Pay  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	-	-	<b>1,164,480</b>
<b>2009 Enacted</b>	-	-	<b>1,236,745</b>
Non-Pay Inflation	-	-	124,500
Total Increases	-	-	124,500
<b>Total Adjustments-to-Base</b>	-	-	<b>124,500</b>
<b>2010 Current Services</b>	-	-	<b>1,361,245</b>
<b>Program Changes</b>	-	-	-
<b>Total Program Changes</b>	-	-	-
<b>2010 Request</b>	-	-	<b>1,361,245</b>
<b>2009 to 2010 Total Change</b>	-	-	<b>124,500</b>



**D. Summary of Reimbursable Resources**

**Not Applicable**

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Retired Pay  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	976,000	1,045,047	1,142,847	97,800
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 976,000</b>	<b>\$ 1,045,047</b>	<b>\$ 1,142,847</b>	<b>\$ 97,800</b>
Other Objects Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	-	-	-	-
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	188,480	222,347	218,398	(3,949)
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 188,480</b>	<b>\$ 222,347</b>	<b>\$ 218,398</b>	<b>\$ (3,949)</b>
<b>Total Direct Obligations</b>	<b>\$ 1,164,480</b>	<b>\$ 1,267,394</b>	<b>\$ 1,361,245</b>	<b>\$ 93,851</b>
Unobligated balance, start of year	(10,409)	(30,649)	-	-
Unobligated balance, end of year	30,649	-	-	-
<b>Total Requirements</b>	<b>\$ 1,184,720</b>	<b>\$ 1,236,745</b>	<b>\$ 1,361,245</b>	<b>\$ 124,500</b>

**F. Permanent Positions by Grade**

**Not Applicable**

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

## H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Retired Pay**  
**PPA I**  
**Funding Schedule**  
(Dollars in Thousands)

Retired Pay		2008 Actual	2009 Enacted	2010 Request	2009-2010 Change
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	976,000	1,045,047	1,142,847	97,800
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	-	-	-	-
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	188,480	222,347	218,398	(3,949)
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Retired Pay</b>		<b>\$ 1,164,480</b>	<b>\$ 1,267,394</b>	<b>\$ 1,361,245</b>	<b>\$ 93,851</b>
<b>Full Time Equivalents</b>		-	-	-	-

### PPA Mission Statement

Retired Pay (RP) will provide payments as identified under the Retired Serviceman's Family Protection and Survivor Benefits Plans, payments for career status bonuses, concurrent receipts and combat related special compensation identified under the National Defense Authorization Act.

## Summary Justification and Explanation of Changes

### Salaries and Benefits

<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009-2010</b>
<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
<b>\$ 976,000</b>	<b>\$ 1,045,047</b>	<b>\$ 1,142,847</b>	<b>\$ 97,800</b>

Requested increase accounts for cost-of-living adjustments for all retirement and most survivor annuities as well as entitlement benefits authorized by the National Defense Authorization Act.

### Medical care

<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009-2010</b>
<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
<b>\$ 188,480</b>	<b>\$ 222,347</b>	<b>\$ 218,398</b>	<b>\$ (3,949)</b>

Decrease accounts for slightly lower projections for medical benefits. Once a member becomes eligible for Medicare, the Medicare-Eligible Retiree Health Care Fund (HFC) is responsible for these benefits.



**I. Changes in Full-Time Equivalents**

**Not Applicable**



# Department of Homeland Security

*United States Coast Guard*

*Boat Safety*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	4
III. Current Services Program Description by PPA .....	5
IV. Program Justification of Changes .....	9
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	10
B. FY 2009 to FY 2010 Budget Change.....	11
C. Summary of Requirements.....	12
D. Summary of Reimbursable Resources.....	13
E. Summary of Requirements by Object Class .....	14
F. Permanent Positions by Grade.....	15
G. Capital Investment and Construction Initiative Listing .....	16
H. PPA Budget Justifications .....	17
I. Changes in FTE.....	20

## **U. S. Coast Guard** **Boating Safety**

### **I. Appropriation Overview.**

#### **A. Mission Statement for Boating Safety:**

The Coast Guard anticipates a program level of \$130.589 million and 8 FTE in FY 2010, which is a decrease of \$2.963 million under the FY 2009 Enacted Budget of \$133.552 million. The Boating Safety (BS) program is designed, through preventive means, to minimize the loss of life, personal injury, property damage and environmental impact associated with the use of recreational boats. The program directly supports the Coast Guard's continuing and enduring role to ensure maritime safety while promoting safe and enjoyable use of public U.S. waterways.

In its role as the designated National Recreational Boating Safety (RBS) Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding to support the National Recreational Boating Safety Program provided from the Sport Fish Restoration and Boating Trust Fund (formerly Aquatic Resources Trust Fund). Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e. FY10 funding will be a percentage of FY09 trust fund receipts), as well as a portion of the funds drawn out of the Boat Safety Account of the trust fund.

#### **B. Budget Activities:**

Boat Safety supports our Marine Safety mission and the Coast Guard's enduring maritime safety role.

#### **C. Budget Request Summary:**

The FY 2010 budget provides the anticipated amount that would be available from the trust fund for boating safety based on current estimates of FY 2009 trust fund receipts from the Office of Tax Analysis at the Department of the Treasury (adjusted to reflect amendments of current law enacted in P.L. 109-59). The estimated total distribution from the trust fund for boating safety in FY 2010 is \$130.589 million. Of that amount, \$5.500 million is available for use by the Coast Guard to coordinate and execute new and enhanced National RBS Program activities. The balance is authorized for the State RBS Federal Financial Assistance Program established by 46 U.S.C. 13101, et seq., minus not more than five percent for national boating safety activities of national non-profit public service organizations, and not more than two percent for Coast Guard expense to administer State RBS programs. This represents a \$2.963 million decrease from the FY 2009 enacted.

Budget authority for personnel to conduct investigations and activities related to State recreational boating safety programs is not provided by regular, annual Coast Guard

appropriations. It is available or transferred to the Coast Guard from trust accounts in the Department of Treasury. While these amounts are available until expended, they are limited in purpose and amount.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Boat Safety**

**Summary of FY 2010 Budget Estimates by Program/Project Activity**  
(Dollars in Thousands)

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Increase (+) or Decrease (-) For FY 2010					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Boat Safety	8	\$ 109,899	8	\$ 133,552	8	\$ 130,589	-	\$ (2,963)	-	\$ (3,004)	-	\$ 41
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	<b>8</b>	<b>\$ 109,899</b>	<b>8</b>	<b>\$ 133,552</b>	<b>8</b>	<b>\$ 130,589</b>	<b>-</b>	<b>\$ (2,963)</b>	<b>-</b>	<b>\$ (3,004)</b>	<b>-</b>	<b>\$ 41</b>
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	<b>8</b>	<b>\$ 109,899</b>	<b>8</b>	<b>\$ 133,552</b>	<b>8</b>	<b>\$ 130,589</b>	<b>-</b>	<b>\$ (2,963)</b>	<b>-</b>	<b>\$ (3,004)</b>	<b>-</b>	<b>\$ 41</b>



### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Boat Safety  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: BOAT SAFETY

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	<b>8</b>	<b>\$109,899</b>
<b>2009 Enacted</b>	...	<b>8</b>	<b>133,552</b>
2010 Adjustments-to-Base	...	...	41
<b>2010 Current Services</b>	...	<b>8</b>	<b>133,593</b>
2010 Program Change	...	...	-3,004
<b>2010 Request</b>	...	<b>8</b>	<b>130,589</b>
Total Change 2009-2010	...	...	-2,963

The Coast Guard requests \$130.589 million for this activity. This is a decrease of \$2.963 million from the FY 2009 enacted.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

The Boating Safety program is designed, through preventive means, to minimize the loss of life, personal injury, property damage and environmental impact associated with the use of recreational boats in order to maximize safe use and enjoyment of public U.S. waterways. The program directly supports the Coast Guard's continuing and enduring role to ensure maritime safety. In its role as the designated National Recreational Boating Safety (RBS) Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding to support the National Recreational Boating Safety Program provided from the Sport Fish Restoration and Boating Trust Fund (formerly Aquatic Resources Trust Fund). Under the provisions of the Sportfishing and Recreational Boating Safety Amendments Act of 2005 (Subtitle A, Title X, P.L. 109-74), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e. FY09 funding will be a percentage of FY08 trust fund receipts), and a portion of the funds drawn out of the Boat Safety Account of the Trust Fund.

Significant accomplishments in FY 2008 include:

- Achieved the target performance goal of 4,112 casualties or fewer through the following measures:

- Conducted observation studies that measure life jacket utilization and initiatives to measure the effectiveness of awareness campaigns in increasing life jacket wear rates in specific targeted areas of the country.
- Conducted national outreach efforts in conjunction with states and the National Safe Boating Council to promote life jacket wear.
- Completed special test of the effectiveness of marketing strategies to increase voluntary life jacket usage in the Delta Region of California, in conjunction with the National Safe Boating Council, Boat U.S., the State of California, our marketing contractor (PCI) and John Snowe, Inc. (a grantee who is measuring the life jacket wear rates). If these strategies are not significantly successful, report this to the National Boating Safety Advisory Council (NBSAC) and consider initiating mandatory requirements for life jacket usage in high risk scenarios (i.e., operating boats less than 21 feet in length).
- Increased boating safety law enforcement, education and search and rescue efforts by the States through availability of additional recreational boating safety grant funds.
- Conducted approximately 2,000 recreational boat manufacturer factory visits to check compliance with manufacturing standards, thereby enhancing compliance and safety.
- Tested approximately 50 new recreational boats for compliance with flotation and capacity regulations, thereby enhancing compliance and safety.
- Revised and updated boat accident reporting requirements and related forms.
- Progressed in adopting regulations that: (1) require installation and wear of emergency cut-off devices (mechanical or wireless) on vessels under a certain length; (2) require operators to turn off the vessel when a swimmer in the water is in close proximity to the stern of the vessel; (3) revise and update requirements for state numbering systems and boat accident reporting.

FY 2009 planned accomplishments include:

- Achieve the target performance goal of 4,132 casualties or fewer through the following measures:
- Conduct national observation studies that measure life jacket wear.
- Measure the effectiveness of a U.S. Army Corps of Engineers project to mandate life jacket wear by all boaters aboard certain sized boats on USACE waters in southwest Pennsylvania and northern Mississippi. If this project results in a substantial increase in life jacket wear, and if the 2008 voluntary wear project in California is unsuccessful, work with National Boating Safety Advisory Council to consider initiating mandatory requirements for life jacket usage in high risk areas (i.e., operating boats less than 21 feet in length).
- Conduct national survey on recreational boating. Among other vital information, the survey will provide a participation rate denominator to utilize when measuring the performance goals of the National Recreational Boating Safety Program. That denominator will be exposure casualty hours, whereby the number of casualties will be compared in a ratio basis to the number of hours that people participate in boating activity and are exposed to risk.

- Increase boating safety law enforcement, education and search and rescue efforts by the States through availability of additional recreational boating safety grant funds. Particularly, work to have the Sport Fish Restoration and Boating Trust Fund reauthorized and to enhance parity to the funding provided to the National Recreational Boating Safety Program.
- Focus on assuring manufacturer compliance with boat construction standards (i.e., identifying boats and manufacturers whose boats are involved in accidents where carbon monoxide, flotation, capacity, or fuel systems are causal factors).
- Progress in promulgating regulations that: (1) require life jacket wear in high-risk recreational boating activities if voluntary measures fail to achieve an acceptable wear rate; (2) require installation and wear of emergency cut-off devices (mechanical or wireless) on vessels under a certain length; (3) require operators to turn off the vessel when a swimmer in the water is in close proximity to the stern of the vessel; (4) revise and update requirements for state numbering systems and boat accident reporting.
- Begin a Boating Under the Influence (BUI) initiative to reduce the number of casualties where the use of alcohol by a boat's occupants was a causal factor in an accident.
- Begin an operator compliance initiative to reduce deaths due to navigation rules violations (i.e., Reckless/Negligent Operation, Excessive Speed, Improper Lookout, Operator Inattention, and Rules of the Road).
- Development and implementation of State program approval systems (i.e., adequate enforcement/sufficient patrol, adequate education, numbering system, casualty reporting system).
- If marketing measures prove effective, continuation of additional elements of the national outreach and awareness initiative, "Boat Responsibly!".

FY 2010 funds requested will support:

- The target performance goal of 4,145 casualties or fewer through the following measures:
- Conduct national observation studies that measure life jacket wear.
- Continue to measure effectiveness of a U.S. Army Corps of Engineers project to mandate life jacket wear by all boaters aboard certain sized boats on USACE waters in SW Pennsylvania and northern Mississippi. If this project results in a substantial increase in life jacket wear, and if the 2009 voluntary wear project in California is unsuccessful, work with National Boating Safety Advisory Council to consider initiating mandatory requirements for life jacket usage in high risk areas (i.e., operating boats less than 21 feet in length).
- Continue the Boating Under the Influence (BUI) initiative to reduce the number of casualties where the use of alcohol by a boat's occupants was a cause of the accident.
- Conduct an operator compliance outreach initiative to reduce deaths due to navigation rules violations (i.e., Reckless/Negligent Operation, Excessive Speed, Improper Lookout, Operator Inattention, and Rules of the Road).

- Implement and monitor State program approval systems (i.e., adequate enforcement/sufficient patrol, adequate education, numbering system, casualty reporting system).
- Focus on assuring manufacturer compliance with boat construction standards (i.e., identifying boats and manufacturers whose boats are involved in accidents where carbon monoxide, flotation, capacity, or fuel systems are causal factors).
- Progress in promulgating regulations that: (1) require life jacket wear in high-risk recreational boating activities if voluntary measures fail to achieve an acceptable wear rate; (2) if enacted by proposed authorizing legislation, mandate recreational vessel operator education requirements; (3) require installation and wear of emergency cut-off devices (mechanical or wireless) on vessels under a certain length; (4) require operators to turn off the vessel when a swimmer in the water is in close proximity to the stern of the vessel; (5) revise and update requirements for state numbering systems and boat accident reporting.
- If marketing measures prove effective, continuation of additional elements of the national outreach and awareness initiative, “Boat Responsibly!”.

#### **IV. Program Justification of Changes**

**Not Applicable**

**V. Exhibits and Other Supporting Materials**

**A. Justification of Proposed Legislative Language**

**Not Applicable**

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Boat Safety  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
<b>2008 Actual</b>	-	-	<b>109,899</b>
<b>2009 Enacted</b>	<b>8</b>	<b>8</b>	<b>133,552</b>
<b>Adjustments-to-Base</b>			
Increases			
Annualization of FY 2009 pay raise	-	-	9
FY 2010 Pay Raise	-	-	32
<b>Total Adjustments-to-Base</b>	<b>-</b>	<b>-</b>	<b>41</b>
<b>2010 Current Services</b>	<b>8</b>	<b>8</b>	<b>133,593</b>
<b>Program Changes</b>			
Program Decrease	-	-	(3,004)
<b>Total Program Changes</b>	<b>-</b>	<b>-</b>	<b>(3,004)</b>
<b>2010 Request</b>	<b>8</b>	<b>8</b>	<b>130,589</b>
<b>2009 to 2010 Total Change</b>	<b>-</b>	<b>-</b>	<b>(2,963)</b>





**D. Summary of Reimbursable Resources**

**Not Applicable**

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Boat Safety  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Budget	2010 Enacted	2009 - 2010 Change
11.1 Full-time permanent	647	719	750	31
11.3 Other than full-time permanent	11	10	10	-
11.5 Other personnel compensation	25	30	31	1
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	206	227	236	9
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ 889</b>	<b>\$ 986</b>	<b>\$ 1,027</b>	<b>\$ 41</b>
Other Objects Classes:				
21.0 Travel	220	217	135	(82)
22.0 Transportation of things	2	3	2	(1)
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	874	541	520	(21)
25.2 Other services	8,876	14,137	9,580	(4,557)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	504	250	155	(95)
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	98,534	163,507	119,170	(44,337)
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 109,010</b>	<b>\$ 178,655</b>	<b>\$ 129,562</b>	<b>\$ (49,052)</b>
<b>Total Direct Obligations</b>	<b>\$ 109,899</b>	<b>\$ 179,641</b>	<b>\$ 130,589</b>	<b>\$ (49,052)</b>
Unobligated balance, start of year	(21,384)	(46,089)	-	-
Unobligated balance, end of year	46,089	-	-	-
<b>Total Requirements</b>	<b>\$ 134,604</b>	<b>\$ 133,552</b>	<b>\$ 130,589</b>	<b>\$ (2,963)</b>

Note: Total direct obligations does not include advances and reimbursements.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
Boating Safety - Civilian  
Permanent Positions by Grade**

Grade	2008	2009	2010	2009 - 2010
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	-	-	-	-
GS-14	3	3	3	-
GS-13	4	4	4	-
GS-12	-	-	-	-
GS-11	-	-	-	-
GS-10	-	-	-	-
GS-9	-	-	-	-
GS-8	-	-	-	-
GS-7	1	1	1	-
GS-6	-	-	-	-
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>-</b>
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment (Filled Positions) EOY	8	8	8	-
<b>FTE</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>-</b>
Headquarters	8	8	8	-
U.S. Field	-	-	-	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>-</b>
<u>Position Data:</u>				
<b>Average Personnel Costs, ES Positions</b>	n/a	n/a	n/a	n/a
<b>Average Personnel Costs, GS Positions</b>	\$120,137.50	\$122,050.00	\$126,812.50	\$ 4,762.50
<b>Average Grade, GS Positions</b>	12.63	12.63	12.63	0.00

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holidays, Sundays, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

## H. PPA Budget Justifications

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Boat Safety**  
**PPA I**  
**Funding Schedule**  
(Dollars in Thousands)

Boat Safety		2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
<b>Object Classes</b>					
11.1	Full-time permanent	647	719	750	31
11.3	Other than full-time permanent	11	10	10	-
11.5	Other personnel compensation	25	30	31	1
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	206	227	236	9
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	220	217	135	(82)
22.0	Transportation of things	2	3	2	(1)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	874	541	520	(21)
25.2	Other services	8,876	14,137	9,580	(4,557)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	504	250	155	(95)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	98,534	163,507	119,170	(44,337)
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Boat Safety</b>		<b>\$ 109,899</b>	<b>\$ 179,641</b>	<b>\$ 130,589</b>	<b>\$ (49,052)</b>
<b>Full Time Equivalents</b>		<b>8</b>	<b>8</b>	<b>8</b>	<b>-</b>

## PPA Mission Statement

The Boating Safety program is designed, through preventive means, to minimize the loss of life, personal injury, property damage and environmental impact associated with the use of recreational boats in order to maximize safe use and enjoyment of public U.S. waterways. The program directly supports the Coast Guard's continuing and enduring role to ensure maritime safety. In its role as the designated National Recreational Boating Safety (RBS) Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding to support the National Recreational Boating Safety Program provided from the Sport Fish Restoration and Boating Trust Fund (formerly Aquatic Resources Trust Fund). Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e. FY10 funding will be a percentage of FY09 trust fund receipts), and a portion of the funds drawn out of the Boat Safety Account of the trust fund.

## Summary Justification and Explanation of Changes

### Salaries and Benefits

	2008 Actual		2009 Enacted		2010 Request		2009 - 2010 Change
\$	889	\$	986	\$	1,027	\$	41

The FY 2010 request includes funding for the proposed pay raise ( 2.0% for civilians), medical benefits, other mandatory personnel entitlements.

### Travel

	2008 Actual		2009 Enacted		2010 Request		2009 - 2010 Change
\$	220	\$	217	\$	135	\$	(82)

Transportation funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Decreased funding in FY 2010 is a result of less Coast Guard personnel traveling for the Recreational Boating Safety Program (RBS) activities.

### Transportation of things

	2008 Actual		2009 Enacted		2010 Request		2009 - 2010 Change
\$	2	\$	3	\$	2	\$	(1)

Transportation of things includes all costs of the care of such things while in process of being transported and other services incident to the transportation of things. Decreased funding in FY 2010 is a result of shifts in project funding for technology demonstrations, testing and evaluations and their progress.

**Advisory and assistance services**

<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
\$ 874	\$ 541	\$ 520	\$ (21)

Decreased funding in FY 2010 request for advisory and assistance services include services acquired by contract from non-Federal sources (that is the private sector, foreign governments, State and local governments, tribes, etc.) as well as from other units within the Federal Government.

**Other Services**

<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
\$ 8,876	\$ 14,137	\$ 9,580	\$ (4,557)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Decreased funding in FY 2010 will result in reduced RBS Program activities.

**Supplies and materials**

<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
\$ 504	\$ 250	\$ 155	\$ (95)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Decreased funding in FY 2010 is a result of reduced supplies and materials for the National Recreational Boating Safety (RBS) Program activities.

**Grants, Subsidies and Contributions**

<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009 - 2010 Change</b>
\$ 98,534	\$ 163,507	\$ 119,170	\$ (44,337)

Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e. FY10 funding will be a percentage of FY09 trust fund receipts), and a portion of the funds drawn out of the Boat Safety Account of the trust fund.

## I. Changes in Full-Time Equivalents

**Department of Homeland Security**  
**U. S. Coast Guard**  
**Boat Safety**  
Changes in Full-Time Equivalents

	FY 2008	FY 2009	FY 2010
<b>BASE: Start of Year (SOY) FTE levels</b>	<b>0</b>	<b>8</b>	<b>8</b>
<b>INCREASES</b>			
<b>Increase #1:</b> BS personnel management.	<b>8</b>	<b>0</b>	<b>0</b>
<b>Description:</b> Management and oversight of AC&I projects.			
<b>Subtotal, Increases:</b>	<b>8</b>	<b>0</b>	<b>0</b>
<b>DECREASES:</b>			
<b>Decrease #1:</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Description:</b>			
<b>Subtotal, Decreases:</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Year-end Enacted / Estimated FTEs</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>Net Change from prior year SOY base to budget year estimate:</b>	<b>8</b>	<b>0</b>	<b>0</b>

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.



# Department of Homeland Security

*United States Coast Guard*

*Oil Spill Recovery*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. Appropriation Overview .....	2
II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	4
III. Current Services Program Description by PPA .....	5
IV. Program Justification of Changes .....	7
V. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	8
B. FY 2009 to FY 2010 Budget Change.....	9
C. Summary of Requirements.....	10
D. Summary of Reimbursable Resources.....	11
E. Summary of Requirements by Object Class .....	12
F. Permanent Positions by Grade.....	13
G. Capital Investment and Construction Initiative Listing .....	14
H. PPA Budget Justifications .....	15
I. Changes in FTE.....	17

**U. S. Coast Guard**  
**Oil Spill Liability Trust Fund**

**I. Trust Fund Account Overview**

**A. Mission Statement for Oil Spill Liability Trust Fund:**

The Coast Guard projects \$91.000 million for federal response costs, compensation to claimants suffering damages related to oil spills, and annual funding for the Oil Spill Recovery Institute in FY 2010. This is a decrease of \$58.095 million from the FY 2009 enacted level of \$149.095 million.

The Oil Spill Liability Trust Fund provides a source of funds for federal response to oil spills under section 311 of the Clean Water Act. In accordance with sections 1012(a)(1) and 6002 of the Oil Pollution Act of 1990 (OPA 90), the President may make available up to \$50.000 million annually from the Trust Fund for Clean Water Act response to oil spills or threats.

OPA 90 provides in section 1012(a)(4) that the Trust Fund is available to compensate claims for removal costs and damages resulting from oil spills, or substantial threats of a spill, into navigable waters of the U.S, the adjoining shorelines and the waters of the exclusive economic zone. Government entities, the private sector or the general public may submit claims for: uncompensated removal costs; damage to real or personal property; loss of profits and earning capacity; loss of government revenues; and increased cost of public services resulting from an oil spill.

Federal, state, and Indian tribe trustees may also present claims for natural resource damages. Claimants may include otherwise liable OPA 90 responsible parties if they can establish an OPA 90 defense to liability, i.e. that the spill or costs and damages were caused solely by an “act of God,” “act of war” or “sole fault of a third party.” OPA 90 also provides that responsible parties (RPs) are liable up to express limits, with unlimited liability in some exceptional circumstances. RPs may also submit limit-of-liability claims, in which the RP demonstrates that the OPA 90 liability limit applies and the RP seeks reimbursement for costs and damages paid or incurred in excess of the applicable limit .

Pursuant to OPA 90 section 5006 interest on certain amounts in the Trust Fund derived from legacy transfers from the defunct Trans-Alaska Pipeline Liability Fund are paid annually to the Prince William Sound Oil Spill Recovery Institute by the Coast Guard National Pollution Funds Center.

**B. Budget Activities:**

The trust fund directly supports our Marine Environmental Protection mission.

**C. Budget Request Summary:**

The Coast Guard estimates that expenditures from the Oil Spill Liability Trust Fund will total \$91.000 million in FY 2010, a decrease of \$58.095 million under the FY 2009 enacted level. These estimated expenditures consist of a \$50.000 million expenditure transfer for Federal oil spill response, an estimated \$1.100 million payment to the Oil Spill Recovery Institute, and \$39.900 million for payment of oil spill removal costs and damages claims, including natural resource damages claims.

**II. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Oil Spill Recovery**  
**Summary of FY 2010 Budget Estimates by Program/Project Activity**  
(Dollars in Thousands)

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Request		Increase (+) or Decrease (-) For FY 2010					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Oil Spill Recovery	-	\$ 91,069	-	\$ 149,095	-	\$ 91,000	-	\$ (58,095)	-	\$ -	-	\$ (58,095)
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	-	\$ 91,069	-	\$ 149,095	-	\$ 91,000	-	\$ (58,095)	-	\$ -	-	\$ (58,095)
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	-	\$ 91,069	-	\$ 149,095	-	\$ 91,000	-	\$ (58,095)	-	\$ -	-	\$ (58,095)

### III. Current Services Program Description by PPA

**Department of Homeland Security  
U. S. Coast Guard  
Oil Spill Liability Trust Fund  
Program Performance Justification  
(Dollars in Thousands)**

#### PPA I: OIL SPILL LIABILITY TRUST FUND

	<b>Perm Pos</b>	<b>FTE</b>	<b>Amount</b>
<b>2008 Actual</b>	...	...	<b>91,069</b>
<b>2009 Enacted</b>	...	...	<b>149,095</b>
2010 Adjustments-to-Base			(58,095)
<b>2010 Current Services</b>	...	...	<b>91,000</b>
2010 Program Change	...	...	...
<b>2010 Request</b>	...	...	<b>91,000</b>
Total Change 2009-2010	...	...	(58,095)

The Coast Guard requests \$91.000 million for this activity. This is a decrease of \$58.095 million from the FY 2009 enacted level.

#### **CURRENT SERVICES PROGRAM DESCRIPTION:**

- Title I of the Oil Pollution Act of 1990 (OPA), as amended, provides for the use of the Oil Spill Liability Trust Fund (OSLTF) to pay for federal response to oil spills and claims for uncompensated removal costs and damages resulting from such spills. In Section Seven of Executive Order 12777, the President delegated management responsibility for these uses of the OSLTF to the Secretary of the Department in which the Coast Guard is operating. Upon re-delegation by the Secretary, the Commandant of the Coast Guard delegated responsibility to the National Pollution Funds Center (NPFC), which oversees the OSLTF.
- OPA section 5006(b) directs the NPFC to make annual payments to the Prince William Sound Oil Spill Recovery Institute of the interest on a portion of the OSLTF balance.

#### Accomplishments for FY 2008 include:

- Provided funding for federal response to 500 oil spills at a cost of \$64.548 million.
- Paid an estimated \$1.095 million to the Oil Spill Recovery Institute.
- Paid \$25.426 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.

#### Planned accomplishments for FY 2009 include:

- Provide funding for federal response to 500 oil spills at a cost of \$50.000 million.
- Pay an estimated \$1.100 million to the Oil Spill Recovery Institute.

- Pay \$97.995 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.

Planned accomplishments for FY 2010 include:

- Provide funding for federal response to 500 oil spills at a cost of \$50.000 million.
- Pay an estimated \$1.100 million to the Oil Spill Recovery Institute.
- Pay \$39.900 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.



#### **IV. Program Justification of Changes**

**Not Applicable**

**V. Exhibits and Other Supporting Materials**

**A. Justification of Proposed Legislative Language**

**Not Applicable**

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Oil Spill Recovery  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2008 Actual	-	-	91,069
2009 Enacted	-	-	149,095
Decreases	-	-	(58,095)
Total Adjustments-to-Base	-	-	(58,095)
2010 Current Services	-	-	91,000
Program Changes			
Total Program Changes	-	-	-
2010 Request	-	-	91,000
2009 to 2010 Total Change	-	-	(58,095)

C. Summary of Requirements

Department of Homeland Security  
 U. S. Coast Guard  
 Oil Spill Recovery  
 Summary of Requirements  
 (Dollars in Thousands)

	2010 Request		
	Pos.	FTE	Amount
<b>2008 Actual</b>	-	-	91,069
<b>2009 Enacted</b>	-	-	149,095
Adjustments-to-Base (See "FY 2009 to FY 2010 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	-
Decreases	-	-	(58,095)
Total Adjustments-to-Base	-	-	(58,095)
<b>2010 Current Services</b>	-	-	91,000
Program Changes (See "FY 2009 to FY 2010 Budget Change" for details)			
<b>2010 Total Request</b>	-	-	91,000
<b>2009 to 2010 Total Change</b>	-	-	(58,095)

Estimates by Program/Project Activity	2009 Enacted		2010 Adjustments-to-Base		2010 Program Change		2010 Request		2009 to 2010 Total Change						
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE				
PPA 1	-	-	149,095	-	-	(58,095)	-	-	-	-	-	91,000	-	-	(58,095)
<b>Oil Spill Recovery</b>	-	-	149,095	-	-	(58,095)	-	-	-	-	-	91,000	-	-	(58,095)

**D. Summary of Reimbursable Resources**

**Not Applicable**

**E. Summary of Requirements by Object Class**

**Department of Homeland Security  
U. S. Coast Guard  
Oil Spill Recovery  
Summary of Requirements by Object Class  
(Dollars in Thousands)**

Object Classes	2008 Actual	2009 Enacted	2010 Request	2009 - 2010 Change
11.1 Full-time permanent	-	-	-	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	-	-	-	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	-	-	-	-
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
<b>Total, Personnel Comp. &amp; Benefits</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Other Object Classes:				
21.0 Travel	-	-	-	-
22.0 Transportation of things	-	-	-	-
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	-	-	-	-
25.1 Advisory and assistance services	-	-	-	-
25.2 Other services	91,069	172,390	91,000	(81,390)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	-	-	-	-
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
<b>Total, Other Object Classes</b>	<b>\$ 91,069</b>	<b>\$ 172,390</b>	<b>\$ 91,000</b>	<b>\$ (81,390)</b>
<b>Total Direct Obligations</b>	<b>\$ 91,069</b>	<b>\$ 172,390</b>	<b>\$ 91,000</b>	<b>\$ (81,390)</b>
Unobligated balance, start of year	(20,256)	(23,295)	-	23,295
Unobligated balance, end of year	23,295	-	-	-
<b>Total Requirements</b>	<b>\$ 94,108</b>	<b>\$ 149,095</b>	<b>\$ 91,000</b>	<b>(58,095)</b>

Note: Total direct obligations does not include advances and reimbursements.

**F. Permanent Positions by Grade**

**Not Applicable**

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**



## H. PPA Budget Justifications

**Department of Homeland Security  
U. S. Coast Guard  
Oil Spill Recovery  
PPA I  
Funding Schedule  
(Dollars in Thousands)**

<b>Oil Spill Recovery</b>		<b>2008 Actual</b>	<b>2009 Enacted</b>	<b>2010 Request</b>	<b>2009-2010 Change</b>
<b>Object Classes</b>					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	-	-	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	-	-
25.2	Other services	91,069	172,390	91,000	(81,390)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	-	-	-	-
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
<b>Total, Oil Spill Recovery</b>		<b>\$ 91,069</b>	<b>\$ 172,390</b>	<b>\$ 91,000</b>	<b>\$ (81,390)</b>
<b>Full Time Equivalent</b>		-	-	-	-

### PPA Mission Statement

The Oil Spill Recovery fund will provide a source of funds for removal costs and damages resulting from oil spills, or the substantial threat of a spill, into navigable waters of the U.S. In accordance with the provisions of the Oil Pollution Act of 1990, the President may make available up to \$50 million annually from the Fund for oil spill removal activities. The Fund also pays all valid claims for removal costs and damages resulting from oil spills.

## Summary Justification and Explanation of Changes

### Other services

<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2009-2010</b>
<b>Actual</b>	<b>Enacted</b>	<b>Request</b>	<b>Change</b>
\$ 91,069	\$ 172,390	\$ 91,000	\$ (81,390)

The FY 2010 Oil Spill Recovery request represents a reduction from FY 2009 as a result of a projected decrease in anticipated claims.

**I. Changes in Full-Time Equivalents**

**Not Applicable**



# Department of Homeland Security

*United States Coast Guard*

*Miscellaneous Funds*

---



Fiscal Year 2010

Congressional Justification



## Table of Contents

	Page No.
I. General Gift Fund Overview.....	2
II. Yard Fund and Supply Fund Overview.....	3
III. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA) .....	5
IV. Current Services Program Description by PPA .....	6
V. Program Justification of Changes .....	7
VI. Exhibits and Other Supporting Materials	
A. Justification of Proposed Legislative Language .....	8
B. FY 2009 to FY 2010 Budget Change.....	9
C. Summary of Requirements.....	10
D. Summary of Reimbursable Resources.....	11
E. Summary of Requirements by Object Class .....	12
F. Permanent Positions by Grade.....	13
G. Capital Investment and Construction Initiative Listing.....	15
H. PPA Budget Justifications .....	16
I. Changes in FTE.....	17

**U. S. Coast Guard**  
**Miscellaneous Funds**

**I. General Gift Fund Overview**

**A. Mission Statement for General Gift Fund**

The Coast Guard General Gift Fund is authorized under Section 2601 of Title 10 USC provisions for such funds within the Department of Defense and the Coast Guard. The General Gift Fund is a vehicle that authorizes the Commandant of the Coast Guard to accept gifts and donations for the benefit of activities such as museums, chapels, and other organizations under the jurisdiction of the Coast Guard. A recent change also authorizes the Coast Guard to accept gifts to be used for the benefit of service members who are wounded, injured or taken ill while in the line of duty, as well as for those members' dependents and survivors. The Coast Guard estimates \$80.000 thousand in bequests in FY 2010.

**B. Budget Activities:**

The General Gift Fund enables the Coast Guard to accept gifts and donations which are deposited into the General Treasury. These gifts and donations are devised and bequests to support the Coast Guard, its institutions, and its qualifying service members and dependents.

**C. Budget Bequest Summary:**

The Coast Guard estimates \$80.000 thousand in bequests from various sources to the General Gift Fund in FY 2010.

**U.S. Coast Guard General Gift Fund**  
(Dollars in Thousands)

	<b><u>Amount</u></b>
<b>2008 Actual</b>	<b>\$1,987</b>
<b>2009 Enacted</b>	<b>80</b>
<b>2010 Estimated Bequests</b>	<b>80</b>
Total Change 2009-2010	-



**U. S. Coast Guard**  
**Miscellaneous Funds**

**II. Yard Fund Overview**

**A. Mission Statement for Yard Fund**

The Yard Fund is a revolving account supported by the Coast Guard's Operating Expenses (OE) and Acquisition, Construction & Improvements (AC&I) appropriations to pay for FTE and materials required for Coast Guard projects and work orders completed by the Coast Guard Yard, located in Curtis Bay, Maryland.

**B. Budget Activities:**

Through their completion of mission-essential logistics and engineering support (e.g., cutter drydocking), Coast Guard Yard personnel contribute to all Coast Guard missions: Search and Rescue (SAR); Marine Safety; Aids to Navigation (AtoN); Ice Operations; Marine Environmental Protection (MEP); Living Marine Resources (LMR); Drug Interdiction; Migrant Interdiction; Other Law Enforcement; Ports, Waterways and Coastal Security (PWCS); and Defense Readiness.

**C. Budget Request Summary:**

Not applicable.

**U. S. Coast Guard**  
**Miscellaneous Funds**

**II. Supply Fund Overview**

**A. Mission Statement for Supply Fund**

The Supply Fund, in accordance with 14 U.S.C. 650, finances the procurement of uniform clothing, commissary provisions, general stores, technical material, and fuel for vessels over 180 feet in length. The fund is normally financed by reimbursements from the sale of goods.

**B. Budget Activities:**

The Supply Fund enables the Coast Guard to fund the cost of uniforms, commissary provisions, stores, material, and fuel.

**C. Budget Request Summary:**

Not applicable.

**III. Summary of FY 2010 Budget Estimates by Program/Project Activity (PPA)**

**Department of Homeland Security  
U. S. Coast Guard  
Gift Fund**

**Summary of FY 2010 Budget Estimates by Program/Project Activity**  
(Dollars in Thousands)

Program/Project Activity	FY 2008 Actual		FY 2009 Enacted		FY 2010 Estimated Bequests		Increase (+) or Decrease (-) For FY 2010					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. General Gift Fund	-	\$ 1,987	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
<b>Subtotal, Enacted Appropriations and Budget Estimates</b>	-	\$ 1,987	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
<b>Less Adjustments for Other Funding Sources:</b>												
<b>Net, Enacted Appropriations &amp; Budget Estimates</b>	-	\$ 1,987	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -

**IV. Current Services Program Description by PPA**

**Not Applicable**

**V. Program Justification of Changes**

**Not Applicable**

**VI. Exhibits and Other Supporting Materials**

**A. Justification of Proposed Legislative Language**

**Not Applicable**

**B. FY 2009 to FY 2010 Budget Change**

**Department of Homeland Security  
U. S. Coast Guard  
Gift Fund  
FY 2009 to FY 2010 Budget Change  
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2008 Actual	-	-	1,987
2009 Enacted	-	-	80
Adjustments-to-Base			
Total Adjustments-to-Base	-	-	-
2010 Estimated Bequests	-	-	80
Program Changes			
Program Increases/(Decreases)	-	-	-
Total Program Changes	-	-	-
2010 Requests	-	-	80
2009 to 2010 Total Change	-	-	-

### **C. Summary of Requirements**

**Not Applicable**



**D. Summary of Reimbursable Resources (applies only to Yard Fund)**

**Department of Homeland Security  
U. S. Coast Guard  
Yard Fund**

**Summary of Reimbursable Resources**  
(Dollars in Thousands)

Collections by Source	FY 2008 Actual		2009 Enacted		2010 Request		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
U.S. Coast Guard	585	513	586	507	606	517	91,609	-
<b>Total Budgetary Resources</b>	<b>585</b>	<b>513</b>	<b>586</b>	<b>507</b>	<b>606</b>	<b>517</b>	<b>91,609</b>	<b>10</b>

**E. Summary of Requirements by Object Class**

**Not Applicable**

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
CG Yard Fund - Military  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
	Pos.	Pos.	Pos.	Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	1	1	1	-
O-5	2	2	2	-
O-4	2	2	2	-
O-3	3	3	3	-
O-2	1	1	1	-
O-1	-	-	-	-
CWO4	3	3	3	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	-	-	-	-
E-7	-	-	-	-
E-6	-	-	-	-
E-5	-	-	-	-
E-4	-	-	-	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	12	12	12	-
Unfilled Positions EOY	7	-	-	-
Total Perm. Employment EOY	5	12	12	-
<b>FTE*</b>	10	12	12	-
Headquarters	-	-	-	-
U.S. Field	12	12	12	-
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	12	12	12	-
Position Data:				
<b>Average Salary, Officer Positions**</b>	\$102,885.27	\$111,803.25	\$117,293.58	\$5,490.33
<b>Average Grade, Officer Positions</b>	3	3	3	-
<b>Average Salary, Enlisted Positions**</b>	\$67,441.50	\$0.00	\$0.00	\$0.00
<b>Average Grade, Enlisted Positions</b>	7	-	-	-

\*The Coast Guard manages the military workforce by end strength, not FTE. The military FTE represented in these numbers are monthly end strengths averaged over the year.

\*\*The military pay and allowances averages include the costs associated with all pay and allowances paid to a particular paygrade, including: Basic Pay, Basic Allowance for Housing, Basic Allowance for Subsistence, Federal Insurance Contributions, Incentive/Special Pays, Clothing Allowances, Cost-of-Living Allowances and Selective Re-enlistment Bonus payments. The term "Officer" includes Chief Warrant Officers, Cadets and Officer Candidates.

**F. Permanent Positions by Grade**

**Department of Homeland Security  
U. S. Coast Guard  
CG Yard Fund - Civilian  
Permanent Positions by Grade**

Grade	2008 Actual	2009 Enacted	2010 Request	2009 to 2010 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	4	3	3	-
GS-13	15	6	8	2
GS-12	27	25	27	2
GS-11	20	28	35	7
GS-10	-	-	-	-
GS-9	6	9	10	1
GS-8	2	1	5	4
GS-7	9	10	14	4
GS-6	2	-	-	-
GS-5	3	6	6	-
GS-4	-	2	2	-
GS-3	1	-	-	-
GS-2	-	-	-	-
Other Graded Positions	483	483	483	-
Ungraded Positions	-	-	-	-
<b>Total Permanent Positions</b>	<b>573</b>	<b>574</b>	<b>594</b>	<b>20</b>
Unfilled Positions EOY	57	63	63	-
Total Perm. Employment (Filled Positions) EOY	516	511	531	20
<b>FTE</b>	<b>503</b>	<b>495</b>	<b>505</b>	<b>10</b>
Headquarters	-	-	-	-
U.S. Field	573	574	594	20
Foreign Field	-	-	-	-
<b>Total Permanent Positions</b>	<b>573</b>	<b>574</b>	<b>594</b>	<b>20</b>
Position Data:				
<b>Average Personnel Costs, ES Positions</b>	n/a	n/a	n/a	n/a
<b>Average Personnel Costs, GS Positions</b>	\$91,767.44	\$89,014.29	\$90,292.79	\$1,278.51
<b>Average Grade, GS Positions</b>	11	10	10	(0)

note: the CG Yard's workload and personnel are predominantly funded from other Coast Guard appropriations.

The average personnel costs shown above include basic/locality pay, lump sum payments, awards, overtime, benefits such as retirement, health care and life insurance, and other compensation such as holiday, Sunday, hazardous duty, reemployment annuitant and severance pays, night differential, non foreign Cost-of-Living Allowance, premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

**G. Capital Investment and Construction Initiative Listing**

**Not Applicable**

**H. PPA Budget Justifications by Object Class**

**Not Applicable**

**I. Changes in Full-Time Equivalents**

**Not Applicable**