

Department of Homeland Security

United States Coast Guard



Fiscal Year 2011

Congressional Justification

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	2009 Actual				2010 Enacted				2011 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		
Operating Expenses	17,687	\$2,426,536	30,376	\$4,002,182	48,063	\$6,428,718	18,768	\$2,598,375	30,942	4,261,016	49,710	\$6,859,391	17,843	2,638,981	48,890	\$6,905,411
- Marine Safety			9,749	1,319,427	9,749	1,319,427	18,768	2,598,375	30,942	4,261,016	10,042	1,337,572	17,843	2,638,981	10,147	1,361,390
- Maritime Mobility			8,867	1,166,430	8,867	1,166,430			8,961	1,282,743	8,961	1,282,743			8,661	1,238,624
- Protection of Natural Resources			5,375	687,858	5,375	687,858			5,467	768,621	5,467	768,621			5,431	780,112
- Maritime Security	14,271	1,761,533	6,385	828,467	20,656	2,590,000	14,463	1,932,007	6,472	872,080	20,935	2,804,087	14,421	1,954,189	6,408	2,840,493
- National Defense	3,416	665,003			3,416	665,003	4,305	666,368			4,305	666,368	3,422	684,792		684,792
Environmental Compliance and Restoration			23	11,317	23	11,317			24	13,198	24	13,198			24	13,329
- Protection of Natural Resources			23	11,317	23	11,317			24	13,198	24	13,198			24	13,329
Reserve Training	190	45,906	325	84,196	515	130,102	198	47,983	338	85,649	536	133,632	197	48,642	536	135,675
- Marine Safety			104	27,756	104	27,756			110	27,230	110	27,230			112	27,771
- Maritime Mobility			95	24,539	95	24,539			96	25,016	96	25,016			96	25,267
- Protection of Natural Resources			57	14,583	57	14,583			60	15,648	60	15,648			60	15,915
- Maritime Security	153	37,031	69	17,318	222	54,349	160	39,333	72	17,755	232	57,088	160	39,865	71	18,080
- National Defense	37	8,875			37	8,875	38	8,650			38	8,650	37	8,777		8,777
Acquisition, Construction and Improvements	255	451,899	449	790,381	704	1,242,280	278	580,585	457	955,695	735	1,536,280	269	475,003	785	1,381,228
- Marine Safety			133	208,282	133	208,282			100	208,369	100	208,369			77	135,383
- Maritime Mobility			57	82,052	57	82,052			35	73,820	35	73,820			27	47,575
- Protection of Natural Resources			113	196,451	113	196,451			125	261,148	125	261,148			153	267,848
- Maritime Security	207	353,777	146	303,396	353	657,373	235	491,831	197	412,358	432	904,189	213	374,049	259	455,419
- National Defense	48	98,122			48	98,122	43	88,754			43	88,754	56	100,954		100,954
Alteration of Bridges				155,997		155,997				4,000		4,000				
- Maritime Mobility				155,997		155,997				4,000		4,000				
Research, Development, Test and Evaluation	14	6,069	75	13,523	89	19,592	14	4,188	87	20,557	101	24,745	14	2,757	87	17,277
- Marine Safety			18	3,269	18	3,269			45	8,324	45	8,324			38	7,572
- Maritime Mobility			16	2,105	16	2,105			7	1,331	7	1,331			2	293
- Protection of Natural Resources			35	5,753	35	5,753			21	5,869	21	5,869			31	6,334
- Maritime Security	11	5,368	6	2,396	17	7,764	10	2,989	14	5,033	24	8,022	12	2,359	16	3,078
- National Defense	3	701			3	701	4	1,199			4	1,199	2	398		398
Health Care Fund Contribution				166,517		257,305				170,492		266,006				266,321
- Marine Safety				54,896		54,896				54,207		54,207				54,308
- Maritime Mobility				48,532		48,532				49,797		49,797				49,411
- Protection of Natural Resources				28,839		28,839				31,148		31,148				31,120
- Maritime Security				34,250		107,487		78,296		35,340		113,636				113,316
- National Defense						17,551		17,218				17,218				17,166

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	2009 Actual				2010 Enacted				2011 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					
Retired Pay	---	477,107	---	803,748	---	1,280,855	---	473,173	---	888,072	---	1,361,245	---	477,233	---	923,467	---	1,400,700	
- Marine Safety	---	---	---	255,541	---	255,541	---	---	---	269,795	---	269,795	---	---	---	274,211	---	274,211	
- Maritime Mobility	---	---	---	203,522	---	203,522	---	---	---	236,598	---	236,598	---	---	---	234,951	---	234,951	
- Protection of Natural Resources	---	---	---	152,717	---	152,717	---	---	---	176,547	---	176,547	---	---	---	188,999	---	188,999	
- Maritime Security	---	352,393	---	191,968	---	544,361	---	390,545	---	205,132	---	595,677	---	388,394	---	225,306	---	613,700	
- National Defense	---	124,714	---	---	---	124,714	---	82,628	---	---	---	82,628	---	88,839	---	---	---	88,839	
Bout Safety	---	---	7	145,587	7	145,587	---	---	---	8	128,889	8	128,889	---	---	8	119,000	8	119,000
- Marine Safety	---	---	7	145,587	7	145,587	---	---	---	8	128,889	8	128,889	---	---	8	119,000	8	119,000
Oil Spill Recovery	---	---	---	139,464	---	139,464	---	---	---	91,000	---	91,000	---	---	---	92,000	---	92,000	
- Protection of Natural Resources	---	---	---	139,464	---	139,464	---	---	---	91,000	---	91,000	---	---	---	92,000	---	92,000	
GIT Fund	---	686	---	1,263	---	1,949	---	30	---	50	---	80	---	28	---	52	---	80	
- Marine Safety	---	---	---	416	---	416	---	---	---	16	---	16	---	---	---	16	---	16	
- Maritime Mobility	---	---	---	368	---	368	---	---	---	15	---	15	---	---	---	15	---	15	
- Protection of Natural Resources	---	---	---	219	---	219	---	---	---	9	---	9	---	---	---	10	---	10	
- Maritime Security	---	554	---	260	---	814	---	24	---	10	---	34	---	24	---	11	---	35	
- National Defense	---	---	---	---	---	132	---	6	---	---	---	6	---	---	---	---	---	4	
Total Direct Appropriations and Budget Estimates	18,146	\$3,498,991	31,255	\$6,314,175	49,401	\$9,813,166	19,258	\$3,799,848	31,856	\$6,618,618	51,114	\$10,418,466	18,223	\$3,737,768	31,621	\$6,595,010	49,944	\$10,332,778	
Fee Accounts	---	---	---	19,307	---	19,307	---	---	---	19,444	---	19,444	---	---	---	19,582	---	19,582	
Marine Safety Fees	---	---	---	19,307	---	19,307	---	---	---	19,444	---	19,444	---	---	---	19,582	---	19,582	

Notes:

- 1) Homeland Security activities includes the following programs: Migrant Interdiction, Ports, Waterways and Coastal Security and Defense Readiness.
- 2) 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.
- 3) Funds account for all scorekeeping adjustments
- 4) For comparability purposes, FY 2009 Operating Expenses (OE) includes \$251,503,000 transferred from DoD in support of Overseas Contingency Operations (OCO) and HEC sustanment; FY 2010 Enacted OE includes \$241,503,000 and 872 FTE appropriated to the Coast Guard for OCO and \$54,000 and 247 FTE transferred from NSF for Polar Icebreaker operations; FY 2011 Request includes requested \$254,461,000 for OCO via DoD transfer.
- 5) FY 2009 Actual includes American Recovery and Reinvestment Act (ARRA) funding as follows: \$13,179,000 in Acquisition, Construction, and Improvements, and \$142,000,000 in Alteration of Bridges.

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	Projected delivery on Feb 2, 2010
2009	In conjunction w/ President's Budget	Senate bill; House bill; Conf. bill	Deepwater Implementation Plan Review	Projected delivery on Feb 2, 2010
2010	11-Nov-09	FY10 DHS Approps	Counter narcotics Enforcement Funding	Projected to deliver on Jan 31, 2010
2010	1-Dec-09	FY10 DHS Approps	Unmanned Aerial Systems --- possibly will become briefing requirement	Projected to deliver on Jan 20, 2010
2010	27-Dec-09	FY10 DHS Approps	Overseas Contingency Operations (Initial)	Projected to deliver on Jan 31, 2010
2010	Feb 15, May 15, Aug 15, Nov 15	FY10 DHS Approps	(Quarterly) Overseas Contingency Operations	Projected delivery on required dates
2010	Jan 15, April 15, Jul 15, Oct 15	FY10 DHS Approps House	(Quarterly) Abstract of Operations Report (QAOP)	Projected delivery on required dates
2010	Jan 15, April 15, Jul 15, Oct 15	FY10 DHS Approps House	(Quarterly) Acquisition Report (QARC)	Projected delivery on required dates
2010	26-Jan-10	FY10 DHS Approps House	RDT&E, including Freshwater Ballast Treatment	Projected delivery on required date
2010	26-Jan-10	FY10 DHS Approps House	Interagency Ops / Command 21 Expenditure Plan	Projected delivery on required date
2010	30 days after certification of termination	FY10 DHS Approps House	LORAN-C Termination Plan	Projected delivery on required dates
2010	In conjunction w/ President's Budget	FY10 DHS Approps House	(Annual) 2010 Deepwater Implementation Plan Review	Projected delivery on required date

Fiscal Year	Due Date	Reference/Citation	Requirement	Status
2010	28-Apr-10	FY10 DHS Approps House	Protection of LNG Tankers and Facilities	Projected delivery on required date
2010	28-Apr-10	FY10 DHS Approps House	Financial Strategy for Transformation & Audit Readiness (FSTAR)	Projected delivery on required date
2010	29-Apr-10	FY10 DHS Approps House	Impact of LNG Terminal on Fall River, MA	Projected delivery on required date
2010	In conjunction w/ President's Budget	FY10 DHS Approps House	Comprehensive Review of the Revised Deepwater Implementation Plan	Projected delivery on required date

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 2011
	Authorization	Level	Year of Authorization	Request
	Fiscal Year	Amount	Amount	Amount
Operating Expenses	FY 2006	5,633,900	5,492,331	6,650,950
Acquisition, Construction, and Improvements	FY 2006	1,903,821	1,141,800	1,381,228
Research, Development, Test, and Evaluation	FY 2006	24,000	17,750	20,034
Retired Pay	FY 2006	1,014,080	1,014,080	1,400,700
Alteration of Bridges	FY 2006	38,400	15,000	0
Environmental Compliance and Restoration	FY 2006	12,000	12,000	13,329
Reserve Training	FY 2006	119,000	119,000	135,675
Boat Safety	n/a	n/a	n/a	119,000
Oil Spill Recovery	n/a	n/a	n/a	92,000
Gift Fund	n/a	n/a	n/a	80
Health Care Fund Contribution	n/a	n/a	n/a	265,321
Total Direct Authorization/Appropriation		8,745,201	7,811,961	10,078,317
Fee Accounts				

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A. MISSION AND DESCRIPTION

The U. S. Coast Guard is the principal Federal agency responsible for maritime **safety, security and stewardship** in U.S. ports and inland waterways, along the coasts, on the high seas and in other regions where our nation's maritime equities are at stake. As such, the Coast Guard protects the nation's vital economic and security interests throughout the maritime domain, including the marine transportation system, our natural and economic resources, and our maritime borders. Coast Guard personnel are trained to address all threats and all hazards, in accordance with the law and in alignment with Department of Homeland Security (DHS) goals, objectives, and missions including:

- Preventing and Protecting Against Terrorism;
- Securing and Managing Our Borders;
- Enforcing and Administering Our Immigration Laws;
- Safeguarding and Securing Cyberspace; and
- Ensuring Resilience to Disasters.

The Coast Guard Value Proposition: *Here to Protect, Ready to Rescue*

The Coast Guard delivers value to the public through the execution of its 11 statutorily-mandated mission programs. Execution of these complementary missions ensures fulfillment of the Coast Guard's primary roles of maritime safety, security, and stewardship. These roles and missions are *enduring* – long-standing responsibilities accrued over two centuries of service.

Coast Guard assets and personnel provide the Nation with an agile force that efficiently maximizes limited resources and return on investment. While each Coast Guard mission has a direct linkage to one of these three primary roles, many also overlap to support others. This complementary and multi-faceted character transcends all aspects of the Coast Guard, enabling personnel and assets to perform various safety, security, and stewardship missions and quickly change focus to the most pressing (i.e., highest risk) need. For example, assets performing patrols of our Exclusive Economic Zone (EEZ) to

U. S. Coast Guard Snapshot

Mission Programs:

Search and Rescue
Marine Safety
Aids to Navigation
Domestic Ice Operations
Marine Environmental Protection
Living Marine Resources
Drug Interdiction
Undocumented Migrant Interdiction
Other Law Enforcement
Ports, Waterways, and Coastal Security
Defense Readiness

Major Commands:

Atlantic Area Command – Portsmouth, VA
Pacific Area Command – Alameda, CA
1st District – Boston, MA
5th District – Portsmouth, VA
7th District – Miami, FL
8th District – New Orleans, LA
9th District – Cleveland, OH
11th District – Alameda, CA
13th District – Seattle, WA
14th District – Honolulu, HI
17th District – Juneau, AK
Coast Guard Headquarters – Washington, D.C.

Workforce (per FY11 President's Request):

Military	42,171
Civilian	7,773
Selected Reserves	8,100
Auxiliary	30,047

Major Assets (per FY11 President's Budget):

Major Cutters	39
Patrol Boats	119
Icebreakers	13
Buoy Tenders	76
Helicopters	139
Fixed Wing Aircraft	52
Boats	1,700

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protect living marine resources can be rapidly redirected to rescue a mariner in distress, or respond to a border security threat.

Moreover, the Coast Guard's ability to conduct surge operations and leverage partnerships in response to nationally significant safety, security, or environmental threats is critical to disaster recovery and exemplifies the resiliency of the Service and the Department. At a time when "whole of government" approaches are critical to achieving national objectives across a broad spectrum of strategic challenges, from Overseas Contingency Operations in Iraq and Afghanistan to hurricane, terrorism, and pandemic preparedness, it must be recognized that the Coast Guard remains a unique and invaluable instrument of national safety and security. The Coast Guard provides the primary federal maritime presence to prevent and protect against terrorism, enforce laws, secure and manage the maritime border, conduct response operations, ensure resilience from disasters, and protect the maritime environment.

It is this multi-mission flexibility and interagency cooperation, combined with the dedication of the Coast Guard workforce, that has yielded over 200 years of operational excellence and will enable the Coast Guard to continue to supply valuable service to the Nation in the 21st century.

B. MAJOR PROGRAMS AND KEY STRATEGIC GOALS AND CHALLENGES

Key Strategic Issues

Recapitalizing to Maintain Future Capability

Recapitalization

The FY 2011 President's Budget continues funding for recapitalization of increasingly outdated and unreliable assets (e.g. cutters, aircraft, boats, and C4ISR) and infrastructure. This is the Department's top budget priority for the Coast Guard. ***Recapitalization is vital to preserving future surface, air, and shore asset capability, and is an essential investment for the Nation.***

What the Coast Guard builds today will secure the Nation's borders, rescue those in peril, preserve our economic resources and vitality, and protect the environment for decades to come.

Service Delivery

The FY 2011 President's Budget continues disposition of legacy assets where new surface and air assets are coming online. Additionally, savings from targeted reallocations of operational capacity, efficiencies, and consolidation initiatives are redirected to support continued recapitalization of aging assets and infrastructure. These capacity shifts may create short-term impacts on Coast Guard service delivery if recapitalization schedules are not met, however, operational commanders will use risk management to allocate resources to meet the Nation's highest order maritime safety, security, and stewardship needs. Thus, monitoring performance and adapting through risk management will be a key strategic challenge for the Coast Guard in FY 2011.

Sustaining Long-Term Mission Performance

Performance Goals and Measures Remain Unchanged

Coast Guard performance goals describe the desired outcomes for each mission. Performance measures are used to gauge performance and assess progress in meeting the performance goal. Consistent with general principles of performance management, goals and measures are not

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adjusted based on projected resource levels, however year to year targets may be adjusted with changing funding constraints.

Performance Targets

Coast Guard performance measures have associated “targets” that project a future level of performance for the five-year Future Years Homeland Security Program (FYHSP) time horizon. Coast Guard performance targets are “aggressive but achievable,” consistent with projected FY 2011 operating capacity, and therefore subject to change based on available resources. The Coast Guard’s FY 2011 performance targets have been updated accordingly.

In general, the long-term performance impacts associated with the short-term operational reductions proposed in the President’s Budget ultimately depend on the pace and stability of future recapitalization (e.g., any potential short-term performance loss associated with decommissioning of cutters and aircraft will be mitigated through the timely future delivery of new replacement assets).

C. RESOURCES REQUESTED

The Coast Guard’s FY 2011 budget request focuses resources on the Service’s top budget priority - continued recapitalization of aging assets and infrastructure. Recapitalization of Coast Guard assets is vital to preserving future surface, air, and shore capabilities and mission performance, and remains an essential investment for the Nation despite a period of fiscal constraint. The Coast Guard’s ability to field versatile platforms and personnel with broad authorities is one of the U. S. Government’s most important strengths in the maritime environment, and is critical to effectively managing limited resources to best serve the Nation’s interests.

Recapitalization: Acquisition, Construction, and Improvement (AC&I)

Air and Surface Fleets

Preservation of the Coast Guard’s maritime capability through the recapitalization of surface and air assets, particularly cutters, the Response Boat-Medium (RB-M), and fixed-wing Maritime Patrol Aircraft (MPA), is a strategic imperative for DHS and the Coast Guard. The FY 2011 President’s Budget continues major cutter recapitalization by funding NSC #5 production, refurbishment of another 270-ft Medium Endurance Cutter, OPC design, and construction of four more Fast Response Cutters (FRC).

In particular, the timely replacement of High Endurance Cutters (HECs) through the National Security Cutter (NSC) project is the Coast Guard’s top recapitalization priority. The average age of the HEC fleet is 42 years. A disproportionate share of the depot level maintenance budget is being used to sustain these aging and increasingly unreliable assets. With two NSCs anticipated to be operational by 2011, Coast Guard is positioned to begin decommissioning a limited number of HECs. The President’s Budget includes the decommissioning of four HECs in 2011.

Other FY 2011 recapitalization priorities include the HC-144A MPA, Fast Response Cutter (FRC), and RB-M, all of which will replace aging assets (i.e., HU-25 Falcon, 110-foot Island Class Patrol

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Boat, and 41-foot Utility Boat, respectively) approaching the end of their service lives. Six HC-144A MPA are currently operational and are saving lives and securing the maritime border in the 8th District. The first FRC will commence operations in Miami, FL in FY 2011.

The FY 2011 President's Budget also seeks funding for critical Logistics and Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) investments needed to support the operation of surface and air assets.

Aging Shore Infrastructure, Including Military Housing

The FY 2011 President's Budget seeks funding to address the Service's most urgent shore infrastructure recapitalization requirements. Much of the Coast Guard's shore infrastructure is located in the harsh marine environment and requires reconstruction or replacement to restore operational capabilities. Continued investment in aging Coast Guard facilities is critical to sustaining operations and mitigating occupational safety risks. For example, the President's Budget seeks funding to rehabilitate an existing pier face for three Coast Guard Buoy Tenders homeported in Newport, RI. The current moorings are in the process of being condemned by the U.S. Navy due to progressive deterioration.

The President's Budget also seeks to address the challenge faced by military families to find affordable housing in certain duty locations. The Budget provides \$14 million from previously unavailable balances in the Coast Guard Housing account for the construction, renovation, and improvement of Coast Guard military family housing in the Upper Florida Keys and near Station Montauk located on the eastern most end of Montauk, New York .

Delivering Services: Operating Expenses (OE)

The FY 2011 President's Budget supports the operation and maintenance of Coast Guard capability, including personnel pay and allowances, training and recruiting, operating funds for newly acquired assets delivered through Coast Guard recapitalization programs, and unit and depot level maintenance. The Budget annualizes new funding provided by Congress in FY 2010 for counterdrug operations and new watchstanders. It also enhances deployable law enforcement capability to mitigate emergent terrorism and border security risks. The President's Budget redirects savings from efficiencies, consolidation initiatives, the decommissioning of assets scheduled for future recapitalization, and the reallocation of capability, to support the Coast Guard's highest operational and recapitalization priorities.

Enhancements

The FY 2011 President's Budget provides funding to bring Law Enforcement Detachment (LEDET) teams to full capacity, fully staffing 18 LEDETs with 12-person teams. LEDETs perform critical Law Enforcement functions and primarily support the Drug Interdiction and Defense Readiness missions while embarked on naval assets. In FY 2009, the deployment of Coast Guard LEDETs aboard U.S. Navy and partner nation warships accounted for over 50% of total cocaine removals. Thus, leveraging the full benefit of increased LEDET capacity is dependent on the future availability of U. S. Navy and partner nation warship platforms.

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The FY 2011 President's Budget provides funding to operate and maintain newly acquired assets delivered through Coast Guard recapitalization programs. These assets include new RB-Ms, NSCs, FRCs, HC-144 aircraft and armed helicopters. Follow-on funding also supports new shore assets including Rescue 21, NAIS, Defense Messaging systems and the new Rescue Swimmer Training Facility.

Savings and Decommissionings

The FY 2011 President's Budget identifies savings associated with targeted management and technology efficiencies and consolidation initiatives. The Coast Guard will continue to leverage available efficiencies to maximize service delivery and provide the nation with the highest possible return on investment. Proposed efficiency highlights include small boat logistics management improvements, contract insourcing, Headquarters management efficiencies, and the consolidation of intelligence fusion centers under a single operational command.

The FY 2011 President's Budget includes the decommissioning of legacy assets, the reallocation of Maritime Safety and Security Teams (MSSTs), and realignment of existing rotary wing (i.e., helicopter) capacity to the Great Lakes region. For example, the Coast Guard will decommission four HECs and four HU-25 Falcons in FY 2011. Additionally, the Coast Guard will implement a regionalized MSST operational construct. The twelve existing MSSTs will be reduced to seven teams with these deployable resources apportioned to operational commanders to mitigate the highest risks in the Nation's ports. Rotary wing realignment reallocates existing highly capable aircraft to a location where they will be more operationally effective in executing assigned missions. Further, this reallocation will achieve additional savings through the closure of two seasonal Air Facilities.

D. PERFORMANCE HIGHLIGHTS, RESOURCES, AND ALIGNMENT TO STRATEGIC GOALS

For each mission-program, the program description, performance goal, alignment to DHS strategic objectives, total dollars and FTE, and Government Performance and Results Act performance measure(s) are shown below. Additional measures are also displayed, as appropriate, to provide a more thorough context of expected performance results. Coast Guard mission-programs and their long-term performance goals are listed below, followed by the DHS strategic objective(s) they support.

Note: Alignment to the Secretary's Priorities for homeland security is currently ongoing in the DHS Bottom-Up Review as a follow-on to the Quadrennial Homeland Security Review.

Major Programs

Search and Rescue (SAR): The Coast Guard SAR mission program performance goal is to save people in imminent danger on our Nation's oceans and waterways, and directly contributes to the DHS mission of *Ensuring Resilience to Disasters*. In FY 2009, the Coast Guard achieved its SAR mission-program performance target of saving at least 76% of persons in imminent danger. The Coast Guard transitioned to a new measure, the percent of people in imminent danger saved in the maritime environment, to better show lives unaccounted for or persons still missing when SAR operations cease. The Coast Guard also enhanced its ability to detect and locate persons in distress through technology improvements such as Rescue 21, which now covers nearly 40,000 miles of the

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Nation's coastline, and the installation of advanced equipment on response assets, such as the 406 mega-Hertz direction finders on additional aircraft and Digital Selective Calling capability on additional cutters and small boats. The SAR program expects continued operational improvements in FY 2010 with additional SAR-related technology upgrades. Enhancing Command Center performance will be a top priority in FY 2010. The FY 2011 budget request preserves basic SAR requirements (i.e., minimum required asset readiness) and supports investment in enhanced SAR capability such as Rescue 21 and the Response Boat-Medium (RB-M).

Program: Search and Rescue (SAR)						
Performance Goal: Save people in imminent danger on our Nations oceans and waterways.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$831,948	\$928,782	\$1,145,565	\$1,133,011	\$1,148,632	\$1,098,359
FTE	4,652	5,004	5,228	5,610	5,630	5,644

Performance Plan Measures

Measure: Percent of people in imminent danger saved in the maritime environment.						
Description of Measure: This is a measure of the percent 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 is factored into this percentage. Several factors compound the difficulty of successful response including untimely notification to the Coast Guard of distress, incorrect reporting of the distress site location, severe weather conditions at the distress site, and distance to the scene. The percent of lives saved is the best outcome measure for search and rescue because it includes lives lost before and after the Coast Guard is notified and persons missing, thereby encouraging the investment in supporting awareness or communication systems and safe boater programs that increase the possibility a search and rescue mission will end with lives saved.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	76%	76%	76%	77%
Actual:	None	None	76.8%	77.3%	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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	.13%	.09%	.12%	.14%	.16%	.10% lives saved / 1 million
Actual:	.13%	.09%	.12%	.14%	N/A	N/A

Measure: Percent of property in danger of loss saved.						
Description of Measure: This is a new measure of the percent of property in imminent danger on the oceans and other waterways and saved by the U.S. Coast Guard through the coordinated national SAR system. The amount of property lost and missing at the conclusion of SAR operations is factored into this percentage. Several factors compound the difficulty of successful						

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response including untimely notification, incorrect position, and conditions at the distress location. To calculate the result we use the following equation: $PS / (PS+PL+PUF)$ where: PS = "property saved", PL = "property lost" and PUF = "property unaccounted for" as defined and input into the Marine Information for Safety and Law Enforcement (MISLE) database.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	Baselining	70%	70%
Actual:	None	None	None	66%	N/A	N/A

Measure: Percent of Search and Rescue assets on scene within two hours.						
Description of Measure: This new measure is being baselined. 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 any one response unit on a SAR sortie arrives on scene more than 90 minutes after notification.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	None	Baselining	85%
Actual:	None	None	None	None	N/A	N/A

Ports, Waterways, and Coastal Security (PWCS): The Coast Guard PWCS mission program performance goal reflects management of terror-related risk in the U.S. maritime domain. This mission program directly supports the DHS mission of *Preventing and Protecting Against Terrorism*. The Coast Guard met its FY 2009 PWCS performance target by reducing 31% of the maritime terrorism risk over which the Coast Guard has influence. This is attributable to across-the-board improvements in maritime security regimes, maritime domain awareness, and security and response operations. Specifically, the Coast Guard International Port Security program verified the effectiveness of anti-terrorism measures and security in 35 foreign ports. Additionally, maritime domain awareness of global shipping traffic was improved through enhancements in the Nationwide Automatic Identification System (NAIS) and the start-up of the Long Range Identification and Tracking (LRIT) system. While primarily a safety and collision avoidance system, the Coast Guard leverages AIS capability to support its maritime security operations. Lastly, the Coast Guard focused its allocation of resources on activities such as waterborne patrols and escorts, high interest vessel boardings, and on higher risk maritime critical infrastructure and key resources.

In FY 2011, the Coast Guard plans to implement a regionalized deployable force construct, with resources apportioned to operational commanders based on the highest prevailing risks in the Nation's ports. To enable this construct the Coast Guard will decommission five of twelve Maritime Safety and Security Teams (MSSTs). The seven remaining MSSTs will continue to escort vessels, patrol critical infrastructure, perform counter terrorism activities, enforce laws aboard high interest vessels, and respond to unanticipated surge operations (e.g., mass migration response, hurricane response, terrorist attack, etc.) consistent with regional threats. In addition, unity of effort is expected to improve as the Coast Guard continues to partner with TSA to publish TWIC regulations and better secure and manage our borders. The continued alignment of Coast

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Guard exercises with the Homeland Security Exercise and Evaluation Program as prompted by recent updates to all 43 Area Maritime Security Plans continues to help ensure the resilience of the Nation's ports to disasters.

Program: Ports, Waterways and Coastal Security (PWCS)						
Performance Goal: Manage terror-related risk in the U.S. Maritime Domain to an acceptable level.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$1,609,780	\$1,362,220	\$2,037,437	\$1,851,611	\$2,076,329	\$1,967,958
FTE	12,906	7,710	11,391	11,254	11,370	11,215

Performance Plan Measures

Measure: Annual Transportation Worker Identification Credential compliance rate at Maritime Transportation Security Act regulated facilities.						
Description of Measure: This new measure reports the percent of Maritime Transportation Security Act (MTSA) regulated facilities that are found in compliance with the Transportation Worker Identification Card (TWIC) regulations during Coast Guard inspections. The Security and Accountability for Every (SAFE) Port Act of 2006 requires the Coast Guard to conduct at least two MTSA security inspections on regulated facilities each year; one announced and one unannounced.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	N/A	80%	85%
Actual:	None	None	None	N/A	N/A	N/A

Measure: Critical infrastructure required visit rate.						
Description of Measure: This measure is the accomplishment rate of required visits to maritime critical infrastructure.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	100% of required visits					
Actual:	73%	67%	69%	74%	N/A	N/A

Measure: High capacity passenger vessel required escort rate.						
Description of Measure: This measure is the accomplishment rate of required escorts of high capacity passenger vessels.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	100% of required escorts					
Actual:	59%	58%	58%	53%	N/A	N/A

Measure: Percent reduction in the maritime terrorism risk over which the U.S. Coast Guard has influence.						
Description of Measure: This is an 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						

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proxy (index) value of "raw risk" existing 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 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	14%	15%	15%	21%	>19%	>19%
Actual:	17%	15%	20%	31%	N/A	N/A

Measure: Percent risk reduction of a terrorist entering the United States via maritime means.						
Description of Measure: This measure is an estimate of the percent of terrorist-related maritime risk reduction of the illegal entry of a terrorist(s) through the maritime domain (as a percent of the risk that the Coast Guard has the ability to impact). This measure scores the risk (using elicitation methods with maritime security subject matter experts) of the illegal entry of a terrorist(s) into the United States where vessels en route from foreign countries are 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 their estimated effectiveness.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	21%	21%	29%	27.9%
Actual:	None	21%	29%	42%	N/A	N/A

Measure: Percent risk reduction of a weapon of mass destruction entering the United States via maritime means.						
Description of Measure: This measure is an estimate of the percent of terrorist-related maritime risk reduction of the illegal entry 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 measure scores the risk (using elicitation methods with maritime security subject matter experts) of the illegal entry of WMD/materials into the United States 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 their estimated effectiveness.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	4%	3%	12%	11.8%
Actual:	None	4%	12%	17%	N/A	N/A

Measure: Risk reduction due to Coast Guard 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 measure scores the risk (using elicitation methods with maritime security representatives) of a high-consequence maritime terrorist attack. Scoring generates an index of "raw risk" existing in the maritime domain. Coast Guard incremental interventions (both operational and regulatory-based) that have occurred throughout the fiscal year are scored against with regard to their estimated effectiveness.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	4.2%	4.1%	6%	6%	4%	>3%
Actual:	6%	4.2%	5%	9%	N/A	N/A

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Additional Measures

Measure: MTSA Annual Required Inspection Rate.						
Description of Measure: This performance measure quantifies the Coast Guard's completion rate of required security plan compliance inspections as prescribed by the Maritime Transportation Security Act of 2002 and the Security and Accountability For Every (SAFE) Port Act of 2006.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	100%	100%	100%	100%	100%	100%
Actual:	100%	100%	100%	100%	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)						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	11.2% risk reduction per B	12.1% risk reduction per B	13.0% risk reduction per B	15.9% risk reduction per B	10.6% risk reduction per B	11.1% risk reduction per B
Actual:	14.2%	6.6%	14.9%	28.7%	N/A	N/A

Drug Interdiction: The Coast Guard Drug Interdiction mission program performance goal is to reduce the flow of illegal drugs entering the United States via non-commercial maritime shipping sources. This mission program directly supports the DHS mission of *Securing and Managing our Borders*. In FY2009, the Coast Guard removed 15.0% of the cocaine coming to the United States through the transit zone (per the Consolidated Counterdrug Database cocaine non-commercial maritime cocaine estimate for FY 2009), falling short of its target of 15.7%. The Coast Guard removed less cocaine in FY 2009 than in FY2008 (by 4%), yet achieved its third highest total removals on record with 160.1 MT of cocaine removed. The first NSC, USCGC BERTHOLF, disrupted a multi-vessel drug transfer in the Eastern Pacific during its first operational patrol in July 2009. The Coast Guard will continue to aggressively pursue recapitalization of its aging major cutter and aircraft fleet in FY 2010 and FY 2011 used to support the National Drug Control Strategy's transit zone cocaine removal rate goal. In FY 2010, the Coast Guard will expand Airborne Use of Force (AUF) capability to improve the interdiction and "end game" prosecution of drug traffickers using go-fast vessels along littoral routes. The Coast Guard will also bolster Law Enforcement Detachment (LEDET) capacity. The Nation's long-term ability to secure its maritime borders must ultimately be addressed through recapitalization, particularly the National Security Cutter (NSC), Offshore Patrol Cutter (OPC), and Maritime Patrol Aircraft (MPA) programs supported in the FY 2011 budget request.

Program: Drug Interdiction						
Performance Goal: Reduce the flow of illegal drugs entering the United States via non-commercial maritime shipping sources.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$1,243,465	\$1,280,433	\$1,189,403	\$1,233,688	\$1,378,958	\$1,440,409
FTE	6,333	6,159	5,799	5,967	6,101	6,119

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Performance Plan Measures

Measure: Removal rate for cocaine from non - commercial vessels in maritime transit zone.						
Description of Measure: Percent of Cocaine removed (seized by the U.S. Coast Guard, and jettisoned, scuttled, or destroyed as a result of U.S. Coast Guard law enforcement action) in relationship to the Non - Commercial Maritime Movement of cocaine.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	N/A	15.7%	18.5%	15.5%
Actual:	None	None	New Measure	15.0%	N/A	N/A

Additional Measures

Measure: Cocaine Removal Rate / Operating Expenses of the Drug Interdiction Program.						
Description of Measure: "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 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	3.2%	3.6%	3.7%	3.2%	2.4%	2.1%
	Removal Rate per 100 Million of program Operational Expenditures	Removal Rate per 100 Million of program Operational Expenditures	Removal Rate per 100 Million of program Operational Expenditures	Removal Rate per 100 Million of program Operational Expenditures	Removal Rate per 100 Million of program Operational Expenditures	Removal Rate per 100 Million of program Operational Expenditures
Actual:	None	2.4%	4.4%	2.6%	N/A	N/A

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Measure: Metric Tons of Cocaine Removed.						
Description of Measure: 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	130	130	134	180	159.7
Actual:	None	161.4	166.9	160.1	N/A	N/A

Measure: Percent Non - Commercial Maritime Conveyance.						
Description of Measure: 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 the Coast Guard influences in the transit zone.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	88%	87%	86%	85%	88%
Actual:	None	None	86.2%	87.2%	N/A	N/A

Measure: Removal rate for cocaine that is shipped via non - commercial maritime means.						
Description of Measure: Percent of Cocaine removed (seized by the U.S. Coast Guard and jettisoned, scuttled, or destroyed as a result of Coast Guard law enforcement action) in relationship to the Non - Commercial Maritime Flow of cocaine.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	22%	26%	28%	23.8%	Retire	Retire
Actual:	25.3%	32.6%	32.4%	31.0%	N/A	N/A

Marine Safety: The Coast Guard's Marine Safety mission program performance goal is to reduce maritime fatalities and injuries in our Nation's oceans and waterways. This program supports the DHS mission *Ensuring Resilience to Disasters*. In FY 2009, the Coast Guard met its Marine Safety mission-program performance targets for Commercial Mariner Safety, Recreational Boating Safety, and Commercial Passenger Safety. The Coast Guard's Marine Safety program supports the safe operation and navigation of over 20,000 U.S. and foreign flagged vessels, inspects over 70,000 domestic vessels, and carries out more than 11,000 port state control (foreign vessel) examinations annually. The Coast Guard efforts continue to reduce the occurrence of marine casualties and enhance service to mariners, industry, and the public. In FY 2009, the Coast Guard participated in Operation Dry Water, an intensified effort to detect intoxicated boaters and enforce Boating Under the Influence (BUI) laws with the goal of protecting thousands of recreational boaters and reducing death and injuries. With funding provided in FY 2009 and FY 2010, the Coast Guard continues to add civilian marine inspectors and investigators to address industry growth, improve inspector training and capacities, and bolster career paths for personnel with marine science and engineering backgrounds. The Coast Guard recently established seven National Centers of Expertise focused on Vintage Steam Vessels; Marine Casualty Investigations; Chemical-LNG Bulk transport; Towing Vessels; Cruise Ships; Offshore Oil Exploration; and Mariner Suspension and Revocation Proceedings. All of these actions are part of the Coast Guard's Marine Safety Performance Plan (2009-2014). The FY 2011 President's Budget continues investment in the Marine Safety

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Performance Plan, which systematically expands the core experience and capabilities of the Marine Safety Program personnel to better manage and ensure compliance on U.S. and foreign vessels operating in U.S. waters and reduce the risk of casualties, deaths and injuries to targeted goals.

Program: Marine Safety						
Performance Goal: Reduce maritime fatalities and injuries on our Nation's oceans and waterways.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$785,914	\$755,280	\$850,199	\$882,163	\$885,770	\$881,292
FTE	4,012	4,109	4,089	4,401	4,675	4,738

Performance Plan Measures

Measure: Five-year average number of commercial mariner deaths and injuries.						
Description of Measure: This is a measure of the long-term performance trend of the Coast Guard Marine Safety Program impact on commercial mariner fatalities and injuries.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	<=501	<=529	<=520	<=482
Actual:	None	None	479	475	N/A	N/A

Measure: Five-year average number of commercial passenger deaths and injuries.						
Description of Measure: This is a measure of the long-term performance trend of the Coast Guard Marine Safety Program impact on commercial passenger fatalities and injuries.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	<=225	<=251	<=248	<=223
Actual:	None	None	244	228	N/A	N/A

Measure: Five-year average number of recreational boating deaths and injuries.						
Description of Measure: This is a measure of the long - term performance trend of the U.S. Coast Guard Marine Safety Program impact on Recreational Boating fatalities and injuries.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	4,252	<=4,252	<=4,248	<=4,184	<=4,115
Actual:	None	None	4,070	4,038	N/A	N/A

Additional Measures

Measure: Marine Safety Efficiency Ratio.						
Description of Measure: 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 five-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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	0.98	1.06	1.00	1.00	1.00	1.00
Actual:	.83	1.03	1.118	1.057	N/A	N/A

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Measure: Recreational Boating Deaths and Injuries.						
Description of Measure: 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	4,076	4,184	4,184	4008
Actual:	None	None	3,658	3,534	N/A	N/A

Undocumented Migrant Interdiction: The Coast Guard Migrant Interdiction mission program performance goal is to eliminate the flow of undocumented migrants via maritime routes to the United States. The program aims to deter, detect, and interdict undocumented migrants and transnational smugglers far from the United States shoreline to reduce the flow of undocumented migrants. In FY 2009 the Coast Guard and its other domestic and international partners interdicted 84.4% of undocumented migrants attempting to enter the U.S. via maritime means. The improved outcome is in part due to the reduced number of Cubans smuggled by professional smugglers operating ‘go-fasts.’ In FY 2009 the reduced Cuban flow has been via slower moving *rusticas*, increasing maritime detection and interdiction success for the Coast Guard and its partners. As a result of reduced migrant flow, in part due to Coast Guard deterrence, the Coast Guard anticipates maintaining baseline performance in FY 2011. Consistent with FY 2011 budget priorities, continued recapitalization of the NSC, OPC, FRC, and MPA programs is critical to supporting the DHS missions of *Securing and Managing Our Borders and Enforcing and Administering our Immigration Laws*, and sustaining long-term performance in this program.

Program: Migrant Interdiction						
Performance Goal: Eliminate the flow of undocumented migrants via maritime routes to the United States.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$503,870	\$873,692	\$625,086	\$732,282	\$858,696	\$868,880
FTE	2,467	4,392	3,410	3,388	3,498	3,591

Performance Plan Measures

Measure: Percent of undocumented migrants interdicted attempting to enter the U.S. via maritime routes “that are interdicted”						
Description of Measure: 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. This measure reflects migrant interdictions and landings reported by U.S. Coast Guard units and other law enforcement agencies.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	67%	65%	69.9%	73.9%	73.9%
Actual:	None	65.2%	62.7%	84.4%	N/A	N/A

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Additional Measures

Measure: Migrant Interdiction Rate / Operating Expenses of Migrant Interdiction Program.						
Description of Measure: This measure shows the percentage of all nationalities of undocumented migrants interdicted by Federal entities while attempting to enter the U.S. via maritime routes per 10 million of program operating expenses as calculated by the Coast Guard's Mission Cost Model. Migrant interdictions and landings are reported by USCG units and other law enforcement agencies. This measure leverages interdiction and funding data available to the CG to indicate relative year-to-year program efficiency, however, because the measure does not capture all government resources applied to interdiction, it overestimates the overall efficiency of the program.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	3.3%	2.4%	2.2%	2.3%	1.54%	1.54%
	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	Interdiction Rate per 10 million in Program Operating Expenses
Actual:	2.5%	1.80%	1.70%	2.90 %	N/A	N/A

Marine Environmental Protection (MEP): The Coast Guard MEP mission program performance goal is to reduce oil spills and chemical discharge incidents and mitigate impacts when they occur. This mission program directly supports the DHS mission of *Ensuring Resilience to Disasters*. In FY 2009, the Coast Guard met its MEP performance targets as the five year average of chemical discharge incidents per 100 million short tons shipped decreased to 17.8 (less than the 25.9 target) and the five year average number of oil spills per 100 million short tons shipped decreased to 11.8 (less than the 13.0 target). In FY 2009, the Coast Guard performed over 17,300 facility inspections and 25,400 container inspections, identifying over 5,200 deficiencies. In addition, the Coast Guard investigated and responded to almost 3,600 pollution incidents, disseminated guidance to better incorporate volunteer organizations into oil spill clean-up operations, and Initiated a Front End Analysis for the Federal On Scene Coordinator Representative roles and responsibilities. The Coast Guard will validate the National Incident Command concept during the 2010 Spill of National Significance exercise. This continued refinement of the National Incident Management System will aid the resilience of maritime communities to disasters, and help mature the Nation's homeland security enterprise. In FY 2010, the Coast Guard will continue to develop a national mandatory Ballast Water Management (BWM) program to support 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.

Program: Marine Environmental Protection (MEP)						
Performance Goal: Reduce oil spills and chemical discharge incidents and mitigate impacts when they occur.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$336,562	\$298,329	\$290,311	\$328,647	\$322,417	\$320,667
FTE	1,356	1,222	1,118	1,142	1,143	1,159

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Performance Plan Measures

Measure: Five-year average number of chemical discharge incidents per 100 million short tons shipped.						
Description of Measure: This measure is a lagging indicator of U.S. Coast Guard Marine Environmental Protection Program impact on the long-term trend of chemical discharge incidents. It is a simple moving average of U.S. Coast Guard investigated chemical discharge incidents into navigable waters of the United States for the current and four previous fiscal years, divided by the five-year average annual foreign and domestic short tons (100 million) of Chemical and Chemical Products shipped in U.S. waters.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	<=26.6	<=25.9	<=22.8	<=22.0
Actual:	None	None	19.7	17.8	N/A	N/A

Measure: Five-year average number of oil spills per 100 million short tons shipped.						
Description of Measure: This measure is a lagging indicator of U.S. Coast Guard Marine Environmental Protection Program impact on the long-term trend of significant oil spills. It is a simple moving average of U.S. 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 five-year average annual foreign and domestic short tons (100 million) of Oil and Oil Products shipped in U.S. waters.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	<=13.5	<=13.0	<=12.1	<=11.6
Actual:	None	None	12.7	11.8	N/A	N/A

Additional Measures

Measure: Marine environmental protection long-term efficiency ratio.						
Description of Measure: 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	0.97	1.00	1.00	1.00
Actual:	None	None	1.083	1.17	N/A	N/A

Defense Readiness: The Coast Guard Defense Readiness mission program performance goal is to improve national security and the success of military strategies by ensuring assets are at the level of readiness required to support Combatant Commanders (COCOMs). These efforts contribute to the DHS missions of *Securing and Managing Our Borders and Preventing and Protecting Against Terrorism*. In FY 2009, the Coast Guard fell short of its performance target as only 31% of Coast Guard assets included in COCOM operational plans were at the required level of readiness (target was 100%). In FY 2010 and FY 2011, Coast Guard assets and personnel will continue to deploy

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and provide support to the COCOMs. Specifically, the Coast Guard will continue to provide major cutter deployments, Port Security Units, and other forces to support maritime security operations in the U.S. Central Command area of operations. These forces offer unique capabilities in support of Overseas Contingency Operations (OCO), and are a critical component in preventing and protecting against terrorism. Until recapitalization is complete, the readiness challenges associated with maintaining an aging fleet will continue to hamper Coast Guard's efforts to meet its performance targets for this goal. While the Coast Guard will employ assets on a risk-informed basis, long-term operational gaps must be mitigated through continued recapitalization, specifically the NSC program supported in the FY 2011 President's Budget.

Program: Defense Readiness						
Performance Goal: Improve our national security and military strategies by ensuring assets are at the level of readiness required by the combatant commander.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011*
\$ Thousands	\$511,076	\$691,435	\$594,412	\$915,098	\$623,320	\$646,469
FTE	2,076	4,038	3,618	3,504	4,390	3,517

* FY 2011 does not reflect the Overseas Contingency Operations (OCO) transfer to Coast Guard from DoD that is included in the President's Budget..

Performance Plan Measures

Measure: Overall defense readiness of U.S. Coast Guard assets and units supporting Combatant Commander plans.						
Description of Measure: Through the Defense Readiness program, the Coast Guard provides National Defense capabilities and resources in support of the National Military Strategy including: Maritime Interception/Interdiction Operations; Port Operations Security and Defense; Combating Maritime Terrorism; Military Environmental Response Operations; Coastal Sea Control Operations; and Theater Security Cooperation when requested by the Department of Defense. Coast Guard Patrol Boats (PBs), major cutters, and Ports Security Units (PSUs) participate in the Navy Status of Readiness and Training System assessment program and in combatant commander operations. This new measure is the percent of time that all PBs, major cutters, and PSUs are ready at a Status of Resources and Training Systems (SORTS) category 2 or better (a minimum state of readiness to support Combatant Commander plans).						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	None	39.9%	38.6%
Actual:	None	None	None	None	N/A	N/A

Measure: Defense readiness of all U.S. Coast Guard patrol boats.						
Description of Measure: Through the Defense Readiness program, the USCG is prepared to provide core competencies such as Maritime Interception/Interdiction Operations; Port Operations Security and Defense; Maritime Operational Threat Response Operations; Combating Maritime Terrorism; Military Environmental Response Operations; Coastal Sea Control Operations; and Theater Security Cooperation when requested by the Department of Defense. Coast Guard Patrol Boats participate in the Navy Status of Readiness and Training System assessment program and in combatant commander operations. This new measure is the percent of time that Patrol Boats are ready at a SORTS category 2 or better (a minimum state of readiness to support COCOM plans). The performance targets are set to achieve SORTS 2 or better status for the number of Patrol Boats needed to meet GCC requirements.						

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Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	None	39%	36%
Actual:	None	None	None	None	N/A	N/A

Measure: Defense readiness of all U.S. Coast Guard port security units.						
Description of Measure: Through the Defense Readiness program, the U.S. Coast Guard is prepared to provide core competencies such as Port Operations Security and Defense; Maritime Operational Threat Response Operations; Combating Maritime Terrorism; and Theater Security Cooperation when requested by the Department of Defense. Coast Guard Port Security Units (PSUs) participate in the Navy Status of Readiness and Training System assessment program and participate in combatant commander operations. This new measure is the percent of time that PSUs are ready at a SORTS category 2 or better (a minimum state of readiness to support COCOM plans). The performance targets are set to achieve SORTS 2 or better status for the number of PSUs needed to fulfill GCC requirements.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	None	50%	50%
Actual:	None	None	None	None	N/A	N/A

Additional Measures

Measure: Defense readiness of all U.S. Coast Guard major cutters.						
Description of Measure: Through the Defense Readiness program, the U.S. Coast Guard is prepared to provide core competencies such as Maritime Interception/Interdiction Operations; Combating Maritime Terrorism; Rotary Wing Air Intercept Operations; Military Environmental Response Operations; Peacetime Engagement; Coastal Sea Control Operations; and Theater Security Cooperation when requested by the Department of Defense. Coast Guard major cutters participate in the Navy SORTS assessment program and in combatant commander operations. This new measure is the percent of time that major cutters are ready at a SORTS category 2 or better (a minimum state of readiness to support the Combatant Commander). The performance targets are set to achieve SORTS 2 or better status for the number of HECs needed to meet GCC requirements.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	None	None	30.7%	30.0%
Actual:	None	None	None	None	N/A	N/A

Measure: USCG Defense Program Efficiency.						
Description of Measure: "Units" are those incorporated into Combatant Commander plans, including major cutters, PBs, and PSUs. "C2", or a minimum state of readiness to support the Combatant Commander, is a readiness status denoting the unit's ability to carry out assigned missions. This measure is the program's performance, as described by the overall measure, divided by the program's operating cost, expressed as "Percent SORTs Readiness per M".						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	.15% / M or 2.5% / M	.22% / M or 2.5% / M	.24% / M or 2.5% / M	.22% / M or 2.55% / M	2.36% / M	2.31% / M
Actual:	.12% / M	.07% / M	.14% / M	1.46% / M	N/A	N/A

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	operational expenditures					
Actual:	2.1 %	1.04%	1.64%	2.4%	N/A	N/A

Aids to Navigation (ATON): The ATON mission program performance goal is to facilitate safe and efficient movement of goods and people through the Marine Transportation System (MTS). The program provides reliable navigation systems, marine information, and a wide variety of navigation-enabling services to protect the Nation's transportation sector. In FY 2009, the mission met the majority of its Aid to Navigation performance targets including achieving the international standard for reliable ATON systems. In FY 2009, the Coast Guard continued to decrease its backlog for waterways short-range aids (SRA) improvements. Funding this program improves transportation safety on U.S. waterways through new construction, improvements or refurbishment of existing infrastructure. Moreover, Coast Guard ATON assets play a critical role in surging resources to areas impacted by emergencies and major disasters and facilitating the reconstitution of ports and resilience to disasters. The safety and efficiency of the MTS remains vital to continued U.S. economic prosperity. For example, according to the Committee on Maritime Transportation Systems, waterborne commerce accounts for approximately 78% of U.S. international trade by volume and 45% by value. 13 million U.S. jobs depend on the movement of goods through the Nation's deep-draft seaports, and business activities related to waterborne commerce contribute approximately \$742 Billion dollars annually to the U.S. GDP.

Program: Waterways Management: Aids to Navigation						
Performance Goal: Minimize disruptions to the movement of goods and people, while maximizing recreational enjoyment and environmentally sound use of our navigable waters.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$1,155,535	\$1,321,449	\$1,445,041	\$1,508,385	\$1,415,056	\$1,430,452
FTE	7,526	8,549	7,809	8,111	7,919	7,860

Performance Plan Measures

Measure: Federal Short - Range Aids to Navigation Availability.						
Description of Measure: 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	97.5	97.5%	97.5%	97.5%	97.5%
Actual:	None	None	98.3%	98.0%	N/A	N/A

Measure: Five-year average number of Collisions, Allisions, and Groundings (CAG).						
Description of Measure: This measure evaluates the long-term trend of the Coast Guard Waterways Management Program in preventing collisions, allisions (vessels striking fixed objects), and groundings.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	1,748	1,664	<=1,756	<=1,871	<=1,858	<=1,911

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Actual:	1,765	1823	1,857	1878	N/A	N/A
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Additional Measures

Measure: Waterways Management Long-term Efficiency Ratio.						
Description of Measure: This measure is the ratio of performance changes to cost changes. A value greater than 1.000 indicates performance efficiency gains greater than cost changes. A value of 1.050, for example, would indicate a performance gain about 5.0% more favorable than cost changes. The relative change in long-term Waterways Management Program performance versus relative change in long-term cost.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	None	None	1.00	1.00	1.00	1.00
Actual:	None	None	.957	1.01	N/A	N/A

Ice Operations: The Ice Operations mission program performance goal is to support national interests by providing icebreaking and ice-related information services to facilitate transport of people and goods. In FY 2009, the ice operations mission-program successfully met its performance target. The Coast Guard has long maintained an icebreaking capability in the Great Lakes and in northeastern ports and waterways in support of national interests. America's waterways support critical commerce through regions that face the challenge of heavy ice laden waters throughout much of the winter. 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.

Program: Waterways Management: Ice Operations						
Performance Goal: Limit disruption of maritime commerce due to ice.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	*FY 2010	FY 2011
\$ Thousands	\$110,960	\$132,157	\$152,082	\$175,160	\$204,264	\$165,684
FTE	906	854	1,034	924	1,180	926

*Includes \$32.5M POLAR STAR reactivation (AC&I).

Performance Plan Measures

Measure: Number of days critical waterways are closed due to ice.						
Description of Measure: 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. Mary's 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	2(avg), 8 (severe)					
Actual:	0 closures	0 closures	0 closures	0 closures	N/A	N/A

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Other Law Enforcement: The Coast Guard's Other Law Enforcement (OLE) mission program performance goal is to enhance the security of the U.S. Exclusive Economic Zone (EEZ) and relevant areas of the high seas by detecting, deterring, and combating illegal, unreported, and unregulated (IUU) fishing by foreign fishing vessels. This mission directly supports the DHS mission of *Securing and Managing our Borders*. In FY 2009 the Coast Guard achieved its performance target by detecting 112 incursions into the U.S. EEZ (target was less than 195 detected incursions). The majority of incursions were Mexican *lanchas* (small motorboats) in the Gulf of Mexico EEZ. There were 85 detected incursions of these small, elusive vessels in FY 2009, which was well below the past three years' average of 105. The Coast Guard remains challenged to maintain surveillance and interdiction for incursions in the expansive and remote Western Central Pacific (WCP) EEZ and will continue to leverage international and domestic partnerships to aid in coverage of this area. In FY 2010, the Coast Guard will also place observers on U. S. Naval vessels to partially mitigate detection capacity gaps in the WCP EEZ. Consistent with FY 2011 budget priorities, recapitalization is critical to sustaining long-term performance in this program, particularly the NSC, OPC, and MPA programs supported in the President's Budget.

Program: Other LE (law enforcement)						
Performance Goal: Reduce the number of illegal vessel incursions into the U.S. Exclusive Economic Zone.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
\$ Thousands	\$107,742	\$160,423	\$136,907	\$144,567	\$168,750	\$183,147
FTE	703	758	579	639	654	635

Performance Plan Measures

Measure: Number of incursions into the U.S. Exclusive Economic Zone.						
Description of Measure: This measure is the number of detected illegal fishing incursions into the U.S. Exclusive Economic Zone.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	199	199	< 195	< 195	< 190	< 185
Actual:	164	119	81	112	N/A	N/A

Additional Measures

Measure: Interdiction rate for foreign fishing vessels detected violating the U.S. Exclusive Economic Zone.						
Description of Measure: 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 measure 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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	12%	9%	9%	9%	17%	15%
Actual:	None	19.2%	16%	14.3%	N/A	N/A

Measure: Interdiction Rate/Operating Expenses of the Other LE Program.						
Description of Measure: This measure shows the rate of Coast Guard - interdicted illegal						

U. S. COAST GUARD
Fiscal Year 2011
 STRATEGIC CONTEXT

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.						
Fiscal Year:	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Target:	0.9%	1.1%	1.2%	1.2%	1.8%	1.3%
	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	Interdiction Rate per 10 million in Program Operating Expenses
Actual:	1.3%	0.55%	1.9%	2.3%	N/A	N/A

E. HIGH PRIORITY PERFORMANCE GOALS

N/A for USCG.

F. DIGEST TABLE OF BUDGET ESTIMATES BY ACTIVITY AND FYHSP PROGRAM

See Attached Table

F. Digest of 2011 Budget Estimates by Activity and FYHSP Program

**Digest of FY 2011 Budget Estimates by Activity and FYHSP Program
U. S. Coast Guard
Total Appropriations
(Dollars in Thousands)**

Budget Activity	FY 2009 ^{1/}		FY 2010 ^{2/}		FY 2011 ^{3/}		Increase (+) or Decrease (-) for FY 2011	
	Actual Obligations		Enacted		Request		Total Changes	
	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount
1. Maritime Safety								
Search and Rescue (SAR)	10,011	\$ 2,015,174	10,305	\$ 2,034,402	10,382	\$ 1,979,651	77	\$ (54,751)
Marine Safety	5,610	1,133,011	5,630	1,148,632	5,644	1,098,359	14	(50,273)
	4,401	882,163	4,675	885,770	4,738	881,292	63	(4,478)
2. Maritime Mobility								
Aids to Navigation (AtoN)	9,035	\$ 1,683,545	8,852	\$ 1,619,320	8,786	\$ 1,596,136	(66)	\$ (23,184)
Ice Operations (IO)	8,111	1,508,385	7,919	1,415,056	7,860	1,430,452	(59)	15,396
	924	175,160	933	204,264	926	165,684	(7)	(38,580)
3. Protection of Natural Resources								
Marine Environmental Protection (MEP)	5,603	\$ 1,237,201	5,697	\$ 1,363,188	5,699	\$ 1,395,667	2	\$ 32,479
Living Marine Resources (LMR)	1,142	328,647	1,143	322,417	1,159	320,667	16	(1,750)
	4,461	908,554	4,554	1,040,771	4,540	1,075,000	(14)	34,229
4. Maritime Security								
Drug Interdiction	21,248	\$ 3,962,148	21,623	\$ 4,482,733	21,560	\$ 4,460,394	(63)	\$ (22,339)
Migrant Interdiction	5,967	1,233,688	6,101	1,378,958	6,119	1,440,409	18	61,451
Other Law Enforcement (Oth-LE)	3,388	732,282	3,498	858,696	3,591	868,880	93	10,184
Ports, Waterways, and Coastal Security (PWCS)	639	144,567	654	168,750	635	183,147	(19)	14,397
	11,254	1,851,611	11,370	2,076,329	11,215	1,967,958	(155)	(108,371)
5. National Defense								
Defense Readiness (DR)	3,504	\$ 915,098	3,518	\$ 623,320	3,517	\$ 646,469	(1)	\$ 23,149
	3,504	915,098	3,518	623,320	3,517	646,469	(1)	23,149
Subtotal, Budget Authority (All Sources)	49,401	9,813,166	49,995	10,122,963	49,944	10,078,317	(51)	(44,646)

^{1/} FY 2009 Actual Obligations include \$251,503,000 transferred from DoD in support of Overseas Contingency Operations (OCO) and for WHEC maintenance; FY 2009 Actual Obligations do not include \$54,000,000 in reimbursable funds from the National Science Foundation (NSF) for Polar icebreaking.

^{2/} FY 2010 Enacted does not include \$241,503,000 / 872 FTE appropriated to the Coast Guard for OCO and \$54,000,000 / 247 FTE transferred to the Coast Guard from the NSF for Polar icebreaking.

^{3/} FY 2011 Request does not include the requested \$254,461,000 transfer from DoD for OCO or the anticipated \$54,000,000 in reimbursable funds from the NSF for Polar icebreaking.

Department of Homeland Security

United States Coast Guard

Operating Expenses



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard

Operating Expenses

I. Appropriation Overview

A. Mission Statement for Operating Expenses:

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 providing maritime safety, security, and stewardship, and supporting the Department of Homeland Security's (DHS) strategic goals and objectives.

B. Budget Activities:

Operating Expenses appropriation funds 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.

C. Budget Request Summary:

The Coast Guard requests \$6.651 billion and 48,490 FTE in FY 2011. Total adjustments-to-base are \$111.342 million and 134 FTE. In particular, new funding will support the mandatory pay increase (1.4% military and 1.4% civilian); GSA rent and security charge increases; increased costs for government services; and the operation, maintenance, and crewing of replacement assets.

Additionally, total funding continues support for operation and maintenance costs associated with programs such as shore facilities and Aids-to-Navigation (ATON), Response Boat-Medium, Rescue 21, Nationwide Automatic Identification System (NAIS), Defense Messaging System, and the Rescue Swimmer Training Facility.

Management and technology efficiencies include Headquarters management and Logistics Transformation product line efficiencies; DHS balanced workforce strategy; consolidation of Maritime Intelligence Fusion Centers; mission support personnel reductions; and, decommissioning of the National Strike Force Coordination Center.

Program decreases totaling \$24.280 million and 235 FTE are identified to allow for the re-allocation of resources to critical recapitalization projects. Decreases include rotary wing and deployable force capacity, and Coast Guard Investigative Service (CGIS).

Of the total 47,928 positions, 48,490 FTE, and \$6.651 billion requested in this budget, a decrease of 773 positions, 101 FTE, and an increase of \$87.062 million is reflected in this account.

Base adjustment increases include:

- Annualizations of prior-year funding – \$44.155 million
- FY 2011 pay increase and annualization of FY 2010 pay raise for both military and civilian members – \$57.190 million

- DoD parity: military pay and allowances, health care, and Permanent Change of Station (PCS) – \$86.187 million
- Operational Adjustment Increases (includes GSA rent and security charges, Government services) – \$11.359 million
- Operating and Maintenance funds for new assets, including follow-on costs related to Shore Facilities and ATON, Response Boat-Medium, Rescue 21, Nationwide Automatic Identification System, Defense Messaging System, Rescue Swimmer Training Facility, and Surface and Air Asset Follow-on – \$79.983 million

Base Re-Allocations (non-Add) include:

- Military FTP and FTE Transfer to Civilian – [\$9.990 million]
- PPA Funding Technical Transfers – [\$7.610 million]

Base adjustment decreases include:

- Termination of One-Time Costs – (\$63.727 million)
- Prior Year Management Annualizations – (\$24.252 million)
- Management and Technology Efficiencies including logistics transformation product line efficiencies, Headquarters management efficiencies, Manned Covert Surveillance Aircraft follow-on, DHS Balanced Workforce Strategy, consolidation of Maritime Intelligence Fusion Centers (MIFCs), decommissioning of National Strike Force Coordination Center, and Mission Support Personnel – (\$40.904 million)
- Asset Decommissionings including four HU-25 Aircraft, four High Endurance Cutters (HEC) and one Medium Endurance Cutter – (\$38.649 million)

Program change decreases include:

- Rotary Wing Capacity – \$5.503 million
- Deployable Force Capacity – \$18.202 million
- CG Investigative Service (CGIS) – \$0.575 million

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses**
Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Total Changes		Increase (+) or Decrease (-) For FY 2011		Adjustments-to-base	
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Military Pay and Allowances	41,499	\$ 3,172,244	41,811	\$ 3,253,130	41,326	\$ 3,357,762	(485)	\$ 104,632	(233)	\$ (13,535)	(252)	\$ 118,167
II. Civilian Pay and Benefits	6,564	\$ 644,614	6,780	\$ 700,646	7,164	\$ 757,255	384	\$ 56,609	(2)	\$ (41)	386	\$ 56,650
III. Training and Recruiting	-	\$ 200,783	-	\$ 206,840	-	\$ 203,869	-	\$ (2,971)	-	\$ (444)	-	\$ (2,527)
IV. Operating Funds and Unit Level Maintenance	-	\$ 1,275,467	-	\$ 1,154,720	-	\$ 1,106,271	-	\$ (48,449)	-	\$ (7,774)	-	\$ (40,675)
V. Centrally Managed Accounts	-	\$ 277,337	-	\$ 334,766	-	\$ 345,831	-	\$ 11,065	-	\$ (541)	-	\$ 11,606
VI. Depot Level Maintenance	-	\$ 858,273	-	\$ 913,786	-	\$ 879,962	-	\$ (33,824)	-	\$ (1,945)	-	\$ (31,879)
Subtotal, Enacted Appropriations and Budget Estimates	48,063	\$ 6,428,718	48,591	\$ 6,563,888	48,490	\$ 6,650,950	(101)	\$ 87,062	(235)	\$ (24,280)	134	\$ 111,342
Adjustments for Other Funding Sources:												
OSL/TF Contribution		[\$24,500]		[\$24,500]		[\$24,500]						
DoD Transfer (P.L. 110-252)	[844]	[\$252,357]										
Transfer from National Science Foundation (NSF) (P.L. 111-117)			247	\$ 54,000	-	\$ -	(247)	\$ (54,000)	-	\$ -	(247)	\$ (54,000)
Overseas Contingency Operations Funding (P.L. 111-83)			872	\$ 241,503	-	\$ -	(872)	\$ (241,503)	-	\$ -	(872)	\$ (241,503)
Proposed DoD Transfer					[872]	[\$254,461]						
Net, Enacted Appropriations & Budget Estimates	48,063	\$ 6,428,718	49,710	\$ 6,859,391	48,490	\$ 6,650,950	(1,220)	\$ (208,441)	(235)	\$ (24,280)	(985)	\$ (184,161)

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

	Perm Pos	FTE ¹	Amount
2009 Actual	41,342	41,499	3,172,244
2010 Enacted	41,450	41,811	3,253,130
2011 Adjustments-to-Base	(647)	(252)	118,167
2011 Current Services	40,803	41,559	3,371,297
2011 Program Change	(465)	(233)	(13,535)
2011 Request	40,338	41,326	3,357,762
Total Change 2010-2011	(1,112)	(485)	104,632

The Coast Guard requests \$3.358 billion for this activity, an increase of \$104.632 million above the FY 2010 enacted level.

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 2009 included:

- Responded to over 23,000 Search and Rescue cases and saved over 4,700 lives.
- Interdicted nearly 3,700 undocumented migrants attempting to illegally enter the United States.
- Removed 160 metric tons of cocaine and 71,234 pounds of marijuana bound for the U.S. via the Transit Zone.
- Completed over 14,000 inspections of U.S. flagged certificated vessels.
- Conducted nearly 11,000 Port State Control safety and environmental exams on foreign vessels entering U.S. ports.

¹ 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.

- Completed over 25,000 container and 17,000 facility inspections.
- The first National Security Cutter (NSC), USCGC BERTHOLF, disrupted a multi-vessel drug transfer during its first operational patrol in the Eastern Pacific.
- Established five National Centers of Expertise to improve marine safety performance and industry dialogue regarding vintage vessels, towing vessels, liquefied gas vessels, outer continental shelf, and casualty investigations.
- Executed inaugural Operation Dry Water boating safety and BUI enforcement campaign in forty-nine states and U.S. territories.
- Patrol Forces Southwest Asia (PATFORSWA) provided continued support of National Security interests in the Arabian Gulf.
- Inspected over 48,000 Transportation Worker Identification Credentials (TWICs) in port facilities throughout the U.S.

FY 2010 planned accomplishments include:

- Increase Marine Safety capability and capacity.
- Improve airborne use of force capability.
- Continued operation of Biometrics at Sea initiative.
- Sustain Seahawk Charleston Interagency Operations Center.
- Improve financial management oversight.
- Support Overseas Contingency Operations (OCO).
- Support scientific research and Coast Guard operations in the Arctic Region

In FY 2011 active duty military personnel will ensure the service remains agile, adaptable, and ready to serve the Nation's maritime interests. 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 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 2011 pay raise and the basic allowance for housing increase for all military service members, while annualizing military average monthly end strength introduced in FY 2010. Additionally, the funding will support military personnel to operate and maintain newly acquired assets (e.g., National Security Cutter, Fast Response Cutter, Maritime Patrol Aircraft, etc.).

This FY 2011 request reduces the size of the military workforce by 485 FTE (1,112 positions) primarily associated with decommissioning of legacy assets and realignment of forces.

PPA II: CIVILIAN PAY AND BENEFITS

	Perm Pos	FTE	Amount
2009 Actual	7,167	6,564	644,614
2010 Enacted	7,251	6,780	700,646
2011 Adjustments-to-Base	342	386	56,650
2011 Current Services	7,593	7,166	757,296
2011 Program Change	(3)	(2)	(41)
2011 Request	7,590	7,164	757,255
Total Change 2010-2011	339	384	56,609

The Coast Guard requests \$757.255 million for this activity, an increase of \$56.609 million above the FY 2010 enacted level.

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 2009 included:

- Responded to over 23,000 Search and Rescue cases and saved over 4,700 lives.
- Interdicted nearly 3,700 undocumented migrants attempting to illegally enter the United States.
- Removed 160 metric tons of cocaine and 71,234 pounds of marijuana bound for the U.S. via the Transit Zone.
- Completed over 14,000 inspections of U.S. flagged certificated vessels.
- Conducted nearly 11,000 Port State Control safety and environmental exams on foreign vessels entering U.S. ports.
- Completed over 25,000 container and 17,000 facility inspections.
- The first National Security Cutter (NSC), USCGC BERTHOLF, disrupted a multi-vessel drug transfer during its first operational patrol in the Eastern Pacific.
- Established five National Centers of Expertise to improve marine safety performance and industry dialogue regarding vintage vessels, towing vessels, liquefied gas vessels, outer continental shelf, and casualty investigations.
- Executed inaugural Operation Dry Water boating safety and BUI enforcement campaign in forty-nine states and U.S. territories.
- Patrol Forces Southwest Asia (PATFORSWA) provided continued support of National Security interests in the Arabian Gulf.

- Inspected over 48,000 Transportation Worker Identification Credentials (TWICs) in port facilities throughout the U.S.

The civilian personnel are an integral part of the Coast Guard and its 11 mission-programs. The Coast Guard continues to complement its military workforce by recruiting diverse, well-educated, and energetic civilians needed to meet current and future demands.

FY 2010 planned accomplishments include:

- Increase Marine Safety capability and capacity.
- Continued operation of Biometrics at Sea initiative.
- Sustain Seahawk Charleston Interagency Operations Center.
- Improve financial management oversight.
- Support Overseas Contingency Operations (OCO).
- Support scientific research and Coast Guard operations in the Arctic Region

In FY 2011, 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 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 2011 pay raise for all civilian personnel and annualize civilian FTE introduced in FY 2010.

The FY 2011 request increases the size of the civilian workforce by 384 FTE (339 positions) primarily associated with the DHS Balanced Workforce Strategy and new asset follow-on.

PPA III: TRAINING AND RECRUITING

	Perm Pos	FTE	Amount
2009 Actual	200,783
2010 Enacted	206,840
2011 Adjustments-to-Base	(2,527)
2011 Current Services	204,313
2011 Program Change	(444)
2011 Request	203,869
Total Change 2010-2011	(2,971)

The Coast Guard requests \$203.869 million for this activity, a decrease of \$2.971 million below the FY 2010 enacted level.

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 2009 included:

- Accessed 3,169 recruits through recruit training; graduated 3,127 enlisted apprentices from “A” schools; and commissioned 496 officers from the Coast Guard Academy, Officer Candidate School, and Direct Commission Program.
- Trained 2,006 members in advanced maritime law enforcement, 979 members in counter terrorism activities, 1,267 members in leadership skills, and provided 65,749 advanced Coast Guard classroom training courses (i.e., the number of individual seats available in Coast Guard “C” school courses).
- Graduated 218 members from post-graduate schools meeting advanced training and knowledge requirements.

FY 2010 planned accomplishments include:

- Accessing 3,575 recruits through recruit training; graduating 2,897 enlisted apprentices from our “A” schools; and commissioning 355 officers from the Coast Guard Academy, Officer Candidate School and Direct Commission Program.
- Training 2,530 members in advanced maritime law enforcement, 1,302 members in counter terrorism activities, 2,745 members in leadership skills, and providing 69,341 advanced Coast Guard classroom training courses.
- Graduating 205 members from post-graduate schools to meet advanced training and knowledge requirements.

The FY 2011 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 2011 budget provides funding for increased training requirements related to new platforms, such as the National Security Cutter (NSC) and the new Rescue Swimmer Training Facility (RSTF) that includes a Modular Egress Training Simulator (METS).

PPA IV: OPERATING FUNDS AND UNIT LEVEL MAINTENANCE

	Perm Pos	FTE	Amount
2009 Actual	1,275,467
2010 Enacted	1,154,720
2011 Adjustments-to-Base	(40,675)
2011 Current Services	1,114,045
2011 Program Change	(7,774)
2011 Request	1,106,271
Total Change 2010-2011	(48,449)

The Coast Guard requests \$1.106 billion for this activity, a decrease of \$48.449 million below the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requests funding for 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 Base Support Units (BSUs), High and Medium Endurance Cutters (WHECs/WMECs), Communication Stations, Maritime Safety and Security Teams (MSSTs), support commands, 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 2009 included:

- Responded to over 23,000 Search and Rescue cases and saved over 4,700 lives.
- Interdicted nearly 3,700 undocumented migrants attempting to illegally enter the U.S.
- Removed 160 metric tons of cocaine and 71,234 pounds of marijuana bound for the U.S. via the Transit Zone.
- Completed over 14,000 inspections of U.S. flagged certificated vessels.
- Conducted nearly 11,000 Port State Control safety and environmental exams on foreign vessels entering U.S. ports.
- Completed over 25,000 container and 17,000 facility inspections.
- The first National Security Cutter (NSC), USCGC BERTHOLF, disrupted a multi-vessel drug transfer during its first operational patrol in the Eastern Pacific.
- Established five National Centers of Expertise to improve marine safety performance and industry dialogue regarding vintage vessels, towing vessels, liquefied gas vessels, outer continental shelf, and casualty investigations.
- Executed inaugural Operation Dry Water boating safety and BUI enforcement campaign in forty-nine states and U.S. territories.
- Patrol Forces Southwest Asia (PATFORSWA) provided continued support of National Security interests in the Arabian Gulf.

- Inspected over 48,000 Transportation Worker Identification Credentials (TWICs) in port facilities throughout the U.S.

FY 2010 planned accomplishments include:

- Achieve Initial Operational Capability of the Response Boat Medium (RB-M).
- Increase Marine Safety capability and capacity.
- Improve airborne use of force capability.
- Continue operation of Biometrics at Sea initiative.
- Sustain Seahawk Charleston Interagency Operations Center.
- Improve financial management oversight.
- Conduct Overseas Contingency Operations (OCO).
- Expand the Rescue 21 National Distress Response System.
- Support scientific research and Coast Guard operations in the Arctic Region.

The FY 2011 request supports the annualization of new operations introduced in FY 2010, as well as follow-on funding to operate and maintain Shore Facilities and Aids to Navigation (ATON), Response Boat-Mediums (RB-M), new Rescue 21 equipment, and multiple surface and air assets including the third National Security Cutter, Fast Response Cutters, and HC-144A Maritime Patrol Aircraft (MPA).

PPA V: CENTRALLY MANAGED ACCOUNTS

	Perm Pos	FTE	Amount
2009 Actual	277,337
2010 Enacted	334,766
2011 Adjustments-to-Base	11,606
2011 Current Services	346,372
2011 Program Change	(541)
2011 Request	345,831
Total Change 2010-2011	11,065

The Coast Guard requests \$345.831 million for this activity, an increase of \$11.065 million above the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requested funding represents centrally managed accounts 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 2009 included:

- Enhancement and sustainment of the standard computer infrastructure including new technology to support the more secure VISTA operating system and initiation of the Federal Desktop Core Configurations for computer security.
- Increased information sharing through implementation of enhanced web portal and social network capabilities (e.g., CG Portal).

FY 2010 planned accomplishments include:

- Continue expansion of CG Portal capabilities in conjunction with secure Common Access Card (CAC) authentication to expand access to more Coast Guard communities including the Reserves.

The FY 2011 request funds:

- Increased satellite communications airtime costs and increased postal expenses.
- Lease renewal at various Coast Guard units.

PPA VI: INTERMEDIATE AND DEPOT LEVEL MAINTENANCE

	Perm Pos	FTE	Amount
2009 Actual	858,273
2010 Enacted	913,786
2011 Adjustments-to-Base	(31,879)
2011 Current Services	881,907
2011 Program Change	(1,945)
2011 Request	879,962
Total Change 2010-2011	(33,824)

The Coast Guard requests \$879.962 million for this activity, a decrease of \$33.824 million below the FY 2010 enacted level.

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 2009 accomplishments included:

- Program Depot Maintenance for: HC-130H (6); HH-60J (6); HH-65C (20); HU-25 (4).
- Completed the following dry-docks: WYTL 65 (3); WPB 87 (16); WPB 110 (8); WLR/WLIC (7); WTGB 140 (3); WLM 175 (3); WLB 225 (4); WMEC 210/270 (5); and WHEC 378 (5).

FY 2010 planned accomplishments include:

- Program Depot Level maintenance for: HC-130H/J (6); HH-60J (8); HH-65C(19); HU-25 (4), and HC-144A (1).
- Planned 2010 dry-docks: WYTL 65 (11); WPB 87 (71); WPB 110 (40); WLR/WLIC (15); WTGB 140 (6); WLM 175 (5); WLB 225 (5); WMEC 210/270 (13); and WHEC 378 (5).
- Continue to focus efforts towards reducing the shore facility deferred maintenance backlog to reduce failures and avoid increasing out-year costs.

The FY 2011 request funds:

Aircraft. Includes service-wide funding to support the 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 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 Aviation Logistics Center (ALC) in Elizabeth City, NC. This funding also provides for contractor support to conduct PDM on the service's HC-130Hs. 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 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) and 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 **\$278,874**

A. Annualization of Prior Year Funding**\$44,155**

PPA Breakdown - Annualization of Prior Year Funding		Total (\$000)
PPA I: Military Personnel (241 FTE)		
	Military Pay and Allowances	18,511
	Military Health Care	1,954
PPA II: Civilian Personnel (78 FTE)		
	Civilian Pay and Allowances	9,180
PPA III: Training and Recruiting		
	Training and Education	1,017
	Recruiting and Training Centers	461
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	88
	1st District	6
	5th District	6
	7th District	558
	8th District	127
	9th District	23
	11th District	11
	13th District	6
	14th District	2
	17th District	2
	Headquarters Directorates	5,768
	Headquarters Units	627
	Other Activities	42
PPA V: Centrally Managed Accounts		
	Central Accounts	1,498
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	3,564
	Electronics Maintenance	462
	Civil/Ocean Engineering and Shore Facility Maintenance	223
	Vessel Maintenance	19
		44,155

Certain projects and programs for which resources were first provided in FY 2010 were funded for only part of the year. Additional funding and Full-Time Equivalents (FTE) are required to provide full year resources.

FY 2010 Line Items	FTE (Mil)	FTE (Civ)	FY 2010 Funding (\$000)
Response Boat - Medium (RB-M) Maintenance Follow-On	3	0	472
Rescue 21 Follow-On	3	6	4,894
Nationwide Automatic Identification System (NAIS) Follow-On	0	1	740
Sector Air Station Corpus Christi Facility Follow-On	13	0	1,079
Surface and Air Asset Follow-On	156	21	22,383
Financial Management Oversight	11	31	5,268
Marine Safety Program	22	15	5,051
Armed Helicopters Enhancement	8	0	548
Biometrics at Sea	1	1	540
Seahawk Charleston Interagency Operations Center Sustainment	0	0	410
Counternarcotics Enforcement	21	3	2,351
Watchstanders	3	0	419
Total	241	78	44,155

B. Mandatory Personnel Entitlements

1. Annualization of FY 2010 Pay Raise\$20,552

PPA Breakdown - Annualization of FY 2010 Pay Raise		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	16,873
	Permanent Change of Station	134
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	3,545
		20,552

Request one quarter funding to annualize the FY 2010 military (3.4%) and civilian (2.0%) pay raise.

2. FY 2011 Pay Increase\$36,638

PPA Breakdown - FY 2011 Pay Increase		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	21,072
	Permanent Change of Station	194
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	15,372
		36,638

Request funds the FY 2011 military and civilian (1.4%) pay raise.

3. Military Allowances\$86,187

PPA Breakdown - Military Allowances		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances (Basic Allowance for Housing)	40,212
	Military Health Care	44,000
	Permanent Change of Station	1,975
		86,187

Provides funding to maintain current services and ensures parity of military pay, allowances, and health care with the Department of Defense (DoD). This request includes funding for Basic Allowance for Housing (BAH) changes, which are scheduled to take effect on January 1, 2011, childcare benefits for Coast Guard members, and Permanent Change of Station (PCS) costs above non-pay inflation. Also, military health care costs are forecasted using actuarial projections and include funding for Coast Guard clinics, TRICARE, pharmaceuticals, use of DoD military treatment facilities and Public Health Service physicians serving at Coast Guard medical facilities.

C. Non-pay Operational Adjustments

1. GSA Rent and Security Charges Increase.....\$6,656

PPA Breakdown - GSA Rent and Security Charges Increase		Total (\$000)
PPA V: Centrally Managed Accounts		
	Central Accounts	6,656
		6,656

This request funds additional General Services Administration (GSA) lease space requirements. The GSA Rent account is a demand account that reflects costs resulting from occupancy agreements established between the Coast Guard and GSA to meet specific operational and 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 hangar space.

The GSA Security Charges increase reflects costs from current and new occupancy agreements established with GSA to meet specific shore facility security requirements. In addition to office and other unique space requirements, the security charges associated with GSA facilities provide 24 x 7 manned security, which is payable to the Federal Protective Service. This increase is based on projection of a \$.75/sqft generalized security cost and a yearly escalation effect of 2.5% on building specific security charges.

2. Government Services Increase.....\$4,703

PPA Breakdown - Government Services Increase		Total (\$000)
PPA V: Centrally Managed Accounts		
	Central Accounts	4,703
		4,703

Provides funding for three essential communication services: satellite communications, Defense Information System Network (DISN), and postal. \$782K is requested to support increasing fees paid to Defense Information Systems Agency (DISA) and DoD for commercial satellite services, including Inmarsat-B and iridium. Inmarsat-B is essential for underway connectivity on cutters over 179-foot, while iridium is a critical communication system on all cutters. \$3.75 million is required to fund DISN service fees, including secure networks required for DOD communications. Funding is also requested for anticipated postal increases.

D. Operating and Maintenance Funds for New Assets

1. Shore Facility and Aids to Navigation (ATON) Follow-On.....\$4,275

PPA Breakdown - Shore Facility and Aids to Navigation (ATON) Follow-On		Total (\$000)
PPA III: Training and Recruiting		
	Recruiting and Training Centers	180
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	400
	5th District	156
	7th District	200
	11th District	317
	Headquarters Directorates	443
PPA V: Centrally Managed Accounts		
	Central Accounts	32
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	17
	Civil/Ocean Engineering and Shore Facility Maintenance	2,530
		4,275

This request funds the operation and maintenance of Acquisition, Construction and Improvement (AC&I) shore facility projects completed prior to FY 2011. Funding is required for daily operating costs for energy, utility services, grounds maintenance, routine repairs, and housekeeping. Funding also supports major non-recurring maintenance and repairs (i.e., system component renewals, preventive maintenance, emergency response repairs, scheduled inspections, etc.) anticipated throughout the life of the facility.

This funding provides resources required to maintain and operate the new assets/improvements acquired through the execution of the following AC&I mission essential projects. Shore facility follow-on costs are calculated using established professional civil engineering standards. Facilities Include:

- Sector San Francisco: Command Center Facility
- Integrated Support Command (ISC) Miami: Fast Response Cutter Support Facility
- Station Marathon: Family Housing
- Aviation Training Center Mobile: MPA Flight Training Systems Facility
- Sector Delaware Bay: Consolidate/Expand Station/ATON/WPB Facilities
- Training Center Yorktown: Water Distribution System

This request also provides follow-on funding to operate and maintain the Aids to Navigation (ATON) acquired within the Coast Guard's FY 2010 AC&I appropriation. These costs include the operation and maintenance of the ATON's day/night/sound/electronic signal, power system, and support structure.

2. Response Boat - Medium (RB-M) Maintenance Follow-On\$2,043

PPA Breakdown - Response Boat - Medium (RB-M) Maintenance Follow-On		Total (\$000)
PPA I: Military Personnel (9 FTP, 5 FTE)		
	Military Pay and Allowances	284
	Military Health Care	39
	Permanent Change of Station	98
PPA III: Training and Recruiting		
	Training and Education	200
	Recruiting and Training Centers	10
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	114
	Pacific Area	114
	5th District	3
	7th District	1
	8th District	3
	11th District	1
	14th District	1
	Headquarters Directorates	430
PPA V: Centrally Managed Accounts		
	Central Accounts	180
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	428
	Civil/Ocean Engineering and Shore Facility Maintenance	90
	Vessel Maintenance	47
		2,043

Provides funding for FY 2011 maintenance and energy costs associated with delivery of 18 RB-Ms (total of 58 hulls). This request also includes electrical support personnel and associated Personal Protective Equipment funding to support the platform's increased electronics capability and safe operation.

The RB-M project provides a standard platform to replace the aging 41-foot Utility Boat (UTB) fleet, which has reached the end of its useful service life. The RB-M also replaces other medium-sized Non-Standard Boats located at multi-mission shore stations. Continued introduction of this new platform to the fleet will significantly increase operational capability and improve crew safety.

The RB-M's speed, range, communications systems, electronics, and sensor capabilities represent marked improvements over the UTB it replaces. As a much more capable platform, additional funding is required to fully leverage these enhanced capabilities across multiple missions.

3. Rescue 21 Follow-On\$7,062

PPA Breakdown - Rescue 21 Follow-On		Total (\$000)
PPA I: Military Personnel (2 FTP, 1 FTE)		
	Military Pay and Allowances	82
	Military Health Care	9
	Permanent Change of Station	22
PPA III: Training and Recruiting		
	Training and Education	7
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	6,639
	Headquarters Units	3
PPA V: Centrally Managed Accounts		
	Central Accounts	10
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	290
		7,062

This follow-on funding is for Rescue 21, the Coast Guard's primary system for performing 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 missions. Rescue 21 will meet both the safety requirements needed for the expanding Marine Transportation System (MTS), as well as International Convention for the Safety of Life at Sea (SOLAS) standards. Rescue 21 also provides modernized command and control capabilities and improved MDA, both critical to the performance of Coast Guard missions.

The Rescue 21 system reached Initial Operating Capability (IOC) in December 2005. At the conclusion of FY 2009, Rescue 21 is operational along 28,000 nautical miles of coastline with six more locations to be added in FY 2010. Additional work in FY 2011 will bring total coastline coverage to nearly 40,000 nautical miles.

This follow-on funding supports five distinct cost categories that sustain Rescue 21: Equipment operation and maintenance, Circuit Connectivity, Property & Power, Training, and Technology Refresh. This funding level is required to maintain scheduled implementation of this critical search and rescue system.

4. Nationwide Automatic Identification System (NAIS) Follow-On\$763

PPA Breakdown - Nationwide Automatic Identification System (NAIS) Follow-On		Total (\$000)
PPA I: Military Personnel (9 FTP, 5 FTE)		
	Military Pay and Allowances	295
	Military Health Care	39
	Permanent Change of Station	102
PPA II: Civilian Personnel (3 FTP, 2 FTE)		
	Civilian Pay and Allowances	190
PPA III: Training and Recruiting		
	Training and Education	51
	Recruiting and Training Centers	11
PPA IV: Operating Funds and Unit Level Maintenance		
	5th District	2
	Headquarters Directorates	10
	Headquarters Units	18
PPA V: Centrally Managed Accounts		
	Central Accounts	45
		763

This request provides funding for the operations and maintenance of Nationwide Automatic Identification System (NAIS) deployed by FY 2011. Personnel requested include IT security analysts to protect the system from cyber threats, watchstanders to monitor performance, initiate casualty control, and upgrade software, as well as training instructors and program and policy management coordinators. Funds also support operation and maintenance costs including network management, data storage, and program management. Specifically, maritime domain awareness in Command Centers will decline without proper O&M due to the eventual erosion of system availability and increasing vulnerability to spoofing, jamming, and radio frequency overload.

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 is essential to fulfilling this legislative mandate and serves as a centerpiece of the Coast Guard and DHS's effort to build MDA. This initiative also contributes to the successful execution of the National Strategy for Maritime Security, Homeland Security Presidential Directive (HSPD-13), and provides critical navigation safety and collision avoidance capability in accordance with the International Convention for the Safety of Life at Sea (SOLAS).

5. Defense Messaging System (DMS) Follow-On\$1,458

PPA Breakdown - Defense Messaging System (DMS) Follow-On		Total (\$000)
PPA I: Military Personnel (1 FTP, 1 FTE)		
	Military Pay and Allowances	106
	Military Health Care	9
	Permanent Change of Station	15
PPA II: Civilian Personnel (2 FTP, 2 FTE)		
	Civilian Pay and Allowances	208
PPA III: Training and Recruiting		
	Training and Education	6
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	436
	Headquarters Units	50
PPA V: Centrally Managed Accounts		
	Central Accounts	20
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	608
		1,458

Provides funding for operation, maintenance, and recapitalization of the Defense Messaging System (DMS) servers and associated infrastructure to support web-based DMS to all Coast Guard military messaging users and 24 x 7 Local Control Center operations. DMS allows secure record messaging for interoperability with DoD, other government agencies, and Allied military forces.

6. Rescue Swimmer Training Facility Follow-On.....\$1,883

PPA Breakdown - Rescue Swimmer Training Facility (RSTF) Follow-On		Total (\$000)
PPA I: Military Personnel (9 FTP, 5 FTE)		
	Military Pay and Allowances	311
	Military Health Care	39
	Permanent Change of Station	107
PPA II: Civilian Personnel (3 FTP, 2 FTE)		
	Civilian Pay and Allowances	129
PPA III: Training and Recruiting		
	Training and Education	1,176
	Recruiting and Training Centers	38
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	29
	Headquarters Units	7
PPA V: Centrally Managed Accounts		
	Central Accounts	47
		1,883

Provides funding for necessary personnel to operate the AC&I funded Rescue Swimmer Training Facility (RSTF) and its Modular Egress Training Simulator (METS), or dunker, as well as recurring training costs. The RSTF will directly support Aviation Survival Technician (Rescue Swimmer) training and qualification standards, as well as egress certification/recertification for aircraft pilots and crew. Additionally, this request provides funding to fulfill the new Coast Guard Boat Forces requirement for egress certification of all enclosed cabin small boat crews.

7. Surface and Air Asset Follow-On.....\$62,499

PPA Breakdown - Surface and Air Asset Follow-On		Total (\$000)
PPA I: Military Personnel (278 FTP, 142 FTE)		
	Military Pay and Allowances	10,125
	Military Health Care	1,304
	Permanent Change of Station	3,275
PPA II: Civilian Personnel (58 FTP, 31 FTE)		
	Civilian Pay and Allowances	2,969
PPA III: Training and Recruiting		
	Training and Education	4,827
	Recruiting and Training Centers	1,506
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	709
	Pacific Area	3,414
	7th District	2,624
	8th District	168
	Headquarters Directorates	9,232
	Headquarters Units	391
	Other Activities	16
PPA V: Centrally Managed Accounts		
	Central Accounts	4,836
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	4,455
	Electronics Maintenance	5,203
	Vessel Maintenance	7,445
		62,499

WMSL 752 Follow-on: Provides unit operations and maintenance funding for the third National Security Cutter (NSC) scheduled for delivery in 4th quarter FY 2011.

WMSL Logistics Support: Provides support and maintenance personnel funding necessary for three NSCs located in Alameda, CA.

Training System Personnel: Provides follow-on funding for permanent personnel at Training Center Petaluma to meet National Security Cutter (NSC) training requirements. These personnel will operate/maintain the C4ISR schoolhouse and technical simulation systems, develop curricula, and perform human performance/training analysis to ensure training objectives are met.

FRC Crews 7 and 8 (Miami): Provides personnel to operate and maintain the seventh and eighth Fast Response Cutters (FRC) scheduled for delivery in early 2012. Advance arrival of the crews is critical to ensure appropriate training and crew readiness prior to delivery of the cutter.

FRC O&M for 1 through 5 follow-on (Miami): Provides O&M funding for the first five FRCs scheduled for delivery in FY 2011 and homeported in Miami, FL. The FRC will be larger and more capable than the 110-foot patrol boat with advanced electronics and enhanced capabilities. This platform sustains the Coast Guard's high-speed, blue-water patrol capability for prosecuting Coast Guard missions. The FRC will also provide improved interoperability, C4ISR, common operating picture (COP), and sensors to enhance surveillance and identification.

FRC Shoreside Support: Provides initial FRC shore-side maintenance personnel to support six FRCs in Miami and six FRCs in Key West scheduled for delivery beginning in FY 2011.

HC-144A Aircraft and Simulator Follow-on: Provides funding for aircrew training, depot level maintenance, and support as new aircraft become operational. Also included in this funding is personnel and operating and maintenance for HC-144A aircraft #12, and personnel for aircraft #13. This funding also provides personnel and operating and maintenance for the HC-144A aircraft Operational Flight Training System (Simulator) at ATC Mobile, AL.

Transition Aviation Training Center Mobile and Air Station Miami: Provides necessary funding to support a change in aircraft type, allowance, and programmed utilization rates at Aviation Training Center Mobile and Air Station Miami (ATC Mobile will transition from four HU-25 aircraft to four HC-144A aircraft in FY 2009-2014 and A/S Miami will transition from six HU-25 aircraft to seven HC-144A aircraft in FY 2010-2015). This funding also provides resources necessary to forward deploy aircraft for maritime surveillance missions as envisioned in the HC-144A Concept of Operations (CONOP).

Armed Helicopters for Homeland Security Follow-on: Provides recurring funds to maintain Airborne Use of Force (AUF) Kit "A" equipment for (22) HH-65C helicopters. A Kit "A" helicopter fleet allows an on-site upgrade to an AUF-capable posture when equipped with an AUF crew and Kit "B" equipment install. Combined with prior year appropriations, this initiative will complete the Coast Guard's Armed Helicopter for Homeland Security project. The Service will outfit all HH-60J and HH-65C helicopters with Kit "A's." In addition, the Coast Guard will have (46) helicopters that will be AUF configured (i.e. Kit "A" + Kit "B" = weapons, gun mounts, personnel protective equipment, and armory support) and assigned to units which support strategic ports.

C4ISR Follow-on: Provides funding to maintain new high speed Ku-band satellite communications systems installed on major cutters prior to FY 2011. This request will allow major cutters to transmit and receive secure information via SIPRNet and Coast Guard Data Network, enabling the Coast Guard to fully leverage deployed capability and strengthening critical command and control capability for homeland security and defense operations.

E. Base Re-Allocations (Non-Add)

1. Transfer Military FTP and FTE to Civilian.....[\$9,990]

PPA Breakdown - Transfer Military FTP and FTE to Civilian		Total (\$000)
PPA I: Military Personnel (-103 FTP, -103 FTE)		
	Military Pay and Allowances	(8,443)
	Military Health Care	(883)
	Permanent Change of Station	(527)
PPA II: Civilian Personnel (103 FTP, 103 FTE)		
	Civilian Pay and Allowances	9,990
PPA III: Training and Recruiting		
	Training and Education	(137)
		0

Transfers 103 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 (\$7.610 million base re-allocation)[\$7,610]

PPA Breakdown - PPA Funding Technical Transfers (\$7.610 million base re-allocation)		Total (\$000)
PPA I: Military Personnel		
	Permanent Change of Station	10
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	(819)
PPA III: Training and Recruiting		
	Training and Education	60
	Recruiting and Training Centers	(380)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(52)
	Pacific Area	(22)
	1st District	815
	5th District	(10)
	8th District	(41)
	11th District	(6)
	14th District	(15)
	Headquarters Directorates	(4,265)
PPA V: Centrally Managed Accounts		
	Central Accounts	1,668
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	1,875
	Electronics Maintenance	3,182
	Civil/Ocean Engineering and Shore Facility Maintenance	(2,000)
		0

This request implements recurring technical base adjustments to reallocate 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 reallocation of funding to the Centrally Managed Accounts PPA (PPA5) for service wide support contracts from the Operating Funds and Unit Level Maintenance PPA (PPA4) and the Training and Recruiting PPA (PPA3). This request also includes transferring and centralizing SAROPS and NAV system maintenance funds to Depot Level Maintenance PPA (PPA6) from PPA3 to more appropriately characterize the purpose of these base funds.

This request also includes reallocation of funding from Civilian Personnel PPA (PPA2) to Operating Funds and Unit Level Maintenance PPA (PPA4) to account for unit level savings generated by civilian position adjustments.

All of the requested transfers are consistent with Coast Guard financial management policy and retain the intent/purpose or the appropriated funding.

Decreases

(\$167,532)

A. Termination of One Time Costs (\$63,727)

PPA Breakdown - Termination of One-Time Costs		Total (\$000)
PPA I: Military Personnel		
	Permanent Change of Station	(2,797)
PPA III: Training and Recruiting		
	Training and Education	(4,634)
	Recruiting and Training Centers	(1,500)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(869)
	Pacific Area	(2)
	7th District	(148)
	8th District	(800)
	Headquarters Directorates	(1,356)
	Headquarters Units	(160)
PPA V: Centrally Managed Accounts		
	Central Accounts	(5,990)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(35,250)
	Electronics Maintenance	(111)
	Civil/Ocean Engineering and Shore Facility Maintenance	(110)
	Vessel Maintenance	(10,000)
		(63,727)

This line item reflects FY 2011 savings associated with the termination of one-time costs for program start-up and exit transactions funded in FY 2010.

FY 2010 Line Items	Non-Recurring Amount (\$000)
Depot Level (4X) and Emergency Maintenance	(45,000)
Response Boat - Medium (RB-M) Maintenance Follow-On	(84)
Rescue 21 Follow-On	(129)
Nationwide Automatic Identification System (NAIS) Follow-On	(6)
Sector Air Station Corpus Christi Facility Follow-On	(1,151)
Surface and Air Asset Follow-On	(10,609)
Decommission Three HU-25 Aircraft	(599)
Decommission One HC-130H Aircraft	(186)
Financial Management Oversight	(423)
Marine Safety Program	(802)
Armed Helicopters Enhancement	(225)
Biometrics at Sea	(25)
Seahawk Charleston Interagency Operations Center Sustainment	(11)
Counternarcotics Enforcement	(822)
Watchstanders	(55)
Operations Systems Center Expansion	(3,600)
Total	(63,727)

B. Prior Year Management Annualizations (\$24,252)

PPA Breakdown - Prior Year Management Annualizations		Total (\$000)
PPA I: Military Personnel (-170 FTE)		
	Military Pay and Allowances	(8,765)
	Military Health Care	(1,114)
	Permanent Change of Station	(948)
PPA II: Civilian Personnel (-7 FTE)		
	Civilian Pay and Allowances	(497)
PPA III: Training and Recruiting		
	Training and Education	(484)
	Recruiting and Training Centers	(215)
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	(69)
	5th District	(19)
	7th District	(394)
	8th District	(130)
	9th District	(33)
	11th District	(61)
	13th District	(120)
	17th District	(460)
	Headquarters Directorates	(3,770)
	Headquarters Units	(513)
	Other Activities	(25)
PPA V: Centrally Managed Accounts		
	Central Accounts	(225)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(4,760)
	Electronics Maintenance	(647)
	Civil/Ocean Engineering and Shore Facility Maintenance	(1,003)
		(24,252)

This line item annualizes FY 2010 part-year reductions from various asset decommissionings.

FY 2010 Line Items	FTE (Mil)	FTE (Civ)	Recurring Amount Annualized (\$000)
Decommission Three HU-25 Aircraft	(39)	0	(8,971)
Decommission One HC-130H Aircraft	(14)	0	(3,281)
LORAN-C Termination	(117)	(7)	(12,000)
Total	(170)	(7)	(24,252)

C. Management and Technology Efficiencies

1. Logistics Transformation Product Line Efficiencies (\$2,301)

PPA Breakdown - Logistics Transformation Product Line Efficiencies		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	(167)
	5th District	(167)
	7th District	(167)
	8th District	(167)
	9th District	(167)
	11th District	(167)
	13th District	(167)
	14th District	(167)
	17th District	(167)
	Headquarters Units	(798)
		(2,301)

This initiative captures efficiencies resulting from Coast Guard logistics transformation efforts. Efficiencies are achieved through centralization and management of Coast Guard standard boats under a single Product Line Manager, consolidation of multiple part numbers to reduce total inventory, pursuit of procurement economies, and monitoring of demand. This initiative also achieves savings by increasing the periodic servicing interval on Defender Class Boat (RB-S) engines. An independent study determined the frequency of routine engine maintenance could be increased from the manufacturer’s recommended interval, without adversely affecting engine performance. Moving all asset support to a product line model is critical to managing life-cycle costs and improving configuration control and operational readiness. This initiative will improve the efficiency and effectiveness of Coast Guard maintenance operations.

2. Headquarters Management Efficiencies..... (\$16,654)

PPA Breakdown - Headquarters Management Efficiencies		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	(13,469)
	Headquarters Units	(3,185)
		(16,654)

This management efficiency leverages efficiencies across Headquarters and Headquarter Units to generate savings for reinvestment in higher priority needs such as current operations and recapitalization.

3. Manned Covert Surveillance Aircraft Follow-On (\$3,201)

PPA Breakdown - Manned Covert Surveillance Aircraft Follow-On		Total (\$000)
PPA I: Military Personnel (-12 FTP, -12 FTE)		
	Military Pay and Allowances	(1,047)
	Military Health Care	(103)
	Permanent Change of Station	93
PPA III: Training and Recruiting		
	Training and Education	(1,173)
	Recruiting and Training Centers	(35)
PPA IV: Operating Funds and Unit Level Maintenance		
	7th District	(131)
	Headquarters Directorates	(97)
	Other Activities	(2)
PPA V: Centrally Managed Accounts		
	Central Accounts	(35)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(671)
		(3,201)

The Coast Guard proposes termination of operating and maintenance (O&M) funding for the Manned Covert Surveillance Aircraft (MCSA) because delivery of the aircraft has been delayed until at least FY 2012. O&M funding will likely be requested in a future budget consistent with the aircraft's final delivery schedule.

4. DHS Balanced Workforce Strategy (\$14,500)

PPA Breakdown - DHS Balanced Workforce Strategy		Total (\$000)
PPA I: Military Personnel (115 FTP, 115 FTE)		
	Military Pay and Allowances	7,885
	Military Health Care	884
	Permanent Change of Station	355
PPA II: Civilian Personnel (185 FTP, 185 FTE)		
	Civilian Pay and Allowances	17,237
PPA III: Training and Recruiting		
	Training and Education	(1,201)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	(40,124)
PPA V: Centrally Managed Accounts		
	Central Accounts	464
		(14,500)

Consistent with the DHS Balanced Workforce Strategy, the Coast Guard is committed to building a strategic human capital planning capability that is supported by a structured total workforce approach;

one that seeks efficiencies, cost-effective performance improvements and a more appropriate balance of in-house and contract resources. The Coast Guard proposes insourcing professional services contracts to government service using 300 new full time positions. This initiative will save approximately \$14.5M in operating expenses, increase the organization’s organic capacity to perform professional services, and enhance government performance.

5. Consolidate Maritime Intelligence Fusion Centers (MIFCs).....(\$502)

PPA Breakdown - Consolidate Maritime Intelligence Fusion Centers (MIFCs)		Total (\$000)
PPA I: Military Personnel (-11 FTP, -6 FTE)		
	Military Pay and Allowances	(429)
	Military Health Care	(47)
	Permanent Change of Station	82
PPA II: Civilian Personnel (-1 FTP, -1 FTE)		
	Civilian Pay and Allowances	(39)
PPA III: Training and Recruiting		
	Training and Education	(10)
	Recruiting and Training Centers	(8)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(18)
PPA V: Centrally Managed Accounts		
	Central Accounts	(33)
		(502)

This initiative combines the Coast Guard’s two Maritime Intelligence Fusion Centers (MIFCs) Atlantic (LANT) and Pacific (PAC) into a single geographically-dispersed command, eliminating 12 full-time positions. Currently, MIFC LANT and PAC provide intelligence analysis and production capabilities to operational and tactical commanders for all Coast Guard statutory missions. Consolidation makes efficient use of intelligence support, law enforcement technical collection (LETC) linguist capability, security and administration oversight, and information sharing with foreign partners from MIFC LANT and PAC regions.

6. Decommission National Strike Force Coordination Center (\$309)

PPA Breakdown - Decommission National Strike Force Coordination Center		Total (\$000)
PPA I: Military Personnel (-5 FTP, -3 FTE)		
	Military Pay and Allowances	(271)
	Military Health Care	(21)
	Permanent Change of Station	160
PPA II: Civilian Personnel (-4 FTP, -2 FTE)		
	Civilian Pay and Allowances	(191)
PPA III: Training and Recruiting		
	Training and Education	(6)
	Recruiting and Training Centers	(2)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	50
	Headquarters Units	86
PPA V: Centrally Managed Accounts		
	Central Accounts	(114)
		(309)

This initiative decommissions the Coast Guard’s National Strike Force Coordination Center (NSFCC) in Elizabeth City, NC. Decommissioning the NSFCC provides the opportunity to align functional responsibilities within the Deployable Operations Group and the Coast Guard’s Office of Incident Management and Preparedness. Eliminating redundant fiscal, logistics and administrative support already provided through the Deployable Operations Group will generate efficiencies. Specifically, nine positions will be eliminated and the remaining 17 relocated. Four positions currently assigned to the Public Information Assist Team will remain but be reassigned to the Atlantic Strike Team in Fort Dix, NJ. The remaining thirteen positions will relocate to Washington, DC to support program management functions from the Headquarters level and through the Deployable Operations Group.

7. Mission Support Personnel (\$3,437)

PPA Breakdown - Mission Support Personnel		Total (\$000)
PPA I: Military Personnel (-27 FTP, -15 FTE)		
	Military Pay and Allowances	(1,062)
	Military Health Care	(129)
	Permanent Change of Station	185
PPA II: Civilian Personnel (-7 FTP, -7 FTE)		
	Civilian Pay and Allowances	(624)
PPA III: Training and Recruiting		
	Training and Education	(469)
	Recruiting and Training Centers	(253)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(6)
	Pacific Area	(10)
	1st District	(4)
	5th District	(1)
	7th District	(3)
	11th District	(1)
	Headquarters Directorates	(592)
	Headquarters Units	(18)
	Other Activities	(1)
PPA V: Centrally Managed Accounts		
	Central Accounts	(449)
		(3,437)

This reduction represents a proportional draw down of Coast Guard enterprise-wide mission support personnel consistent with operational decreases planned in FY 2011.

D. Asset Decommissionings

1. Four HU-25 Aircraft.....(\$7,688)

PPA Breakdown - Four HU-25 Aircraft		Total (\$000)
PPA I: Military Personnel (-62 FTP, -32 FTE)		
	Military Pay and Allowances	(2,243)
	Military Health Care	(265)
	Permanent Change of Station	413
PPA III: Training and Recruiting		
	Training and Education	(264)
	Recruiting and Training Centers	(37)
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	(64)
	7th District	(219)
	Headquarters Directorates	(1,331)
	Other Activities	(5)
PPA V: Centrally Managed Accounts		
	Central Accounts	(57)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(3,616)
		(7,688)

In FY 2011, the Coast Guard will retire four HU-25 fixed-wing aircraft. Three aircraft will be immediately replaced by new HC-144A aircraft. The fourth HU-25 will be retired from service at Coast Guard Air Station Cape Cod, reducing aircraft allowance at this station from four to three until a replacement arrives. Three aircraft provide the minimum manning required to maintain 24 x 7 Search and Rescue capability.

2. Four High Endurance Cutters (HEC).....(\$28,167)

PPA Breakdown - Four High Endurance Cutters (HEC)		Total (\$000)
PPA I: Military Personnel (-764 FTP, -383 FTE)		
	Military Pay and Allowances	(22,844)
	Military Health Care	(3,276)
	Permanent Change of Station	4,527
PPA III: Training and Recruiting		
	Training and Education	(642)
	Recruiting and Training Centers	(499)
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	(2,208)
	Headquarters Directorates	2,028
	Headquarters Units	(4)
	Other Activities	(51)
PPA V: Centrally Managed Accounts		
	Central Accounts	(1,450)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(448)
	Vessel Maintenance	(3,300)
		(28,167)

In FY 2011, the Coast Guard will decommission four High Endurance Cutters (HEC). The average age of the HEC fleet is 42 years. A disproportionate share of the depot level maintenance budget is being used to sustain these aging assets. With two NSCs anticipated to be operational by 2011, the Coast Guard is positioned to begin decommissioning these legacy assets.

3. Medium Endurance Cutter (MEC).....(\$2,794)

PPA Breakdown - Medium Endurance Cutter (MEC)		Total (\$000)
PPA I: Military Personnel (-86 FTP, -43 FTE)		
	Military Pay and Allowances	(2,609)
	Military Health Care	(369)
	Permanent Change of Station	579
PPA III: Training and Recruiting		
	Training and Education	(73)
	Recruiting and Training Centers	(55)
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	(221)
	Headquarters Directorates	560
	Other Activities	(5)
PPA V: Centrally Managed Accounts		
	Central Accounts	(200)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(36)
	Vessel Maintenance	(365)
		(2,794)

In FY 2011, the Coast Guard will decommission the Medium Endurance Cutter ACUSHNET. ACUSHNET is well past its useful service life and has unique systems that are costly and difficult to sustain.

IV. Program Justification of Changes

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

Program Decreases **(\$24,280)**

A. Rotary Wing Capacity **(\$5,503)**

PPA Breakdown - Rotary Wing Capacity		Total (\$000)
PPA I: Military Personnel (-68 FTP, -34 FTE)		
	Military Pay and Allowances	(2,490)
	Military Health Care	(292)
	Permanent Change of Station	743
PPA III: Training and Recruiting		
	Training and Education	(119)
	Recruiting and Training Centers	(38)
PPA IV: Operating Funds and Unit Level Maintenance		
	5th District	(47)
	7th District	(88)
	9th District	(294)
	Headquarters Directorates	(903)
	Other Activities	(5)
PPA V: Centrally Managed Accounts		
	Central Accounts	(105)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(1,865)
		(5,503)

The budget request improves the efficacy of domestic air operations by realigning rotary wing capacity to provide four medium-range H-60 helicopters to the Great Lakes region. To facilitate this delivery of enhanced multi-mission capability, two H-60 helicopters from Operations Bahamas Turks & Caicos (OPBAT) and two H-60s from Maritime Security Response Team (MSRT) in Chesapeake, VA will be permanently relocated to Coast Guard Air Station (CGAS) Traverse City, MI. Upon arrival of the four H-60s, five H-65 helicopters presently stationed at CGAS Traverse City will be removed from active service.

The Great Lakes region is characterized by extreme weather conditions including heavy icing throughout the year. The H-65 lacks de-icing capabilities and is poorly suited for heavy weather missions. The H-60 brings “all weather” capabilities to the region as well as nearly twice the range and endurance of the H-65. The proposal also seeks to discontinue two seasonal Coast Guard Air Facilities at Muskegon, MI and Waukegan, IL due to limited demand for services and improved endurance from the H-60.

B. Deployable Force Capacity..... (\$18,202)

PPA Breakdown - Deployable Force Capacity		Total (\$000)
PPA I: Military Personnel (-395 FTP, -198 FTE)		
	Military Pay and Allowances	(13,172)
	Military Health Care	(1,711)
	Permanent Change of Station	3,453
PPA II: Civilian Personnel (4 FTP, 2 FTE)		
	Civilian Pay and Allowances	355
PPA III: Training and Recruiting		
	Training and Education	(35)
	Recruiting and Training Centers	(247)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(12)
	Pacific Area	(17)
	1st District	(11)
	14th District	(11)
	Headquarters Directorates	(1,225)
	Headquarters Units	(5,048)
	Other Activities	(24)
PPA V: Centrally Managed Accounts		
	Central Accounts	(417)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(104)
	Civil/Ocean Engineering and Shore Facility Maintenance	45
	Vessel Maintenance	(21)
		(18,202)

The budget request decommissions five Maritime Safety and Security Teams (MSSTs). The seven remaining MSSTs will deploy regionally to mitigate the highest prevailing port security risks in the Nation’s critical ports. MSSTs will continue to escort vessels, patrol critical infrastructure, perform counter terrorism activities, enforce laws aboard high interest vessels, and respond to unanticipated surge operations (e.g., mass migration response, hurricane response, terrorist attack, etc.) consistent with regional threats.

As part of this initiative, the Coast Guard will reinvest partial MSST savings in the Law Enforcement Detachment (LEDET) program to address increased demand for LEDET services in support of Coast Guard missions. The FY 2011 investment increases the roster of all 17 existing LEDETS from 11 to 12 members per team, and creates one new 12-person LEDET. LEDETs are high return-on-investment National assets that augment Defense operations in support of Combatant Commanders and counter drug operations in the Caribbean and Eastern Pacific.

C. CG Investigative Service (CGIS) (\$575)

PPA Breakdown - CG Investigative Service (CGIS)		Total (\$000)
PPA I: Military Personnel (-2 FTP, -1 FTE)		
	Military Pay and Allowances	(72)
	Military Health Care	(9)
	Permanent Change of Station	15
PPA II: Civilian Personnel (-7 FTP, -4 FTE)		
	Civilian Pay and Allowances	(396)
PPA III: Training and Recruiting		
	Training and Education	(4)
	Recruiting and Training Centers	(1)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	(80)
	Headquarters Units	(9)
PPA V: Centrally Managed Accounts		
	Central Accounts	(19)
		(575)

The budget request eliminates seven Investigator positions at Coast Guard Investigative Service (CGIS) regional field offices and two positions on CGIS staff. This initiative supports on-going efforts to focus DHS investigative resources and reduce inefficiencies created by overlapping jurisdictions. CGIS will focus efforts on statutory investigations not handled by other investigative components, including, Uniform Code of Military Justice (UCMJ) violations, non-emergency radio call investigations, and environmental crimes.

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; purchase or lease of small boats for contingent and emergent requirements (at a unit cost of no more than \$700,000) and repairs and service-life replacements, not to exceed a total of \$26,000,000; minor shore construction projects not exceeding \$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; [\$6,805,391,000] **\$6,650,950,000**, of which [\$581,503,000] **\$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. (Department of Homeland Security Appropriations Act, 2010)

B. FY 2010 to FY 2011 Budget

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	48,509	48,063	6,428,718
2010 Enacted ^{1,2}	48,701	48,591	6,563,888
Adjustments-to-Base			
Increases			
A. Annualization of Prior Year Funding	-	319	44,155
B. Mandatory Personnel Entitlements			
1. Annualization of FY 2010 Pay Raise	-	-	20,552
2. FY 2011 Pay Increase	-	-	36,638
3. Military Allowances	-	-	86,187
C. Non-pay Operational Adjustments			
1. GSA Rent and Security Charges Increase	-	-	6,656
2. Government Services Increase	-	-	4,703
D. Operating and Maintenance Funds for New Assets			
1. Shore Facility and Aids to Navigation (ATON) Follow-On	-	-	4,275
2. Response Boat - Medium (RB-M) Maintenance Follow-On	9	5	2,043
3. Rescue 21 Follow-On	2	1	7,062
4. Nationwide Automatic Identification System (NAIS) Follow-On	12	7	763
5. Defense Messaging System (DMS) Follow-On	3	3	1,458
6. Rescue Swimmer Training Facility (RSTF) Follow-On	12	7	1,883
7. Surface and Air Asset Follow-On	336	173	62,499
E. Base Re-Allocations (Non-Add)			
1. Transfer Military FTP and FTE to Civilian	[103]	[103]	[9,990]
2. PPA Funding Technical Transfers (\$7.610 million base re-allocation)	-	-	[7,610]
Total Increases	<u>374</u>	<u>515</u>	<u>278,874</u>
Decreases			
A. Termination of One-Time Costs	-	-	(63,727)
B. Prior Year Management Annualizations	-	(177)	(24,252)
C. Management and Technology Efficiencies			
1. Logistics Transformation Product Line Efficiencies	-	-	(2,301)
2. Headquarters Management Efficiencies	-	-	(16,654)
3. Manned Covert Surveillance Aircraft Follow-On	(12)	(12)	(3,201)
4. DHS Balanced Workforce Strategy	300	300	(14,500)
5. Consolidate Maritime Intelligence Fusion Centers (MIFCs)	(12)	(7)	(502)
6. Decommission National Strike Force Coordination Center	(9)	(5)	(309)
7. Mission Support Personnel	(34)	(22)	(3,437)
D. Asset Decommissionings			
1. Four HU-25 Aircraft	(62)	(32)	(7,688)
2. Four High Endurance Cutters (HEC)	(764)	(383)	(28,167)
3. Medium Endurance Cutter (MEC)	(86)	(43)	(2,794)
Total Decreases	<u>(679)</u>	<u>(381)</u>	<u>(167,532)</u>
Total Adjustments-to-Base	<u>(305)</u>	<u>134</u>	<u>111,342</u>
2011 Current Services	48,396	48,725	6,675,230

B. FY 2010 to FY 2011 Budget

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
Program Changes			
Decreases			
A. Rotary Wing Capacity	(68)	(34)	(5,503)
B. Deployable Force Capacity	(391)	(196)	(18,202)
C. CG Investigative Service (CGIS)	(9)	(5)	(575)
Total Program Changes	(468)	(235)	(24,280)
2011 Request	47,928	48,490	6,650,950
2010 to 2011 Total Change	(773)	(101)	87,062

1) The FY 2010 enacted level does not include \$241.503 million for Overseas Contingency Operations (OCO) funding provided in P.L. 111-83.

2) The FY 2010 enacted level does not include \$54.000 million transferred from the National Science Foundation (NSF) for Icebreaking Services provided in P.L. 111-117.

C. Summary of Requirements

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

	2010 Enacted 1,2			2011 Request		
	Pos.	FTE	Amount	Pos.	FTE	Amount
2009 Actual						
2010 Enacted 1,2						
Adjustments to Base (See "FY 2010 to FY 2011 Budget Change" for details)						
Increases						
Decreases						
Total Adjustments to Base						
2011 Current Services						
Program Changes (See "FY 2010 to FY 2011 Budget Change" for details)						
2011 Request						
2010 to 2011 Total Change						

	2010 Enacted 1,2			2011 Adjustments-to-Base			2011 Program Changes			2011 Request			2010 to 2011 Total Change		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Estimates by Program/Project Activity															
I. Military Pay and Allowances															
Military Pay and Allowances (AFC-01)	41,450	41,811	2,716,577	(647)	(252)	68,043	(465)	(233)	(15,734)	40,338	41,326	2,768,886	(1,112)	(485)	52,309
Military Health Care (AFC-57)			372,280			42,070			(2,012)			41,238			40,058
Permanent Change of Station (AFC-20)			164,273			8,054			4,211			176,538			12,265
SubTotal	41,450	41,811	3,253,130	(647)	(252)	118,167	(465)	(233)	(13,535)	40,338	41,326	3,357,762	(1,112)	(485)	104,632
II. Civilian Pay and Benefits															
Civilian Pay and Benefits (AFC-08)	7,251	6,780	700,646	342	386	56,650	(3)	(2)	(41)	7,590	7,164	757,255	339	384	56,609
SubTotal	7,251	6,780	700,646	342	386	56,650	(3)	(2)	(41)	7,590	7,164	757,255	339	384	56,609
III. Training and Recruiting															
Training and Education (AFC-56)			105,901			(1,749)			(158)			101,994			(1,907)
Recruiting and Training Centers (AFC-34)			102,939			(786)			(286)			101,875			(1,064)
SubTotal			206,840			(2,527)			(444)			203,869			(2,971)
IV. Operating Funds and Unit Level Maintenance															
Atlantic Command (AFC-30)			177,469			366			(12)			177,823			354
Pacific Command (AFC-30)			195,946			1,065			(17)			196,994			1,048
1st District (AFC-30)			60,093			517			(11)			60,599			506
5th District (AFC-30)			21,931			(30)			(47)			21,854			(77)
7th District (AFC-30)			78,324			2,321			(88)			80,557			2,233
8th District (AFC-30)			49,200			(840)			(294)			48,360			(840)
9th District (AFC-30)			31,660			(177)			(294)			31,189			(471)
11th District (AFC-30)			17,655			94			-			17,749			94
13th District (AFC-30)			23,105			(281)			(281)			22,824			(281)
14th District (AFC-30)			19,288			(179)			(11)			19,098			(190)
17th District (AFC-30)			30,272			(625)			(625)			29,647			(625)
Headquarter Directorates (AFC-30)			289,223			(39,379)			(2,208)			247,636			(41,587)
Headquarter Managed Units (AFC-30)			159,669			(3,496)			(5,057)			151,116			(8,553)
Other Activities (AFC-40)			885			(31)			(29)			825			(60)
SubTotal			1,154,720			(40,675)			(7,774)			1,106,271			(48,449)
V. Centrally Managed Accounts															
Centrally-Managed Operating Expenses (AFC-30)			334,766			11,606			(541)			345,831			11,065
SubTotal			334,766			11,606			(541)			345,831			11,065
VI. Depot Level Maintenance															
Aeronautical (AFC-41)			365,291			(34,403)			(1,865)			329,023			(36,268)
Electronic (AFC-42)			155,812			8,658			(104)			164,366			8,554
Civil/Ocean Engineering & Shore Facilities (AFC-43)			180,825			20			45			180,890			65
Vessel (AFC-45)			211,858			(6,154)			(21)			205,683			(6,175)
SubTotal			913,786			(31,879)			(1,945)			879,962			(33,824)
SubTotal Operating Expenses	48,701	48,591	6,563,888	(305)	134	111,342	(468)	(235)	(24,280)	47,928	48,490	6,650,950	(773)	(101)	87,062
Operating Expenses Supplementals															
Proposed DoD Transfer															
Total	48,701	48,591	6,563,888	(305)	134	111,342	(468)	(235)	(24,280)	47,928	48,490	6,650,950	(773)	(101)	87,062

1) The FY 2010 enacted level does not include \$241,503 million for Overseas Contingency Operations (OCO) funding provided in P.L. 111-83.
2) The FY 2010 enacted level does not include \$54,000 million transferred from the National Science Foundation (NSF) for Icebreaking Services provided in P.L. 111-117.

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	2009 Actual	2010 ² Enacted	2011 Request	2010 - 2011 Change
11.1 Full-time permanent	460,503	497,120	538,287	41,167
11.3 Other than full-time permanent	9,525	9,763	9,915	152
11.5 Other personnel compensation	19,175	19,654	19,960	306
11.7 Military personnel	2,345,714	2,543,814	2,501,742	(42,072)
11.8 Special service pay	6,169	6,365	6,518	153
12.1 Civilian personnel benefits	147,542	166,227	181,203	14,976
12.2 Military personnel benefits	258,273	283,352	273,942	(9,410)
13.0 Benefits-former	7,546	7,783	7,966	183
Total, Personnel Comp. & Benefits	\$ 3,254,447	\$ 3,534,078	\$ 3,539,533	\$ 5,455
Other Objects Classes:				
21.0 Travel	311,198	307,521	296,344	(11,177)
22.0 Transportation of things	74,402	71,177	76,244	5,067
23.1 GSA rent	84,838	89,619	90,724	1,105
23.2 Other rent	29,498	28,909	30,033	1,124
23.3 Communication, utilities, and misc charges	180,920	203,964	175,860	(28,104)
24.0 Printing and reproduction	7,221	6,802	5,791	(1,011)
25.1 Advisory and assistance services	249,579	272,151	200,406	(71,745)
25.2 Other services	780,955	769,424	746,803	(22,621)
25.3 Purchases of goods & svcs. from gov't accounts	5,038	9,922	9,970	48
25.4 Operation & maintenance of facilities	179,972	180,618	172,620	(7,998)
25.5 Research and development	-	-	-	-
25.6 Medical care	351,060	363,987	401,125	37,138
25.7 Operation and maintenance of equipment	105,595	214,957	137,039	(77,918)
25.8 Subsistence and support of persons	48,990	46,543	43,649	(2,894)
26.0 Supplies and materials	659,650	676,318	614,058	(62,260)
31.0 Equipment	89,574	95,773	96,323	550
32.0 Land and structures	12,706	12,032	12,032	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	3,075	2,396	2,396	-
Total, Other Object Classes	\$ 3,174,271	\$ 3,352,113	\$ 3,111,417	\$ (240,696)
Total Direct Obligations	\$ 6,428,718	\$ 6,886,191	\$ 6,650,950	\$ (235,241)
Unobligated balance, start of year ¹	-	(26,800)	-	-
Unobligated balance, end of year	26,800	-	-	-
Total Requirements	\$ 6,455,518	\$ 6,859,391	\$ 6,650,950	-

1) The Coast Guard is reporting unobligated carryover of FY 2009 funding into FY 2010. The \$26.800 million includes \$3.600 million for the Operations Systems Center in Martinsburg, WV; \$13.200 million transfer from the Acquisition, Construction and Improvements appropriation; and \$10.000 million for High Endurance Cutter (HEC) maintenance in support of the Southwest Border Patrol Initiative.

2) The FY 2010 enacted obligations includes \$241.503 million for Overseas Contingency Operations (OCO) funding provided in P.L. 111-83 and \$54.000 million transferred from the National Science Foundation (NSF) for Icebreaking Services provided in P.L. 111-117.

F. Permanent Positions by Grade

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

Grade	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
O-10	1	1	1	-
O-9	4	4	4	-
O-8	25	24	24	-
O-7	8	6	6	-
O-6	345	291	284	(7)
O-5	763	754	751	(3)
O-4	1,238	1,258	1,235	(23)
O-3	2,193	2,311	2,296	(15)
O-2	1,420	1,454	1,394	(60)
O-1	163	164	157	(7)
CWO	1,556	1,529	1,510	(19)
Cadet/OC	1,013	852	852	-
E-10	-	1	1	-
E-9	310	290	292	2
E-8	668	643	630	(13)
E-7	3,280	3,285	3,206	(79)
E-6	6,692	6,783	6,638	(145)
E-5	8,097	8,227	8,046	(181)
E-4	7,338	7,315	7,019	(296)
E-3	4,167	4,032	3,878	(154)
E-2	1,371	1,536	1,424	(112)
E-1	690	690	690	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	41,342	41,450	40,338	(1,112)
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	41,342	41,450	40,338	(1,112)
FTE¹	41,499	41,811	41,326	(485)
Headquarters	1,155	1,026	1,062	36
U.S. Field	40,002	40,284	39,136	(1,148)
Foreign Field	185	140	140	-
Total Permanent Positions	41,342	41,450	40,338	(1,112)
Position Data:				
Average Salary, Officer Positions²	\$ 93,759	\$ 99,504	\$ 99,964	\$ 460
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions²	\$ 56,076	\$ 59,493	\$ 60,400	\$ 907
Average Grade, Enlisted Positions	5	5	5	-

1) 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.

2) 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	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	13	14	14	-
Total, EX	-	-	-	-
GS-15	161	158	161	3
GS-14	522	508	523	15
GS-13	1,176	1,180	1,232	52
GS-12	1,461	1,517	1,596	79
GS-11	858	835	894	59
GS-10	25	29	30	1
GS-9	523	530	605	75
GS-8	189	192	190	(2)
GS-7	681	690	721	31
GS-6	231	298	301	3
GS-5	127	143	146	3
GS-4	24	30	30	-
GS-3	1	2	2	-
GS-2	11	5	5	-
Other Graded Positions	1,164	1,120	1,140	20
Ungraded Positions	-	-	-	-
Total Permanent Positions	7,167	7,251	7,590	339
Unfilled Positions EOY	307	311	325	15
Total Perm. Employment (Filled Positions) EOY	6,860	6,940	7,265	324
FTE	6,564	6,780	7,164	384
Headquarters	1,271	1,361	1,455	94
U.S. Field	5,895	5,890	6,135	245
Foreign Field	1	-	-	-
Total Permanent Positions	7,167	7,251	7,590	339
<u>Position Data:</u>				
Average Personnel Costs, ES Positions ¹	\$ 206,400	\$ 206,700	\$ 217,700	\$ 11,000
Average Personnel Costs, GS Positions ¹	\$ 98,017	\$ 100,470	\$ 106,517	\$ 6,047
Average Grade, GS Positions	11	11	11	-

1) 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	2009	2010	2011	2010 - 2011
	Actual Pos.	Revised Estimate Pos.	Estimate Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	1	1	1	-
O-6	10	9	11	2
O-5	26	25	27	2
O-4	41	38	43	5
O-3	40	38	40	2
O-2	14	8	14	6
O-1	3	-	3	3
CWO4	30	24	32	8
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	14	3	11	8
E-8	11	6	11	5
E-7	55	39	60	21
E-6	109	103	134	31
E-5	159	153	191	38
E-4	87	69	119	50
E-3	50	8	51	43
E-2	23	-	23	23
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	673	524	771	247
Unfilled Positions EOY	15	144	-	(144)
Total Perm. Employment EOY	658	414	771	357
FTE*	625	507	755	248
Headquarters	79	79	79	-
U.S. Field	582	433	680	247
Foreign Field	12	12	12	-
Total Permanent Positions	673	524	771	247
<u>Position Data:</u>				
Average Salary, Officer Positions**	\$ 111,751	\$ 119,961	\$ 117,609	\$ (2,352)
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions**	\$ 59,160	\$ 65,040	\$ 62,930	\$ (2,110)
Average Grade, Enlisted Positions	5	5	5	-

*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	2009	2010	2011	2010 - 2011
	Actual Pos.	Revised Estimate Pos.	Estimate Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	2	4	4	-
GS-14	15	15	15	-
GS-13	35	35	35	-
GS-12	40	42	42	-
GS-11	29	29	29	-
GS-10	-	-	-	-
GS-9	27	27	27	-
GS-8	18	18	18	-
GS-7	48	48	48	-
GS-6	7	7	7	-
GS-5	28	28	28	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	249	253	253	-
Unfilled Positions EOY	31	4	-	(4)
Total Perm. Employment (Filled Positions) EOY	218	253	253	-
FTE	219	219	253	34
Headquarters	41	41	41	-
U.S. Field	208	212	212	-
Foreign Field	-	-	-	-
Total Permanent Positions	249	253	253	-
Position Data:				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 86,108	\$ 89,253	\$ 95,365	\$ 6,112
Average Grade, GS Positions	10	10	10	-

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)**

PPA I: Military Personnel		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	2,345,714	2,543,814	2,501,742	(42,072)
11.8	Special service pay	6,169	6,365	6,518	153
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	258,273	283,352	273,942	(9,410)
13.0	Benefits-former	7,045	7,269	7,444	175
21.0	Travel	103,145	96,700	100,584	3,884
22.0	Transportation of things	65,326	62,430	65,674	3,244
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	15,668	7,891	1,319	(6,572)
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	346,482	359,734	396,872	37,138
25.7	Operation and maintenance of equipment	3,694	1,703	398	(1,305)
25.8	Subsistence and support of persons	1,894	874	874	-
26.0	Supplies and materials	17,800	8,213	1,918	(6,295)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	1,034	477	477	-
Total, Military Personnel		\$ 3,172,244	\$ 3,378,822	\$ 3,357,762	\$ (21,060)
Full Time Equivalents		41,449	41,811	41,326	(485)

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 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

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 2,617,201	\$ 2,840,800	\$ 2,789,646	\$ (51,154)

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by active duty military personnel. The FY 2011 request includes funding for the proposed pay raise (currently predicted at 1.4% for military and civilians), medical benefits, and other mandatory personnel entitlements. Personnel increases are accounted for through the annualization of FTE introduced in FY 2010, as well as personnel to operate new systems and assets, including the National Security Cutter, Fast Response Cutter, HC-144A, Response Boat-Medium (RB-M), and the Rescue Swimmer Training Facility. Personnel reductions include the decommissioning and retirement of multiple operational units and assets including five Maritime Safety and Security Teams (MSSTs), five major cutters, and nine aircraft.

Travel

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 103,145	\$ 96,700	\$ 100,584	\$ 3,884

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 2011 request includes travel costs associated with the operation of new assets.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 65,326	\$ 62,430	\$ 65,674	\$ 3,244

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 2011 request includes PCS costs associated with the decommissioning of multiple operational units.

Other services

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 15,668	\$ 7,891	\$ 1,319	\$ (6,572)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. The FY 2011 decrease reflects the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Medical care

	2009		2010		2011		2010 to 2011
	Actual		Enacted		Request		Change
\$	346,482	\$	359,734	\$	396,872	\$	37,138

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 2011 request includes actuary-forecasted cost increases.

Operation and maintenance of equipment

	2009		2010		2011		2010 to 2011
	Actual		Enacted		Request		Change
\$	3,694	\$	1,703	\$	398	\$	(1,305)

The FY 2011 decrease is due to reductions associated with decommissioning and retirement of multiple operational units and assets including five Maritime Safety and Security Teams (MSSTs), five major cutters, and nine aircraft.

Subsistence and support of persons

	2009		2010		2011		2010 to 2011
	Actual		Enacted		Request		Change
\$	1,894	\$	874	\$	874	\$	-

The FY 2011 request has no change.

Supplies and materials

	2009		2010		2011		2010 to 2011
	Actual		Enacted		Request		Change
\$	17,800	\$	8,213	\$	1,918	\$	(6,295)

The FY 2011 decrease is due to reductions associated with decommissioning and retirement of multiple operational units and assets and the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Insurance claims and indemnity

	2009		2010		2011		2010 to 2011
	Actual		Enacted		Request		Change
\$	1,034	\$	477	\$	477	\$	-

The FY 2011 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)**

PPA II: Civilian Personnel		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
Object Classes					
11.1	Full-time permanent	460,503	497,120	538,287	41,167
11.3	Other than full-time permanent	9,525	9,763	9,915	152
11.5	Other personnel compensation	19,175	19,654	19,960	306
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	147,542	166,227	181,203	14,976
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	501	514	522	8
21.0	Travel	3,957	3,957	3,957	-
22.0	Transportation of things	3,411	3,411	3,411	-
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	-	-	-	-
Total, Civilian Personnel		\$ 644,614	\$ 700,646	\$ 757,255	\$ 56,609
Full Time Equivalents		6,564	6,780	7,164	384

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

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 637,246	\$ 693,278	\$ 749,887	\$ 56,609

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by Federal civilian employees. The FY 2011 request includes funding for the proposed pay raise (currently predicted at 1.4%), medical benefits, and other mandatory personnel entitlements.

Travel

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 3,957	\$ 3,957	\$ 3,957	-

The FY 2011 request has no change.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
\$ 3,411	\$ 3,411	\$ 3,411	-

The FY 2011 request has no change.

H. PPA Budget Justifications

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

PPA III: Training and Recruiting		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	42,144	41,527	43,195	1,668
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	2,811	2,772	2,761	(11)
23.3	Communication, utilities, and misc charges	12,850	13,213	12,683	(530)
24.0	Printing and reproduction	663	654	660	6
25.1	Advisory and assistance services	16,986	18,178	15,616	(2,562)
25.2	Other services	52,204	56,027	50,785	(5,242)
25.3	Purchases of goods & svcs. from gov't accounts	-	5,594	4,938	(656)
25.4	Operation & maintenance of facilities	5,682	5,666	5,666	-
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	4,738	5,621	5,806	185
25.8	Subsistence and support of persons	2,690	2,653	2,653	-
26.0	Supplies and materials	55,416	57,801	55,500	(2,301)
31.0	Equipment	4,216	2,950	3,228	278
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	383	378	378	-
Total, Training and Recruiting		\$ 200,783	\$ 213,034	\$ 203,869	\$ (9,165)

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

Travel

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	42,144	\$	41,527	\$	43,195	\$	1,668

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 2011 include funding to fulfill the new Coast Guard Boat Forces requirement for egress certification of all enclosed cabin small boat crews, as well as personnel training requirements associated with HC-144A operations.

Other rent

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	2,811	\$	2,772	\$	2,761	\$	(11)

Other rent includes all payments to a non-federal source for rental space, land and structures.

Communication, utilities, and misc charges

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	12,850	\$	13,213	\$	12,683	\$	(530)

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.

Printing and reproduction

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	663	\$	654	\$	660	\$	6

Includes printing and reproduction costs.

Advisory and assistance services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	16,986	\$	18,178	\$	15,616	\$	(2,562)

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 2011 decrease reflects the net result of decreases in contractor support due to insourcing initiatives, multiple asset decommissionings, the reduction of mission support personnel and the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Other services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	52,204	\$	56,027	\$	50,785	\$	(5,242)

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 decrease reflects the net result of decreases in contractor support due to insourcing initiatives, multiple asset decommissionings and the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Purchases of goods & svcs. from gov't accounts

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	-	\$	5,594	\$	4,938	\$	(656)

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.

Operation & maintenance of facilities

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	5,682	\$	5,666	\$	5,666	\$	-

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 2011 request has no change.

Operation and maintenance of equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	4,738	\$	5,621	\$	5,806	\$	185

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 2011 request reflects funding increases to support the operation of the HC-144A flight simulator.

Subsistence and support of persons

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	2,690	\$	2,653	\$	2,653	\$	-

The FY 2011 request has no change.

Supplies and materials

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	55,416	\$	57,801	\$	55,500	\$	(2,301)

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 2011 decrease is primarily the result of the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	4,216	\$	2,950	\$	3,228	\$	278

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 2011 request supports operation of the HC-144A flight simulator.

H. PPA Budget Justifications

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

PPA IV: Operation and Maintenance		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	140,046	144,255	127,526	(16,729)
22.0	Transportation of things	2,934	2,706	4,478	1,772
23.1	GSA rent	-	-	-	-
23.2	Other rent	24,738	23,299	24,424	1,125
23.3	Communication, utilities, and misc charges	88,007	29,279	10,387	(18,892)
24.0	Printing and reproduction	4,462	4,149	3,092	(1,057)
25.1	Advisory and assistance services	104,588	118,210	63,481	(54,729)
25.2	Other services	372,436	374,894	352,904	(21,990)
25.3	Purchases of goods & svcs. from gov't accounts	1,156	317	782	465
25.4	Operation & maintenance of facilities	38,757	37,957	34,098	(3,859)
25.5	Research and development	-	-	-	-
25.6	Medical care	4,578	4,253	4,253	-
25.7	Operation and maintenance of equipment	10,191	28,850	33,050	4,200
25.8	Subsistence and support of persons	44,406	43,016	40,122	(2,894)
26.0	Supplies and materials	409,796	419,289	383,497	(35,792)
31.0	Equipment	27,714	24,832	22,636	(2,196)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	1,658	1,541	1,541	-
Total, Operation and Maintenance		\$ 1,275,467	\$ 1,256,847	\$ 1,106,271	\$ (150,576)

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 High Endurance Cutters (WHECs), Medium Endurance Cutters (WMECs), Polar Icebreakers, Communications Stations, Sector Commands, Stations, Marine Safety and Security Teams (MSSTs), various support units, 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

Travel

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	140,046	\$	144,255	\$	127,526	\$	(16,729)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The decrease in FY 2011 is the result of multiple asset decommissionings, enterprise-wide travel reductions associated with the Headquarters Efficiency Review, the obligation of Overseas Contingency Operations funding (anticipated OCO transfer from DoD is not included in 2011 display) and the obligation of FY 2009 unobligated funding in FY 2010.

Transportation of things

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	2,934	\$	2,706	\$	4,478	\$	1,772

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 2011 increase is primarily the result of increased transportation costs associated with multiple asset decommissionings.

Other rent

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	24,738	\$	23,299	\$	24,424	\$	1,125

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 increase in FY 2011 is due to Rescue 21 follow-on funding.

Communication, utilities, and misc charges

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	88,007	\$	29,279	\$	10,387	\$	(18,892)

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 multiple asset decommissionings and the obligation of Icebreaking Services and Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD and reimbursement from NSF for icebreaking services are not included in 2011 display).

Printing and reproduction

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	4,462	\$	4,149	\$	3,092	\$	(1,057)

The FY 2011 decrease is primarily the result of a reduction in Headquarters program and policy service delivery.

Advisory and assistance services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	104,588	\$	118,210	\$	63,481	\$	(54,729)

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 2011 decrease reflects the net result of contractor decreases due to insourcing initiatives, changes in Headquarters program and policy service delivery, and the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Other services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	372,436	\$	374,894	\$	352,904	\$	(21,990)

Other services include 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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 decrease is due primarily to the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Purchases of goods & svcs. from gov't accounts

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	1,156	\$	317	\$	782	\$	465

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 increase in FY 2011 is primarily due to the annualization of FY 2010 funding.

Operation & maintenance of facilities

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	38,757	\$	37,957	\$	34,098	\$	(3,859)

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 2011 decrease reflects changes to rotary-wing capacity and the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Medical care

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	4,578	\$	4,253	\$	4,253	\$	-

The FY 2011 request has no change.

Operation and maintenance of equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	10,191	\$	28,850	\$	33,050	\$	4,200

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 2011 increase is due to follow-on costs for Rescue 21 and the annualization of funding for FY 2010 initiatives.

Subsistence and support of persons

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	44,406	\$	43,016	\$	40,122	\$	(2,894)

The FY 2011 decrease is a result of the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Supplies and materials

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 409,796	\$	419,289	\$	383,497	\$	(35,792)

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 2011 decrease is a result of the obligation of Overseas Contingency Operations funding (anticipated OCO transfer from DoD is not included in 2011 display) and the obligation of FY 2009 unobligated funding in FY 2010.

Equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 27,714	\$	24,832	\$	22,636	\$	(2,196)

This object class covers the purchase of capitalized and non-capitalized assets. The decrease is the result of the termination of Manned Covert Surveillance Aircraft (MCSA) follow-on funding and the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Insurance claims and indemnity

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 1,658	\$	1,541	\$	1,541	\$	-

The FY 2011 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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	1,050	998	998	-
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	84,838	89,619	90,724	1,105
23.2	Other rent	1,692	1,609	1,609	-
23.3	Communication, utilities, and misc charges	77,654	138,803	130,211	(8,592)
24.0	Printing and reproduction	1,581	1,503	1,503	-
25.1	Advisory and assistance services	4,326	9,663	1,720	(7,943)
25.2	Other services	59,905	58,864	68,709	9,845
25.3	Purchases of goods & svcs. from gov't accounts	3,882	4,011	4,250	239
25.4	Operation & maintenance of facilities	527	501	701	200
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	3,720	5,880	6,898	1,018
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	12,536	21,660	12,149	(9,511)
31.0	Equipment	25,626	25,622	26,359	737
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Central Accounts		\$ 277,337	\$ 358,733	\$ 345,831	\$ (12,902)

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 1,050	\$ 998	\$ 998	\$ -

The FY 2011 request has no change.

GSA rent

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 84,838	\$ 89,619	\$ 90,724	\$ 1,105

GSA Rent includes all payments to the General Services Administration (GSA) for rental of space and rent related services. The majority of FY 2011 increases are a result of changes in GSA rental costs and additional space requirements.

Communication, utilities, and misc charges

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 77,654	\$ 138,803	\$ 130,211	\$ (8,592)

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. Decreases in FY 2011 are the net result of obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display) and increases from follow-on costs for newly acquired surface and air assets.

Printing and reproduction

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 1,581	\$ 1,503	\$ 1,503	\$ -

The FY 2011 request has no change.

Advisory and assistance services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	4,326	\$	9,663	\$	1,720	\$ (7,943)

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 2011 decrease is due to the obligation of FY 2009 unobligated funding in FY 2010 for the Operations Systems Center in Martinsburg, WV.

Other services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	59,905	\$	58,864	\$	68,709	\$ 9,845

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 increase is due to security charges for GSA facilities and Government Services increases for communications and postal services.

Purchases of goods & svcs. from gov't accounts

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	3,882	\$	4,011	\$	4,250	\$ 239

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). Increases in FY 2011 are due to Government Services increases for communications and postal services.

Operation & maintenance of facilities

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	527	\$	501	\$	701	\$ 200

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

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 3,720	\$	5,880	\$	6,898	\$	1,018

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 2011 increase is due to annualization of FY 2010 funding, cost increases for the contract insourcing initiative, and logistics support for the NSC.

Supplies and materials

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 12,536	\$	21,660	\$	12,149	\$	(9,511)

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 2011 decrease is primarily due to the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 25,626	\$	25,622	\$	26,359	\$	737

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 2011 increase reflects follow-on funding requirements for newly acquired surface and air assets.

H. PPA Budget Justifications

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

PPA VI: Depot Level Maintenance		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	20,856	20,084	20,084	-
22.0	Transportation of things	2,731	2,630	2,681	51
23.1	GSA rent	-	-	-	-
23.2	Other rent	257	1,229	1,239	10
23.3	Communication, utilities, and misc charges	2,409	22,669	22,579	(90)
24.0	Printing and reproduction	515	496	536	40
25.1	Advisory and assistance services	123,679	126,100	119,589	(6,511)
25.2	Other services	280,742	271,748	273,086	1,338
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	135,006	136,494	132,155	(4,339)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	83,252	172,903	90,887	(82,016)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	164,102	169,355	160,994	(8,361)
31.0	Equipment	32,018	42,369	44,100	1,731
32.0	Land and structures	12,706	12,032	12,032	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Depot Level Maintenance		\$ 858,273	\$ 978,109	\$ 879,962	\$ (98,147)

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 20,856	\$ 20,084	\$ 20,084	\$ -

The FY 2011 request has no change.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 2,731	\$ 2,630	\$ 2,681	\$ 51

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.

Other rent

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 257	\$ 1,229	\$ 1,239	\$ 10

Other rent includes all payments to a non-federal source for rental space, land and structures.

Communication, utilities, and misc charges

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 2,409	\$ 22,669	\$ 22,579	\$ (90)

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 2011 decrease is due to the termination of one time FY 2010 costs.

Printing and reproduction

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 515	\$ 496	\$ 536	\$ 40

The FY 2011 request increases slightly due to HC-144A follow-on funding.

Advisory and assistance services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 123,679	\$	126,100	\$	119,589	\$	(6,511)

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 2011 decreases are primarily due to the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Other services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 280,742	\$	271,748	\$	273,086	\$	1,338

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 increase is due to Fast Response Cutter and C4ISR follow-on costs.

Operation & maintenance of facilities

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 135,006	\$	136,494	\$	132,155	\$	(4,339)

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. FY 2011 decreases reflect the net result of obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display) and increases from follow-on costs for surface and air assets and shore infrastructure.

Operation and maintenance of equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$ 83,252	\$	172,903	\$	90,887	\$	(82,016)

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 2011 decrease reflect the net result of changes in rotary-wing capacity, the termination of one time FY 2010 costs, the obligation of FY 2009 unobligated funding for HEC maintenance, and the obligation of Icebreaking Services and Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD and reimbursement from NSF for icebreaking services are not included in 2011 display).

Supplies and materials

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 164,102	\$ 169,355	\$ 160,994	\$ (8,361)

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 and aircraft, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. FY 2011 decreases are primarily due to the obligation of Overseas Contingency Operations funding in FY 2010 (anticipated OCO transfer from DoD is not included in 2011 display).

Equipment

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 32,018	\$ 42,369	\$ 44,100	\$ 1,731

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 2011 increase reflects the net result of procurement of equipment to support armed helicopter requirements for Homeland Security and changes in rotary wing capacity.

Land and structures

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 12,706	\$ 12,032	\$ 12,032	\$ -

The FY 2011 request has no change.

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 ¹

	FY 2009 ²	FY 2010	FY 2011
BASE: Start of Year (SOY) FTE levels	47,236	47,884	48,591
Adjustments-to-Base : Increases			
Increase #1: Annualization of part year funding Description: Annualization of prior year FTE	406	621	319
Increase #2: Response Boat Medium follow-on Description: Maintenance personnel to support RB-M	2	3	5
Increase #3: Rescue 21 follow-on Description: Operation of Rescue 21	49	11	1
Increase #4: Nationwide Automatic Identification System (NAIS) follow-on Description: NAIS operations follow-on	5	1	7
Increase #5: Surface and Air Asset follow-on Description: Crewing, staffing and support of new assets	93	183	173
Increase #6: Inland River Emergency Subsystem Sustainment Description: Maintain legacy inland river fleet	2	-	-
Increase #7: Air Station Cape Cod Operations Follow-on Description: Transfer in to CG from DOJ	13	-	-
Increase #8: Coastal Patrol Boat Follow-on Description: Crewing, operations & maintenance, and shore-side support	60	-	-
Increase #9: Sector Corpus Christi Facility follow-on Description: Sector Air Station Corpus follow-on	-	13	-
Increase #10: Defense Messaging System (DMS) Follow-On Description: Defense Messaging System (DMS) Follow-On	-	-	3
Increase #11: Rescue Swimmer Training Facility follow-on Description: Rescue swimmer training facility staff	-	-	7
Subtotal, Increases:	630	832	515

Adjustments-to-Base : Decreases

Decrease #1: Prior Year Management Annualizations Description: Annualization of management savings and management efficiencies	(33)	(22)	(177)
Decrease #2: Decommission BLACKBERRY Description: Decommission BLACKBERRY	(7)	-	-
Decrease #3: HU-25 Aircraft Description: Retire HU-25 aircraft	(20)	(39)	(32)
Decrease #4: HC-130H Aircraft Description: Retire HC-130H aircraft	(86)	(14)	-

	FY 2009 ²	FY 2010	FY 2011
Decrease #5: PC-179 Patrol Boats Description: Decommission two PC-179 patrol boats	(77)	-	-
Decrease #6: LORAN-C Termination Description: LORAN-C signal and facility termination	-	(169)	-
Decrease #7: High Endurance Cutter (HEC) Description: Decommission four High Endurance Cutters (HEC)	-	-	(383)
Decrease #8: Medium Endurance Cutter (MEC) Description: Decommission ACUSHNET	-	-	(43)
Decrease #9: Manned Covert Surveillance Aircraft Follow-On Description: Manned covert surveillance aircraft personnel	-	-	(12)
Decrease #10: DHS Balanced Workforce Strategy Description: Workforce growth through insourcing	-	-	300
Decrease #11: Consolidate Maritime Intelligence Fusion Centers (MIFCs) Description: Consolidate maritime intelligence fusion centers (MIFCs)	-	-	(7)
Decrease #12: National Strike Force Coordination Center Description: Decommission National Strike Force Coordination Center	-	-	(5)
Decrease #13: Mission Support Personnel Description: Reduce mission support personnel to align with reductions	-	-	(22)
Subtotal, Decreases:	(223)	(244)	(381)

Program Changes

Change #1: Situation Unit Watch Standers / Command Duty Officers Description: Watchstanders for command centers	51	-	-
Change #2: Marine Inspectors Description: Enhance marine inspector capacity	139	-	-
Change #3: MAGNet 2.0 - GMII Fusion Description: Improve ability to collect, correlate and fuse data	9	-	-
Change #4: Counter-intelligence Service Description: Counter-intelligence service initiative	15	-	-
Change #5: Cryptologic Service Group Description: Enhance cryptology capability	23	-	-
Change #6: Port and Maritime Safety and Security Description: Port inspections, situational unit watchstanders, boats	142	-	-
Change #7: Increase D7 110-foot OP Hours Description: Increase to D7 110-foot OP Hours	22	-	-
Change #8: Aviation Mission Hour Gap Description: MPA stop gap measures	8	-	-
Change #9: Financial Management Oversight Description: Financial management oversight	-	44	-
Change #10: Marine Safety Program Description: Enhancing marine safety	-	37	-

	FY 2009 ²	FY 2010	FY 2011
Change #11: Armed Helicopters Enhancement Description: Armed helicopters enhancement	-	6	-
Change #12: Biometrics at Sea Description: Biometrics at sea program	-	2	-
Change #13: Seahawk Charleston Interagency Operations Center Sustainment Description: Seahawk Charleston IOC sustainment	-	1	-
Change #14: Counternarcotics Enforcement Description: Counternarcotics enforcement enhancement	-	25	-
Change #15: Watchstanders Description: Watchstanders augmentation	-	4	-
Change #16: Rotary Wing Capacity Description: Realign rotary wing capacity	-	-	(34)
Change #17: Deployable Force Capacity Description: Decommission five MSSTs and partially reinvest in LEDET capacity	-	-	(196)
Change #18: CG Investigative Service (CGIS) Description: Consolidate CG investigative service field units	-	-	(5)
Subtotal, Program Changes:	409	119	(235)
Year-end Enacted / Estimated FTEs	47,884	48,591	48,490
Net Change from prior year base to budget year estimate:	648	707	(101)

1) 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.

2) 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 2011 Schedule of Working Capital Fund by Program/Project Activity

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

FY 2011 Schedule of Working Capital Fund by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2009	FY 2010	FY 2011	Increase / Decrease
	Actual	Anticipated	Anticipated	for FY 2011
	AMOUNT	AMOUNT	AMOUNT	AMOUNT
Consolidated Subscriptions (Library of Congress)	\$ 527	\$ 548	\$ 1,162	\$ 614
Financial Statement Audit	\$ 3,561	\$ 2,970	\$ 3,722	\$ 752
Internal Control Audit	\$ 760	\$ 1,035	\$ 195	\$ (840)
TIER	\$ 51	\$ 52	\$ 59	\$ 7
Bankcard Program	\$ -	\$ 267	\$ 3	\$ (264)
NFC Payroll Services & Reporting	\$ 1,609	\$ 1,742	\$ 2,249	\$ 507
(HCBS) Payroll Service Ops	\$ 395	\$ 336	\$ 926	\$ 590
Flexible Spending Plan	\$ 72	\$ 92	\$ 97	\$ 5
DHS EXEC. LEAD. (SES CDP, Sec Conf)	\$ 20	\$ 25	\$ 26	\$ 1
CIO/DHS Infrastructure Transf Pgm	\$ 7,606	\$ 5,554	\$ 6,105	\$ 551
Software Enterprise Licenses - Microsoft	\$ 5,900	\$ 9,467	\$ 12,982	\$ 3,515
Interagency Council Funding	\$ 169	\$ 144	\$ 11	\$ (133)
Recruitment One-Stop	\$ 50	\$ 51	\$ 54	\$ 3
e-Training	\$ 590	\$ 593	\$ 366	\$ (227)
Enterprise HR Integration (EHRI)	\$ 167	\$ 162	\$ 170	\$ 8
Business Gateway	\$ 25	\$ 27	\$ -	\$ (27)
e-Rulemaking	\$ 174	\$ 184	\$ 86	\$ (98)
e-Travel	\$ 24	\$ 25	\$ -	\$ (25)
Case Management Line of Business	\$ 14	\$ 14	\$ -	\$ (14)
e-Grants.gov	\$ 7	\$ 7	\$ 7	\$ 0
e-Authentication	\$ 3	\$ 3	\$ -	\$ (3)
Human Resources Line of Business	\$ 12	\$ 11	\$ 12	\$ 1
e-govBenefits	\$ 17	\$ 17	\$ -	\$ (17)
Financial Management Line of Business	\$ 33	\$ 69	\$ 35	\$ (34)
Geospatial Line of Business	\$ 15	\$ 16	\$ 15	\$ (1)
IT Infrastructure Line of Business	\$ 37	\$ 77	\$ -	\$ (77)
IAE Loans and Grants	\$ -	\$ 8	\$ 9	\$ 1
Budget Formulation and Execution Line of Business	\$ 22	\$ 23	\$ 23	\$ -
e-gov.Integrated Acquisition Environment	\$ 612	\$ 516	\$ 493	\$ (23)
e-gov. Disaster Management (DisasterHelp.gov)	\$ 1,798	\$ 1,833	\$ 1,896	\$ 63
Capital Planning and Investment Control (CPIC)	\$ 576	\$ 1,199	\$ 1,211	\$ 12
Ready Campaign (Ready.gov)	\$ 146	\$ 155	\$ -	\$ (155)
Strategic Sourcing	\$ 109	\$ 276	\$ 279	\$ 3
CPO Shared Reporting	\$ 199	\$ 1,038	\$ 999	\$ (39)
Working Capital Fund Operations	\$ 61	\$ 61	\$ 106	\$ 45
Total Working Capital Fund	\$ 25,359	\$ 28,596	\$ 33,298	\$ 4,703

Department of Homeland Security

United States Coast Guard

Environmental Compliance and Restoration



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard
Environmental Compliance and Restoration

I. Appropriation Overview

A. Mission Statement for Environmental Compliance and Restoration:

The Environmental Compliance and Restoration (EC&R) appropriation provides funding for environmental cleanup, sustainment and restoration of current and formerly contaminated Coast Guard facilities, and engineering remedies on Coast Guard assets for the purpose of complying with environmental laws and preventing 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 Guards role as the principal Federal agency charged with ensuring maritime safety, security, and stewardship.

EC&R funding ensures the Coast Guard maintains its responsibilities in environmental stewardship. Failure to meet restoration or compliance responsibilities could subject the U.S. Government to fines, penalties, or shutdown of operational assets by environmental regulators.

B. Budget Activities:

Environmental Compliance and Restoration activities include 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.

C. Budget Request Summary:

The Coast Guard requests 25 positions, 24 FTE, and \$13.329 million in FY 2011 to provide for environmental remediation and restoration of Coast Guard facilities, including Air Station Kodiak AK, Support Center Elizabeth City, NC, the Coast Guard Yard in Curtis Bay, MD and Coast Guard training centers in Petaluma, CA and Yorktown, VA.

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration
Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)**

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	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	\$ 11,317	24	\$ 13,198	24	\$ 13,329	-	\$ -	-	\$ -	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	23	\$ 11,317	24	\$ 13,198	24	\$ 13,329	-	\$ -	-	\$ -	-	\$ -
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	23	\$ 11,317	24	\$ 13,198	24	\$ 13,329	-	\$ -	-	\$ -	-	\$ -

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

	Perm Pos	FTE	Amount
2009 Actual	25	23	\$11,317
2010 Enacted	25	24	13,198
2011 Adjustments-to-Base	...	...	131
2011 Current Services	25	24	13,329
2011 Program Change	...	...	...
2011 Request	25	24	13,329
Total Change 2010-2011	...	...	131

The Coast Guard requests \$13.329 million for this activity. This is an increase of \$131.000 thousand above the FY 2010 enacted level.

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 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 in order to comply with environmental laws and keep environmental liabilities from developing.

Significant accomplishments in FY 2009 included:

- Continued environmental cleanup and restoration of current and formerly contaminated Coast Guard facilities, as well as engineering fixes on Coast Guard assets to comply with environmental laws and regulations.

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 to comply with environmental laws and keep environmental damage from developing.

- Perform comprehensive environmental investigations and clean-up actions at sites with existing written agreements, at former and current Long Range Navigation Stations (LORAN Stations) and at sites with leaking underground fuel storage tanks (UST's).
- Support EC&R costs incurred as a result of Coast Guard vessel disposal, including the 123-foot ISLAND Class cutters.
- Begin partnership with the 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. The 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 (Great Lakes Restoration Initiative).

FY 2011 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.
- Environmental investigations and remediations of current and former Lighthouses scheduled for divestiture and Long Range Navigation-C (LORAN-C) stations. Clean-up of Leaking USTs and fuel systems. Upgrades to the Coast Guard's aging facilities and cutters, such as upgrades to oil-water-separators and other critical environmental compliance equipment. Continuation of ongoing remediation projects at Air Station Kodiak, AK; Support Center Elizabeth City, NC; the Coast Guard Yard, MD; and Coast Guard training centers in Petaluma, CA and Yorktown, VA.
- Support EC&R costs incurred as a result of Coast Guard vessel disposal, including the 123-foot ISLAND Class cutters and the proposed decommissioning of four high endurance cutters and one medium endurance cutter.

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, [~~\$13,198,000~~]\$13,329,000, to remain available until expended. (*Department of Homeland Security Appropriations Act, 2010.*)

B. FY 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	25	23	\$ 11,317
2010 Enacted	25	24	13,198
Adjustments-to-Base			
Increases			
Annualization of FY 2010 Pay Raise	-	-	16
FY 2011 Pay Raise	-	-	115
Total Increases	-	-	131
Total Adjustments-to-Base	-	-	131
2011 Current Services	25	24	13,329
Program Changes			
Total Program Changes	-	-	-
2011 Request	25	24	13,329
2010 to 2011 Total Change	-	-	131

C. Summary of Requirements

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

	2011 Request		
	Pos.	FTE	Amount
2009 Actual	25	23	\$11,317
2010 Enacted	25	24	13,198
Adjustments-to-Base (See "FY 2010 to FY 2011 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	131
Decreases	-	-	-
Total Adjustments-to-Base	-	-	131
2011 Current Services	25	24	13,329
2011 Total Request	25	24	13,329
2010 to 2011 Total Change	-	-	131

Estimates by Program/Project Activity	2010 Enacted		2011 Adjustments-to-Base		2011 Program Change		2011 Request		2010 to 2011 Total Change			
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
PPA 1	25	24	13,198	-	-	131	25	24	13,329	-	-	\$ 131
Total Environmental Compliance and Restoration	25	24	13,198	-	-	131	25	24	13,329	-	-	\$ 131

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
11.1 Full-time permanent	2,179	2,277	2,331	54
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	33	35	35	-
11.7 Military personnel	105	108	110	2
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	578	604	677	73
12.2 Military personnel benefits	15	15	15	-
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 2,910	\$ 3,039	\$ 3,168	\$ 129
Other Objects Classes:				
21.0 Travel	78	157	94	(63)
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	7,912	15,934	9,563	(6,371)
25.3 Purchases of goods & sves. from gov't accounts	50	101	60	(41)
25.4 Operation & maintenance of facilities	262	528	317	(211)
25.5 Research and development	-	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	3	6	4	(2)
25.8 Subsistence and support of persons	-	-	-	-
26.0 Supplies and materials	102	205	123	(82)
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 8,407	\$ 16,931	\$ 10,161	\$ (6,770)
Total Direct Obligations	\$ 11,317	\$ 19,970	\$ 13,329	\$ (6,641)
Unobligated balance, start of year*	(3,917)	(6,772)	-	-
Unobligated balance, end of year	6,772	-	-	-
Total Requirements	\$ 14,172	\$ 13,198	\$ 13,329	

Note 1: Unobligated balances include other funding sources.

F. Permanent Positions by Grade

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

Grade	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change 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	-	-	-	-
Total Permanent Positions	1	1	1	-
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	1	1	1	-
FTE*	1	1	1	-
Headquarters	1	1	1	-
U.S. Field	-	-	-	-
Foreign Field	-	-	-	-
Total Permanent Positions	1	1	1	-
Position Data:				
Average Salary, Officer Positions**	\$ 116,516	\$ 120,770	\$ 124,529	\$ 3,759
Average Grade, Officer Position	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	2009	2010	2011	2010 - 2011
	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	-	-	-	-
Total Permanent Positions	24	24	24	-
Unfilled Positions EOY	1	2	2	-
Total Perm. Employment (Filled Positions) EOY	23	22	22	-
FTE	22	23	23	-
Headquarters	4	4	4	-
U.S. Field	20	20	20	-
Foreign Field	-	-	-	-
Total Permanent Positions	24	24	24	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 117,529	\$ 121,496	\$ 125,817	\$ 4,321
Average Grade, GS Positions	13	13	13	-

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)

Environmental Compliance & Restoration		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
Object Classes					
11.1	Full-time permanent	2,179	2,277	2,346	69
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	33	35	35	-
11.7	Military personnel	105	108	110	2
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	578	604	664	60
12.2	Military personnel benefits	15	15	15	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	78	157	94	(63)
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	7,912	15,934	9,561	(6,373)
25.3	Purchases of goods & svcs. from gov't accounts	50	101	60	(41)
25.4	Operation & maintenance of facilities	262	528	317	(211)
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	3	6	4	(2)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	102	205	123	(82)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Environmental Compliance and Restoration		\$ 11,317	\$ 19,970	\$ 13,329	\$ (6,641)
Full Time Equivalents		23	24	24	-

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 to comply with environmental laws and keep 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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 2,910	\$ 3,039	\$ 3,170	\$ 131

Salaries and Benefits include costs for 24 FTE. The FY 2011 request includes an increase to account for inflation and planned internal personnel reprogramming issues.

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 78	\$ 157	\$ 94	\$ (63)

Travel includes all costs of transportation of persons, subsistence of travelers, and incidental travel expenses in accordance with Federal travel regulations. The 2011 request is based on anticipated project needs and schedules.

Other services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 7,912	\$ 15,934	\$ 9,561	\$ (6,373)

Other services include contractual services with non-Federal sources that are not otherwise classified under Object Class 25. The decrease in FY 2011 reflects the assumption that all FY 2009 carryover will be obligated in FY 2010.

Purchases of goods & svcs. from gov't accounts

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 50	\$ 101	\$ 60	\$ (41)

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 262	\$ 528	\$ 317	\$ (211)

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 service (e.g., hazardous materials disposal) associated with the operation of Coast Guard facilities.

Operation and maintenance of equipment

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$	3	\$	6	\$	4	\$ (2)

The 2011 request is based on anticipated projects and schedules.

Supplies and Materials

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$	102	\$	205	\$	123	\$ (82)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use.

I. Changes in Full-Time Equivalents

Not Applicable

Department of Homeland Security

United States Coast Guard

Reserve Training



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard
Reserve Training

I. Appropriation Overview

A. Mission Statement for Reserve Training:

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. Our reserve forces are critical to enabling the Coast Guard to fulfill objectives associated with its 11 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:

The Reserve Training appropriation directly supports training, operation and administration of the Coast Guard Reserve Program. Coast Guard Reserve Forces provide qualified and trained personnel for active duty in event of conflict, national emergency, or natural and manmade disasters. The reservists maintain their readiness through mobilization exercises and duty alongside regular Coast Guard members during routine and emergency operations. Reservists will continue to serve as a cost-effective surge force for response to man-made and natural disasters.

C. Budget Request Summary:

The Coast Guard requests 536 positions, 536 FTE, and \$135.675 million in FY 2011. 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 \$2.043 million.

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Reserve Training
Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)**

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Pay, Benefits and Allowances	515	\$ 98,825	536	\$ 104,548	536	\$ 106,591	-	\$ 2,043	-	\$ -	-	\$ 2,043
II. Operations, Maintenance and Administration	-	\$ 31,277	-	\$ 29,084	-	\$ 29,084	-	\$ -	-	\$ -	-	\$ -
Less Subtotal, Enacted Appropriations and Budget Estimates	515	\$ 130,102	536	\$ 133,632	536	\$ 135,675	-	\$ 2,043	-	\$ -	-	\$ 2,043
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	515	\$ 130,102	536	\$ 133,632	536	\$ 135,675	-	\$ 2,043	-	\$ -	-	\$ 2,043

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

	Perm Pos	FTE	Amount
2009 Actual	525	515	98,825
2010 Enacted	536	536	104,548
2011 Adjustments-to-Base	...	...	2,043
2011 Current Services	536	536	106,591
2011 Program Change	...	...	...
2011 Request	536	536	106,591
Total Change 2010-2011	...	...	2,043

The Coast Guard requests \$106.591 million for this activity. This is an increase of \$2.043 million over the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request for Pay, Benefits and Allowances funds salaries, benefits and other compensation for both military and civilian 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 the Department of Defense's (DoD) 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 2009 included:

- Served an integral role during supplemental-funded contingency operations for 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.
- Supported seaport security, stood watches in command centers, law enforcement operations, anti-terrorism/force protection missions, inspections of commercial vessels, and domestic military out-load (MOL) security.
- Provided search and rescue capability and relief for natural disasters. Reservists continued to serve on active duty in the Midwestern and Gulf states for post-disaster support.
- Participated as crewmembers at 11 Coast Guard units on the Great Lakes in support of "Operation Summerstock" that augmented search and rescue capabilities during the high operational tempo of the summer months.
- Increased full-time support to Commanders in the field for the training and readiness of reserve personnel.

FY 2010 planned accomplishments include:

- Serve an integral role for DoD's Overseas Contingency Operations, Operation Iraqi Freedom and Operation Enduring Freedom.
- Train additional reservists for deployable expeditionary support and provide safety and security teams for deployment within the United States.
- Train for mobilization to support national security and disaster response.
- Support DHS Headquarters Operations, United States African Command (AFRICOM), and Deployable Operations Group (DOG) operations.
- Increase full-time support to Commanders in the field for the training and personal readiness of reserve personnel.

FY 2011 planned accomplishments include:

- Serve an integral role during DoD's Overseas Contingency Operations, Operation Iraqi Freedom and Operation Enduring Freedom.
- Train additional reservists for deployable expeditionary support and provide safety and security teams for deployment within the United States.
- Train for mobilization to support national security and disaster response.
- Realign full-time support billets to 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

	Perm Pos	FTE	Amount
2009 Actual	31,277
2010 Enacted	29,084
2011 Adjustments to Base
2011 Current Services	29,084
2011 Program Change
2011 Request	29,084
Total Change 2010-2011

The Coast Guard requests \$29.084 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request for Operations, Maintenance and Administration funds 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 overhead and course-specific funding. 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 2009 included:

- Maintained readiness and mobilization skills through training and exercises during routine and emergency operations.
- Mobilized, trained and maintained skills required to support defense operations throughout the world.
- Optimized the delivery of training, readiness and operational support.
- Developed a methodology for measuring training capacity.
- Improved 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.
- Increased the number of Reserve Program Administrators that provided full-time support to reserve force training and support.
- Improved mobilization and demobilization processes for reservists that ensured enhanced reserve-specific functionality in Coast Guard administrative systems.
- Developed and provided training to full-time support personnel who supported reserve readiness training and administration at operational commands.

FY 2010 planned accomplishments include:

- Maintain readiness and hone mobilization skills through training and exercises during routine and emergency operations.
- Mobilize, train and maintain skills required to support defense operations throughout the world.
- Optimize the delivery of training, readiness and operational support.
- 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.
- 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.

FY 2011 planned accomplishments include:

- Maintain readiness and hone mobilization skills through training and exercises during routine and emergency operations.
- Mobilize, train and maintain skills required to support defense operations throughout the world.
- Optimize the delivery of training, readiness and operational support.
- 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.
- Improve reserve readiness and training with further development of formal and on-line training for the corps of full-time support personnel supporting reserve readiness throughout the Coast Guard.

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; and equipment and services; [\$133,632,000] **\$135,675,000.** (*Department of Homeland Security Appropriations Act, 2010.*)

B. FY 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Reserve Training
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	525	515	130,102
2010 Enacted	536	536	133,632
Adjustments-to-Base			
Increases			
Annualization of FY 2010 Pay Raise	-	-	849
FY 2011 Pay Raise	-	-	1,194
Total Increases	-	-	2,043
Total Adjustments-to-Base	-	-	2,043
2011 Current Services	536	536	135,675
2011 Request	536	536	135,675
2010 to 2011 Total Change	-	-	2,043

C. Summary of Requirements

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

	2011 Request		
	Pos.	FTE	Amount
2009 Actual	525	515	130,102
2010 Enacted	536	536	133,632
Adjustments-to-Base (See "FY 2010 to FY 2011 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	2,043
Decreases	-	-	-
Total Adjustments-to-Base	-	-	2,043
2011 Current Services	536	536	135,675
Program Changes (See "FY 2010 to FY 2011 Budget Change" for details)			
2011 Total Request	536	536	135,675
2010 to 2011 Total Change	-	-	2,043

Estimates by Program/Project Activity	2010 Enacted		2011 Adjustments-to-Base		2011 Program Change		2011 Request		2010 to 2011 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
PPA 1: Pay, Benefits and Allowances	536	536	-	-	-	-	536	536	-	-
PPA 2: Operations, Maintenance and Administration	-	-	-	-	-	-	-	-	-	-
Total Reserve Training	536	536	-	-	-	-	536	536	-	2,043

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
11.1 Full-time permanent	5,367	5,375	5,510	135
11.3 Other than full-time permanent	6	6	6	-
11.5 Other personnel compensation	146	146	149	3
11.7 Military personnel	80,519	85,507	87,036	1,529
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	1,445	1,447	1,580	133
12.2 Military personnel benefits	11,342	12,067	12,310	243
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 98,825	\$ 104,548	\$ 106,591	\$ 2,043
Other Objects Classes:				
21.0 Travel	7,066	6,570	6,570	-
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	23,784	22,117	22,117	-
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	412	383	383	-
31.0 Equipment	9	8	8	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 31,277	\$ 29,084	\$ 29,084	\$ -
Total Direct Obligations	\$ 130,102	\$ 133,632	\$ 135,675	\$ 2,043
Unobligated balance, start of year	399	-	-	
Unobligated balance, end of year	-	-	-	
Total Requirements	\$ 130,501	\$ 133,632	\$ 135,675	

F. Permanent Positions by Grade

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

Grade	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	1	1	1	-
O-7	-	-	-	-
O-6	7	7	7	-
O-5	11	12	12	-
O-4	22	21	21	-
O-3	48	49	49	-
O-2	9	12	12	-
O-1	-	-	-	-
CWO	16	19	19	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	6	6	6	-
E-8	10	9	9	-
E-7	29	39	39	-
E-6	127	121	121	-
E-5	81	84	84	-
E-4	45	47	47	-
E-3	8	8	8	-
E-2	3	3	3	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	423	441	438	-
Unfilled Positions EOY	14	-	-	-
Total Perm. Employment EOY	409	441	438	(3)
FTE*	422	441	438	(3)
Headquarters	38	40	40	-
U.S. Field	385	401	398	(3)
Foreign Field	-	-	-	-
Total Permanent Positions	423	441	438	(3)
Position Data:				
Average Salary, Officer Positions**	\$ 94,757	\$ 97,185	\$ 100,208	3,023
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions**	\$ 56,008	\$ 66,212	\$ 68,077	1,864
Average Grade, Enlisted Positions	5	6	6	-

*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. 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 reimbursable 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 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	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	5	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	32	30	30	-
GS-6	13	14	14	-
GS-5	9	9	9	-
GS-4	-	1	1	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	1	1	1	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	102	98	98	-
Unfilled Positions EOY	9	3	-	(3)
Total Perm. Employment (Filled Positions) EOY	93	95	98	3
FTE	93	95	98	3
Headquarters	14	11	11	-
U.S. Field	88	84	87	3
Foreign Field	-	-	-	-
Total Permanent Positions	102	95	98	3
Position Data:				
Average Personnel Costs, ES Positions	206,400	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 96,885	\$ 78,967	\$ 81,914	\$ 2,947
Average Grade, GS Positions	11	8	8	-

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. 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
Reserve Training
PPA I: Pay, Benefits and Allowances
Funding Schedule**

PPA I: Pay, Benefits and Allowances		2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
Object Classes					
11.1	Full-time permanent	5,367	5,375	5,510	135
11.3	Other than full-time permanent	6	6	6	-
11.5	Other personnel compensation	146	146	149	3
11.7	Military personnel	80,519	85,507	87,036	1,529
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,445	1,447	1,580	133
12.2	Military personnel benefits	11,342	12,067	12,310	243
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	-	-	-	-
Total, Pay, Benefits and Allowances		\$ 98,825	\$ 104,548	\$ 106,591	\$ 2,043
Full Time Equivalents		515	536	536	-

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

	2009		2010		2011		2010 to 2011
	Actual		Enacted		Request		Change
	\$ 98,825	\$	104,548	\$	106,591	\$	2,043

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 2011 request is due to the proposed pay raise (1.4% civ and 1.4% mil).

H. PPA Budget Justifications

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

PPA II: Operations, Maintenance and Administration		2009 Actual	2010 Enacted	2011 Request	2010 to 2011 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	7,066	6,570	6,570	-
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	23,784	22,117	22,117	-
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	412	383	383	-
31.0	Equipment	9	8	8	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Operations, Maintenance and Administration		\$ 31,277	\$ 29,084	\$ 29,084	\$ -

PPA Mission Statement

Requested funding supports operations, maintenance and administrative expenses associated with training the 8,100 Coast Guard Reservists that are currently part of the Selective Reserve.

Summary Justification and Explanation of Changes

Travel

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	7,066	\$	6,570	\$	6,570	\$	-

The FY 2011 request has no change.

Transportation of things

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	6	\$	6	\$	6	\$	-

The FY 2011 request has no change.

Other services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	23,784	\$	22,117	\$	22,117	\$	-

The FY 2011 request has no change.

Supplies and materials

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	412	\$	383	\$	383	\$	-

The FY 2011 request has no change.

Equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	9	\$	8	\$	8	\$	-

The FY 2011 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 2011

Congressional Justification

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U. S. Coast Guard

Acquisition, Construction and Improvements

I. Appropriation Overview

A. Mission Statement for Acquisition, Construction and Improvements:

Acquisition, Construction and Improvement (AC&I) provides for the acquisition, construction, rebuilding, and improvement of vessels, aircrafts, shore facilities, aids to navigation (ATON) systems and facilities, and command, control, communications and computer systems and related equipment. Funds appropriated for AC&I are managed by Coast Guard acquisition project managers who oversee these projects and apply best practices, in accordance with the Coast Guard's Major Systems Acquisitions Manual (MSAM), to optimize the return on recapitalization investments.

AC&I 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:

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 items such as command, control, communications and computer equipment. Through processes documented in the Coast Guard's Major Systems Acquisition Manual (MSAM), acquisition managers are required to follow a continuum of activities ranging from pre-acquisition concept development to deployment and sustainment. Activities and documentation produced throughout the acquisition lifecycle define the budgets and budget-related project activities.

C. Budget Request Summary:

The Coast Guard requests \$1.381 billion in FY 2011 for the following projects:

- Response Boat-Medium - \$42.000 million
- Integrated Deepwater Systems - \$1.113 billion
- Rescue 21 - \$36.000 million
- Shore facilities and aids to navigation - \$69.200 million
- Military Housing - \$13.965 million
- AC&I personnel related support - \$107.561 million

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Summary of FY 2011 Budget Estimates by Program/Project Activity**
(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Vessels and Critical Infrastructure	-	\$ 105,484	-	\$ 121,000	-	\$ 42,000	-	\$ (79,000)	-	\$ (79,000)	-	\$ -
II. Integrated Deepwater Systems	-	\$ 702,498	-	\$ 1,154,280	-	\$ 1,112,502	-	\$ (41,778)	-	\$ (41,778)	-	\$ -
III. Aircraft	-	\$ 4,049	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
IV. Other Equipment	-	\$ 137,999	-	\$ 129,500	-	\$ 36,000	-	\$ (93,500)	-	\$ (93,500)	-	\$ -
V. Shore Facilities and Aids to Navigation	-	\$ 89,384	-	\$ 27,100	-	\$ 69,200	-	\$ 42,100	-	\$ 42,100	-	\$ -
VI. DHS Headquarters	-	\$ 97,578	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
VII. Personnel and Related Support	704	\$ 92,109	735	\$ 105,200	785	\$ 107,561	50	\$ 2,361	50	\$ 2,361	-	\$ -
VIII. Military Housing	-	\$ -	-	\$ -	-	\$ 13,965	-	\$ 13,965	-	\$ 13,965	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	704	\$ 1,229,101	735	\$ 1,537,080	785	\$ 1,381,228	50	\$ (155,852)	50	\$ (155,852)	-	\$ -
Rescission of unobligated balances pursuant to P.L. 110-329	-	\$ [20,000]	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Rescission of unobligated balances pursuant to P.L. 111-83	-	\$ -	-	\$ (800)	-	\$ -	-	\$ 800	-	\$ 800	-	\$ -
Net, Enacted Appropriations & Budget Estimates	704	\$ 1,229,101	735	\$ 1,536,280	785	\$ 1,381,228	50	\$ (155,052)	50	\$ (155,052)	-	\$ -

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-Base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
American Recovery and Reinvestment Act (ARRA)	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Acquisition, Construction and Improvements	-	\$ 948	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Vessels	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Shore Facilities and Aids to Navigation	-	\$ 12,231	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Total	-	\$ 13,179	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -

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
2009 Actual	\$105,484
2010 Enacted	121,000
2011 Adjustments-to-Base
2011 Current Services	121,000
2011 Program Change	(79,000)
2011 Request	42,000
Total Change 2010-2011	(79,000)

The Coast Guard requests \$42.000 million, \$79.000 million less than FY 2010 enacted.

PROGRAM DESCRIPTION:

Primary operational resource supported: Surface assets

The vessel program provides funding to recapitalize and/or improve the Coast Guard's fleet of aging boats and cutters. With many of the Coast Guard's cutters operating at or beyond their planned service life, these recapitalization and sustainment projects are critical toward ensuring the mission effectiveness of the Coast Guard's surface fleet. FY 2011 funding supports the Response Boat-Medium (RB-M) project. Out-year funding under this program will support future year survey and design work on in-service cutters leading to follow-on sustainment projects, similar to the Mission Effectiveness Projects (MEP) currently underway at the Coast Guard Yard.

Significant accomplishments in FY 2009:

- Ordered 36 RB-Ms (hulls #31-66).
- Received 11 RB-Ms ordered with prior funding and supported a total of 14 delivered RB-Ms.
- Received the first RB-M from the second production facility in Green Bay in fourth quarter FY 2009.
- Continued Operational Test and Evaluation (OT&E) focused on the first six RB-Ms purchased with prior funding.
- Continued development and fielding of logistics system to support the contractor opening the second production facility.

FY 2010 planned accomplishments:

- Order 39 RB-Ms (hulls #67-105).
- Receive 22 RB-Ms ordered with prior year funding and support a total of 36 delivered RB-Ms.

- Complete OT&E, move out of Low Rate Initial Production (LRIP) and into production, attain Initial Operating Capability with delivery of the first RB-M following LRIP.
- Reach a production rate of 30 boats per year by the end of the fiscal year.

FY 2011 planned accomplishments:

- Order 10 RB-Ms (hulls #106-115).
- Receive 20-30 RB-Ms ordered with prior year funding and support a total of 56-66 delivered RB-Ms.

PPA II: INTEGRATED DEEPWATER SYSTEMS (IDS)

	Perm Pos	FTE	Amount
2009 Actual	\$702,498
2010 Enacted	1,154,280
2011 Adjustments-to-Base
2011 Current Services	1,154,280
2011 Program Change	(41,778)
2011 Request	1,112,502
Total Change 2010-2011	(41,778)

The Coast Guard requests \$1.113 billion, \$41.778 million less than FY 2010 enacted.

PROGRAM DESCRIPTION:

Primary operational resource supported: All

The Integrated Deepwater System (IDS) program is the primary recapitalization and sustainment effort for the Coast Guard’s aging fleet of air and surface assets. IDS is comprised of new cutter and small boat acquisitions, existing cutter sustainment, new fixed-wing aircraft acquisitions, and both fixed and rotary wing aircraft sustainment projects. Through strategic investment in state-of-the-market Command, Control, Communications and Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) equipment and design, this program also provides the necessary infrastructure to link these assets together forming an integrated suite of surface, air and shore platforms to conduct maritime safety and security missions. Further, through funding for program management, systems engineering and logistics, the Coast Guard’s acquisition directorate and technical authorities are now serving as the systems integrator for these projects and are developing a sound logistics infrastructure to support the new assets. IDS is comprised of three separate sub-categories:

- Aircraft
- Surface
- Other

Significant accomplishments in FY 2009:

AIRCRAFT

- HC-144A – Funded production, missionization, and initial sparing of Maritime Patrol Aircrafts (MPA) - #9 - #11 and nine Mission System Pallets (MSP); accepted MPAs #6, #7, and #8. Achieved Initial Operating Capability.

- HH-65 – Continued a service-life extension to refurbish the airframe, wiring and components; add new radar and new C4ISR suite; and install an integrated cockpit.
- HH-60 – Continued a service-life extension to refurbish the airframe, wiring, and components; add new radar and new C4ISR suite; and install an integrated cockpit. Delivered first MH-60T equipped with a fully integrated Electro-Optical/Infrared (EO/IR) Sensor System (ESS).
- HC-130H – Continued avionics modernization package development and center wing box replacement to extend fleet service life.
- HC-130J – Completed missionization and took delivery of aircraft #4 and negotiated missionization of aircraft #5 and #6; achieved IOC.
- UAS – Performed pre-acquisition analysis.

SURFACE

- NSC – *CGC BERTHOLF* (NSC-1) was accepted by the Coast Guard and is conducting operational missions. Completed builder's trials and accepted *WAESCHE* (NSC-2) into special commission status; laid keel for *STRATTON* (NSC-3).
- OPC – Completed preliminary Operational Requirements Document (pORD).
- FRC – Completed preliminary design review (PDR) and obtained acquisition decision event (ADE) 2A approval.
- MEP - Completed five 210-foot WMECs and three 110-foot WPBs.

OTHER

- Logistics - Continued development of CG-LIMS system.
- Logistics - Completed facility upgrades at the first three FRC homeports; facility upgrades at the second NSC homeport; environmental assessments of IDS homeports and aviation sites; and detailed engineering evaluations.
- C4ISR – Achieved Authority to Operate (ATO) Classified Systems on NSC-1 and the MSP on the HC-144A.

FY 2010 planned accomplishments:

AIRCRAFT

- HC-144A – Contract for the production of MPA #12, #13 and #14 and a flight training simulator. Accept delivery of MPAs #9 - #11 and six MSPs.
- HH-65 – Continue a service-life extension to refurbish the airframe, wiring and components; add 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 – Attain full operating capability for radar replacement, continue avionics modernization and center wing box replacement to extend fleet service life.
- HC-130J – Complete missionization of aircrafts #5 and #6, including the installation of air-certified observer seats.
- UAS – Using established partnerships and prior year funds, continue pre-acquisition activities in alignment with on-going RDT&E-funded research to identify the optimal characteristics for a cutter-based UAS.

SURFACE

- NSC – Award fixed-price incentive fee contract for production of NSC-4. Award long-lead time materials (LLTM) contract for NSC-5.

- FRC – Complete critical design review (CDR) and award contract option for seven Low Rate Initial Production (LRIP) hulls #2 - #8.
- OPC – Develop Concepts of Operations (CONOPS) and Operational Requirements Document (ORD).
- MEP – Complete the mission effectiveness project (MEP) on three 210-foot and two 270-foot WMECs (five cutters in total) and three 110-foot WPBs.

OTHER

- Logistics - Continue development of CG-LIMS systems.
- Logistics - Begin work on MPA Hanger for CGAS Cape Cod.
- Logistics - Continue to support NSCs with facility upgrades in Alameda, CA and at the second NSC homeport; facility upgrades at the first three FRC homeports; construction of an FRC trainer at Yorktown, VA; environmental assessments of IDS homeports and aviation sites; and detailed engineering evaluations.
- C4ISR – Planned delivery of Segment 2, the second C4ISR baseline; begin Ku band upgrades on WHECs/WMECs; begin Integrated Waveform Military Satellite Communications upgrades on WMECs.

FY 2011 planned accomplishments:

AIRCRAFT

- HC-144A – Fund production of MPA #15. Accept delivery of MPAs #12 - #13.
- HH-65 – Use prior year appropriations to continue obsolete component upgrades.
- 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 – Order logistics spares to support 4,000 annual flying hours requirement.
- UAS – Continue pre-acquisition activities, such as UAS airspace safety, data management, and modeling/simulation studies.

SURFACE

- NSC – Fully fund production of NSC-5.
- OPC – Continue pre-acquisition work through the request for proposal (RFP).
- FRC – Fund contract option for LRIP hulls #9 - #12.
- MEP – Fund remainder of one 11-month 270 foot MEP availability, as well as two additional 270' MEPs. Unfunded in FY 2011, the 110-foot Patrol Boat MEP will execute prior year funds to complete the MEP on a total of 17 WPBs.

OTHER

- Logistics - Continue installation of CG-LIMS systems.
- Logistics - Continue construction work on aircraft hangar in Cape Cod, MA and build-out facility upgrades for FRC and NSC.
- C4ISR – Continue critical system updates for safety, Information Assurance (IA), and diminishing manufacturing source.

PPA IV: OTHER EQUIPMENT

	Perm Pos	FTE	Amount
2009 Actual	\$137,999
2010 Enacted	129,500
2011 Adjustments-to-Base
2011 Current Services	129,500
2011 Program Change	(93,500)
2011 Request	36,000
Total Change 2010-2011	(93,500)

The Coast Guard requests \$36.000 million, \$93.500 million less than FY 2010 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. In FY 2011, funding will support continued progress on build-out of Rescue 21 (R21). Out-year funding for Nationwide Automatic Identification System (NAIS) and Interagency Operations Centers (IOCs) will further Administration goals of improving maritime safety, security and resiliency within the nation's ports. Using a combination of prior year and out-year funds, these projects will complete the deployment and standardization of information systems that will be used to enhance our knowledge of the vessels operating in and near U.S. waters and support collaboration with DHS and other entities through a shared common operating picture.

Significant accomplishments in FY 2009:

- Five R21 sectors deployed on time or early per the project schedule. At the end of September 2009, Rescue 21 is deployed to 21 of 39 Sectors for a total of 28,266 miles of coastline coverage.
- Continued work on remaining R21 Full Rate Production Sectors.
- Began work on R21 Western Rivers: proof of concept and development of prototype.
- Continued R21 work in Alaska: including completion of the Acquisition Plan, research and testing to develop components and configurations for the standard Remote Fixed Facility (tower) and Sector Command Center console.
- Awarded contract for the design and installation of the permanent core data network and infrastructure for NAIS.
- Conducted operational testing and evaluation on the WatchKeeper software for Interagency Operations Centers (IOCs) and deployed WatchKeeper to Charleston, SC.

FY 2010 planned accomplishments:

- Five additional R21 sectors are scheduled to be deployed (Southeastern New England; Northern New England; Corpus Christi, TX; San Francisco, CA and San Diego, CA). By September 30, 2010, Rescue 21 will be operational along 35,748 miles of coastline.
- Deploy the NAIS core system upgrade to the Coast Guard's Operations Systems Center, Navigation Center and three sectors: Mobile, AL; Hampton Roads, VA and Delaware Bay (Philadelphia, PA).
- Complete WatchKeeper Operational Testing and Evaluation and deploy to: Mobile, AL; Hampton Roads, VA and Delaware Bay (Philadelphia, PA)..

FY 2011 planned accomplishments:

- Six R21 sectors (Detroit, MI; Los Angeles/Long Beach, CA; Honolulu, HI; San Juan, PR; Guam; Buffalo, NY) are scheduled to be deployed. By September 30, 2011, Rescue 21 will be operational along 39,796 miles of U.S. coastline.
- Continue deployment of the R21 Western Rivers Subsystem.
- Complete site surveys for all R21 sites within two Sectors to co-locate NAIS equipment with R21 infrastructure

PPA V: SHORE FACILITIES AND AIDS TO NAVIGATION

	Perm Pos	FTE	Amount
2009 Actual	\$89,384
2010 Enacted	27,100
2011 Adjustments-to-Base
2011 Current Services	27,100
2011 Program Change	42,100
2011 Request	69,200
Total Change 2010-2011	42,100

The Coast Guard requests \$69.200 million, \$42.100 million more than FY 2010 enacted.

PROGRAM DESCRIPTION:

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

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

Significant accomplishments in FY 2009:

- Completed initial survey and design for nine facilities/projects.
- Commenced Phase III of the Cordova, Alaska housing project which will complete 6 duplex units (12 housing units).
- Commenced the recapitalization of Chase Hall's North Annex A.
- Commenced the renovation of the runway lighting at Air Station Cape Cod (Massachusetts Military Reservation).
- Commenced construction of the addition to the Telecommunications Systems Directorate (TSD) building.

- Purchased housing for Station Montauk, NY.
- Commenced construction of a 23,000 square-foot consolidated Station, Aids to Navigation Team (ANT) and Coastal Patrol Boat (CPB) facilities for Station Cape May.
- Completed 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.
- Completed 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:

- Complete initial survey and design for seven facilities/projects.
- Commence the renovation and construction of a new Station and Marine Safety Unit at Cleveland Harbor, OH.
- Commence survey and design project for the Coast Guard Academy pier.
- Complete 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.

FY 2011 planned accomplishments:

- Construct minor AC&I shore facility projects.
- Commence renovations to Chase Hall Phase III – Annex B at the Coast Guard Academy in New London, CT.
- Commence renovations to Thrun Hall Phase II at Aviation Logistics Center in Elizabeth City, NC.
- Commence pier rehabilitation for the *Coast Guard Cutters JUNIPER, WILLOW, and IDA LEWIS* in Newport, RI.

PPA VII: PERSONNEL AND RELATED SUPPORT

	Perm Pos	FTE	Amount
2009 Actual	820	704	\$92,109
2010 Enacted	893	735	105,200
2011 Adjustments-to-Base	...	...	...
2011 Current Services	893	735	105,200
2011 Program Change	...	50	2,361
2011 Request	893	785	107,561
Total Change 2010-2011	...	50	2,361

The Coast Guard requests \$107.561 million, \$2.361 million more than FY 2010 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.

PPA VIII: MILITARY HOUSING

	Perm Pos	FTE	Amount
2009 Actual
2010 Enacted
2011 Adjustments-to-Base
2011 Current Services
2011 Program Change
2011 Request	13,965
Total Change 2010-2011	13,965

PROGRAM DESCRIPTION:

Primary operational resource supported: All

This program provides funding from the Coast Guard Housing Fund to recapitalize and/or improve the Coast Guard’s military family housing facilities to enhance the quality of life of the workforce. These funds will be used to plan, execute, administer contracts, acquire, and construct military family housing to provide greater access to suitable and affordable housing for Coast Guard members and their families assigned to areas where there are documented shortages.

FY 2011 planned accomplishments:

- Commence projects to acquire Military Family Housing for members assigned to high-cost housing areas in Florida and New York.

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 FTE 50 Dollars -\$155,052

Funding Profile

	FY 2009 Actual			FY 2010 Enacted			FY 2011 Request		
	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)
Current Services Level	820	704	1,229,101	820	735	1,536,280	893	735	1,536,280
Program Increase/decrease	-	-	-	73	-	-	-	50	-155,052
Total Request	820	704	\$1,229,101	893	735	1,536,280	893	785	1,381,228

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; [~~\$1,537,080,000~~]**\$1,381,228,346**, 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 **\$13,965,546** shall be derived from the Coast Guard Housing Fund, established pursuant to 14 U.S.C. 687, and shall remain available until expended for military family housing*; of which [~~\$121,000,000~~]**\$42,000,000** shall be available until September 30, [2014]**2015**, to acquire, *effect major* repairs, renovate, or improve vessels, small boats, and related equipment; of which [~~\$129,500,000~~]**\$36,000,000** shall be available until September 30, [2012]**2013**, for other equipment; of which [~~\$27,100,000~~]**\$69,200,000** shall be available until September 30, [2012]**2013**, for shore facilities and aids to navigation facilities[, including not less than \$300,000 for the Coast Guard Academy Pier and not less than \$16,800,000 for Coast Guard Station Cleveland Harbor]; of which [~~\$105,200,000~~]**\$107,560,800** shall be available for personnel compensation and benefits and related costs; and of which [~~\$1,154,280,000~~]**\$1,112,502,000** shall be available until September 30, [2014]**2015**, for the Integrated Deepwater Systems program[: Provided, That of the funds made available for the Integrated Deepwater Systems program, \$269,000,000 is for aircraft and \$730,680,000 is for surface ships: 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 2011 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 such legacy assets; a detailed explanation of how the costs of such 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, in conjunction with the fiscal year 2011 budget request, a comprehensive review of the Revised Deepwater Implementation Plan, and every 5 years thereafter, that includes a complete projection of the acquisition costs and schedule for the duration of the plan: 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 2010].(*Department of Homeland Security Appropriations Act, 2011.*)

Explanation of Changes:

Transfers **\$13,965,546** made available from the Coast Guard Housing Fund for the acquisition, construction, and maintenance of military family housing to improve the quality of life for military families.

Making AC&I available to “*effect major repairs*” keeps us from falling in to the trap that OE is not available for “minor repairs” associated with regular dockside and dry-dock availabilities.

B. FY 2010 to FY 2011 Budget

**Department of Homeland Security
U. S. Coast Guard
Acquisition Construction and Improvements
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	820	704	1,229,101
2010 Enacted	893	735	1,536,280
Adjustments-to-Base			
Total Adjustments-to-Base	-	-	-
2010 Current Services	893	735	1,536,280
Program Changes			
Program Increases/(Decreases)			
Vessels and Critical Infrastructure	-	-	(78,200)
Integrated Deepwater Systems	-	-	(41,778)
Other Equipment	-	-	(93,500)
Shore Facilities and Aids to Navigation	-	-	42,100
Personnel Related Support	-	50	2,361
Military Housing	-	-	13,965
Total Program Changes	-	50	(155,052)
2011 Request	893	785	1,381,228
2010 to 2011 Total Change	-	50	(155,052)

C. Summary of Requirements

**FY 2011-2015 Five Year Capital Investment Plan (CIP)
Acquisition, Construction & Improvement** (Note 1)

(Thousands of dollars, budget year dollars)	FY 2010 Enacted	FY 2011 President's Request	FY 2012	FY 2013	FY 2014	FY 2015	Total Acquisition Cost <small>(Note 3)</small>	Estimated Completion Date <small>(Note 3)</small>
Vessels and Critical Infrastructure Projects	\$121,000	\$42,000	\$55,500	\$84,000	\$111,000	\$69,500		
Survey and Design - Vessel and Boats	\$0	\$0	\$1,500	\$3,000	\$2,000	\$4,500	N/A	
In-Service Cutter Sustainment	\$0	\$0	\$0	\$5,000	\$30,000	\$50,000	N/A	
Response Boat - Medium (RB-M)	\$121,000	\$42,000	\$54,000	\$76,000	\$79,000	\$15,000	\$610,000	2015
Integrated Deepwater Systems <small>(Note 2)</small>	\$1,122,980	\$1,112,502	\$1,177,000	\$1,185,000	\$1,195,000	\$1,266,000		
<i>Aircraft</i>	\$269,000	\$101,000	\$102,000	\$117,000	\$122,000	\$197,000		
Maritime Patrol Aircraft (MPA)	\$138,500	\$40,000	\$40,000	\$45,000	\$50,000	\$125,000	\$2,222,600	2020
HH-60 Conversion Projects	\$45,900	\$32,000	\$17,000	\$17,000	\$17,000	\$17,000	\$451,000	2020
HH-65 Conversion/Sustainment Projects	\$38,000	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$1,133,600	2017
HC-130H Conversion/Sustainment Projects	\$45,300	\$25,000	\$20,000	\$30,000	\$30,000	\$30,000	\$690,000	2017
HC-130J Fleet Introduction	\$1,300	\$4,000	\$0	\$0	\$0	\$0	\$162,500	2010
<i>Surface</i> <small>(Note 2)</small>	\$699,380	\$856,002	\$955,000	\$938,000	\$938,000	\$913,000		
National Security Cutter (NSC)	\$389,480	\$538,002	\$640,000	\$640,000	\$640,000	\$70,000	\$4,749,000	2016
Offshore Patrol Cutter (OPC)	\$9,800	\$45,000	\$25,000	\$30,000	\$50,000	\$640,000	pre ADE-2	
Fast Response Cutter (FRC)	\$243,000	\$240,000	\$260,000	\$240,000	\$245,000	\$200,000	\$3,928,000	2022
IDS Small Boats	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	\$3,000	pre ADE-2	
Medium Endurance Cutter Sustainment	\$31,100	\$30,000	\$27,000	\$25,000	\$0	\$0	\$296,800	2016
Patrol Boats Sustainment	\$23,000	\$0	\$0	\$0	\$0	\$0	\$179,700	2013
<i>Other</i>	\$154,600	\$155,500	\$120,000	\$130,000	\$135,000	\$156,000		
Government Program Management	\$45,000	\$45,000	\$35,000	\$35,000	\$35,000	\$35,000	N/A	
Systems Engineering and Integration	\$35,000	\$29,000	\$24,000	\$29,000	\$29,000	\$25,000	N/A	
C4ISR	\$35,000	\$30,500	\$26,000	\$26,000	\$26,000	\$26,000	APB under review	
Deepwater Logistics	\$37,700	\$50,000	\$35,000	\$40,000	\$45,000	\$70,000	pre ADE-2	
Technology Obsolescence Prevention	\$1,900	\$1,000	\$0	\$0	\$0	\$0	N/A	
Other Equipment	\$129,500	\$36,000	\$33,000	\$30,000	\$33,000	\$15,000		
HF Recapitalization	\$2,500	\$0	\$0	\$0	\$0	\$0		
Nationwide Automatic Identification System (NAIS)	\$0	\$0	\$5,000	\$6,000	\$13,000	\$0	APB under review	2015
Rescue 21	\$117,000	\$36,000	\$25,000	\$20,000	\$15,000	\$15,000	\$1,066,000	2017
Interagency Operations Centers (IOCs)	\$10,000	\$0	\$3,000	\$4,000	\$5,000	\$0	pre ADE-2	2015
Shore Facilities and Aids to Navigation	\$27,100	\$69,200	\$45,000	\$50,000	\$50,000	\$80,000		
Shore and Aids to Navigation Projects	\$27,100	\$69,200	\$45,000	\$50,000	\$50,000	\$80,000		
Military Housing	\$0	\$13,966	-	-	-	-		
Personnel and Related Support	\$105,200	\$107,561	\$109,400	\$111,600	\$113,800	\$115,800		
AC&I Core	\$500	\$510	\$510	\$510	\$510	\$510		
Direct Personnel Costs	\$104,700	\$107,051	\$108,890	\$111,090	\$113,290	\$115,290		
High Endurance Cutter Sustainments <small>(Note 2)</small>	\$4,000	\$0	\$0	\$0	\$0	\$0		
Polar Icebreaker Sustainment <small>(Note 2)</small>	\$27,300	\$0	\$0	\$0	\$0	\$0		
TOTAL	\$1,537,080	\$1,381,228	\$1,419,900	\$1,460,600	\$1,502,800	\$1,546,300		

Note 1 - FY 2012-15 funding levels are subject to change based upon adjustments to our year fiscal guidance and finalization of the FY 2011-15 Future Year Homeland Security Program. FY 2010 Enacted total does not include rescission of \$800,000 per P.L. 111-83.

Note 2 - For display purposes of this exhibit, Polar Icebreaker Sustainment and HEC Sustainment, are shown as separate projects. Both of these projects were appropriated under the Surface category of Integrated Deepwater System Program per the FY 2010 Department of Homeland Security Appropriations Act, P.L. 111-83.

Note 3 - Total project costs and estimated completion dates based on DHS Acquisition Program Baseline (APB) when available. The pre ADE-2 designation denotes those individual projects that are in pre-acquisition phases and have not yet reached Acquisition Decision Event 2 (ADE-2), the point at which an individual APB is required.

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
11.1 Full-time permanent	34,503	39,974	43,771	3,797
11.3 Other than full-time permanent	189	219	237	18
11.5 Other personnel compensation	788	913	991	78
11.7 Military personnel	31,225	35,476	38,333	2,857
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	8,997	10,423	11,658	1,235
12.2 Military personnel benefits	4,399	5,019	5,421	402
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 80,101	\$ 92,024	\$ 100,411	\$ 8,387
Other Objects Classes:				
21.0 Travel	6,285	11,018	9,494	(1,524)
22.0 Transportation of things	2,022	4,407	3,796	(611)
23.1 GSA rent	-	-	-	-
23.2 Other rent	1,357	2,203	1,899	(304)
23.3 Communication, utilities, and misc charges	3,202	4,407	3,796	(611)
24.0 Printing and reproduction	44	-	-	-
25.1 Advisory and assistance services	281,147	467,137	402,498	(64,639)
25.2 Other services	369,550	612,566	527,806	(84,760)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	31	-	-	-
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	21	-	-	-
26.0 Supplies and materials	(67,528)	185,093	159,480	(25,613)
31.0 Equipment	471,922	782,233	673,996	(108,237)
32.0 Land and structures	80,946	134,411	115,817	(18,594)
41.0 Grants, subsidies and contributions	1	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 1,149,000	\$ 2,203,475	\$ 1,898,582	\$ (304,893)
Total Direct Obligations	\$ 1,229,101	\$ 2,295,499	\$ 1,998,993	\$ (296,506)
Unobligated balance, start of year	(1,007,740)	(1,376,911)	(617,765)	
Unobligated balance, end of year	1,376,911	617,765	-	
Total Requirements	\$ 1,598,272	\$ 1,536,353	\$ 1,381,228	

Note 1: Unobligated balances include other funding sources.

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements - Military
Permanent Positions by Grade**

Grade	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	2	2	2	-
O-7	-	-	-	-
O-6	19	18	18	-
O-5	37	45	45	-
O-4	79	83	83	-
O-3	92	99	99	-
O-2	3	5	5	-
O-1	-	-	-	-
CWO	50	61	61	-
Cadet/OC	-	-	-	-
E-10	-	-	-	-
E-9	6	4	4	-
E-8	7	11	11	-
E-7	36	52	52	-
E-6	35	25	25	-
E-5	12	9	9	-
E-4	20	5	5	-
E-3	-	-	-	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	398	419	419	-
Unfilled Positions EOY	25	26	26	-
Total Perm. Employment EOY	373	393	393	-
FTE*	360	364	385	21
Headquarters	166	222	222	-
U.S. Field	232	197	197	-
Foreign Field	-	-	-	-
Total Permanent Positions	398	419	419	-
Position Data:				
Average Salary, Officer Positions**	\$ 97,412	\$ 98,794	\$ 101,867	\$ 3,073
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions**	\$ 70,087	\$ 77,974	\$ 80,205	\$ 2,231
Average Grade, Enlisted Positions	6	7	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
Acquisition, Construction and Improvements - Civilian
Permanent Positions by Grade**

Grade	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	1	-	-	-
Total, EX	-	-	-	-
GS-15	36	31	31	-
GS-14	127	127	127	-
GS-13	174	221	221	-
GS-12	47	56	56	-
GS-11	13	14	14	-
GS-10	1	2	2	-
GS-9	5	4	4	-
GS-8	8	9	9	-
GS-7	4	4	4	-
GS-6	4	4	4	-
GS-5	2	2	2	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	422	474	474	-
Unfilled Positions EOY	56	63	63	-
Total Perm. Employment (Filled Positions) EOY	366	411	411	-
FTE	344	371	400	29
Headquarters	269	329	329	-
U.S. Field	153	145	145	-
Foreign Field	-	-	-	-
Total Permanent Positions	422	474	474	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	\$ 204,300	\$ -	\$ -	\$ -
Average Personnel Costs, GS Positions	\$ 129,036	\$ 131,783	\$ 136,448	\$ 4,665
Average Grade, GS Positions	13	13	13	-

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

U. S. Coast Guard Acquisition, Construction and Improvements (Dollars in thousands)

Capital Investment Project	Congressional Request	Page Numbers
I. Vessels & Critical Infrastructure		
1. Response Boat - Medium (RB-M)	42,000	23-27
Subtotal - Vessels.....	42,000	
II. Deepwater New Asset Acquisition Project		
A. Aircraft		
1. Maritime Patrol Aircraft (MPA) HC-144	40,000	28-32
2. HH-60 Conversion and Sustainment Projects	32,000	33-38
3. HC-130H Conversion and Sustainment Projects	25,000	39-43
4. HC-130J Fleet Introduction	4,000	44-48
B. Surface		
1. National Security Cutter (NSC)	538,002	49-55
2. Offshore Patrol Cutter (OPC)	45,000	56-61
3. Fast Response Cutter (FRC)	240,000	62-66
4. Cutter Small Boats	3,000	67-70
5. Medium Endurance Cutter Sustainment	30,000	71-74
C. Other		
1. Government Program Management	45,000	75-78
2. Systems Engineering and Integration	29,000	79-82
3. C4ISR	30,500	83-86
4. Deepwater Logistics	50,000	87-94
5. Technology Obsolescence Prevention (TOP)	1,000	95-97
Subtotal - Deepwater Project.....	1,112,502	
IV. Other Equipment		
1. Rescue 21	36,000	98-102
Subtotal - Other Equipment.....	36,000	

Capital Investment Project	Congressional Request	Page Numbers
V. Shore Facilities & Aids to Navigation		
1. Minor AC&I Shore Construction Projects	3,300	103-104
2. Renovate Chase Hall Barracks Phase III, CG Academy	21,000	105-106
3. Shore Infrastructure Survey and Design	5,000	107-109
4. Thrun Hall Phase II	12,000	110-111
5. Shore AC&I Newport, RI Pier	23,500	112-113
6. Waterways ATON Infrastructure	4,400	114-115
Subtotal - Shore Facilities & Aids to Navigation Facilities.....	69,200	
VII. Personnel Related Support		
1. AC&I Core	510	116-117
2. Direct Personnel Costs	107,051	118-119
Subtotal - Personnel & Related Support.....	107,561	
VIII. Military Housing		
1. Military Housing	13,965	120-121
Subtotal - Military Housing.....	13,965	
Summary Capital Investments		
Total Non-IT Initiatives (all projects over \$5 million).....	1,309,728	
Total IT Initiatives.....	72,500	
Total FY 2011 Congressional Request:	1,381,228	

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Response Boat - Medium (RB-M)

\$42,000

Project Description, Justification and Scope

This funding places 10 boats on order, supports logistics development and continues the Response Boat-Medium project.

The Response Boat - Medium (RB-M) project was established to 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.



RB-M 45601 from Station Little Creek, VA on Potomac River, Sept 2008

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. Although designed specifically for Search and Rescue (SAR) missions, the 41' UTBs have been employed as multi-mission assets.

Coast Guard mission requirements, particularly in terms of maritime security have changed markedly since the 41' UTB was built. The RB-M offers a number of opportunities for improvements over the existing fleet of 41' UTBs and other boats in performance, human system interface and operational availability. Several program requirements and extensive field commander input indicates a need for an RB-M that is substantially faster (e.g., 40+ knots vs. 26 knots) than the 41' UTB to support new homeland security operations. 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 sensing systems compliant with modern international radio-telephone standards provide the RB-M with improved communications and search capability compared to the 41 foot UTB, improving 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 interface with the boat and equipment will be improved in a number of areas. For example,

- Self righting capability provides improved survivability in higher sea states
- 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 by providing improved depot level maintenance support. Further efficiencies are gained by providing maintenance relief vessels to substitute for station boats during major maintenance and casualty repairs. The RB-M is also being built to dimensions that will allow for commercial

Response Boat - Medium (RB-M)

\$42,000

overland transportation to support deployed surge operations, and technical data will be formatted to support the ongoing organizational logistics transformation.

PROJECT HISTORY

The RB-M Acquisition Strategy is two-phased: Phase I – a 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 – a 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.

On June 21, 2006, the RB-M contract for Phase II of the acquisition, design, construction, outfit and delivery of the RB-M system, was awarded to Marinette Marine Corporation (MMC) of Marinette, WI. Marinette Marine’s primary subcontractor for design and construction of the initial RB-Ms is Kvichak Marine Industries (KMI) in Kent, WA. Detailed design was completed in June 2007 and construction started on the first RB-M in July 2007. The first boat was delivered in March 2008 initiating Operational Testing and Evaluation (OT&E).

During Low Rate Initial Production (LRIP) RB-Ms are delivered at a rate of approximately one per month to field units representing the most diverse operational and environmental conditions possible to ensure OT&E is representative of all conditions the RB-M will encounter once fully deployed. Preliminary OT&E results have shown that the LRIP assets meet all of the Critical Operational Parameters identified in the Operational Requirements Document (ORD).

The FY 2008 appropriation provided funding to place sufficient orders to warrant opening a second production facility in Green Bay, WI. This facility opened in September 2008 and delivered its first RB-M (hull # 11) in Q4 FY 2009. During OT&E RB-Ms remain in Low Rate Initial Production, delivering approximately one RB-M per month. Approval of the OT&E report, expected in early FY 2010, will mark the end of LRIP and the project will proceed into full production. When in full production both the MMC Green Bay, WI facility and the Kvichak Marine Kent, WA facility will deliver at least 15 RB-Ms annually for a total of no less than 30 boats per year.

U. S. Coast Guard - FY 2011 Congressional Justification

Response Boat - Medium (RB-M)

\$42,000

As of December 2009, 19 RB-Ms have been delivered to US Coast Guard Stations:

FY	Delivered	Location	¹OT&E primary asset
2008 (3)	Apr'08	Little Creek, VA ¹	¹ First six RB-Ms designated as primary OT&E assets
	Aug'08	Cape Disappointment, WA ¹	
	Sep'08	Key West, FL ¹	
2009 (11)	Oct'08	Milwaukee, WI ¹	
	Dec'08	New York, NY ¹ (1 st of 6)	
	Jan'09	Port Aransas, TX ¹	
	Feb'09	Boat Forces Center, Yorktown, VA	
	Mar'09	Boston, MA	
	May'09	San Juan, PR	
	Jul' 09	New York, NY (2 nd of 6)	
	Jul' 09	Port Aransas, TX – 1 st delivery from 2 nd production facility in Green Bay, WI	
	Aug' 09	New York, NY (3 rd of 6)	
		New York, NY (4 th of 6)	
	Sep' 09	Mauai, HI	
2010 (22)	Nov' 09	Little Creek, VA	
		Port Canaveral, FL	
		Castle Hill, RI	
	Dec' 09	New York, NY (5 th of 6)	
		New York, NY (6 th of 6)	

KEY EVENTS

Significant accomplishments in FY 2009 include:

- Ordered 36 RB-Ms (hulls #31-66)
- Received 11 RB-Ms ordered with prior funding and supported a total of 14 delivered RB-Ms
- Received the first RB-M from the second production facility in Green Bay in Q4 FY 2009
- Continued Operational Test and Evaluation (OT&E) focused on the first six RB-Ms purchased with prior funding
- Continued development and fielding of logistics system 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 39 RB-Ms (hulls #67-105)
- Receive 22 RB-Ms ordered with prior year funding and support a total of 36 delivered RB-Ms
- Complete OT&E, move out of LRIP and into full production, attain Initial Operating Capability with delivery of the first RB-M following completion of LRIP
- Reach a full production rate of at least 30 boats per year by the end of the fiscal year

FY 2011 planned accomplishments include:

- Order 10 RB-Ms (hulls #106-115)
- Receive 20-30 RB-Ms ordered with prior year funding and support a total of 56-66 delivered RB-Ms

U. S. Coast Guard - FY 2011 Congressional Justification

Response Boat - Medium (RB-M)

\$42,000

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

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 2010					
Complete OT&E			FY08:Q2	FY10:Q1	500
Commence Full-Rate Production			FY10:Q1	FY15:Q4	120,500
<hr/>					
FY 2011					
Continue Production			FY10:Q1	FY15:Q4	42,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	127,413	108,000	121,000	42,000	398,413
Obligation	126,913	105,672	119,157	40,731	392,473
Expenditure	106,259	72,023	116,040	43,012	337,334
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	92,763	61,055	101,155	28,769	283,742
Project Management	10,269	10,832	14,684	14,128	49,913
Test & Evaluation	3,227	136	201	115	3,679

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
RB-Ms (10)	19,416
OT&E identified full production modifications	5,000
Logistics element development and fielding	2,341
Curriculum/training aide development	1,000
<u>Project Management</u>	
Project Management (Government)	8,076
Project Management (Contractor)	6,052
<u>Other Costs</u>	
Test and Evaluation	115
FY 2011 Cost Estimate Project Total:	42,000

Method of Performance

The RB-M Project Management Team has implemented 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

U. S. Coast Guard - FY 2011 Congressional Justification

Response Boat - Medium (RB-M)

\$42,000

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 during the project life-cycle.

The Project also requires Integrated Baseline Reviews (IBR) following boat orders. 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 IBRs are held after each delivery order is placed to evaluate risk and determine an appropriate delivery schedule based on manufacturing capability. 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 May 2009 to review and establish the production and delivery schedule for RB-Ms #31-36.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	26,893	9,334
Marine Safety	8,739	3,033
Aids to Navigation	1,677	583
Ice Operations	-	-
Marine Environmental Protection	671	233
Living Marine Resources	5,030	1,748
Drug Interdiction	1,760	596
Migrant Interdiction	1,677	583
Other Law Enforcement	-	-
Ports, Waterways & Coastal Security	73,883	25,657
Defense Readiness	670	233
Mission-Program Allocation Total:	121,000	42,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Maritime Patrol Aircraft (MPA) HC-144 **\$40,000**

Project Description, Justification and Scope

This request funds one (1) Maritime Patrol Aircraft (MPA) HC-144A. These funds will address the Coast Guard's MPA flight hour gap by providing 1,200 additional MPA hours every year per aircraft, once missionized.

CAPABILITY ACQUIRED/MAINTAINED:

The HC-144A is 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 Electro-Optical/Infrared (EO/ IR) 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 modern 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 tactical workstations of the mission system pallet. 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.

PERFORMANCE:

The HC-144A is a transport and surveillance, fixed-wing aircraft that is 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 asset delivers maritime domain awareness essential to achieving mission success in the following Congressionally-mandated missions:

MARITIME SAFETY:

- Search and Rescue (SAR) – The aircraft is outfitted with a capable C4ISR suite that includes a multi-mode surface and air search radar (MMR), and an Electro Optical/Infrared (EO / IR) sensor device able

Maritime Patrol Aircraft (MPA) HC-144

\$40,000

to detect and observe a wide range of targets. The aircraft has a line-of-bearing indicator and distress call monitoring for all distress frequencies. It is also equipped with search windows, and the crew is 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 HC-144A is capable of aerial delivery of equipment (i.e. life rafts, communications kits, and de-watering pumps) and personnel. With an endurance of 9 hours, the asset can also serve as an On-Scene Commander platform, guiding and assisting rotary wing assets.

- Marine Safety – International Ice Patrol (IIP) – Although the HC-144A does not have the extended range of the C-130 aircraft, it can remain airborne for 9 hours, and, utilizing the same sensors described above, is 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, are employed to provide surveillance, detection, classification and identification in the undocumented MIO mission. With multiple communications, including UHF/VHF, HF, MILSATCOM and INMARSAT, the asset can share important information with other operational units and command centers. This information contributes to the 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 is used to support undocumented MIO is also utilized to support the DRUG mission. Through effective use of the CTP/ COP, the HC-144A is 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 are utilized for the OLE mission. The sharing of information and data through the use of the C2 system and the CTP/ COP results in increased maritime domain awareness.

PROTECTION OF NATURAL RESOURCES:

- Marine Environmental Protection (MEP) – Maritime Pollution Enforcement and Response – In conjunction with visual surveillance, the HC-144A C4ISR suite can 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) – Similarly, LZE is not a primary mission for the HC-144A, but it is capable of monitoring Lightering Zones for oil and other hazardous chemical discharges.

- Living Marine Resources Enforcement (LMR) – The HC-144A employs all sensors (MMR, EO, and IR) to provide surveillance of protected and/ or closed offshore areas to ensure the protection of LMR. In addition to the sensors and communications capabilities already described, the HC-144A is equipped with an Automatic Identification System (AIS) to monitor surface vessels. The AIS information

U. S. Coast Guard - FY 2011 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144

\$40,000

collected includes the ship's name, position, course, and speed. The use of AIS makes the job of vessel identification more efficient, permitting the aircraft to remain at altitude instead of having to make a low pass to visually identify a vessel.

NATIONAL DEFENSE:

• Defense Readiness - The HC-144A plays a limited role in current 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 HC-144A supports NDAD primarily in a logistics transport role.

COST ESTIMATE OF WORK TO BE FUNDED IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
MPA Aircraft	1	\$40,000
	Total	\$40,000

FUNDING HISTORY

	FY	TOTAL (\$K)
Conceptual Development/Design	2002	\$12,538
Procured MPA #1 and #2; three Mission System Pallets (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
Procured MPA #6 - #8; Initial Spares	2007	\$148,616
Procure MPA #9 – #11; five MSP	2008	\$170,015
Procure MPA #12; four MSP; Initial Spares	2009	\$86,600
Procure MPA #13 and #14; Flight Simulator; Logistics	2010	\$138,500
Procure MPA #15	2011	\$40,000
	Total	\$835,135

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR:

To Be Determined (TBD)

Type of Contract: Fixed-price with economic price adjustment (FPEPA)

Contract options: Base year plus two option years

SUBCONTRACTORS:

U. S. Coast Guard - FY 2011 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144 **\$40,000**

Airframe: EADS CASA CN-235 300M (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)
 ITT ALR-95 (Morgan Hill, CA)
 Mission System: Lockheed Martin (Eagan, MN)
 Communications: Wulfsberg RT50000 (Prescott, AZ)
 Miscellaneous: CG Maritime Patrol Aircraft Conversion, ALC (Elizabeth City, NC)
 Mission System Integration: ARINC (Annapolis, MD)
 Mission System Operator
 Training and Maintenance: ProSoft (Phoenix, AZ)

KEY EVENT:	FY
MPA 1 – 3 Delivery	2007
MPA 4 – 5 Delivery	2009
MPA Initial Operating Capability (IOC)	2009
MPA 6 – 8 Delivery	2009
MPA 9 – 11 Delivery	2010/11
MPA 12 - 13 Delivery	2011/12
MPA 14 Delivery	2012
Flight Simulator Delivery	2012
MPA 15 Delivery	2013

Significant Changes

No significant change in unit costs. FY 2011 funding reflects anticipated procurement schedule.

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 2010					
Maritime Patrol Aircraft			FY10:Q2	FY13:Q1	138,500
FY 2011					
Maritime Patrol Aircraft			FY11:Q2	FY14:Q1	40,000

U. S. Coast Guard - FY 2011 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144

\$40,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	570,035	86,600	138,500	40,000	835,135
Obligation	566,479	64,950	103,875	30,000	765,304
Expenditure	479,291	21,650	34,625	10,000	545,566
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	479,291	21,650	34,625	10,000	545,566

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Maritime Patrol Aircraft (MPA) (1)	40,000
FY 2011 Cost Estimate Project Total:	40,000

Method of Performance

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 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

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	27,401	7,914
Marine Safety	62	18
Aids to Navigation	249	72
Ice Operations	-	-
Marine Environmental Protection	3,737	1,079
Living Marine Resources	23,665	6,834
Drug Interdiction	21,174	6,115
Migrant Interdiction	31,137	8,993
Other Law Enforcement	747	216
Ports, Waterways & Coastal Security	30,328	8,759
Defense Readiness	-	-
Mission-Program Allocation Total:	138,500	40,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

HH-60 Conversion and Sustainment Projects **\$32,000**

Project Description, Justification and Scope

This request continues the funding of multiple conversion and sustainment projects for the Coast Guard's fleet of 42 HH-60J Jayhawk, Medium Range Recovery (MRR) helicopters. The individual project descriptions are as follows:

1. HH-60T Avionics Upgrade – Replaces obsolete HH-60J avionics with modernized electrical wiring, and electrical connectors. Upgrades include the addition of up to 5 Multi-Functional Displays (MFD) screens that increase pilots' situational awareness, a digital weather radar, a Traffic Collision Avoidance System (TCAS), the display of primary flight instruments on the Pilot's Flight Display (PFD), a radar altimeter with verbal low altitude alarm to enhance safety during night hovering, and improved Search and Rescue (SAR) software for hoist camera images. This project will have additional benefits in that the non-recurring engineering development costs on the HH-60T Avionics Upgrade will be reinvested in the HH-65C Avionics Upgrade project.
2. HH-60J Service Life Extension Project (SLEP) (Re-Wire) – Replaces legacy electrical wiring/connectors not addressed by the avionics upgrade in order to maintain structural and electrical integrity and remove any remaining Navy weapons systems wiring. This phase is performed when each aircraft is inducted into the third Programmed Depot Maintenance (PDM) cycle.
3. HH-60J Radar/ Electro Optical/Infra-Red (EO/IR) sensor – Replaces HH-60J RDR-1300 monochrome weather-search radar with a Multimode Radar (MMR) and an enhanced EO/IR sensor common to Coast Guard helicopter platforms. These systems will allow for common operational picture/maritime domain awareness data exchange capabilities.
4. HH-60J Engine Sustainment – Provides a targeted standardized configuration for the Auxiliary Power Units (APUs), Hydro-Mechanical Units (HMUs) and obsolescence/support issues associated with the Digital Electronic Control Unit to increase the projected mean time between engine failures. Project phase also initiates a performance-based logistics support system and the 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 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 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.

HH-60 Conversion and Sustainment Projects

\$32,000

A complete replacement of the HH-60J avionics system is currently underway at the Coast Guard Aircraft Repair and Supply Center (AR&SC), 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 DoD and other components, enhancing interoperability with partners. The CAAS cockpit will integrate current technology to upgrade the flight-management, navigation, and automatic-pilot features. It will also increase operational availability and reduce maintenance and supply costs. Another project involves the 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).

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.

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 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

HH-60 Conversion and Sustainment Projects

\$32,000

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/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 limited role in current 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 IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
HH-60 Avionics Upgrade	8	\$8,600
HH-60 SLEP	8	\$1,300
HH-60 Radar/Electro Optical/Infra-Red sensor	8	\$22,100
	Total	\$32,000

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
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

U. S. Coast Guard - FY 2011 Congressional Justification

HH-60 Conversion and Sustainment Projects **\$32,000**

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
HH-60T Avionics Upgrade	2010	\$29,178
HH-60T SLEP	2010	\$1,300
HH-60T Radar/Electro-Optical/Infra-Red sensor	2010	\$13,200
HH-60T Engine Sustainment	2010	\$2,222
	Total	\$275,267

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR(S):

Product Line: AR&SC/ 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 Milestone 3 Decision (Avionics Upgrade and EO/IR Sensor)	2010

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

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 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
FY 2011					
HH-60T Avionics			FY10:Q1	FY11:Q2	8,600
HH-60J SLEP			FY10:Q1	FY11:Q2	1,300
HH-60 Radar/FLIR Replacement			FY10:Q1	FY11:Q2	22,100

U. S. Coast Guard - FY 2011 Congressional Justification

HH-60 Conversion and Sustainment Projects

\$32,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	176,667	52,700	45,900	32,000	307,267
Obligation	174,834	49,011	36,720	27,155	287,720
Expenditure	98,393	21,080	4,590	8,560	132,623
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	98,393	21,080	4,590	8,560	132,623

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
HH-60 Avionics	8,600
HH-60 SLEP	1,300
HH-60 Radar/FLIR Replacement	22,100
HH-60 Engine Sustainment	
FY 2011 Cost Estimate Project Total:	32,000

Method of Performance

The method of performance metrics has changed significantly due to the shift of the Lead System Integrator (LSI) responsibility to the U.S. Coast Guard. The USCG will now manage all H60 Conversion Projects system integration issues internally. An Earned Value Management System (EVMS) is currently being developed for use at AR&SC. As outlined in the H60 Conversion Projects and Avionics Program Management Plans, and until such time an EVMS is established at AR&SC, 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.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	14,674	10,230
Marine Safety	411	286
Aids to Navigation	3,052	2,128
Ice Operations	-	-
Marine Environmental Protection	1,291	900
Living Marine Resources	5,400	3,765
Drug Interdiction	10,096	7,038
Migrant Interdiction	2,935	2,046
Other Law Enforcement	235	164
Ports, Waterways & Coastal Security	7,571	5,279
Defense Readiness	235	164
Mission-Program Allocation Total:	45,900	32,000

U. S. Coast Guard - FY 2011 Congressional Justification

HH-60 Conversion and Sustainment Projects

\$32,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

HC-130H Conversion and Sustainment Projects **\$25,000**

Project Description, Justification and Scope

This request funds the following projects:

- 1) HC-130H Avionics I Upgrade
- 2) Center Wing Box (CWB) replacement

The Lockheed HC-130H is the Coast Guard's long-range surveillance 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, and ice patrol missions.

FY 2011 funding will continue the development of the new digital cockpit, with multi-function displays that will provide aircrews with increased situational awareness and reduced cockpit workload. Additionally, funding will provide two replacement center wing boxes, which is critical for extending the aging asset's service life.

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; 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 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.

HC-130H Conversion and Sustainment Projects

\$25,000

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 and 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 typically plays a limited role in current national defense missions but can provide support through surveillance and transport roles for 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)

U. S. Coast Guard - FY 2011 Congressional Justification

HC-130H Conversion and Sustainment Projects

\$25,000

COST ESTIMATE OF WORK TO BE FUNDED IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
HC-130H Avionics I Development & Testing	1 Lot	\$15,000
HC-130H Center Wing Box (CWB)	2	\$10,000
	Total	\$25,000

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
HC-130H AMP, CWB and Surface Search Radar	2010	\$45,300
	Total	\$152,045

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:

	FY
HC-130H Radar Replacement Project Contract Award	2005
Radar Preliminary Design Review	2006
Radar Critical Design Review	2006
Prototype Delivery	2006
APS-137 Radar Replacement Developmental Test & Evaluation Complete	2007
APS-137 Radar Replacement Installs Complete on 10 Aircraft	2008
APS-137 Radar Replacement Installs complete	2009
Avionics I Upgrade 1st flight prototype	2009
Production initiation for Avionics I Upgrade and CWB	2010

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HC-130H Conversion and Sustainment Projects **\$25,000**

Commence non-recurring engineering work on Avionics II Upgrade and Missionization

2011

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2010					
Avionics I			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
<hr/>					
FY 2011					
Avionics I			FY11:Q1	FY11:Q4	15,000
HC-130H Center Wing Box (CWB)			FY11:Q1	FY11:Q4	10,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	82,245	24,500	45,300	25,000	177,045
Obligation	59,169	47,576	45,300	25,000	177,045
Expenditure	59,169	8,453	18,175	26,997	112,794
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	59,169	8,453	18,175	26,997	112,794

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Avionics I	15,000
HC-130H Center Wing Box (CWB)	10,000
FY 2011 Cost Estimate Project Total:	25,000

Method of Performance

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 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

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HC-130H Conversion and Sustainment Projects **\$25,000**

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 2010</u>	<u>FY 2011</u>
Search and Rescue	11,182	6,266
Marine Safety	1,211	679
Aids to Navigation	1,566	877
Ice Operations	-	-
Marine Environmental Protection	447	251
Living Marine Resources	4,547	2,548
Drug Interdiction	1,557	8,334
Migrant Interdiction	3,727	2,088
Other Law Enforcement	2,609	1,462
Ports, Waterways & Coastal Security	4,156	2,329
Defense Readiness	298	166
Mission-Program Allocation Total:	31,300	25,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

HC-130J Fleet Introduction

\$4,000

Project Description, Justification and Scope

The requested \$4.0M will fund the initial logistics needed to support 4,000 annual program flight hours for the six C130J's that will be operating by FY2011. The Coast Guard has six C-130J aircraft in its inventory, three of which have been converted to the USCG-specific HC-130J Maritime Patrol configuration and the remaining three will be completed in FY 2009 through FY 2010.

The Lockheed C-130J is the Coast Guard's long-range surveillance aircraft. This four-engine, turbo-prop aircraft is 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 Coast Guard's C-130J is based on the proven C-130 series aircraft design. The C-130J's new engines, propellers, avionics and cargo handling equipment set this new aircraft apart from its predecessor. The C-130J will assume the traditional duties of the C-130H, which include search and rescue, homeland security, pollution prevention, logistics and personnel transport.

With Allison AE2100 engines and Dowty six-bladed propellers, the C-130J boasts advanced performance over the H model, including 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 C130J to be operated by a two-person flight deck crew as compared to the four to five person crew in the C-130H model. Dual heads up displays provide pilots with essential flight information and increase aircraft 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 the ability to automatically calculate weight and balance data and quickly change cargo compartment configuration to accommodate different payloads.

The C-130J Missionization project configures the aircraft with equipment needed to perform traditional Coast Guard operational missions. The C-130J Missionization Project leverages the technology developed by Integrated Coast Guard Systems for the HC-144A Maritime Patrol Aircraft (MPA). The missionization suite includes a 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.

PERFORMANCE:

With its flight management and sensor systems, the C-130J is a very capable maritime patrol aircraft. It is equipped with a powerful surface search radar that can detect surface targets from 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 that includes an

HC-130J Fleet Introduction

\$4,000

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 the aircraft 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 is outfitted with a comprehensive 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 for distress frequencies.

MARITIME LAW ENFORCEMENT:

- Illegal Migrant Interdiction Operations (MIO) – The C4ISR suite, including the same sensors described in the Search and Rescue mission, provide surveillance, detection, classification, and identification. With multiple communications, including UHF/VHF and 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 (DRUG) – The same sensors and communications equipment that will support undocumented migrant interdictions are also used to support the counter drug mission. Through effective use of the CTP/COP, the C-130J is able to direct Coast Guard surface assets to intercept and prosecute suspect vessels.

- Living Marine Resources (LMR) Enforcement – The C-130J employs all sensors (MMR, EO, and IR) to provide surveillance of protected and/or closed offshore areas and ensure the protection of LMR.

- Other Law Enforcement (OLE) – All sensors and communications equipment are used for the OLE mission. Sharing information and data, through the use of the C2 system and the CTP/COP, results in increased Maritime Domain Awareness.

MARITIME SAFETY AND ENVIRONMENTAL PROTECTION:

- Marine Environmental Protection (MEP) – Visual surveillance and the C4ISR suite on the C-130J 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. The 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 is 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 participates in maritime interdiction operations, provides outer-harbor security, conducts search and rescue, and other operations in support of PWCS.

NATIONAL DEFENSE – The C-130J plays a limited role in current National Defense Missions but can provide support through surveillance and transport roles in the following areas:

U. S. Coast Guard - FY 2011 Congressional Justification

HC-130J Fleet Introduction

\$4,000

- 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 IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
C-130J Fleet Introduction	Lot	\$4,000

FUNDING HISTORY	FY	TOTAL (\$K)
C-130J Missionization (of previously procured aircraft)	2004	\$ 60,000
C-130J Missionization	2005	\$ 59,050
C-130J Fleet Introduction	2007	\$ 13,950
C-130J Fleet Introduction	2008	\$ 5,800
C-130J Fleet Introduction	2009	\$ 13,250
C-130J Fleet Introduction	2010	\$ 1,300
	Total:	\$153,350

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR

TBD

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	2009
Aircraft 5 and 6 Enter Modification	2009
Aircraft 4 Delivered	2009
Aircraft 4 Operational Deployments	2009

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HC-130J Fleet Introduction **\$4,000**

Aircraft 5 and 6 Delivered	2010
Aircraft 5 and 6 Operational Deployments	2010

Significant Changes

No significant changes. FY 2011 funding reflects anticipated procurement schedule.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2010					
FY2010 HC-130J Upgrade Project			FY05:Q1	FY10:Q4	1,300
FY 2011					
FY2011 HC-130J Upgrade Project			FY05:Q1	FY11:Q4	4,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	138,800	13,250	1,300	4,000	157,350
Obligation	138,014	14,036	1,300	4,000	157,350
Expenditure	138,014	9,658	4,499	1,549	153,720
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	138,014	9,658	4,499	1,549	153,720

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Logistics Support	4,000
FY 2011 Cost Estimate Project Total:	4,000

Method of Performance

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. 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 allows personnel to see monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the data 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 2011 Congressional Justification

HC-130J Fleet Introduction

\$4,000

Budget Allocation to Mission-Program

U. S. Coast Guard Mission-Program	Budget Allocation	
	FY 2010	FY 2011
Search and Rescue	321	1,002
Marine Safety	35	109
Aids to Navigation	45	140
Ice Operations	-	-
Marine Environmental Protection	13	40
Living Marine Resources	130	408
Drug Interdiction	446	1,333
Migrant Interdiction	107	334
Other Law Enforcement	75	234
Ports, Waterways & Coastal Security	119	373
Defense Readiness	9	27
Mission-Program Allocation Total:	1,300	4,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

National Security Cutter (NSC)

\$538,002

Project Description, Justification and Scope

This request funds contract award for NSC #5. The Legend Class NSCs will replace the fleet of 378' High Endurance Cutters (WHEC), which are operating beyond their economic service life and are increasingly more expensive to maintain. The NSC will provide enhanced capability that is essential for prosecuting missions in today's threat environment.

CAPABILITY ACQUIRED/MAINTAINED:

The NSC is a critical surface component of the Coast Guard's asset recapitalization 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 surface assets (418' length overall) 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 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 patrols on the high seas and coastal approaches 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;
- 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.

National Security Cutter (NSC)

\$538,002

PERFORMANCE:

The NSC is a major contributor to overall Coast Guard 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 mission success in the following Congressionally-mandated 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 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.

- 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.

National Security Cutter (NSC)

\$538,002

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 long 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 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

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National Security Cutter (NSC)

\$538,002

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 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 IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
NSC #5 Production	1	\$538,002
	Total	\$538,002

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 ¹	2007	\$386,299
NSC #4 LLTM ¹	2007	\$24,100
NSC #4 LLTM ²	2008	\$72,500
NSC #3-4 GFE, Certifications, and Logistics ²	2008	\$93,470

¹ Funding History for FY 2007 reflects changes from the Consolidated Contracting Action.

² Funding History for FY 2008 reflects changes from the Consolidated Contracting Action.

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National Security Cutter (NSC) **\$538,002**

NSC #1-3 Completion ³	2009	\$159,100
NSC #4 Production ³	2009	\$196,900
NSC #1-2 Structural Retrofit Planning/Analysis ³	2009	\$7,100
NSC #4 Production	2010	\$281,480
NSC #5 LLTM	2010	\$108,000
	Total	\$2,431,002

Funding history is the available funding for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR:

Northrop Grumman Shipbuilding, Pascagoula, MS

Type of Contract: Production: Fixed Price Incentive (Firm Target)

Type of Contract: Long-lead time material: Firm Fixed Price

Contract options: None.

SUBCONTRACTORS:

Lockheed Martin Company Moorestown, NJ (Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance systems)

KEY EVENT	FY
Preliminary/Contract Design	2003
Detail Design	2003
Start Construction, Lead Cutter	2004
Start Construction, NSC #2	2006
Start Construction, NSC #3 ⁴	2008
Delivery, NSC #2	2009
Start Construction, NSC #4	2010
Start Construction, NSC #5	2011
Initial Operating Capability (IOC) for NSC #2	2011
Delivery, NSC #3	2011

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

³ Funding History for FY 2009 reflects \$9.4M included for, "necessary expenses related to the consequences of 2008 natural disasters," per P.L. 110-329.

⁴ 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.

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National Security Cutter (NSC)

\$538,002

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 2010					
NSC #4 Production	FY02:Q4	FY04:Q1	FY04:Q3	FY14:Q4	281,480
NSC #5 LLTM	FY02:Q4	FY04:Q1	FY04:Q3	FY14:Q4	108,000
FY 2011					
NSC #5 Production	FY02:Q4	FY04:Q1	FY04:Q3	FY15:Q4	538,002

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	1,678,422	363,100	389,480	538,002	2,969,004
Obligation	1,675,000	307,000	311,584	527,886	2,821,470
Expenditure	1,605,000	288,580	222,003	263,943	2,379,526
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	1,460,194	288,580	222,003	263,943	2,234,720
Survey, Design & Engineering	144,806				144,806

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
NSC #5 Production	538,002
FY 2011 Cost Estimate Project Total:	538,002

Method of Performance

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 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 2011 Congressional Justification

National Security Cutter (NSC)

\$538,002

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	16,757	23,148
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	89,372	123,453
Drug Interdiction	170,112	234,981
Migrant Interdiction	23,359	32,266
Other Law Enforcement	30,468	42,086
Ports, Waterways & Coastal Security	10,156	14,029
Defense Readiness	49,256	68,039
Mission-Program Allocation Total:	389,480	538,002

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Offshore Patrol Cutter (OPC)

\$45,000

Project Description, Justification and Scope

This request supports continued initial acquisition work for the Offshore Patrol Cutter (OPC) to replace the Coast Guard's in-service Medium Endurance Cutter (WMEC) fleet. Funding will permit pre-acquisition activity, to include: awarding Preliminary Contract Designs (PCD) and conducting evaluations, completing request for proposals, commencing proposal evaluations, and completing various trade-off, requirements validation, life-cycle cost, facilities, and training studies. The concept/preliminary designs will be solicited from industry, allowing the Coast Guard to reach DHS Acquisition Decision Event (ADE)-2A (Analyze/Select Phase) during early FY 2011 to support ship production as soon as possible thereafter.

The OPC will be procured using guidance from the Coast Guard's Major Systems Acquisition Manual. Under this process, the OPC reached DHS ADE-0 (Project Authorization Phase) in January 2008 and has entered the Need Phase. Appropriations through FY2010 are being used to fund 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, 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 the Coast Guard will acquire to recapitalize its surface fleet and will conduct Coast Guard missions on the high seas and coastal approaches. The OPC will eventually replace and 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 Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) suite, while also meeting homeland security mission requirements in place since 9/11. Capabilities and improvements may include:

- Enhanced sea-keeping to permit flight and small boat operations in higher sea states than currently possible with the existing MECs
- Flight support for multiple airframes and accommodations for all variants of DHS and DoD HH-60 helicopters to provide enhanced interoperability with interagency and inter-service counter-terrorism teams
- Advanced communications to facilitate interoperability with DHS, State and local responders as well as DoD and international partners
- Over-the-Horizon (OTH) cutter boat deployment to expand the cutter's ability to carry-out law enforcement boardings and migrant and drug interdictions on the high seas
- Intelligence collection and information sharing equipment
- Full integration 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).

Offshore Patrol Cutter (OPC)

\$45,000

- Integrated weapons, including a medium caliber deck gun, and command and control suites to enhance law enforcement and homeland security missions.

PERFORMANCE:

The OPC will be a major contributor to overall Coast Guard 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.

The use of well-equipped aircraft and small boats coupled with increased cutter speed will allow greater capacity for intercept and prosecuting more Targets of Interest (TOI). The OPC's operational capabilities, long range, and endurance make them particularly suited for deployments to remote regions and approaches to the U.S. coastlines, such as the eastern Pacific, Gulf of Alaska, Caribbean Sea and North Atlantic, where they can prevent security incidents and perform Coast Guard missions.

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 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.

- Other Law Enforcement (OLE) – The OPC will conduct proactive patrols and respond 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

Offshore Patrol Cutter (OPC)

\$45,000

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. 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. Through at-sea boardings and inspections OPC crews will deter illegal or unauthorized LMR activity, document violations, and provide the capability to arrest and seize vessels engaged in LMR violations. 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 is anticipated to play a significant role in current national defense missions including:

- 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 IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
Preliminary & Contract Design	1	\$36,000
Program Management Support	1	\$4,000
Trade-Off Studies	1	\$1,000
Requirements Validation Studies	1	\$1,000
Life-Cycle Cost Analysis	1	\$1,000
Facilities Analysis	1	\$1,000
Training Studies	1	\$1,000
Total		\$45,000

U. S. Coast Guard - FY 2011 Congressional Justification

Offshore Patrol Cutter (OPC)

\$45,000

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
Milestone 2 Preparation & Completion	2010	\$9,800
	Total	\$40,188

Funding history shows available funding for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR: TBD

SUBCONTRACTORS: TBD

KEY EVENTS:

	FY
Release of Concept/Preliminary Design Request for Proposal	2010
Award Concept/Preliminary Design contracts	2011
Preliminary Design Review	2011
Award Detail Design	2012

Significant Changes

The increased funds reflect the increase in pre-acquisition activities in accordance with the OPC acquisition plans.

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Offshore Patrol Cutter (OPC)

\$45,000

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 2010					
Program Management/Technical Support	FY10:Q1	FY10:Q4			3,051
Life Cycle Cost Estimating Update	FY10:Q1	FY10:Q4			400
Engineering Studies	FY10:Q1	FY10:Q4			3,250
RFP and Proposal Prep/Evaluation	FY10:Q1	FY10:Q4			1,760
Logistics/Maintenance Studies	FY10:Q1	FY10:Q4			750
Operational/Training Studies	FY10:Q1	FY10:Q4			589
FY 2011					
Preliminary & Contract Design 3 Team	FY11:Q2	FY12:Q3			36,000
Program Management Support 15-18 FTEs	FY11:Q1	FY11:Q4			4,000
Trade Off Studies	FY11:Q1	FY11:Q4			1,000
Requirements Validation Studies	FY11:Q1	FY11:Q4			1,000
Life-Cycle Cost Analysis	FY11:Q1	FY11:Q4			1,000
Facilities Analysis	FY11:Q1	FY11:Q4			1,000
Training Studies	FY11:Q1	FY11:Q4			1,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	27,385	3,003	9,800	45,000	85,188
Obligation	24,986	5,336	9,800	45,000	85,122
Expenditure	21,129	9,193	9,800	45,000	85,122
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	21,129	9,193	9,800	45,000	85,122

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Preliminary & Contract Design 3 Team Support	36,000
Program Management Support 15-18 FTEs	4,000
Trade Off Studies	1,000
Requirements Validation Studies	1,000
Life-Cycle Cost Analysis	1,000
Facilities Analysis	1,000
Training Studies	1,000
FY 2011 Cost Estimate Project Total:	45,000

Offshore Patrol Cutter (OPC)

\$45,000

Method of Performance

The project uses an Earned Value Management System (EVMS) to track contract work under contracted Task Orders. Specifically, the project use an EVMS software program, which meets ANSI/EIA Standard 748, to monitor progress, resource loads/schedules and record expenses. In addition, the project uses Dekker iPursuit 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

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	169	726
Marine Safety	4	21
Aids to Navigation	2	8
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	2,116	10,077
Drug Interdiction	3,873	16,898
Migrant Interdiction	2,753	13,464
Other Law Enforcement	9	43
Ports, Waterways & Coastal Security	393	1,579
Defense Readiness	481	2,184
Mission-Program Allocation Total:	9,800	45,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Fast Response Cutter (FRC)

\$240,000

Project Description, Justification and Scope

This request funds option period 3, production of FRC hulls #9 - #12, associated contract line items, insurance spares and project management costs. Continued acquisition of the Sentinel Class Patrol Boat is imperative to replacing the aging 110-foot patrol boat fleet and filling the critical patrol boat mission hour gap. The 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.

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 will provide valuable new capabilities not found on the legacy 110' WPB, including an enhanced command, control, communications, intelligence, surveillance and reconnaissance (C4ISR) suite, and an improved quality of life. The FRC will also have enhanced maritime security capabilities that will support homeland security and homeland defense missions. The FRC will be capable of reaching speeds of approximately 28 knots, providing enhanced response and reaction capability. The FRC 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 will be used to enhance mission execution.

PERFORMANCE:

The FRC 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 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 will provide 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 will provide the ability to control damage to distressed vessels and other property, provide dewatering equipment and mechanical assistance, and tow stricken vessels. The FRC 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 will provide 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 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 will be capable of patrolling areas where suspected illegal migration may occur,

Fast Response Cutter (FRC)

\$240,000

dispatching boarding teams to suspect vessels and subsequently escorting them to their final disposition. When conducting interdiction operations, both proactive and reactive, the FRC 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. The FRC 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 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 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 will provide 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 will provide the capability to conduct 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 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 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.

- **Lightering Zone Enforcement (LZE)** – The FRC will have the capability to survey lightering zones and lightering operations and conduct boardings as necessary.

- **Living Marine Resources (LMR)** – The FRC will enable enforcement of laws and treaties pertaining to LMR, including fisheries and marine mammal protection. The FRC will have the capability of a

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Fast Response Cutter (FRC)

\$240,000

sustained presence within the U.S. EEZ, enabling at-sea boardings and inspections to deter illegal or unauthorized activity by documenting violations. The FRC 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 will be designed to provide support to the DOD in a variety of roles and missions. The FRC 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 will conduct national defense maritime operations worldwide in low threat environments.

FRC support for national defense missions will be provided through the following six mission areas:

- Ports, Waterways and Coastal Security (PWCS)
- 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 will be able to 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
- Domestic port security and coastal defense, providing part of the overall capability for the defense of the U.S. homeland
- Other duties as may be assigned; e.g., coastal/riverine interdiction, Special Operations Forces (SOF) insertion/support.

COST ESTIMATE OF WORK TO BE FUNDED IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
Contract Option 3 - FRC hulls #9-12(construction)	4	\$154,000
Associated CLINs, Insurance spares & program costs		\$86,000
	Total	\$240,000

FUNDING HISTORY:

	FY	TOTAL (\$K)
Base contract option (lead plus design & contract line items)	2007 & Prior	\$152,248
Option period 1 (hulls #2-4) plus associated CLINs	2009	\$115,300
Insurance spares and program management costs		
Option period 2 (hulls 5-8) plus associated CLINs	2010	\$243,000
Insurance spares and program management costs		
	Total	\$510,548

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Fast Response Cutter (FRC)

\$240,000

CONTRACTOR: Bollinger Shipyards Inc.

Type of Contract: Firm-fixed Price – Economic Price Adjustment

KEY EVENTS	FY
Contract Award	2008
Critical Design Review	2009
Start Production	2009
Lead Ship Delivery	2011

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2010					
Funds option period 2, hulls 5 - 8 and			FY10:Q3	FY12:Q2	243,000
<hr/>					
FY 2011					
Option period 3, hulls 9-12 construction			FY11:Q2	FY13:Q2	154,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	152,248	115,300	243,000	240,000	750,548
Obligation	94,465	17,382	398,701	240,000	750,548
Expenditure	2,808	24,444	80,036	131,416	238,704
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition		8,820	51,538	101,848	162,206
Project Management	2,808	15,624	28,498	29,568	76,498

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Option period 3 hulls 9 - 12 construction CLIN	154,000
Associated CLINs, Insurance Spares and programmatic costs	86,000
FY 2011 Cost Estimate Project Total:	240,000

Method of Performance

This contract is a firm-fixed price with EPA contract that has a set delivery schedule.

U. S. Coast Guard - FY 2011 Congressional Justification

Fast Response Cutter (FRC)

\$240,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	7,749	7,490
Marine Safety	4,400	4,595
Aids to Navigation	288	301
Ice Operations	-	-
Marine Environmental Protection	58	60
Living Marine Resources	43,441	45,360
Drug Interdiction	36,903	27,205
Migrant Interdiction	106,279	110,974
Other Law Enforcement	2,304	2,406
Ports, Waterways & Coastal Security	33,879	33,671
Defense Readiness	7,699	7,938
Mission-Program Allocation Total:	243,000	240,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)**

Cutter Small Boats

\$3,000

Project Description, Justification and Scope

This request continues to fund the production of the small boats that will be fielded on the surface assets being acquired through Coast Guard recapitalization. Funding will acquire one Long Range Interceptor (LRI #4) and one Short Range Prosecutor (SRP #11).



CAPABILITY ACQUIRED/MAINTAINED:

The LRI is a 36-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 a 25-foot cutter small boat that also provides enhanced capabilities compared to legacy cutter small boats. The SRP will be carried by the NSC, the OPC, and potentially the Fast Response Cutter (FRC) surface platforms.

PERFORMANCE:

Assigned 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 IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
LRI #4	1	\$2,500
SRP #11	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 ¹	2003	\$2,710

¹ SRPs #1-8 were built for the 123' Patrol Boats (WPB).

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Cutter Small Boats **\$3,000**

SRP Mods and LRI FAT Tech Support; LRI-1 Partial Production and Deployment	2004	\$1,408
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
Construction of LRI #3 and SRP #10	2010	\$3,000
	Total	\$17,344

Funding History is the funding available for this item based on past appropriations, rescissions, and other changes.

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	2012
Delivery SRP-11	2012
Delivery LRI-5	2013
Delivery SRP-12	2013
Delivery LRI-6	2014
Delivery SRP-13	2014

Significant Changes

No significant changes.

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Cutter 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 2010					
Long Range Interceptor (LRI #3)			FY10:Q2	FY11:Q1	2,500
Short Range Prosecutor (SRP#10)			FY10:Q2	FY11:Q1	500
FY 2011					
Long Range Interceptor (LRI #4)			FY11:Q2	FY12:Q4	2,500
Short Range Prosecutor (SRP #11)			FY11:Q2	FY12:Q4	500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	11,386	2,400	3,000	3,000	19,786
Obligation	9,215	2,400	3,000	3,000	17,615
Expenditure	8,773	2,400	3,000	3,000	17,173
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	8,773	2,400	3,000	3,000	17,173

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Short Range Prosecutor (SRP #11)	500
Long Range Interceptor (LRI #4)	2,500
FY 2011 Cost Estimate Project Total:	3,000

Method of Performance

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. 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 allows personnel to see 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). 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. 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 allows personnel to see monthly Cost Performance Reports. The iPursuit program also allows for extensive insight into the

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Cutter Small Boats

\$3,000

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).

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	129	129
Marine Safety	-	-
Aids to Navigation	-	-
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	689	689
Drug Interdiction	1,310	1,310
Migrant Interdiction	180	180
Other Law Enforcement	235	235
Ports, Waterways & Coastal Security	78	78
Defense Readiness	379	379
Mission-Program Allocation Total:	3,000	3,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Medium Endurance Cutter Sustainment

\$30,000

Project Description, Justification and Scope

This request funds Long Lead Time Material (LLTM) and the Mission Effectiveness Project (MEP) on the 270-foot Medium Endurance Cutter (WMEC) class. Funding will complete MEP work on three 270' cutters. 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. LLTM for 270' WMECs will be procured to ensure subsequent MEP availabilities maintain schedule.

The 270' WMEC cutter class MEP was originally developed as a two-phase project totaling approximately \$14M per cutter (estimated at \$6.5-7.5M per phase). To expedite the project and improve cutter operational availability, the 270' WMEC cutters will have either two-six month availabilities (one six-month dry dock phase followed later by a six-month dockside phase), or one 11-month availability combining both phases. Seven cutters will complete one 11-month availability and six cutters, having already completed phase one, will complete the final 6-month dockside availability.



At project inception, work on 210' and 270' WMECs was planned to be conducted concurrently, however, to maximize the operational capability and safety of the 210s, the decision was made to modify the original schedule by halting the induction of 270s to complete MEPs on the remainder of the 210s. The last 210' will enter the yard for MEP in FY2010, leaving work on the 270s as the primary focus in FY2011.

CAPABILITY ACQUIRED/MAINTAINED:

This funding will improve the overall mission effectiveness of the 270' and 210' WMEC cutter classes until they are replaced by applicable assets through Coast Guard recapitalization. Since these cutter classes are not being replaced one for one, they must be retained in operational service until replacement assets become available for missions. 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 Congressionally-mandated mission areas:

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Medium Endurance Cutter Sustainment

\$30,000

- 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 replacements are delivered.

COST ESTIMATE OF WORK TO BE FUNDED FOR FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
270' WMEC Mission Effectiveness Project	3 ¹	\$25,500
270' MEP Long Lead Time Material (LLTM)	Lot	\$4,500
	Total	\$30,000

FUNDING HISTORY:

	FY	TOTAL (\$K)
Legacy Cutter Sustainment Appropriation ²	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
WMEC Mission Effectiveness Projects	2010	\$31,100
	Total	\$202,822

Funding history is the funding available for this item based on past appropriations, rescissions, and other changes.

CONTRACTOR:

Coast Guard Yard, Curtis Bay, MD
 Type of Contract: Government Work Order

KEY EVENTS:

FY

¹ Quantity for the 270s was originally defined in phases (each cutter was to undergo two phases). Those cutters that have not undergone any work via MEP are now scheduled for one 11-month availability, vice two separate work phases. This number reflects the remainder of an 11-month availability, plus two complete 11-month availabilities (previously four separate phases), for a total of three 270-foot cutters undergoing MEP.

² Not included in the IDS Acquisition Program Baseline; tracked for historical purposes only.

U. S. Coast Guard - FY 2011 Congressional Justification

Medium Endurance Cutter Sustainment **\$30,000**

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 270' Phase One WMEC Mission Effectiveness Project Vessel - SENECA	2008
Delivered 210' WMEC Mission Effectiveness Project Vessel - ACTIVE	2009
Delivered 210' WMEC Mission Effectiveness Project Vessel - RESOLUTE	2009
Delivered 210' WMEC Mission Effectiveness Project Vessel - VALIANT	2009
Delivered 210' WMEC Mission Effectiveness Project Vessel - VIGILANT	2009
Deliver 210' WMEC Mission Effectiveness Project Vessel - DAUNTLESS	2009
Deliver 210' WMEC Mission Effectiveness Project Vessel - ALERT	2010
Deliver 210' WMEC Mission Effectiveness Project Vessel - RELIANCE	2010
Deliver 210' WMEC Mission Effectiveness Project Vessel – DILIGENCE	2010
Deliver 210' WMEC Mission Effectiveness Project Vessel – STEADFAST	2010
Deliver 270' WMEC Mission Effectiveness Project Vessel – NORTHLAND	2011
Deliver 270' WMEC Mission Effectiveness Project Vessel – TAMPA	2011
Deliver 270' WMEC Mission Effectiveness Project Vessel – LEGARE	2011

Significant Changes

No significant change.

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 2010					
270' WMEC MEP			FY06:Q1	FY13:Q4	21,100
210' WMEC MEP			FY06:Q1	FY10:Q4	10,000
FY 2011					
270' WMEC MEP			FY06:Q1	FY13:Q4	30,000

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Medium Endurance Cutter Sustainment

\$30,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	136,222	35,500	31,100	30,000	232,822
Obligation	135,722	35,500	31,600	30,000	232,822
Expenditure	135,722	34,680	31,100	30,000	231,502
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	134,722	34,180	30,600	29,500	229,002
Project Management	1,000	500	500	500	2,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
270' MEP	25,000
Long Lead Time Materials (LLTM)	4,500
<u>Project Management</u>	
Project Management Support	500
FY 2011 Cost Estimate Project Total:	30,000

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

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	535	484
Marine Safety	14	14
Aids to Navigation	6	6
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	6,714	6,718
Drug Interdiction	12,291	11,265
Migrant Interdiction	8,736	8,976
Other Law Enforcement	29	28
Ports, Waterways & Coastal Security	1,247	1,053
Defense Readiness	1,528	1,456
Mission-Program Allocation Total:	31,100	30,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(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 of the Program, Operational Test and Evaluation, Transition Management and Risk Management. This activity, originally established under the Integrated Deepwater System (IDS) construct, provides support to all Coast Guard Deepwater projects and has become increasingly more critical since the Coast Guard assumed the role of lead system integrator from IDS.

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 to implement them. Specifically, program management funds provide the Coast Guard with the capability to protect the government's interests during the acquisition 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 the CG-9 Acquisition Directorate projects include a mix of military, civilian, and support contractors experienced in all phases of large, complex acquisition programs.

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

U. S. Coast Guard - FY 2011 Congressional Justification

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.

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 request also funds administrative, travel and training costs directly associated with government personnel working on the acquisition projects in the CG-9 Acquisition Directorate.

COST ESTIMATE OF WORK TO BE FUNDED IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
Government Program Management	Job	\$45,000

FUNDING HISTORY

	FY	TOTAL (\$K)
Government Program Management	2002	\$28,988
	2003	\$27,818
	2004	\$33,521
	2005	\$38,000
	2006	\$38,114
	2007	\$45,625
	2008	\$50,475
	2009	\$57,850
	2010	\$45,000
	Total	\$365,391

Funding history is the funding available for this item based on past appropriations, rescissions, and other changes.

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Government Program Management

\$45,000

Significant Changes

No significant changes.

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 2010					
Government Program Management			FY10:Q2	FY23:Q4	45,000
<hr/>					
FY 2011					
Government Program Management			FY11:Q1	FY23:Q4	45,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	262,542	57,850	45,000	45,000	410,392
Obligation	262,542	58,000	45,000	40,500	406,042
Expenditure	261,280	55,100	38,250	11,250	365,880
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Project Management	261,280	55,100	38,250	11,250	365,880

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Project Management</u>	
Government Program Management	45,000
FY 2011 Cost Estimate Project Total:	45,000

Method of Performance

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 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 2011 Congressional Justification

Government Program Management

\$45,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	7,486	7,777
Marine Safety	361	387
Aids to Navigation	755	798
Ice Operations	383	421
Marine Environmental Protection	994	1,061
Living Marine Resources	7,263	7,269
Drug Interdiction	12,094	11,906
Migrant Interdiction	7,082	7,490
Other Law Enforcement	1,219	1,126
Ports, Waterways & Coastal Security	4,908	5,001
Defense Readiness	2,455	1,764
Mission-Program Allocation Total:	45,000	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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Systems Engineering and Integration **\$29,000**

Project Description, Justification and Scope

This request funds system engineering design and integration work across all of the Coast Guard's recapitalization projects. 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, computers, intelligence, surveillance, and reconnaissance and most importantly the fleet operator. Systems Engineering and Integration (SE&I) includes the following activities:

- Systems Engineering
 - o System architecture development
 - o Operational performance analysis
 - o Cost reduction efforts
 - o Enterprise level requirements management
- Enterprise level system integration
- Interface management
- Configuration management
- Technical data management
- Technical assessment
- Decision analysis

CAPABILITY ACQUIRED/MAINTAINED:

Systems Engineering and Integration (SE&I) 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 complex acquisition program. Additionally, SE&I 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 SE&I these assets and sub-systems would be implemented in an inefficient and ineffective manner. One example demonstrating the need for SE&I involves the delivery of upgraded capabilities to in-service cutters, including a Classified Local Area Network (CLAN), upgraded satellite communications, Automatic Identification System (AIS), and law enforcement radios, providing significantly increased capabilities and Maritime Domain Awareness to in-service cutters. SE&I properly applied to these upgrades emphasizes 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 SE&I could have potentially resulted in upgrading the cutters alone, marginalizing the benefits of the C4ISR upgrades.

System engineering evaluations will be performed across system, subsystem, and component levels to analyze products and capabilities for interoperability, integration, modularity, and system commonality.

U. S. Coast Guard - FY 2011 Congressional Justification

Systems Engineering and Integration **\$29,000**

These efforts 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:

SE&I is essential to improving operational performance of all Coast Guard assets and directly supports mission success in all Congressionally-mandated missions. SE&I also provides identification of possible cost reduction approaches.

COST ESTIMATE OF WORK TO BE FUNDED IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
Systems Engineering and Integration	Job	\$29,000

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
	2009	\$33,141
	2010	\$35,000
	Total	\$368,267

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-Fixed price, and cost-plus fee contracts.

Contract options: Various

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 & Integration Transfer	2005-2007
System Increment, Prime Contractor’s Program Management.	
Transition to Government Lead Systems Integration Role	2008-2011

Significant Changes

The FY 2011 funding level reflects the Coast Guard’s continuing assumption of the lead systems integrator role from industry contractor ICGS.

U. S. Coast Guard - FY 2011 Congressional Justification

Systems Engineering and Integration

\$29,000

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 2010					
Systems Engineering & Integration			FY2002:Q2	FY2026:Q4	35,000
<hr/>					
FY 2011					
Systems Engineering & Integration			FY2002:Q2	FY2026:Q4	29,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	300,125	33,141	35,000	29,000	397,266
Obligation	299,736	33,141	28,000	24,000	384,877
Expenditure	289,381	33,141	7,000	5,000	334,522
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	289,381	33,141	7,000	5,000	334,522

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
Survey, Design & Engineering	
Systems Engineering & Integration	29,000
FY 2011 Cost Estimate Project Total:	29,000

Method of Performance

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 2011 Congressional Justification

Systems Engineering and Integration

\$29,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	5,823	5,012
Marine Safety	281	249
Aids to Navigation	587	514
Ice Operations	298	271
Marine Environmental Protection	773	683
Living Marine Resources	5,649	4,685
Drug Interdiction	9,406	7,673
Migrant Interdiction	5,508	726
Other Law Enforcement	948	4,827
Ports, Waterways & Coastal Security	3,817	3,223
Defense Readiness	1,910	1,137
Mission-Program Allocation Total:	35,000	29,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

C4ISR

\$30,500

Project Description, Justification and Scope

This request funds design and development of C4ISR (Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance) integrated hardware and software systems on a multiple asset basis, e.g., NSC (National Security Cutter), FRC (Fast Response Cutter), MPA (Maritime Patrol Aircraft), and MSP (Mission System Pallet).

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).

This request funds the following in support of C4ISR hardware and software design for the NSCs, FRCs, MPAs, and MSPs:

- *Initial development* of hardware and software command and control upgrades for in-service cutters.
- *Labs*, which are necessary for the Coast Guard to continue development of Segment 2 already on contract, assume the Systems Integrator (SI) role and provide proper oversight and integration. They also reduce lifecycle costs by controlling configuration management, decrease impacts to users by reducing or eliminating tests on operational platforms, and reduce schedule by providing a dedicated platform. Labs include: (1) development labs; (2) acceptance and test labs and (3) support labs for both air and surface assets.
- *Execution Support*. As the Coast Guard continues to increase oversight and manage systems integration with multiple vendors, execution support is needed to continue to assist government personnel in overseeing software development, synthesizing requirements, and other program management and systems engineering functions.
- *Information Assurance*, including TEMPEST (i.e. electronic emission certification) and conformance with the DoD Information Assurance Certification and Accreditation Process (DIACAP). Due to emerging threats and global increase in information warfare threats, information assurance is critical for new and continued connection to both the DoD and DHS networks.
- *Engineering Change Proposals/Updates*. These efforts provide updated software loads for NSC1 and 2, as well as needed upgrades to the Mission Systems Pallets. Software loads need continual grooming due to impacts of external changes such as Information Assurance (IA), interoperability architecture changes and to protect against diminished manufacturing sources, hardware changes, and interface changes. This also provides for needed changes to the communications suite for cutters and aircraft that have been delivered or are in the production phase.

U. S. Coast Guard - FY 2011 Congressional Justification

C4ISR

\$30,500

KEY EVENTS

Significant accomplishments in FY 2009 include:

- Authority to Operation (ATO) Classified Systems on NSC-1 and for Mission System Pallet on MPA.
- Awarded contract for Segment 2 (Migrate system integrator role from ICGS to the Coast Guard).

FY 2010 planned accomplishments include:

- Deliver Segment 2 design requirements.
- Begin Ku band upgrades on High and Medium Endurance Cutters (HECs/MECs).
- Begin Integrated Waveform Military Satellite Communications upgrades on MECs.

FY 2011 planned accomplishments include:

- Critical system updates for safety, IA, and diminishing manufacturing source.

SUMMARY OF FUNDING HISTORY

C4ISR ACQUISITION INCREMENTS		SEGMENTS 1, 2, 3, 4*	SEGMENT 5: Upgrades (to existing)**	
C4ISR Project Components		New Vessels / Aircraft	In-Service Cutters	Infrastructure
ICGS as Lead System Integrator		(S1:FY'02-09; S2:FY'06-11)		
USCG as System Integrator (SI)		(S3:FY'11-tbd; S4: tbd outyrs)	✓	✓
Design - Hardware / Software		✓	✓	✓
Deploy - Hardware / Software		via asset PPA	✓	✓
Information Assurance (IA)		✓	✓	✓
Labs ***		✓		
FY Totals (\$000)	Recipients:	NSC, FRC, OPC / MPA, MSP	Legacy MEC, HEC	Shore Facilities
FY 2002	\$125,502	\$110,255	\$12,961	\$2,286
FY 2003	\$22,445	\$10,782	\$6,282	\$5,381
FY 2004	\$101,134	\$72,222	\$7,058	\$21,854
FY 2005	\$53,600	\$32,326	\$1,500	\$19,774
FY 2006	\$47,520	\$45,764	\$464	\$1,292
FY 2007	\$50,000	\$39,552	\$331	\$10,117
FY 2008	\$89,630	\$83,730	\$400	\$5,500
FY 2009	\$88,100	\$77,600	\$10,500	
FY 2010	\$35,000	\$35,000		
Grand Totals	\$612,931	\$507,231	\$39,496	\$66,204

C4ISR SEGMENTS . . .

*1 -Baseline core system capability, Integrated CG Sys. (ICGS) as Lead System Integrator (LSI) on NSC, MPA, MSP

*2 -Improved interoperability, transition from ICGS to gov't provided software (CG as SI) on NSC, FRC, MPA, MSP

*3 -Continue open system architecture transition; USCG as SI on NSC, FRC, OPC, MPA (MRS, LRS), MSP (MRS only)

*4 -Continue open system, add network centric design solution; USCG as SI on NSC, FRC, OPC, MPA, MSP

**5 -Upgrades to in-service/legacy endurance cutters and shore facilities (training & cmd ctrs, comms stations)

*** Labs: simulators, initial training, testing & support (for new vessel and aircraft assets)

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U. S. Coast Guard - FY 2011 Congressional Justification

C4ISR

\$30,500

Significant Changes

No significant changes.

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 2010					
Segment 2 (NSC, FRC, MPA, MSP)			FY10:Q2	FY12:Q4	35,000
FY 2011					
Segment 2 (NSC, FRC, MPA, MSP)			FY11:Q1	FY12:Q4	30,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	489,831	88,100	35,000	30,500	643,431
Obligation	476,951	70,480	71,600	24,400	643,431
Expenditure	462,427	17,620	17,900	6,100	504,047
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	397,727	17,620	17,900	6,100	439,347
Survey, Design & Engineering	64,500				64,500
Project Management	200				200

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Segment 2 (NSC, FRC, MPA, MSP)	30,500
FY 2011 Cost Estimate Project Total:	30,500

Method of Performance

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 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).

C4ISR

\$30,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	5,823	5,271
Marine Safety	281	262
Aids to Navigation	587	541
Ice Operations	298	285
Marine Environmental Protection	773	719
Living Marine Resources	5,649	4,927
Drug Interdiction	9,406	8,070
Migrant Interdiction	5,508	5,077
Other Law Enforcement	948	763
Ports, Waterways & Coastal Security	3,817	3,389
Defense Readiness	1,910	1,196
Mission-Program Allocation Total:	35,000	30,500

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Deepwater Logistics

\$50,000

Project Description, Justification and Scope

This request supports the delivery of new and modernized ships, aircraft, and information systems through the continued development of logistics across Coast Guard platforms and shore commands, the Coast Guard Logistics Information Management System, as well as the funding of shore facility upgrades necessary to field and support these assets. The funding request includes three significant areas: 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) – \$3,800 will continue the process of confirming all logistics functional elements (e.g., Maintenance Planning, Supply Support, Facilities, Support Equipment, Packaging, Handling Storage & Transportation, Manpower/Personnel, Training & Training Support, Technical Data, Computer Resources, and Design Interface) for Deepwater Projects are considered and addressed to ensure mission readiness and overall supportability for the life cycle of delivered assets. This system support development effort is necessary for the successful fielding of assets and achievement of targeted operational effectiveness goals. Funding will support the execution of tailored asset Logistics Readiness Reviews (LRR) for the Fast Response Cutter (FRC) Sentinel Class Patrol Boat and CG-C2 systems.

Coast Guard Logistics Information Management System (CG-LIMS) – \$6,000 will continue CG-LIMS development and phased deployment to Coast Guard operational assets and support facilities. CG-LIMS is planned for phased implementation by increments. Increment 1 provides configuration and maintenance management functionality for the HC-144A Maritime Patrol Aircraft (MPA) aviation product line. Once fully implemented, this and subsequent increments will replace subsystems of the legacy Aviation Logistics Management Information System (ALMIS). Each increment will have a low rate initial production phase limiting the number of product lines at implementation, followed by full rate production to incorporate the remaining product lines as appropriate until CG-LIMS fully replaces the functionality of each legacy system.

Facility and Infrastructure Upgrades – \$40,200 funds the completion of upgrades associated with construction of a new hangar to accommodate four Maritime Patrol Aircraft (MPA) at Air Station Cape Cod, MA, and maintenance support facilities for the MPA's Mission System Pallet, as well as critical hangar modifications at Air Station Miami, FL to support MPA systems. In addition, this line item funds necessary infrastructure improvements (e.g., pier and shore power modifications) in Miami, FL and Key West, FL to support the homeporting of six new Sentinel Class cutters at each location. The infrastructure improvements for the second National Security Cutter (NSC) and third FRC homeports are also funded. Finally, this request funds projects critical to supporting the development and fielding of new assets, such as the expansion of the Coast Guard Command and Control Center (C2CEN) to accommodate personnel associated with Deepwater system maintenance and operations and construction of a new building at Coast Guard Training Center Yorktown, VA to house hull, mechanical, and electrical training systems for the NSC and FRC.

CAPABILITY ACQUIRED/MAINTAINED:

Deepwater Logistics

\$50,000

Establishing a responsive ILS system will benefit the organization by reducing life cycle costs and increasing operational effectiveness. To achieve these goals, the Coast Guard must continue with a two-part development approach: 1) integrating enterprise-wide processes across the logistics functional elements to assist in moving the Coast Guard towards an efficient centralized business model; 2) incorporating sound Human Systems Integration (HSI) processes to improve human performance and reduce operational costs.

Investing in CG-LIMS is central to the Coast Guard's 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 Coast Guard unit's operational effectiveness by providing responsive maintenance support, establishing and maintaining inventory levels, and facilitating automation in spare parts ordering, all while remaining CFO compliant.

Capabilities being acquired through CG-LIMS include:

- Tracking assets
- Identifying and Documenting Corrective Maintenance
- Scheduling Maintenance
- Performing Maintenance
- Conducting Supply Operations
- Managing Inventory Control Point Activity
- Effecting Engineering Changes
- Conducting Enterprise Data Mining
- Technical Information Management
- Total Asset Visibility Reporting

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 requiring modification to be used for new or converted assets; and 2) newly-acquired facilities, including land and the associated buildings for crew offices, training buildings, and hangars to house and support the new ships, aircraft, and their crews.

PERFORMANCE:

ILS planning and implementation is essential to achieving mission success and life cycle supportability in all statutory missions. By ensuring the proper support infrastructure is in place, new assets will be able to perform as designed and maintain their operational capabilities in a cost effective manner.

A centrally-managed, integrated, enterprise-wide logistics information management system that leverages government and industry standards and best practices will provide a hard link between mission support and mission performance. By implementing a logistics system capable of supporting improved business processes and organizational structures, the Coast Guard will optimize operational support, reduce costs across the organization, provide real time financial data, and align with DHS Enterprise Architecture. CG-LIMS is necessary for the Coast Guard to continue to accomplish its missions and remain agile in an ever-changing operational environment. It will assist the Coast Guard in achieving a

U. S. Coast Guard - FY 2011 Congressional Justification

Deepwater Logistics

\$50,000

clean financial audit opinion by providing transparent, traceable financial information from a single logistics system interfaced with the core accounting system.

The shore facility upgrade projects listed are each critical to the overall success of the respective asset system. These time-critical projects for new or upgraded facilities will enable recapitalized assets to be housed in their intended locations and permit the necessary support of the assets and training of assigned personnel. These schedules may have to be adjusted to accommodate any changes to the delivery schedules for the supported asset.

COST ESTIMATE OF WORK TO BE FUNDED IN FISCAL YEAR 2011:

ITEM	QUANTITY	TOTAL (\$K)
Integrated Logistics Support (ILS) Continuation	Job	\$3,800
CG-LIMS Development and Installation	Job	\$6,000
Facilities Engineering Studies & Environmental Analyses	1	\$2,000
MPA Hangar Electrical Upgrade Cape Cod, MA	1	\$2,700
FRC Homeport Upgrades Miami, FL	1	\$2,800
FRC Homeport Upgrades Key West, FL	1	\$6,500
MPA Hangar Upgrade Miami, FL	1	\$5,000
Facility Upgrade C2CEN, Portsmouth, VA	1	\$2,000
FRC Training Building Training Center Yorktown, VA	1	\$5,200
NSC Training Building Training Center Yorktown, VA	1	\$5,200
FRC Homeport Upgrades - Homeport #3	1	\$8,100
NSC Homeport Upgrades - Homeport #2	1	\$ 700
	Sub Total Facilities	\$40,200
	Total	\$50,000

FUNDING HISTORY

FUNDING HISTORY	FY	TOTAL (\$K)
Integrated Logistics Support (ILS) Business Process Development, C4ISR Support, and LIMS Iteration 0	2002	\$19,858
Business Process Development, C4ISR Support, and LIMS Iteration 1	2003	\$16,550
Business Process Development, C4ISR Support, and LIMS Iteration 1	2004	\$20,567
Business Process Development, C4ISR Support, and LIMS/C4ISR Increment 1	2005	\$15,100
Business Process Development, C4ISR Support, and LIMS/C4ISR Increment 1	2006	\$11,700
Business Process Development, C4ISR Support, and LIMS/C4ISR Increment 1	2007	\$19,703

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Deepwater Logistics **\$50,000**

ILS, C4ISR Support, CG-ILS Interim Support of NSC Logistics Readiness Reviews (LRR)	2008	\$18,542
ILS, C4ISR Support, Development Continuation	2009	\$11,900
ILS, Systems Support Planning & Execution	2010	\$3,700
	Subtotal	\$137,620

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	\$19,470
Deployment of LIMS at seven units		
LIMS Deployment and Installation at Aviation Training Center (ATC) Mobile, AL, MLCPAC, OCCSU Alameda	2005	\$1,600
TRACEN Petaluma, NESU/ESU Alameda	2007	\$850
CG-LIMS Development	2008	\$2,400
CG-LIMS Development	2009	\$3,000
CG-LIMS Development	2010	\$6,000
	Subtotal	\$34,328

Facilities Upgrades

Facility Assessment Ventura, CA	2002	\$100
Design for Hangar, OCCSU building & pier upgrades	2004	\$5,414
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	\$7,138
TRACEN Petaluma Bldg 500 rehab (Phase 1 cont'd)		
Various facility upgrades for C4ISR equipment installs	2007	\$16,375
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		

U. S. Coast Guard - FY 2011 Congressional Justification

Deepwater Logistics **\$50,000**

Upgrade of NSC pier facilities @ Alameda, CA		
Construct MPA Simulator Building ATC Mobile AL	2008	\$15,558
Engineering/Environmental Assessments of DW Sites		
Upgrade/dredging of NSC waterfront @ Alameda, CA		
Stand-up of DW Facility at TISCOM		
Stand-up of DW Facility at C2CEN		
SIPO Move to Jemal		
Construct NSC Crew Building Exterior at Alameda	2009	\$22,800
Engineering/Environmental Assessments of DW Sites		
FRC Miami Homeport Preparations – Phase 1		
Construct MPA Hangar-Air Station Cape Cod, MA	2010	\$28,000
Engineering Assessments of DW Homeports & Aviation Sites		
	Subtotal	\$118,485
	Total	\$290,434

Funding history is the available funding based on past appropriations, rescissions, and other changes.

CONTRACTORS:

Integrated Logistics Support
Various services contractors/Government Support Activities
Type of Contract: Fixed Price/MIPR
CG-LIMS
QSS Group Incorporated, Kearneysville, WVA
Executive Information Services, Bethesda, MD

Facilities

All Shore Facility projects are executed by the Coast Guard using the field units associated with the Office of Civil Engineering (CG-43), typically Facility Design and Construction Centers (FDCCs) located in Norfolk, Virginia and Seattle, Washington, or one of several regional Coast Guard Civil Engineering Units. Each project is contracted to an Architectural/Engineering (A/E) firm and/or a construction contractor for completion.

SUBCONTRACTORS:

Integrated Logistics Support - Business Process Development
MA&D - Crew Modeling, Boulder, CO
Mincom - ILS Process Re-engineering, Englewood, CO
NGDMS – HSI, Reston, VA
LM Technical Services – Process Integration, Cherry Hill, NJ
Pittiglio Rabin Todin & McGrath (PRTM) - Supply Chain Logistics, Washington, DC
Prosoft – Training, Virginia Beach, VA
Sigmon - ILS Process Re-engineering, Norfolk, VA

CG-LIMS Development

LM Technical Services – LIMS Integration, Cherry Hill, NJ
Dimension Technology Solutions - LIMS Interface, Boulder, CO

Deepwater Logistics

\$50,000

Mincom - LIMS Software, Englewood, CO
 LM Technical Services – LIMS Integration, Cherry Hill, NJ
 Spectrum - Learning Mgt. System, Vienna, VA
 Sum Total (Docent) - Learning Mgt. System, Mountain View, CA

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
 Sierra Nevada - Surface UCARS, Sparks, NV

KEY EVENTS:

FY

Integrated Logistics Support	
Business Process Development, C4ISR Support	2002
Business Process Development, C4ISR Support	2003
C4ISR Support Development	2004
C4ISR Support Development	2005
C4ISR Support Development	2006
C4ISR Support Development	2007
C4ISR Support Development	2008

Shore/CG-LIMS

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
CG-LIMS development shifted to OSC Martinsburg	2008
CG-LIMS Milestone One Approved	2008

Facilities

Completion of Programmatic Environmental Impact Statement (PEIS)	2002
Completion of SENT and OPC Site Studies	2004
Completion of VUAV Naval Base Ventura County Site Study	2006
Completion of D11 Command Center C4ISR Support Upgrades	2006
Completion of Environmental Analysis for NSC Homeport Alameda	2008
Completion of NSC Homeport Alameda Pier, Shore Ties, & Dredging	2008
Completion of MPA Hangar ATC Mobile, AL	2008
Completion of NSC C4ISR Trainer Petaluma, CA	2008
Completion of D14 Command Center C4ISR Support Upgrades	2008
Completion of D8 Command Center C4ISR Support Upgrades	2008
Completion of CAMSPAC C4ISR Support Upgrades	2008
Completion of CAMSLANT C4ISR Support Upgrades	2008

U. S. Coast Guard - FY 2011 Congressional Justification

Deepwater Logistics

\$50,000

Significant Changes

No significant changes.

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 2010					
Integrated Logistics Support			FY2002:Q2	FY2015:Q4	3,700
CG-LIMS			FY2002:Q2	FY2017:Q4	6,000
Facilities			FY2002:Q2	FY2024:Q4	28,000
FY 2011					
Integrated Logistics Support			FY2002:Q2	FY2015:Q4	3,800
CG-LIMS			FY2002:Q2	FY2017:Q4	6,000
Facilities			FY2002:Q2	FY2024:Q4	40,200

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	215,034	37,700	37,700	50,000	340,434
Obligation	199,815	37,331	29,143	38,000	304,289
Expenditure	173,575	10,481	8,182	30,649	222,887
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	144,856	10,481	8,182	30,649	194,168
Survey, Design & Engineering	28,719				28,719

Deepwater Logistics

\$50,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Acquisition ILS Support	3,800
CG-LIMS Configuration & Installation	6,000
MPA Hangar Electrical Upgrade Cape Cod MA	2,700
FRC Homeport Upgrades Miami FL	2,800
FRC Homeport Upgrades Key West FL	6,500
MPA Hangar Upgrade Miami FL	5,000
C2CEN Expansion Portsmouth VA	2,000
FRC HM&E Training Building Yorktown VA	5,200
NSC HM&E Training Building Yorktown VA	5,200
FRC Homeport Upgrades - FRC Homeport #3	8,100
NSC Homeport Upgrades - NSC Homeport #2	700
<u>Survey, Design & Engineering</u>	
Engineering Studies/Environmental Analyses	2,000
FY 2011 Cost Estimate Project Total:	50,000

Method of Performance

IMS or EVM tools are not used to monitor schedule performance during this and upcoming acquisition phases. Schedule performance is tracked through review of monthly progress reports and the conduct of monthly progress review meetings. In addition, for Facilities efforts, each CEU is expected to follow its own Cost Performance Strategy, according to the type of asset that is built.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	6,272	8,641
Marine Safety	303	430
Aids to Navigation	632	887
Ice Operations	321	468
Marine Environmental Protection	833	1,178
Living Marine Resources	6,084	8,077
Drug Interdiction	10,132	13,229
Migrant Interdiction	1,021	8,323
Other Law Enforcement	5,933	1,251
Ports, Waterways & Coastal Security	4,112	5,556
Defense Readiness	2,057	1,960
Mission-Program Allocation Total:	37,700	50,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Technology Obsolescence Prevention (TOP) **\$1,000**

Project Description, Justification and Scope

This request funds the program management portion of the Technological Obsolescence Program for two National Security Cutters, 39 in-service WHECs/WMECs, one Fast Response Cutter, and eight Mission Systems Pallets. Technological obsolescence results when newer technologies appear and older technologies become unsupported or unavailable. Unless planned for and managed, obsolescence emerges suddenly and solutions are thus more costly due to lack of proper systems engineering and alternative analysis. Thus, a Technical Obsolescence Prevention program serves as a cost avoidance measure, saving design, development and integration costs while avoiding sudden loss of mission capability.

Technical obsolescence includes both hardware and software. Rapid changes of technology include new media for storing digital information, software operating systems, and communications equipment. Once obsolescence is identified, the TOP Program analyzes alternatives and costs. Some factors include upgrade costs, interfacing system constraints, training concerns, forecasted next upgrade, and time to implement.

In general, TOP supports enterprise Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems on Coast Guard enterprise assets. The TOP program generally adheres to industry-based replacement rates for system types. For example, if a certain computer that has a five-year cycle is placed in service in 2005, it would be slated for replacement in 2010.

TOP Replacement Periods

Replacement Period	5 Years	10-15 Years	15-20 Years
Equipment Description	Software; Computers and Networking Equipment	Communication Equipment	Sensors and Weapon Systems

Performance: TOP minimizes or eliminates the impact that hardware and/or software obsolescence can have on performance by identifying and managing risks that result from obsolescence. TOP maintains or improves the technology performance level with indifference to changes at the hardware/software level.

Funding History

Fiscal Year	2008	2009	2010	Total
Funding (\$K)	\$700	\$1,500	\$1,900	\$4,100

Contract(s): TBD – Contractor and Subcontractors; Various – Type of Contract and Contract Options.

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

U. S. Coast Guard - FY 2011 Congressional Justification

Technology Obsolescence Prevention (TOP)

\$1,000

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 2010					
Technology Refreshment			FY10:Q2	FY11:Q4	1,900
<hr/>					
FY 2011					
Technology Refreshment			FY11:Q2	FY12:Q4	1,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	700	1,500	1,900	1,000	5,100
Obligation	610	326	3,000	1,164	5,100
Expenditure	140	300	380	200	1,020
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	140	300	380	200	1,020

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Technology Refreshment	
Identification of critical system obsolescence for NSC/MPSs/WHECs/WMECs	700
Obsolescence alternative analysis and resolution	300
FY 2011 Cost Estimate Project Total:	1,000

Method of Performance

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. 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 2011 Congressional Justification

Technology Obsolescence Prevention (TOP)

\$1,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	316	173
Marine Safety	15	9
Aids to Navigation	32	18
Ice Operations	16	9
Marine Environmental Protection	42	24
Living Marine Resources	307	161
Drug Interdiction	511	265
Migrant Interdiction	51	166
Other Law Enforcement	299	25
Ports, Waterways & Coastal Security	207	111
Defense Readiness	104	39
Mission-Program Allocation Total:	1,900	1,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

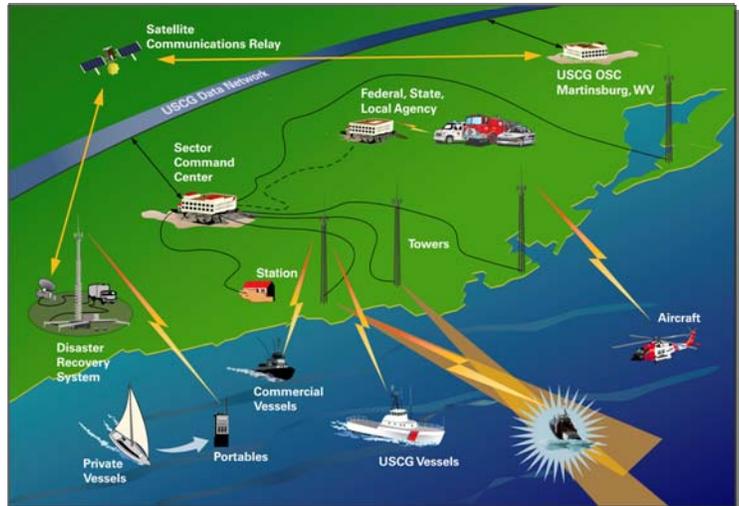
Rescue 21

\$36,000

Project Description, Justification and Scope

This request funds continuation of the Full Rate Production contract with General Dynamics C4 Systems (GDC4S). At the end of December 2009, Rescue 21 was deployed to 24 of 39 planned Sectors/Groups, standing watch and saving lives along 34,912 miles of U.S. coastline.

The Rescue 21 project 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.
- Provides Digital Selective Calling capability to meet the international Global Maritime Distress and Safety System (GMDSS) requirements for Sea Area 1 per the Safety of Life at Sea (SOLAS) treaty.

FY 2011 will specifically accomplish the following work:

Rescue 21 Ground Subsystem (GSS) Deployment (partial) – Full Rate Production (FRP) Group III, Western Rivers (partial)

- Outside Continental U.S. Islands and Continental U.S., including Great Lakes, Sectors

Rescue 21

\$36,000

- Completes deployment at Sectors Detroit, MI; Los Angeles/Long Beach, CA; Honolulu, HI; San Juan, PR; Guam; and Buffalo, NY
- Continues deployment at Sectors Lake Michigan and Sault Ste Marie, MI
- Western Rivers
 - Continues deployment at Sectors Ohio River Valley, Upper Mississippi River, and Lower Mississippi River

At the end of December 2009, Rescue 21 is operational in 24 of 39 Sectors and is standing watch and saving lives along 34,912 miles of U.S. coastline at the following Sectors/Groups:

- Seattle, WA
- Port Angeles, WA
- Astoria, OR
- Portland, OR
- North Bend, OR
- Humboldt Bay, CA
- Corpus Christi, TX
- Houston-Galveston, TX
- New Orleans, LA
- Mobile, AL
- St. Petersburg, FL
- Key West, FL
- Northern New England
- Boston, MA
- Southeastern New England
- Long Island NY/CT
- New York, NY
- Delaware Bay
- Baltimore, MD
- Hampton Roads, VA
- North Carolina
- Charleston, SC
- Jacksonville, FL
- Miami, FL

At the end of FY 2010, the following additional Sectors/Groups are scheduled to be operational, for a total of 35,748 miles of Rescue 21 coastline coverage:

- San Francisco, CA
- San Diego, CA

At the end of FY 2011, the following additional Sectors are scheduled to be operational, for a total of 39,796 miles of Rescue 21 coastline coverage:

- Detroit, MI
- Honolulu, HI
- Guam
- Los Angeles/Long Beach, CA
- San Juan, PR
- Buffalo, NY

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 eight years, plus one five-year award terms and one six-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

U. S. Coast Guard - FY 2011 Congressional Justification

Rescue 21

\$36,000

- 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
- Andrew Systems (IL) – Third party inspections and system support and maintenance
- MJM (TN) – Third party inspections and system support and maintenance

Significant Changes

No significant change. FY 2011 funding reflects anticipated procurement schedule.

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 2010					
Rescue 21 Ground Subsystem Deployment			FY10:1Q	FY10:4Q	88,835
Rescue 21 Alaska Subsystem			FY10:1Q	FY10:4Q	7,955
Rescue 21 Vessel Subsystem			FY10:1Q	FY10:4Q	1,500
Rescue 21 Western Rivers Subsystem			FY10:1Q	FY12:4Q	5,108
Project Technical Support			FY10:1Q	FY10:4Q	9,203
Project Org Support (training, travel, misc.)			FY10:1Q	FY10:4Q	599
Commercial Tower Leases			FY10:1Q	FY10:4Q	3,000
Environmental			FY10:1Q	FY10:4Q	800
FY 2011					
Rescue 21 Ground Subsystem Deployment			FY11:1Q	FY11:4Q	24,336
Rescue 21 Alaska Subsystem			FY11:1Q	FY11:4Q	0
Rescue 21 Vessel Subsystem			FY11:1Q	FY11:4Q	0
Project Technical Support			FY11:1Q	FY11:4Q	7,722
Project Org Support (training, travel, misc.)			FY11:1Q	FY11:4Q	610
Commercial Tower Leases			FY11:1Q	FY11:4Q	3,332

U. S. Coast Guard - FY 2011 Congressional Justification

Rescue 21

\$36,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	553,356	73,000	117,000	36,000	779,356
Obligation	549,519	49,289	116,000	30,000	744,808
Expenditure	488,888	19,621	98,600	25,100	632,209
Breakdown of Project Expenditures					
Construction / Acquisition	393,638	14,065	77,132	15,807	500,642
Project Management	61,820	5,104	14,208	9,293	90,425
Rescue 21 Phase I Contract	31,262				31,262
CG VSS Installation	200	452	7,260		7,912
CG Anuenue Project	1,968				1,968

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Rescue 21 Ground Subsystem Deployment	24,336
Leases (towers, etc.)	3,332
<u>Project Management</u>	
Project Technical Support	7,722
Project Org Support (training, travel, misc)	610
FY 2011 Cost Estimate Project Total:	36,000

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

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	13,568	4,248
Marine Safety	10,274	3,297
Aids to Navigation	19,665	6,262
Ice Operations	2,237	720
Marine Environmental Protection	2,831	903
Living Marine Resources	10,870	3,307
Drug Interdiction	13,842	4,151
Migrant Interdiction	8,326	2,648
Other Law Enforcement	1,702	470
Ports, Waterways & Coastal Security	26,112	7,838
Defense Readiness	7,573	2,156
Mission-Program Allocation Total:	117,000	36,000

U. S. Coast Guard - FY 2011 Congressional Justification

Rescue 21

\$36,000

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Minor AC&I Shore Construction Projects **\$3,300**

Project Description, Justification and Scope

This program provides funds to complete minor AC&I shore facility construction projects. These projects are typically less complex and require less advance planning than major shore projects. These funds will be used to complete minor projects that have costs estimates which exceed the construction authority provided in the Operating Expense (OE) appropriation. For example, this may include:

- emergency repair projects which have cost estimates that are greater than 50% of the plant replacement value;
- minor facility improvements, which cost more than one million dollars, that are needed to adapt to changing/increased missions (FY09 Marine Inspector Billet Growth).

Significant Changes

The minor AC&I shore construction projects program was last funded in FY2005.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2011					
Minor AC&I Shore Construction	FY11:Q1	FY11:Q3	FY11:Q2	FY11:Q4	3,300

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	23,880			3,300	27,180
Obligation	23,880			3,300	27,180
Expenditure	23,880			3,300	27,180
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	21,810			3,300	25,110
Survey, Design & Engineering	2,070				2,070

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011</u> <u>Cost Estimate</u>
<u>Construction / Acquisition</u>	
Minor AC&I Shore Construction	3,300
FY 2011 Cost Estimate Project Total:	3,300

U. S. Coast Guard - FY 2011 Congressional Justification

Minor AC&I Shore Construction Projects

\$3,300

Method of Performance

Construction contract will be monitored by the project manager to ensure compliance with the requirements stated in the performance work statement of the contract.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2011</u>
Search and Rescue	389
Marine Safety	302
Aids to Navigation	574
Ice Operations	66
Marine Environmental Protection	83
Living Marine Resources	303
Drug Interdiction	381
Migrant Interdiction	243
Other Law Enforcement	43
Ports, Waterways & Coastal Security	718
Defense Readiness	198
Mission-Program Allocation Total:	3,300

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Renovate Chase Hall Barracks Phase III, CG Academy **\$21,000**

Project Description, Justification and Scope

This project continues prior efforts to renovate and improve the Chase Hall Barrack by improving habitability and bringing them into compliance with fire and life-safety standards. Chase Hall has significant life-safety issues that must be addressed. In addition, this comprehensive renovation enhances enrollment efforts, modernizes the campus and ensures the Academy remains competitive with other institutions of higher learning. This phase will specifically renovate Annex B.

In June 2008, the Coast Guard Academy completed the new Chase Hall E Annex, the first stage of a comprehensive mid-life renovation project to Chase Hall which provided the living space necessary to continue with renovations of Annexes A thru D. Each phase of renovation addresses significant life-safety deficiencies such as new fire detection and fire suppression systems, new fire rated doors, ceiling and wall assemblies, improved paths of egress with new lighting horns and strobes and new electrical and mechanical rooms. In addition, each phase of renovation introduces modern amenities to include IT upgrades, public address speakers, new interior finishes and new heating, ventilation and air conditioning (HVAC). The total area for all phases is approximately 343,000 GSF.

Significant Changes

No significant change.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2011					
Design	FY11:Q1	FY11:Q3			1,260
Chase Hall Renovate Annex B			FY11:Q2	FY12:Q2	19,740

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	15,850			21,000	36,850
Obligation	15,850			21,000	36,850
Expenditure	15,850			21,000	36,850
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	15,850			19,740	35,590
Survey, Design & Engineering				1,260	1,260

U. S. Coast Guard - FY 2011 Congressional Justification

Renovate Chase Hall Barracks Phase III, CG Academy

\$21,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Chase Hall Renovate Annex B	19,740
<u>Survey, Design & Engineering</u>	
Design	1,260
FY 2011 Cost Estimate Project Total:	21,000

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.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2011</u>
Search and Rescue	2,478
Marine Safety	1,923
Aids to Navigation	3,653
Ice Operations	420
Marine Environmental Protection	527
Living Marine Resources	1,929
Drug Interdiction	2,422
Migrant Interdiction	1,545
Other Law Enforcement	274
Ports, Waterways & Coastal Security	4,572
Defense Readiness	1,257
Mission-Program Allocation Total:	21,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Shore Infrastructure Survey and Design **\$5,000**

Project Description, Justification and Scope

The Coast Guard's FY 2011 Survey and Design (S&D) budget request includes funding essential to future year Acquisition, Construction and Improvement (AC&I) shore projects. Coast Guard shore facility AC&I funding has only a three-year period of availability. A pre-project survey and design ensures timely execution of shore facility AC&I appropriations.

Funding will provide in-house capability for 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.

Significant Changes

No significant changes.

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 2010					
Survey & Design Admin	FY10:Q1	FY10:Q4			600
Academy Chase Hall/ Sector Buffalo	FY10:Q1	FY10:Q4			3,360
Petaluma Water Main/ Cape D. Firing Range	FY10:Q1	FY10:Q4			840
Sitka Housing/Honolulu UPH	FY10:Q1	FY10:Q4			1,200
FY 2011					
Survey & Design Admin	FY11:Q1	FY11:Q4			171
Sector Sault Ste Marie/Station Maui	FY11:Q1	FY11:Q4			980
Sector Guam Recap	FY11:Q1	FY11:Q4			1,150
Port Angeles SAFR	FY11:Q1	FY11:Q4			357
Station Vallejo/Sector Field Office Valdez	FY11:Q1	FY11:Q4			484
Station Kauai/CG Academy New Pier	FY11:Q1	FY11:Q4			714
Sector New England Ops/Admin	FY11:Q1	FY11:Q4			1,144

U. S. Coast Guard - FY 2011 Congressional Justification

Shore Infrastructure Survey and Design

\$5,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	24,172	2,050	6,000	5,000	37,222
Obligation	24,172	2,050	6,000	5,000	37,222
Expenditure	24,172	2,050	6,000	5,000	37,222
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	24,172	2,050	6,000	5,000	37,222

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Survey, Design & Engineering</u>	
Survey & Design Admin	171
Sector Sault Ste Marie/Station Maui	980
Sector Guam Recap	1,150
Port Angeles SAFR	357
Station Vallejo/Sector Field Office Valdez	484
Station Kauai/CG Academy New Pier	714
Sector New England Ops/Admin	1,144
FY 2011 Cost Estimate Project Total:	5,000

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

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	696	590
Marine Safety	527	458
Aids to Navigation	1,009	870
Ice Operations	115	100
Marine Environmental Protection	145	125
Living Marine Resources	557	459
Drug Interdiction	710	577
Migrant Interdiction	427	368
Other Law Enforcement	87	65
Ports, Waterways & Coastal Security	1,339	1,089
Defense Readiness	388	299
Mission-Program Allocation Total:	6,000	5,000

U. S. Coast Guard - FY 2011 Congressional Justification

Shore Infrastructure Survey and Design

\$5,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Thrun Hall Phase II

\$12,000

Project Description, Justification and Scope

This project will complete the replacement of the Unaccompanied Personnel Housing (UPH) at Support Center Elizabeth City, NC. This UPH is functionally obsolete; is in poor condition, beyond economic rehabilitation; and is located within the airstation's runway "object free zone". Built in 1966 as a 500 person barracks, Thrun Hall does not meet current life-safety codes and berthing standards. Further, the co-located Coast Guard Aviation Technical Training Center (ATTC) training mission is currently limited by the capacity of the Thrun Hall barracks. The project will construct a new UPH building of adequate capacity in a more suitable location within the ATTC portion of the Elizabeth City complex.

This phase of the project will provide facilities for the Electronics Support Detachment (ESD) and Personnel Support that were located in the existing UPH and will demolish existing facilities.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2011					
Design	FY11:Q1	FY11:Q3			1,000
Construction			FY11:Q2	FY11:Q4	11,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation		36,000		12,000	48,000
Obligation			36,000	12,000	48,000
Expenditure			1,000	12,000	13,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				11,000	11,000
Survey, Design & Engineering			1,000	1,000	2,000

Thrum Hall Phase II

\$12,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction of Electronic and Personnel Support Division workspaces	11,000
<u>Survey, Design & Engineering</u>	
Design	1,000
FY 2011 Cost Estimate Project Total:	12,000

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

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2011</u>
Search and Rescue	3,580
Marine Safety	149
Aids to Navigation	393
Ice Operations	209
Marine Environmental Protection	527
Living Marine Resources	1,279
Drug Interdiction	2,418
Migrant Interdiction	1,180
Other Law Enforcement	226
Ports, Waterways & Coastal Security	1,943
Defense Readiness	96
Mission-Program Allocation Total:	12,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Shore AC&I Newport, RI Pier **\$23,500**

Project Description, Justification and Scope

This funding will rehabilitate an existing pier face to provide over 800+ linear feet of moorings for the Coast Guard Cutters *JUNIPER*, *WILLOW* and *IDA LEWIS*. In addition to the waterfront improvements, this project will create the necessary pierside support facilities including: parking lot, buoy lay-down area, office, maintenance storage and fencing.

The U.S. Navy is in the process of condemning the cutters' current moorings due to progressive deterioration. By co-locating these buoy tenders, and their supporting functions, at the new pier location, the Coast Guard will be able to achieve operations and maintenance benefits through proximity to support and supplies. In addition, this project will preserve current synergies achieved by co-locating these assets with the Navy. This funding leverages a separate US Navy project to stabilize the wharf.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total
	Design Work		Project Work		Estimate
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2011					
Survey and Design	FY 11: Q1	FY 11: Q2			2,000
Construction			FY 11: Q2	FY 11: Q4	21,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation				23,500	23,500
Obligation				23,500	23,500
Expenditure				23,500	23,500
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				21,500	21,500
Survey, Design & Engineering				2,000	2,000

U. S. Coast Guard - FY 2011 Congressional Justification

Shore AC&I Newport, RI Pier

\$23,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction	21,500
<u>Survey, Design & Engineering</u>	
Survey and Design	2,000
FY 2011 Cost Estimate Project Total:	23,500

Method of Performance

Construction contract 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

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2011</u>
Search and Rescue	700
Marine Safety	114
Aids to Navigation	14,937
Ice Operations	228
Marine Environmental Protection	319
Living Marine Resources	2,646
Drug Interdiction	-
Migrant Interdiction	1,369
Other Law Enforcement	152
Ports, Waterways & Coastal Security	1,468
Defense Readiness	1,567
Mission-Program Allocation Total:	23,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project will comply with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Waterways ATON Infrastructure **\$4,400**

Project Description, Justification and Scope

This request provides funding to establish, repair and improve Aids to Navigation on Federal waterways. Funding from this project enhances interstate transportation and waterway recreation through lower cost preventative maritime safety measures. Regular annual project funding enables the Coast Guard to be proactive in planning AtoN replacements as well as be responsive to emergent needs.

This request will help fund projects that are critical to safe and efficient maritime transportation.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2010					
Construction and Acquisition	FY10: Q1	FY10: Q2	FY10: Q3	FY10: Q4	3,180
Survey and Design	FY10: Q1	FY10: Q2	FY10: Q3	FY10: Q4	800
Project Management	FY10:Q1	FY10: Q2	FY10: Q3	FY10: Q4	20
FY 2011					
Construction and Acquisition	FY11: Q1	FY11: Q2	FY11: Q3	FY11: Q4	4,070
Survey and Design	FY11: Q1	FY11: Q2	FY11: Q3	FY11: Q4	310
Project Management	FY11: Q1	FY11: Q2	FY11: Q3	FY11: Q4	20

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	30,296	4,000	4,000	4,400	42,696
Obligation	28,682	4,000	4,000	4,400	41,082
Expenditure	28,682	4,000	4,000	4,400	41,082
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	26,529	3,575	3,180	4,070	37,354
Survey, Design & Engineering	1,323	400	800	310	2,833
Project Management	830	25	20	20	895

Waterways ATON Infrastructure

\$4,400

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction of fixed structures/acquisition of equipment	4,070
<u>Survey, Design & Engineering</u>	
Fixed structures	310
<u>Project Management</u>	
Inspections	20
FY 2011 Cost Estimate Project Total:	4,400

Method of Performance

This construction project will be monitored by the project officer to ensure compliance with the requirements stated in the performance work statement of the contract.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	-	-
Marine Safety	-	-
Aids to Navigation	4,000	4,400
Ice Operations	-	-
Marine Environmental Protection	-	-
Living Marine Resources	-	-
Drug Interdiction	-	-
Migrant Interdiction	-	-
Other Law Enforcement	-	-
Ports, Waterways & Coastal Security	-	-
Defense Readiness	-	-
Mission-Program Allocation Total:	4,000	4,400

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

AC&I Core

\$510

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

No significant changes.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				Total Estimate
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	<u>Cost</u>
FY 2010					
Management Support			FY10:Q1	FY10:Q4	350
Human Resource Requirements			FY10:Q1	FY10:Q4	75
Project Record Storage			FY10:Q1	FY10:Q4	60
FY 2011					
Management Support			FY11:Q1	FY11:Q4	375
Human Resource Requirements			FY11:Q1	FY11:Q4	75
Project Record Storage			FY11:Q1	FY11:Q4	60

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	7,960	500	500	510	9,470
Obligation	7,960	500	500	510	9,470
Expenditure	7,960	500	500	510	9,470
<u>Breakdown of Project Expenditures</u>					
Project Management	7,960	500	500	510	9,470

AC&I Core

\$510

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Contractor Support	350
Human Resource Requirements	75
Project Record Storage	60
Management Travel, Support and Supplies	25
FY 2011 Cost Estimate Project Total:	510

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	57	43
Marine Safety	11	7
Aids to Navigation	13	16
Ice Operations	11	1
Marine Environmental Protection	6	4
Living Marine Resources	79	95
Drug Interdiction	119	147
Migrant Interdiction	80	86
Other Law Enforcement	15	21
Ports, Waterways & Coastal Security	80	53
Defense Readiness	29	37
Mission-Program Allocation Total:	500	510

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
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Direct Personnel Costs **\$107,051**

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 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.

The requested funding level will support a total of 785 FTE (an increase of 50 FTE from the FY2010 Enacted level). The additional FTE will be used to implement management, project staff and technical authorities as the Coast Guard takes on the systems integrator role for the Deepwater program. These positions are critical to enhance the Coast Guard's acquisitions program as it continues to implement strategies in the Coast Guard's *Blueprint for Acquisition Reform* and the *Blueprint for Continuous Improvement*.

Significant Changes

No significant change.

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 2010					
Direct Personnel Costs			FY10:Q1	FY10:Q4	104,700
<hr/>					
FY 2011					
Direct Personnel Costs			FY11:Q1	FY11:Q4	107,051

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	559,557	92,330	104,700	107,051	863,638
Obligation	559,557	92,330	104,700	107,051	863,638
Expenditure	559,557	92,330	104,700	107,051	863,638
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Direct Personnel Costs	559,557	92,330	104,700	107,051	863,638

U. S. Coast Guard - FY 2011 Congressional Justification

Direct Personnel Costs

\$107,051

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Other Costs</u>	
Direct Personnel Costs	107,051
FY 2011 Cost Estimate Project Total:	107,051

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation	
	<u>FY 2010</u>	<u>FY 2011</u>
Search and Rescue	11,927	8,944
Marine Safety	2,266	1,510
Aids to Navigation	2,715	3,443
Ice Operations	2,335	304
Marine Environmental Protection	1,156	769
Living Marine Resources	16,632	19,989
Drug Interdiction	24,927	30,830
Migrant Interdiction	16,718	18,006
Other Law Enforcement	3,194	4,376
Ports, Waterways & Coastal Security	16,784	11,033
Defense Readiness	6,046	7,847
Mission-Program Allocation Total:	104,700	107,051

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2011 Congressional Justification
(Dollars in Thousands)

Military Housing **\$13,965**

Project Description, Justification and Scope

Project Description, Justification and Scope

This new project provides for the recapitalization, improvement and/or acquisition of housing to support Military families. The FY2011 request will fund the following Military Housing initiatives:

Upper Keys – Recapitalization of Military Family Housing (\$11,965)

This request funds part of a multi-phase effort to provide a total of 42 new family housing units in the upper Florida Keys, an area with documented housing shortages. Nine units, a variety of duplexes and single family dwellings built to withstand hurricane conditions, are currently under construction at a cost of approximately \$7.3M. This next useful segment of funding will build on prior year efforts to fund the acquisition and construction of approximately fifteen more housing units for Coast Guard families assigned to the Upper Keys. These funds will provide greater access to affordable and suitable housing for Coast Guard members and their families assigned to this high-cost housing area.

Station Montauk – Acquire Military Family Housing (\$2,000)

This request funds the final phase of a two-phase effort to provide a total of six homes, through open-market acquisition, for families living in this high-cost housing area. Fiscal year 2009 appropriations enabled the Coast Guard to purchase three homes in this area. Requested funding will allow the Coast Guard to purchase three additional homes for military families and members assigned to Station Montauk, New York.

Significant Changes

No significant changes.

Project Schedule

<u>Project Description</u>	<u>Dates by Fiscal Year & 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 2011					
Upper Keys Construction of 7 housing units	FY11:Q1		FY11:Q4		11,965
STA Montauk Acquisition of 3 housing units	FY11:Q1		FY11:Q4		2,000

Schedule of Project Funding

	<u>Project Funds</u>				<u>Total</u>
	<u>FY 2008 & Prior</u>	<u>FY 2009</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation				13,965	13,965
Obligation				13,965	13,965
Expenditure				8,000	8,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				7,500	7,500
Project Management				500	500

Military Housing

\$13,965

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2011 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Upper Keys Family Housing	11,965
Station Montauk Family Housing	2,000
FY 2011 Cost Estimate Project Total:	13,965

Method of Performance

This construction project will be monitored by the project officer to ensure compliance with the requirements stated in the performance work statement of the contract.

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2011</u>
Search and Rescue	1,648
Marine Safety	1,279
Aids to Navigation	2,429
Ice Operations	279
Marine Environmental Protection	351
Living Marine Resources	1,283
Drug Interdiction	1,610
Migrant Interdiction	1,027
Other Law Enforcement	182
Ports, Waterways & Coastal Security	3,040
Defense Readiness	837
Mission-Program Allocation Total:	13,965

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Vessels & Critical Infrastructure
Funding Schedule
(Dollars in Thousands)**

Vessels & Critical Infrastructure		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	577	642	333	(309)
22.0	Transportation of things	186	257	133	(124)
23.1	GSA rent	-	-	-	-
23.2	Other rent	125	128	67	(61)
23.3	Communication, utilities, and misc charges	294	257	133	(124)
24.0	Printing and reproduction	4	-	-	-
25.1	Advisory and assistance services	25,811	27,221	14,125	(13,096)
25.2	Other services	33,927	35,696	18,524	(17,172)
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	2	-	-	-
26.0	Supplies and materials	(6,199)	10,786	5,597	(5,189)
31.0	Equipment	43,325	45,583	23,655	(21,928)
32.0	Land and structures	7,429	7,832	4,066	(3,766)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 105,484	\$ 128,402	\$ 66,633	\$ (61,769)
Full Time Equivalent		-	-	-	-

Summary Justification and Explanation of Changes

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 577	\$ 642	\$ 333	\$ (309)

Travel includes all costs of transportation of persons, subsistence of travelers and incidental travel expenses in accordance with Federal travel regulations. The FY 2011 request reflects the anticipated need and specifically funds transport of personnel in support of training, project management and oversight of the Response Boat - Medium Project.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 186	\$ 257	\$ 133	\$ (124)

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. The FY 2011 request reflects the anticipated need.

Other rent

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 125	\$ 128	\$ 67	\$ (61)

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 FY 2011 request reflects the anticipated need.

Communication, utilities, and misc charges

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 294	\$ 257	\$ 133	\$ (124)

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. The FY 2011 request reflects the anticipated need.

Advisory and assistance services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 25,811	\$ 27,221	\$ 14,125	\$ (13,096)

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 2011 request reflects the anticipated need.

Other services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$ 33,927	\$	35,696	\$	18,524	\$	(17,172)

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 request reflects the anticipated need.

Supplies and materials

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$ (6,199)	\$	10,786	\$	5,597	\$	(5,189)

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. The FY 2011 request reflects the anticipated need.

Equipment

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$ 43,325	\$	45,583	\$	23,655	\$	(21,928)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2011 request reflects the anticipated need.

Land and structures

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$ 7,429	\$	7,832	\$	4,066	\$	(3,766)

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 2011 request reflects the anticipated need.

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	3,842	8,198	7,573	(625)
22.0	Transportation of things	1,236	3,279	3,029	(250)
23.1	GSA rent	-	-	-	-
23.2	Other rent	829	1,640	1,515	(125)
23.3	Communication, utilities, and misc charges	1,958	3,279	3,029	(250)
24.0	Printing and reproduction	27	-	-	-
25.1	Advisory and assistance services	171,893	347,588	321,098	(26,490)
25.2	Other services	225,942	455,799	421,063	(34,736)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	19	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	12	-	-	-
26.0	Supplies and materials	(41,287)	137,723	127,228	(10,495)
31.0	Equipment	288,533	582,045	537,688	(44,357)
32.0	Land and structures	49,494	100,013	92,392	(7,621)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 702,498	\$ 1,639,564	\$ 1,514,615	\$ (124,949)
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	3,842	\$	8,198	\$	7,573	\$ (625)

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 2011 request reflects the anticipated need.

Transportation of things

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	1,236	\$	3,279	\$	3,029	\$ (250)

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. The FY 2011 request reflects the anticipated need.

Other rent

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	829	\$	1,640	\$	1,515	\$ (125)

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 FY 2011 request reflects the anticipated need.

Communication, utilities, and misc charges

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	1,958	\$	3,279	\$	3,029	\$ (250)

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 FY 2011 request reflects the anticipated need.

Advisory and assistance services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
	\$	171,893	\$	347,588	\$	321,098	\$ (26,490)

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. The FY 2011 request reflects the anticipated need.

Other services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	225,942	\$	455,799	\$	421,063	\$	(34,736)

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 request reflects the anticipated need.

Supplies and materials

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	(41,287)	\$	137,723	\$	127,228	\$	(10,495)

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 2011 request reflects the anticipated need.

Equipment

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	288,533	\$	582,045	\$	537,688	\$	(44,357)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2011 request reflects the anticipated need.

Land and structures

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	49,494	\$	100,013	\$	92,392	\$	(7,621)

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 2011 request reflects the anticipated need.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Aircraft
Funding Schedule
(Dollars in Thousands)**

Aircraft		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	22	9	21	12
22.0	Transportation of things	7	3	8	5
23.1	GSA rent	-	-	-	-
23.2	Other rent	5	2	4	2
23.3	Communication, utilities, and misc charges	11	3	8	5
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	991	369	887	518
25.2	Other services	1,302	483	1,164	681
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	(238)	146	352	206
31.0	Equipment	1,663	617	1,486	869
32.0	Land and structures	286	107	256	149
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 4,049	\$ 1,739	\$ 4,186	\$ 2,447
Full Time Equivalent		-	-	-	-

Summary Justification and Explanation of Changes

Travel

2009	2010	2011	2010 - 2011
Actual	Enacted	Request	Change
\$ 22	\$ 9	\$ 21	12

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. There are no requests for Aircraft projects in FY 2011.

Transportation of things

2009	2010	2011	2010 - 2011
Actual	Enacted	Request	Change
\$ 7	\$ 3	\$ 8	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. There are no requests for Aircraft projects in FY 2011.

Other rent

2009	2010	2011	2010 - 2011
Actual	Enacted	Request	Change
\$ 5	\$ 2	\$ 4	2

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.) There are no requests for Aircraft projects in FY 2011.

Communication, utilities, and misc charges

2009	2010	2011	2010 - 2011
Actual	Enacted	Request	Change
\$ 11	\$ 3	\$ 8	5

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 aircraft, utility costs including shore facility utilities and aircraft fuel requirements, and postal costs. There are no requests for Aircraft projects in FY 2011.

Advisory and assistance services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	991	\$	369	\$	887	\$	518

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 2011 request reflects the anticipated need.

Other services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	1,302	\$	483	\$	1,164	\$	681

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 request reflects the anticipated need.

Supplies and materials

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	(238)	\$	146	\$	352	\$	206

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 2011 request reflects the anticipated need.

Equipment

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	1,663	\$	617	\$	1,486	\$	869

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2011 request reflects the anticipated need.

Land and structures

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	286	\$	107	\$	256	\$	149

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 2011 request reflects the anticipated need.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Other Equipment
Funding Schedule
(Dollars in Thousands)**

Other Equipment		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	755	932	259	(673)
22.0	Transportation of things	243	373	103	(270)
23.1	GSA rent	-	-	-	-
23.2	Other rent	163	186	52	(134)
23.3	Communication, utilities, and misc charges	385	373	103	(270)
24.0	Printing and reproduction	6	-	-	-
25.1	Advisory and assistance services	33,767	39,503	10,964	(28,539)
25.2	Other services	44,385	51,801	14,378	(37,423)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	4	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	3	-	-	-
26.0	Supplies and materials	(8,110)	15,652	4,344	(11,308)
31.0	Equipment	56,679	66,149	18,360	(47,789)
32.0	Land and structures	9,719	11,367	3,156	(8,211)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 137,999	\$ 186,336	\$ 51,719	\$ (134,617)
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	755	\$	932	\$	259	\$	(673)

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 2011 request reflects the anticipated need.

Transportation of things

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	243	\$	373	\$	103	\$	(270)

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. The FY 2011 request reflects the anticipated need.

Other rent

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	163	\$	186	\$	52	\$	(134)

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 FY 2011 request reflects the anticipated need.

Communication, utilities, and misc charges

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	385	\$	373	\$	103	\$	(270)

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. The FY 2011 request reflects the anticipated need.

Advisory and assistance services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	33,767	\$	39,503	\$	10,964	\$	(28,539)

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. The FY 2011 request reflects the anticipated need.

Other services

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	44,385	\$	51,801	\$	14,378	\$	(37,423)

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 request reflects the anticipated need.

Supplies and materials

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	(8,110)	\$	15,652	\$	4,344	\$	(11,308)

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 2011 request reflects the anticipated need.

Equipment

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	56,679	\$	66,149	\$	18,360	\$	(47,789)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2011 request reflects the anticipated need.

Land and structures

	2009 Actual		2010 Enacted		2011 Request		2010 - 2011 Change
\$	9,719	\$	11,367	\$	3,156	\$	(8,211)

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 2011 request reflects the anticipated need.

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	489	1,171	1,202	31
22.0	Transportation of things	157	469	481	12
23.1	GSA rent	-	-	-	-
23.2	Other rent	106	234	240	6
23.3	Communication, utilities, and misc charges	249	469	481	12
24.0	Printing and reproduction	3	-	-	-
25.1	Advisory and assistance services	21,871	49,663	50,947	1,284
25.2	Other services	28,748	65,124	66,807	1,683
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	2	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	2	-	-	-
26.0	Supplies and materials	(5,253)	19,679	20,186	507
31.0	Equipment	36,712	83,162	85,311	2,149
32.0	Land and structures	6,297	14,287	14,659	372
41.0	Grants, subsidies and contributions	1	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 89,384	\$ 234,258	\$ 240,314	\$ 6,056
Full Time Equivalent		-	-	-	-

Summary Justification and Explanation of Changes

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 489	\$ 1,171	\$ 1,202	\$ 31

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 157	\$ 469	\$ 481	\$ 12

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. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Other rent

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 106	\$ 234	\$ 240	\$ 6

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.). Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Communication, utilities, and misc charges

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 249	\$ 469	\$ 481	\$ 12

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. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Advisory and assistance services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 21,871	\$ 49,663	\$ 50,947	\$ 1,284

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. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Other services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 28,748	\$ 65,124	\$ 66,807	\$ 1,683

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 and other initiatives focused on improving performance of Coast Guard missions. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Supplies and materials

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ (5,253)	\$ 19,679	\$ 20,186	\$ 507

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. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Equipment

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 36,712	\$ 83,162	\$ 85,311	\$ 2,149

This object class covers the purchase of capitalized and non-capitalized assets. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

Land and structures

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 6,297	\$ 14,287	\$ 14,659	\$ 372

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. Increased funding in FY 2011 is a result of additional project funding and the execution of FY 2009 supplemental funding.

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	534	-	-	-
22.0	Transportation of things	172	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	115	-	-	-
23.3	Communication, utilities, and misc charges	272	-	-	-
24.0	Printing and reproduction	4	-	-	-
25.1	Advisory and assistance services	23,876	-	-	-
25.2	Other services	31,384	-	-	-
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	2	-	-	-
26.0	Supplies and materials	(5,735)	-	-	-
31.0	Equipment	40,078	-	-	-
32.0	Land and structures	6,873	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 97,578	\$ -	\$ -	\$ -
Full Time Equivalents		-	-	-	-

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Personnel & Related Support
Funding Schedule
(dollars in thousands)**

Personnel & Related Support		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
Object Classes					
11.1	Full-time permanent	34,503	39,974	43,771	3,797
11.3	Other than full-time permanent	189	219	237	18
11.5	Other personnel compensation	788	913	991	78
11.7	Military personnel	31,225	35,476	38,333	2,857
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	8,997	10,423	11,658	1,235
12.2	Military personnel benefits	4,399	5,019	5,421	402
13.0	Benefits-former	-	-	-	-
21.0	Travel	66	66	36	(30)
22.0	Transportation of things	21	26	14	(12)
23.1	GSA rent	-	-	-	-
23.2	Other rent	14	13	7	(6)
23.3	Communication, utilities, and misc charges	33	26	14	(12)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	2,938	2,793	1,516	(1,277)
25.2	Other services	3,862	3,663	1,988	(1,675)
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	(706)	1,107	600	(507)
31.0	Equipment	4,932	4,677	2,538	(2,139)
32.0	Land and structures	848	805	437	(368)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
	Total Other Objects	12,008	13,176	7,150	2,361
Total Direct Obligations		\$ 92,109	\$ 105,200	\$ 107,561	\$ 2,361
Full Time Equivalents		704	735	785	50

Summary Justification and Explanation of Changes

Salaries and Benefits

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 80,101	\$ 92,024	\$ 100,411	\$ 8,387

Salaries, benefits, and support for the military and civilian personnel who administer AC&I contracts are funded by the AC&I appropriation. FY 2011 request includes funding for the proposed pay raise (1.4% for military and 1.4% for civilians), medical benefits, other mandatory personnel entitlements.

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 66	\$ 66	\$ 36	(30)

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 2011 request reflects the anticipated need.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 21	\$ 26	\$ 14	(12)

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 14	\$ 13	\$ 7	(6)

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 33	\$ 26	\$ 14	(12)

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 2,938	\$ 2,793	\$ 1,516	\$ (1,277)

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. The FY 2011 request reflects the anticipated need.

Other services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 3,862	\$ 3,663	\$ 1,988	\$ (1,675)

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 and other initiatives focused on improving performance of Coast Guard missions. The FY 2011 request reflects the anticipated need.

Supplies and materials

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ (706)	\$ 1,107	\$ 600	\$ (507)

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 2011 request reflects the anticipated need.

Equipment

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 4,932	\$ 4,677	\$ 2,538	\$ (2,139)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2011 request reflects the anticipated need.

Land and structures

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 848	\$ 805	\$ 437	\$ (368)

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 2011 request reflects the anticipated need.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Military Housing
Funding Schedule
(Dollars in Thousands)**

Military Housing		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	-	-	70	70
22.0	Transportation of things	-	-	28	28
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	14	14
23.3	Communication, utilities, and misc charges	-	-	28	28
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	2,961	2,961
25.2	Other services	-	-	3,882	3,882
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	-	-	1,173	1,173
31.0	Equipment	-	-	4,958	4,958
32.0	Land and structures	-	-	851	851
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ -	\$ -	\$ 13,965	\$ 13,965
Full Time Equivalents		-	-	-	-

Summary Justification and Explanation of Changes

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	\$ 70	\$ 70

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	\$ 28	\$ 28

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.

Other rent

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	\$ 14	\$ 14

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	\$ 28	\$ 28

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.

Advisory and assistance services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	\$ 2,961	\$ 2,961

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

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	3,882	\$ 3,882

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 and other initiatives focused on improving performance of Coast Guard missions.

Supplies and materials

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	1,173	\$ 1,173

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.

Equipment

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	4,958	\$ 4,958

This object class covers the purchase of capitalized and non-capitalized assets.

Land and structures

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ -	851	\$ 851

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.

I. Changes in Full-Time Equivalents

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Changes in Full-Time Equivalents

	FY 2009	FY 2010	FY 2011
BASE: Start of Year (SOY) FTE levels	652	685	735
INCREASES:			
Increase #1: AC&I personnel management.	52	50	50
Description: Management and oversight of AC&I projects.			
Subtotal, Increases:	52	50	50
DECREASES:			
Subtotal, Decreases:	0	0	0
Year-end Enacted / Estimated FTEs	704	735	785
Net Change from prior year SOY base to budget year estimate:	52	50	50

*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.

J. Glossary of Abbreviations

Acronym	Definition
AC&I	Acquisition, Construction and Improvements (Appropriation)
APB	Acquisition Program Baseline
ASM	Aviation Special Mission
AT/FP	Anti-Terrorism Force Protection
AUF	Airborne Use of Force
C2CEN	Command & Control Engineering Center
C4ISR	Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance
CAS	Cost Accounting Standards
CBRNE	Chemical, Biological, Radiological, Nuclear, Explosive
CDR	Critical Design Review
CLIN	Contract Line Item Number
COMOPTEVFOR	Commander Operational Test and Evaluation Force
COP	Common Operational Picture
COTR	Contracting Officer Technical Representative
DCAA	Defense Contract Audit Agency
DD	Detailed Design (Phase)
DT&E	Developmental Test and Evaluation (Phase)
DTO	Delivery Task Order
FFP	Firm Fixed Price
FRC	Fast Response Cutter
G&A	General and Administrative
ICGS	Integrated Coast Guard System
IDS	Integrated Deepwater System
INSURV	Board of Inspection and Survey
IOC	Initial Operating Capability
IPT	Integrated Product Team
LLTM	Long Lead-Time Material
LRI	Long Range Interceptor (Small Boat)
LRS	Long Range Surveillance (Aircraft)
MCH	Multi-mission Cutter Helicopter
MDA	Maritime Domain Awareness
MEP	Mission Effectiveness Project
MPA	Maritime Patrol Aircraft
MRR	Medium Range Recovery (Aircraft)
MRS	Medium Range Surveillance (Aircraft)
MSP	Mission Systems Pallet
NAVAIR	Naval Air Systems Command
NAVSEA	Naval Sea Systems Command
NSC	National Security Cutter

NWSC	Naval Surface Warfare Center
OPC	Offshore Patrol Cutter
OT&E	Operational Test and Evaluation (Phase)
OTH	Over the Horizon
PDR	Preliminary Design Review (Phase)
P&D	Production & Deployment (Phase)
P&CD	Production & Contract Design (Phase)
PPE	Personal Protective Equipment
PRR	Production Readiness Review
SPAWAR	Space & Naval Warfare Systems Center
SRR	System Requirements Review
SRP	Short Range Prosecutor (Small Boat)
TOC	Total Ownership Cost
TRR	Test Readiness Review
VUAV	Vertical Takeoff and Landing Unmanned Air Vehicle
WMEC	Medium Endurance Cutter
WPB	Patrol Boat

Department of Homeland Security

United States Coast Guard

Alteration of Bridges



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard
Alteration of Bridges

I. Appropriation Overview

A. Mission Statement for Alteration of Bridges:

Alteration of unreasonably obstructive bridges supports 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. Alterations also deter waterway and highway/railway closures due to accidents.

B. Budget Activities:

Funding 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 2011.

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

	Perm Pos	FTE	Amount
2009 Actual	\$13,997
2010 Enacted	\$4,000
2011 Adjustments-to-Base			(\$4,000)
2011 Current Services
2011 Program Change
2011 Request
Total Change 2010-2011	(\$4,000)

The Coast Guard does not request any funding for this activity in FY 2011.

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.

Significant accomplishments in FY 2009 included:

- 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 percent of the design of the new bridge.
- Burlington Northern Santa Fe Railroad Bridge across the Upper Mississippi River in Fort Madison, Iowa: Update the design of the new bridge.

There are currently eight bridges that the Coast Guard has determined to be unreasonable obstructions to navigation and has issued orders to alter.

The Coast Guard has deemed an additional 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.

Alteration of Bridges received \$142 million for “construction ready” bridge alteration projects through the American Recovery and Reinvestment Act (ARRA) of 2009. The proposed projects to receive ARRA funding, the first four bridges listed above, are described in the ARRA AB Expenditure Report submitted to Congress.

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), \$4,000,000, to remain available until expended: Provided, That of the amounts made available under this heading, \$4,000,000 shall be for the Fort Madison Bridge in Fort Madison, Iowa.] (Department of Homeland Security Appropriations Act, 2010.)

B. FY 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	-	-	\$ 13,997
2010 Enacted	-	-	4,000
Adjustments-to-Base			
Total Decreases	-	-	(4,000)
Total Adjustments-to-Base	-	-	(4,000)
2011 Current Services	-	-	-
Program Changes			
Program Decreases	-	-	-
Total Program Changes	-	-	-
2011 Request	-	-	-
2010 to 2011 Total Change	-	-	(4,000)

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	-	-	-	-
Total, Personnel Comp. & Benefits	\$ -	\$ -	\$ -	\$ -
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	155,997	6,003	-	(6,003)
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 155,997	\$ 6,003	\$ -	(6,003)
Total Direct Obligations	\$ 155,997	\$ 6,003	\$ -	\$ (6,003)
Unobligated balance, start of year	-	(2,003)	-	-
Unobligated balance, end of year	2,003	-	-	-
Total Requirements	\$ 158,000	\$ 4,000	\$ -	\$ -

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	-	-	-	-
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	155,997	6,003	-	(6,003)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 155,997	\$ 6,003	\$ -	\$ (6,003)
Full Time Equivalents		-	-	-	-

PPA Mission Statement

The alteration of unreasonably obstructive bridges supports 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.

Summary Justification and Explanation of Changes

Land and structures

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$ 155,997	\$	6,003	\$	-	\$	(6,003)

The Coast Guard is not requesting funding for Alteration of Bridges in FY 2011.

I. Changes in Full-Time Equivalents

Not Applicable

Department of Homeland Security

United States Coast Guard

Research, Development, Test and Evaluation



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard
Research, Development, Test and Evaluation

I. Appropriation Overview

A. Mission Statement for Research, Development, Test and Evaluation:

Research, Development, Test and Evaluation (RDT&E) funding allows the Coast Guard to sustain critical mission capabilities through applied research and partnerships with the Department of Homeland Security (DHS), the Department of Defense (DoD), as well as other federal and private research organizations. The purpose of the R&D Program is to help identify and examine existing or impending problems in the Coast Guard's operational, regulatory, and support programs and make improvements through solutions based on scientific and technological advances. 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 appropriation sustains program infrastructure and core capabilities, knowledge, skills, experience, and facilities to allow the Coast Guard to maintain a balanced portfolio of projects that supports short, medium and long range requirements across all missions. Other activities include formulation and oversight of cooperative agreements with relevant professional in the public and private sectors, such as University Affiliated Research Centers (UARC) and Federally Funded Research & Development Centers (FFRDC) to promote collaboration and leverage expertise and the development of techniques, methods, hardware, and systems that directly contribute to increasing productivity and effectiveness of the Coast Guard's operating missions.

C. Budget Request Summary:

The Coast Guard requests \$20.034 million in FY 2011 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 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Summary of FY 2011 Budget Estimates by Program/Project Activity**

(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	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	89	\$ 19,592	101	\$ 24,745	101	\$ 20,034	-	\$ (4,711)	-	\$ (5,000)	-	\$ 289
Subtotal, Enacted Appropriations and Budget Estimates	89	\$ 19,592	101	\$ 24,745	101	\$ 20,034	-	\$ (4,711)	-	\$ (5,000)	-	\$ 289
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	89	\$ 19,592	101	\$ 24,745	101	\$ 20,034	-	\$ (4,711)	-	\$ (5,000)	-	\$ 289

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

	Perm		
	Pos	FTE	Amount
2009 Actual	101	89	19,592
2010 Enacted	101	101	24,745
2010 Adjustments-to-Base	...	...	289
2011 Current Services	101	101	25,034
2011 Program Change	...	...	(5,000)
2011 Request	101	101	25,034
Total Change 2010-2011	...	...	(4,711)

The Coast Guard requests \$20.034 million for this activity. This reflects a \$4.711 million decrease from the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

The RDT&E Appropriation funds foundational work for decision-makers of future acquisition, operations, regulatory, and support initiatives before long-term commitments are made through the AC&I or OE appropriations. Knowledge and experience are gained through mission validation, gap analysis, modeling and simulation, requirements validation, operational analysis, market research, alternatives analysis, technology maturity assessments, cost estimation, prototyping, operational assessments, testing, and evaluation.

Funding requirements for the RDT&E Program are grouped into two categories: Coast Guard Mission Research and Operations & Maintenance (e.g., salaries, facility rent, utilities, etc.)

Significant accomplishments in FY 2009 included:

- Demonstrated the at-sea capability of the Law Enforcement desktop 10-print biometrics identification system that uses a multi-digit handheld device in support of the Migrant Interdiction mission.
- Provided decision information that supported the Coast Guard acquisition of an improved use of force toolset that maximized mission effectiveness and minimized risk of collateral damage in the port environment.

- Developed guidance tools (models) that applied to warm and cold marine environments and provided probabilistic survival information to Search and Rescue (SAR) watch-standers that was incorporated into SAR planning software and improved the operational guidance and decision support tools that support SAR.
- Evaluated new equipment to detect, and began development of new equipment that recovers, non-buoyant submerged oils that have been spilled into waterways.
- Continued study to identify Unmanned Aerial System (UAS) that could operate off the National Security Cutter (NSC).
- Developed rigorous and defensible test procedures and gathered credible performance data to support Coast Guard decisions on commercial ballast water treatment system certification and ensured compliance with ballast water regulations aimed at reducing the number of incidental introductions of aquatic nuisance species into U.S. waters during normal ship operations.
- Conducted a technology demonstration of the use of tidal currents as a source of electrical power for Coast Guard Station Eastport, Maine.

In FY 2010, the 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 2010 planned accomplishments include:

Infrastructure and Capability Investment

- 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 the operational sponsors and acquisition project managers. Perform analyses for acquisition, operational, and regulatory issues to support Directorate program managers. Develop a pipeline of reusable tools, beginning with exploratory studies to determine acquisitions and operational areas where modeling would optimize decision support. In FY 2010, M&S development efforts will focus on the Human Systems Integration model.

Perform Verification, Validation, and Accreditation (VV&A) efforts to ensure that the application of M&S results are appropriate for the intended purpose. Every Coast Guard M&S, whether embedded in operational systems, stand-alone systems or integrated with other M&S systems for distributed simulation is

required to be verified and validated prior to its use. Confidence in a particular model or simulation must be justified before its results are used in decisions involving large sums of money, risk to human life, or the possible loss of critical Coast Guard capabilities. In FY 2010, the RDT&E Program plans to complete verification and validation of the Pre-Acquisition Cost Model (based on the Automated Cost Estimating Integrated Tool cost modeling framework) and the Sensor Performance Model.

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. For operational purposes, M&S aids in the development of the proper asset mix and improves and validates user requirements.

Acquisition Program Support

- Unmanned Aerial Systems (UAS)
The Coast Guard, along with Customs and Border Protection (CBP), is evaluating both land- and cutter-based UAS to provide cost-effective solutions for enhanced maritime surveillance and cutter mission effectiveness. As a critical step in supporting the Coast Guard's UAS Strategy, the RDT&E Program plans to conduct a cutter-based advanced concept technology demonstration (ACTD). To that end, the Program will develop a sound and actionable cutter-based UAS procurement plan and an ACTD execution plan.
- Command Centers
Use collaborative social networks and their flexibility to reduce the time to formulate a comprehensive port picture identifying and alerting Command Center personnel to potential concerns. Collaborative networking can enhance Situational Awareness and Decision Making by helping watch personnel create knowledge, share it and act on it in ways that will measurably improve the effectiveness and efficiency of the Command Center and its collaborators.
- Emerging Vessel Technologies
Continue joint research venture between Science and Technology (S&T), the Coast Guard, and industry to investigate viability and applicability of emerging technologies for reduced emissions, alternative propulsion, "green" technologies and modular design in order to support a major acquisition for the future recapitalization and multi-mission modernization of inland, river, and Great Lakes cutter fleets.

Operational Program Support

- Improved Maritime Domain Awareness (MDA)
Analyze the Naval Research Laboratory (NRL)-developed Comprehensive Maritime Awareness (CMA) software demonstration and data to determine its potential for improving the Coast Guard's ability to manage, distribute, and fuse INTEL/Sensor derived data that provides timely and accurate information across the CMA information system. Comprehensive Maritime Awareness is a program to improve Maritime Domain Awareness with the vision of sharing maritime information throughout the world to deter use of commercial maritime shipping for terrorism, WMD proliferation, drugs, piracy and human trafficking. CMA is intended to specifically improve maritime awareness and information management techniques through interagency and international information-sharing of large volumes of data.

Regulatory Program Support

- Oil Spill Detection/Response
Continue research to develop systems and operational processes to address performance gaps in heavy, viscous oil recovery. The objective is to develop a system to detect, collect, and recover heavy oil from the sea floor. The focus in FY 2010 is to begin development of promising capabilities and techniques for recovering heavy oil on the sea floor. Proof of concept testing and evaluation of the most promising of those capabilities and techniques will follow in future fiscal years.

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.

- Ballast Water Treatment Systems
Continue to develop rigorous and defensible test procedures and gather credible performance data to support Coast Guard decisions on certifying commercial ballast water treatment systems and to ensure compliance with ballast water regulations. Ballast water treatment systems reduce the number of incidental introductions of aquatic nuisance species into U.S. waters during normal ship operations.
- Arctic Operations
Explore adaptation and modernization of capabilities and concepts of operations (CONOPS) and support of Coast Guard missions in the Arctic environment. Based on an analysis of the peculiarities of performing Coast Guard missions in such climates, develop a knowledge base of efforts, including those by

government, industry, and foreign entities, to support the development of policy and Concept of Operations for cold weather climates.

Asset Support Manager Support

- Alternative Energy/Environmental Analysis
Investigate the feasibility and cost of alternative energy technologies, focusing on Coast Guard shore facilities. Gain a better understanding of the technologies that have a potential for providing alternative power while lowering the facilities' carbon footprints. The Coast Guard needs to develop and utilize renewable/sustainable energy sources that are environmentally friendly or it will continue to be subjected to rising energy costs due to an outdated and inefficient utility infrastructure.
- Coast Guard Fire and Safety Test Future Capabilities
Conduct mission analysis of the Coast Guard's Fire and Safety Test Detachment (FSTD) and implement best practices. Identify program risks and minimize impact to stakeholders during program transition. The Coast Guard's FSTD current mission focus and organizational structure does not effectively support the new Acquisition Directorate.

Great Lakes Restoration Initiative

- Invasive Species
The Coast Guard will coordinate with the Environmental Protection Agency, U.S. Fish and Wildlife Service, and Maritime Administration 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.

With FY 2011 funding, the Coast Guard RDT&E Program will update and certify critical modeling and simulation tools, develop the necessary plans to conduct a cutter-based UAS acquisition concept technology demonstration (ACTD) with our UAS partners, as well as conduct research and development in the following areas: prevention and mitigation of oil spills; prevention and mitigation of aquatic invasive species; sensory optimization, automation, and visualization for aviation, surface, and shore assets; surface-fleet pre-acquisition exploration of key technologies; and exploration of concepts and technologies supporting Coast Guard operations in the Arctic regions.

FY 2011 planned accomplishments include:

Infrastructure and Capability Investment

- Modeling & Simulation (M&S)
Improve the RDT&E Program's in-house analysis capability by bringing the

Coast Guard's modeling & simulation tools into the 21st Century. Perform analyses for acquisition, operational, and regulatory issues to support Directorate program managers. Develop a pipeline of reusable tools, beginning with exploratory studies to determine acquisitions and operational areas where modeling would optimize decision support. FY 2011 efforts include refining a cost-modeling and simulation capability to improve the Coast Guard's ability to predict acquisition costs and converting existing Coast Guard campaign-modeling algorithms to a next-generation simulation environment that possesses 21st Century speed, flexibility, and accessibility designed for the Coast Guard analyst to generate rapid, cogent analysis. M&S is key to properly understanding risk and forecasting performance and outcomes for Coast Guard missions and assets. Currently, the campaign-level M&S tool resides on severely outdated hardware running a Windows 98 operating system.

Refine existing tactical and system models and accredit these tools. Verification, Validation, and Accreditation (VV&A) efforts ensure the application of M&S results is appropriate for the intended purpose. Every Coast Guard M&S, whether embedded in operational systems, stand-alone systems or integrated with other M&S systems for distributed simulation is required to be verified and validated prior to its use. Confidence in a particular model or simulation must be justified before its results are used in decisions involving resources, risk to human life, or the possible loss of critical Coast Guard capabilities. Human Systems Integration Model verification and validation is planned for FY 2011. The Pre-Acquisition Cost and the Sensor Performance models will begin the accreditation process.

Acquisition Program Support

- Unmanned Aerial Systems (UAS)
The Coast Guard, along with CBP, is evaluating both land- and cutter-based UAS to provide cost-effective solutions for enhanced maritime surveillance and cutter mission effectiveness. As a critical step in supporting the Coast Guard's UAS Strategy, the RDT&E Program plans to conduct a land-based advanced concept technology demonstration (ACTD) in FY 2012. To that end the Program will develop a sound and actionable cutter-based UAS procurement plan and an ACTD execution plan.
- Pre-Acquisition Exploration for the Surface Fleet
Explore the maturity of modern technology areas and build knowledge and experience crucial to reducing risk of future major acquisitions of cutters, including the Offshore Patrol Cutter (OPC), and Inland Rivertenders. To determine technical maturity and applicability, the technology areas planned include: (1) launch and recovery, (2) modern propulsion systems, (3) "green" technologies, and (4) modern materials.

These recapitalization projects are in the pre-acquisition phase. To improve the capabilities delivered while conforming to cost, schedule, and performance

restrictions, several new concepts and modern technologies must be explored early. In FY 2011, the RDT&E Program will analyze and demonstrate propulsion alternatives for cutters that improve operational efficiency during low-speed maneuver and loitering operations.

Operational Program Support

- Sensor Optimization, Automation, and Visualization
Recent and future acquisitions are introducing a new generation of sensors with highly increased capabilities and complexity. Consequently, there is a need for updated Coast Guard search and law-enforcement effectiveness data. The RDT&E Program will: (1) optimize and automate sensor performance of the new generation aviation-, surface-, and shore-based systems to enhance operational missions, (2) improve modeling & simulation tools by providing the real-world data needed to improve M&S accuracy, and (3) enhance the understanding of the results through updated visualization techniques. Sensor Optimization will realize the full potential of these new sensors and assign each sensor its most effective search patterns. Sensor Automation will address the leap in technological complexity of these new systems by making these sensors as fully automatic as possible to allow Coast Guard operators to concentrate on the mission. Sensor Visualization will apply sensor-visualization techniques to expand sensor applicability to a wider range of audiences and uses.

Regulatory Program Support

- Oil Spill Detection/Response (Oil Spill Liability Trust Fund)
Invest in the infrastructure and capabilities development necessary to identify those technologies most effective in preventing, managing and mitigating Maritime Environmental Response incidents involving oil spills that could potentially threaten sensitive maritime and coastal environments or critical coastal infrastructure. Work benefits regulatory program managers in the area of oil spill prevention, detection, and response.

Continue research to develop systems and operational processes to address performance gaps in heavy, viscous oil recovery. The objective is to develop a system to detect, collect, and recover heavy oil from the sea floor. The focus in FY 2011 is to conduct proof of concept testing of promising capabilities and techniques for recovering heavy oil on the bottom. Evaluation of the most promising of those capabilities and techniques would follow in future years.

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.

- Ballast Water Treatment Systems

Complete investigation and development of rigorous and defensible test procedures. Based on credible performance data, recommend procedures and techniques for routine shipboard ballast water treatment compliance testing to support Coast Guard decisions on certifying commercial ballast water treatment systems.

Continue investments and partnerships with entities conducting ballast-water-treatment system testing to test the efficacy of such systems and methods in both salt and fresh water. This work will benefit regulatory program managers in the area of prevention and mitigation of non-indigenous species invasion (e.g., zebra mussels) through vectors such as ballast-water.

Methodologies are needed to test and certify design criteria for ballast-water-treatment systems in a shipboard environment, investigate how to minimize other-than-ballast-water introduction of NIS (e.g., via hull fouling), and determine ways to mitigate effects.

- Arctic Operations

Explore ways to modernize Coast Guard capabilities and concepts of operations (CONOPS) to successfully accomplish Coast Guard missions within the Arctic region. Insights gained from these activities will inform a Technology Strategy and Technology Plan that can greatly assist both development of policy and doctrine, including validation of operational concepts, identification of capability gaps, analysis of alternative solutions, and development of performance requirements and specifications.

Asset Support Manager Support

- Alternative Energy/Environmental Analysis

Baseline environmental impact analyses of shore-based facilities. Develop business cases for alternative energy technology strategies, based on an understanding of the technologies that have a potential for providing alternative power while lowering the facilities' carbon footprints. The Coast Guard needs to develop and utilize renewable/ sustainable energy sources that are environmentally friendly or it will continue to be subjected to rising energy costs due to an outdated and inefficient utility infrastructure.

- Coast Guard Fire and Safety Test Future Capabilities

Based on the mission analysis of the Coast Guard's Fire and Safety Test Detachment (FSTD), determine the best use of the facility and personnel. There are several viable options, ranging from closing the unit to changing the mission to acquisition test and evaluation support. The program will begin execution of the final recommendations for the disposition of both the FSTD and the T/V

STATE OF MAINE, the detachments testing environment. The STATE OF MAINE is beyond its useful life as a platform for fire safety testing and its age and condition have the potential to create a future liability for the Coast Guard.

Actions required to return the T/V STATE OF MAINE to the Maritime Administration (MARAD) include removing Coast Guard equipment, preparing the vessel for transit, dredging to enable the vessel's passage to the main channel, and providing a commercial tow to the designated MARAD site.

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 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; [\$24,745,000] **\$20,034,000** 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 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, 2010.*)

Explanation of Changes:

No substantive changes proposed.

B. FY 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	101	89	19,592
2010 Enacted	101	101	24,745
Adjustments-to-Base			
Increases			
Annualization of FY 2010 Pay Raise	-	-	68
FY 2011 Pay Raise	-	-	221
Total Increases	-	-	289
Total Adjustments-to-Base	-	-	289
2011 Current Services	101	101	25,034
Program Changes			
Program Decrease	-	-	(5,000)
Total Program Changes			(5,000)
2011 Request	101	101	20,034
2010 to 2011 Total Change	-	-	(4,711)

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	2009 Actual		2010 Estimate		2011 Estimate		Increase/Decrease		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Agency 1 Department of Homeland Security	-	-	1,180	-	-	1,000	-	-	-
Agency 2 Department of the Navy	-	-	1,084	-	-	6,400	-	-	-
Agency 3 Joint Non-Lethal Weapons Directorate	-	-	1,143	-	-	1,400	-	-	-
Agency 4 Department of Army	-	-	1,407	-	-	1,200	-	-	-
Total Budgetary Resources	-	-	4,814	-	-	10,000	-	-	-

Obligations by Program/Project Activity	2009 Actual		2010 Estimate		2011 Estimate		Increase/Decrease		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Conventional Missions	-	-	4,814	-	-	10,000	-	-	-

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
11.1	Full-time permanent	6,731	7,626	7,825	199
11.3	Other than full-time permanent	157	178	181	3
11.5	Other personnel compensation	172	195	198	3
11.7	Military personnel	1,827	1,843	1,902	59
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,732	1,962	2,081	119
12.2	Military personnel benefits	258	261	265	4
13.0	Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits		\$ 10,877	\$ 12,065	\$ 12,452	\$ 387
Other Objects Classes:					
21.0	Travel	1,839	3,550	1,575	(1,975)
21.7	Lease of Vehicles	14	43	12	(31)
22.0	Transportation of things	94	288	82	(206)
23.1	GSA rent	-	1,116	1,150	34
23.2	Other rent	688	-	-	-
23.3	Communication, utilities, and misc charges	158	500	180	(320)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	1,942	3,225	1,325	(1,900)
25.2	Other services	236	723	207	(516)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	6	18	5	(13)
25.5	Research and development	1,870	10,042	1,480	(8,562)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	3	9	3	(6)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,439	4,408	1,190	(3,218)
31.0	Equipment	426	2,775	373	(2,402)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes		\$ 8,715	\$ 26,697	\$ 7,582	\$ (19,115)
Total, Research, Development, Test, & Evaluation		\$ 19,592	\$ 38,762	\$ 20,034	\$ (18,728)
Unobligated balance, start of year		(14,624)	(14,017)	-	
Unobligated balance, end of year		14,017	-	-	
Total Requirements		18,985	24,745	20,034	
Note 1: Unobligated balances include 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	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	-	-	-	-
O-7	-	-	-	-
O-6	2	2	2	-
O-5	1	1	1	-
O-4	3	3	3	-
O-3	7	7	7	-
O-2	-	-	-	-
O-1	-	-	-	-
CWO4	1	1	1	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	-	-	-	-
E-8	-	-	-	-
E-7	2	2	2	-
E-6	3	3	3	-
E-5	-	-	-	-
E-4	1	1	1	-
E-3	1	1	1	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions *	21	21	21	-
Unfilled Positions EOY	1	-	-	-
Total Perm. Employment EOY	20	21	21	-
FTE**	22	21	21	-
Headquarters	3	2	2	-
U.S. Field	18	19	19	-
Foreign Field	-	-	-	-
Total Permanent Positions	21	21	21	-
Position Data:				
Average Salary, Officer Positions***	\$ 107,098	\$ 110,989	\$ 114,441	\$ 3,452
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions***	\$ 63,835	\$ 66,057	\$ 67,912	\$ 1,855
Average Grade, Enlisted Positions	6	6	6	-

* 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	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	4	4	4	-
GS-14	14	14	14	-
GS-13	32	32	32	-
GS-12	22	21	21	-
GS-11	1	1	1	-
GS-10	-	-	-	-
GS-9	2	2	2	-
GS-8	1	1	1	-
GS-7	2	2	2	-
GS-6	1	2	2	-
GS-5	-	-	-	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	1	1	1	-
Ungraded Positions	-	-	-	-
Total Permanent Positions *	80	80	80	-
Unfilled Positions EOY	4	2	2	-
Total Perm. Employment (Filled Positions) EOY	76	78	78	-
FTE	67	80	80	-
Headquarters	5	5	5	-
U.S. Field	75	75	75	-
Foreign Field	-	-	-	-
Total Permanent Positions	80	80	80	-
Position Data:				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions**	\$ 121,032	\$ 124,454	\$ 128,878	\$ 4,424
Average Grade, GS Positions	13	12	12	-

* 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

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
PPA I
Funding Schedule
(Dollars in Thousands)

Research, Development, Test and Evaluation		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
Object Classes					
11.1	Full-time permanent	6,731	7,626	7,825	199
11.3	Other than full-time permanent	157	178	181	3
11.5	Other personnel compensation	172	195	198	3
11.7	Military personnel	1,827	1,843	1,902	59
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,732	1,962	2,081	119
12.2	Military personnel benefits	258	261	265	4
13.0	Benefits-former	-	-	-	-
21.0	Travel	1,839	3,550	1,575	(1,975)
21.7	Lease of Vehicles	14	43	12	(31)
22.0	Transportation of things	94	288	82	(206)
23.1	GSA rent	-	1,116	1,150	34
23.2	Other rent	688	-	-	-
23.3	Communication, utilities, and misc charges	158	500	180	(320)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	1,942	3,225	1,325	(1,900)
25.2	Other services	236	723	207	(516)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	6	18	5	(13)
25.5	Research and development	1,870	10,042	1,480	(8,562)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	3	9	3	(6)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,439	4,408	1,190	(3,218)
31.0	Equipment	426	2,775	373	(2,402)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Research, Development, Test, & Evaluation		\$ 19,592	\$ 38,762	\$ 20,034	\$ (18,728)
Full Time Equivalents		89	101	101	-

PPA Mission Statement

The Coast Guard RDT&E Appropriation serves as a strategic investment in real-world exploration to quickly gain knowledge and experience enhancing the sound early decisions that have a significant effect on a system's overall value and risk profiles. The RDT&E Appropriation funds foundational work for decision-makers of future acquisition, operations, regulatory, and support initiatives before long-term commitments are made through the AC&I or OE appropriations. Knowledge and experience are gained through mission validation, gap analysis, modeling and simulation, requirements validation, operational analysis, market research, alternatives analysis, technology maturity assessments, cost estimation, prototyping, operational assessments, testing, and evaluation.

Summary Justification and Explanation of Changes

Salaries and Benefits

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 10,877	\$ 12,065	\$ 12,452	\$ 387

FY 2011 request includes funding for the proposed pay raise (1.4% for military and 1.4% for civilians), medical benefits, other mandatory personnel entitlements.

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 1,839	\$ 3,550	\$ 1,575	\$ (1,975)

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 2011 request reflects the anticipated need for R&D project related travel.

Lease of Vehicles

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 14	\$ 43	\$ 12	\$ (31)

FY 2011 request reflects the anticipated need for government vehicles leases.

Transportation of things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 94	\$ 288	\$ 82	\$ (206)

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. The FY 2011 request reflects the anticipated need for the transportation of things related to R&E research projects.

GSA rent

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ -	\$ 1,116	\$ 1,150	\$ 34

GSA rent includes all payments for GSA leased facilities for rental space, land and structures. Increased funding in FY 2011 is a result of annual adjustment to the lease for the Research and Development Center's facility in New London, CT.

Communication, utilities, and misc charges

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	158	\$	500	\$	180	\$	(320)

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. The FY 2011 request reflects the anticipated need for R&D related projects.

Advisory and Assistance

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	1,942	\$	3,225	\$	1,325	\$	(1,900)

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 request in FY 2011 reflects shifts in project funding for technology demonstrations, testing and evaluations and their progress.

Other services

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	236	\$	723	\$	207	\$	(516)

Other services include contractual services with non-federal sources that are not otherwise classified under Object Class 25. The FY 2011 request reflects the anticipated need for R&D projects.

Operation & maintenance of facilities

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	6	\$	18	\$	5	\$	(13)

Operation and maintenance of facilities includes all payments for the operation and maintenance of facilities when done by contract with the private sector or another Federal Government account. Decreased funding in FY 2011 is the result of reduced maintenance facilities costs.

Research and development

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	1,870	\$	10,042	\$	1,480	\$	(8,562)

Decreased funding in FY 2011 is primarily a reflection of the assumption that all FY 2010 BA in this two-year account will be obligated in the first year.

Operation & maintenance of equipment

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	3	\$	9	\$	3	\$	(6)

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. The FY 2011 request reflects the anticipated need for R&D projects.

Supplies and materials

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	1,439	\$	4,408	\$	1,190	\$	(3,218)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. The FY 2011 request reflects the anticipated need for R&D projects.

Equipment

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	426	\$	2,775	\$	373	\$	(2,402)

This object class covers the purchase of R&D materials for technology demonstrations, testing and evaluations and their progress. The FY 2011 request reflects the anticipated need for R&D projects.

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 2009	FY 2010	FY 2011
BASE: Start of Year (SOY) FTE levels	102	102	101
DECREASES:			
Decrease #1: RDT&E Personnel Management	0	-1	0
Description: Implementation of OMB Circular A-76 Reorganization			
Subtotal, Decreases:	0	-1	0
Year-end Enacted / Estimated FTEs	102	101	101
Net Change from prior year SOY base to budget year estimate:	0	-1	0

*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 2011
Congressional Justification

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U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution

I. Appropriation Overview

A. Mission Statement for the Health Care Fund Contribution:

The Medicare-Eligible Retiree Health Care Fund Contribution (HFC) funds accrual of the Coast Guard's military Medicare-eligible health benefit contribution to the Department of Defense (DoD) Medicare-Eligible Retiree Health Care 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 scored as discretionary spending.

B. Budget Activities:

There are no budget activities directly related to providing this benefit to active duty personnel and their dependents.

C. Budget Request Summary:

The Coast Guard estimates that \$265.321 million will be paid to the DoD Medicare-Eligible Retiree Health Care Fund in FY 2011 to support the benefits outlined above. The total adjustment to the base is a decrease of \$685.000 thousand.

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)**

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Total Changes		Increase (+) or Decrease (-) For FY 2011		Adjustments-to-base			
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Program Changes		FTE	
											AMOUNT	AMOUNT	AMOUNT	AMOUNT
I. Medicare-Eligible Retiree Health Care Fund Contribution	-	\$ 257,305	-	\$ 266,006	-	\$ 265,321	-	\$ (685)	-	\$ (685)	-	\$ -	-	\$ (685)
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 257,305	-	\$ 266,006	-	\$ 265,321	-	\$ (685)	-	\$ (685)	-	\$ -	-	\$ (685)
Less Adjustments for Other Funding Sources:														
Net, Enacted Appropriations & Budget Estimates	-	\$ 257,305	-	\$ 266,006	-	\$ 265,321	-	\$ (685)	-	\$ (685)	-	\$ -	-	\$ (685)

III. Current Services Program Description by PPA

Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
Program Performance Justification
(Dollars in Thousands)

PPA I: MEDICARE-ELIGIBLE RETIREE HEALTH CARE FUND CONTRIBUTION

	Perm Pos	FTE	Amount
2009 Actual	\$257,305
2010 Enacted	266,006
2011 Adjustments-to-Base			(685)
2011 Current Services	265,321
2011 Program Change
2011 Request	265,321
Total Change 2010-2011	(685)

The Coast Guard requests \$265.321 million for this activity. This is \$685.000 thousand below the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Medicare-Eligible Retiree Health Care Fund Contribution (HFC) will fund accrual of the Coast Guard's military Medicare-eligible health benefit contribution 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.

IV. Program Justification of Changes

Not Applicable

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

Not Applicable

B. FY 2010 to FY 2011 Budget

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Health Care Fund Contribution
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	-	-	257,305
2010 Enacted	-	-	266,006
Technical Adjustments	-	-	(685)
Total Decreases	-	-	(685)
Total Adjustments-to-Base	-	-	(685)
2011 Current Services	-	-	265,321
Program Changes	-	-	-
Total Program Changes	-	-	-
2011 Request	-	-	265,321
2010 to 2011 Total Change	-	-	(685)

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	257,305	266,006	265,321	(685)
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 257,305	\$ 266,006	\$ 265,321	\$ (685)
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	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ -	\$ -	\$ -	\$ -
Total Direct Obligations	\$ 257,305	\$ 266,006	\$ 265,321	\$ (685)
Unobligated balance, start of year	-	-	-	-
Unobligated balance, end of year	-	-	-	-
Total Requirements	\$ 257,305	\$ 266,006	\$ 265,321	\$ -

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	257,305	266,006	265,321	(685)
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	-	-	-	-
Total Direct Obligations		\$ 257,305	\$ 266,006	\$ 265,321	\$ (685)
Full Time Equivalents		-	-	-	-

PPA Mission Statement

The Medicare-Eligible Retiree Health Care Fund Contribution (HFC) will fund accrual of the military Medicare-eligible health benefit contribution 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

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
	\$ 257,305	\$	266,006	\$	265,321	\$	(685)

Salaries and Benefits include the annual contribution to the military Medicare-Eligible Retiree Health Care Fund. The FY 2011 request includes a decrease of \$685 thousand.

I. Changes in Full-Time Equivalents

Not Applicable

Department of Homeland Security

United States Coast Guard

Retired Pay



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard
Retired Pay

I. Appropriation Overview

A. Mission Statement for Retired Pay:

The Retired Pay (RP) appropriation provides 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 payment for medical care of retired personnel and their dependents.

B. Budget Activities:

There are no budget activities directly related to providing this benefit to retired military personnel and their dependents.

C. Budget Request Summary:

The Coast Guard requests \$1.401 billion in FY 2011 to support the benefits outlined above. The Coast Guard also requests that any FY 2011 funding remain available until expended. This is consistent with the enacted Department of Homeland Security Appropriations Act of 2010 (P.L. 111-83). The Retired Pay appropriation is scored as a mandatory appropriation in the budget process.

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

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

Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Retired Pay	-	\$ 1,280,855	-	\$ 1,361,245	-	\$ 1,400,700	-	\$ 39,455	-	\$ -	-	\$ 39,455
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 1,280,855	-	\$ 1,361,245	-	\$ 1,400,700	-	\$ 39,455	-	\$ -	-	\$ 39,455
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 1,280,855	-	\$ 1,361,245	-	\$ 1,400,700	-	\$ 39,455	-	\$ -	-	\$ 39,455

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

	Perm Pos	FTE	Amount
2009 Actual	\$1,280,855
2010 Enacted	1,361,245
2011 Adjustments-to-Base			39,455
2011 Current Services	1,400,700
2011 Program Change
2011 Request	1,400,700
Total Change 2010-2011	39,455

The Coast Guard requests \$1.401 billion for this activity. This is an increase of \$39.455 million over the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Retired Pay (RP) appropriation provides 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 payment 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, payment for career status bonuses, concurrent receipts and combat related special compensation under the National Defense Authorization Act, and payments for medical care of retired personnel and their dependents under chapter 55 of title 10, United States Code, [\$1,361,245,000] **\$1,400,700,000** to remain available until expended. (*Department of Homeland Security Appropriations Act, 2010*).

B. FY 2010 to FY 2011 Budget

**Department of Homeland Security
U. S. Coast Guard
Retired Pay
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	-	-	1,280,855
2010 Enacted	-	-	1,361,245
Actuarial Adjustments	-	-	39,455
Total Increases	-	-	39,455
Total Adjustments-to-Base	-	-	39,455
2011 Current Services	-	-	1,400,700
Program Changes	-	-	-
Total Program Changes	-	-	-
2011 Request	-	-	1,400,700
2010 to 2011 Total Change	-	-	39,455

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	1,092,855	1,145,560	1,173,700	28,140
Total, Personnel Comp. & Benefits	\$ 1,092,855	\$ 1,145,560	\$ 1,173,700	\$ 28,140
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	188,000	218,398	227,000	8,602
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	-	-	-	-
Total, Other Object Classes	\$ 188,000	\$ 218,398	\$ 227,000	\$ 8,602
Total Direct Obligations	\$ 1,280,855	\$ 1,363,958	\$ 1,400,700	\$ 36,742
Unobligated balance, start of year	(31,326)	(2,713)	-	-
Unobligated balance, end of year	2,713	-	-	-
* Total Requirements	\$ 1,252,242	\$ 1,361,245	\$ 1,400,700	\$

*Total requirements in FY 2009 includes resources available from prior year recoveries.

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		2009 Actual	2010 Enacted	2011 Request	2010-2011 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	1,092,855	1,145,560	1,173,700	28,140
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	188,000	218,398	227,000	8,602
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	-	-	-	-
Total, Retired Pay		\$ 1,280,855	\$ 1,363,958	\$ 1,400,700	\$ 36,742
Full Time Equivalent		-	-	-	-

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

2009 Actual	2010 Enacted	2011 Request	2010-2011 Change
\$ 1,092,855	\$ 1,145,560	\$ 1,173,700	\$ 28,140

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

2009 Actual	2010 Enacted	2011 Request	2010-2011 Change
\$ 188,000	\$ 218,398	\$ 227,000	\$ 8,602

Increase accounts for the 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 2011

Congressional Justification

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U. S. Coast Guard **Boat Safety**

I. Appropriation Overview.

A. Mission Statement for Boat Safety:

The Boating Safety (BS) program is designed, through preventive means, to minimize 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 Marine Safety mission by 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., FY 2011 funding will be a percentage of FY 2010 trust fund receipts).

B. Budget Activities:

Boating Safety activities include overseeing manufacturer compliance with USCG regulations; grantmaking to States and national non-profit boating safety organizations; conducting surveys to measure recreational boating activity; continuing the "Boat Responsibly!" national outreach and awareness initiative; promulgating safety regulations; and measuring life jacket wear rates, including the effectiveness of voluntary and mandatory efforts to increase life jacket usage.

C. Budget Request Summary:

The FY 2011 budget reflects the anticipated level of funding that would be available from the trust fund for boating safety. This is based on current estimates of FY 2010 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 2011 is \$119.000 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 \$9.889 million decrease from the FY 2010 enacted level.

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 to the Coast Guard through transfers to this account from trust accounts in the Department of the Treasury. These amounts are available until expended, but are limited in purpose and amount in accordance with existing statutes.

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Boat Safety
Summary of FY 2011 Budget Estimates by Program/Project Activity**

(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Boat Safety	7	\$ 145,587	8	\$ 128,889	8	\$ 119,000	-	\$ (9,889)	-	\$ (9,889)	-	\$ 63
Subtotal, Enacted Appropriations and Budget Estimates	7	\$ 145,587	8	\$ 128,889	8	\$ 119,000	-	\$ (9,889)	-	\$ (9,889)	-	\$ 63
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	7	\$ 145,587	8	\$ 128,889	8	\$ 119,000	-	\$ (9,889)	-	\$ (9,889)	-	\$ 63

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

	Perm Pos	FTE	Amount
2009 Actual	8	7	145,587
2010 Enacted	8	8	128,889
2011 Adjustments-to-Base	...	...	63
2011 Current Services	8	8	128,952
2011 Program Change	...	...	(9,952)
2011 Request	8	8	119,000
Total Change 2010-2011	...	...	(9,889)

The Coast Guard requests \$119.000 million for this activity. This is a decrease of \$9.889 million from the FY 2010 enacted level.

CURRENT SERVICES PROGRAM DESCRIPTION:

Significant accomplishments in FY 2009 included:

Achieved the target performance goal of 4,132 casualties or fewer through the following measures:

- Conducted national observation studies that measured life jacket wear.
- Measured the effectiveness of a U.S. Army Corps of Engineers (USACE) project to mandate life jacket wear by all boaters aboard certain boats on USACE waters in southwest Pennsylvania and northern Mississippi. Preliminary results from USACE in northern Mississippi indicate significant increases in life jacket wear rates. The voluntary life jacket wear project in California has not significantly increased wear rates.
- Increased boating safety law enforcement, education and search and rescue efforts by the States through availability of recreational boating safety grant funds. Particularly, worked to have the Sport Fish Restoration and Boating Trust Fund reauthorized.
- Focused on assuring manufacturer compliance with boat construction standards (i.e., identified boats and manufacturers whose boats were involved in accidents where carbon monoxide, flotation, capacity, or fuel systems are causal factors).
- Progressed 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.

- Began a Boating Under the Influence (BUI) initiative (Operation Dry Water) that reduced the number of casualties where the use of alcohol by a boat's occupants was a causal factor in an accident.
- Began an operator compliance initiative that reduced deaths due to navigation rules violations (i.e., Reckless/Negligent Operation, Excessive Speed, Improper Lookout, Operator Inattention, and Rules of the Road).
- Developed a State program approval systems (i.e., adequate enforcement/sufficient patrol, adequate education, numbering system, casualty reporting system).
- Continued national outreach and awareness initiative, "Boat Responsibly!"

FY 2010 planned accomplishments include:

Achieve 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 (USACE) project to mandate life jacket wear by all boaters aboard certain sized boats on USACE waters in southwest Pennsylvania and northern Mississippi. Preliminary results from USACE in northern Mississippi indicate significant increases in life jacket wear rates. The voluntary life jacket wear project in California has not significantly increased wear rates. The Coast Guard is studying these results and will consult as appropriate with the National Boating Safety Advisory Council to consider initiating mandatory requirements for life jacket usage in high-risk scenarios and for high risk vessels (i.e., operating boats less than 21 feet in length).
- Continue the Boating Under the Influence (BUI) initiative (Operation Dry Water) to reduce the number of casualties where the use of alcohol by a boat's occupants was a cause of the accident.
- Will 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.
- 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!”

FY 2011 planned accomplishments include:

Achieve or meet the target performance goal of 4,180 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 (USACE) 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, 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 (Operation Dry Water) 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 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Boat Safety
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	8	7	145,587
2010 Enacted	8	8	128,889
Adjustments-to-Base			
Increases			
Annualization of FY 2010 pay raise	-	-	5
FY 2011 Pay Raise	-	-	58
Total Adjustments-to-Base	-	-	63
2011 Current Services	8	8	128,952
Program Changes			
Program Decrease	-	-	(9,952)
Total Program Changes	-	-	(9,952)
2011 Request	8	8	119,000
2010 to 2011 Total Change	-	-	(9,889)

C. Summary of Requirements

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

	2011 Request		
	Pos.	FTE	Amount
2009 Actual	8	7	145,587
2010 Enacted	8	8	128,889
Adjustments-to-Base (See "FY 2010 to FY 2011 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	63
Decreases	-	-	-
Total Adjustments-to-Base	-	-	63
2011 Current Services	8	8	128,952
Program Changes	-	-	(9,952)
2011 Request	8	8	119,000
2010 to 2011 Total Change	-	-	(9,889)

Estimates by Program/Project Activity	2010 Enacted		2011 Adjustments-to-Base		2011 Program Change		2011 Request		2010 to 2011 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
PPA 1	8	8	-	-	-	-	8	8	-	-
		128,889						119,000		(9,889)
Total Boat Safety	8	8	-	-	-	-	8	8	-	(9,889)
		128,889						119,000		(9,889)

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
11.1 Full-time permanent	673	802	834	32
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	10	11	11	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	170	202	232	30
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 853	\$ 1,015	\$ 1,077	\$ 62
Other Objects Classes:				
21.0 Travel	208	233	169	(64)
22.0 Transportation of things	3	3	2	(1)
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	95	106	77	(29)
25.1 Advisory and assistance services	945	1,058	770	(288)
25.2 Other services	3,825	4,281	3,116	(1,165)
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	92	103	75	(28)
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	139,566	156,222	113,714	(42,508)
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 144,734	\$ 162,006	\$ 117,923	\$ (44,083)
Total Direct Obligations	\$ 145,587	\$ 163,021	\$ 119,000	\$ (44,021)
Unobligated balance, start of year	(46,089)	(34,132)	-	-
Unobligated balance, end of year	34,132	-	-	-
Total Requirements	\$ 133,630	\$ 128,889	\$ 119,000	\$ (14,889)

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	2009	2010	2011	2010 - 2011
	Actual Pos.	Enacted Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	-	-	-	-
GS-14	3	3	3	-
GS-13	3	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	-	-	-	-
Total Permanent Positions	7	8	8	1
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment (Filled Positions) EOY	7	8	8	-
FTE	7	8	8	-
Headquarters	8	8	8	-
U.S. Field	(1)	-	-	-
Foreign Field	-	-	-	-
Total Permanent Positions	7	8	8	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 124,957	\$ 129,113	\$ 133,663	\$ 4,550
Average Grade, GS Positions	13	13	13	-

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		2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
Object Classes					
11.1	Full-time permanent	673	802	834	32
11.3	Other than full-time permanent				-
11.5	Other personnel compensation	10	11	11	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	170	202	232	30
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	208	233	169	(64)
22.0	Transportation of things	3	3	2	(1)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	95	106	77	(29)
25.1	Advisory and assistance services	945	1,058	770	(288)
25.2	Other services	3,825	4,281	3,116	(1,165)
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	92	103	75	(28)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	139,566	156,222	113,714	(42,508)
42.0	Insurance claims and indemnity	-	-	-	-
Total, Boat Safety		\$ 145,587	\$ 163,021	\$ 119,000	\$ (44,021)
Full Time Equivalents		7	8	8	-

PPA Mission Statement

The Boating Safety (BS) program is designed, through preventive means, to minimize 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 Marine Safety mission by 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., FY 2011 funding will be a percentage of FY 2010 trust fund receipts).

Summary Justification and Explanation of Changes

Salaries and Benefits

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 853	\$ 1,015	\$ 1,077	\$ 62

The FY 2011 request includes funding for the proposed pay raise (1.4% for civilians), medical benefits, other mandatory personnel entitlements.

Travel

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 208	\$ 233	\$ 169	\$ (64)

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 2011 is a result of less Coast Guard personnel traveling for the RBS program activities.

Transportation of Things

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 3	\$ 3	\$ 2	\$ (1)

Transportation of things includes all costs of the care of such things while in the process of being transported and other services incident to the transportation of things. Decreased funding in FY 2011 is a result of reduced transportation of things for the RBS program activities.

Printing and reproduction

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 95	\$ 106	\$ 77	\$ (29)

Decreased funding in FY 2011 request for printing and reproduction of the RBS program activities.

Advisory and assistance services

2009 Actual	2010 Enacted	2011 Request	2010 - 2011 Change
\$ 945	\$ 1,058	\$ 770	\$ (288)

Decreased funding in FY 2011 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

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	3,825	\$	4,281	\$	3,116	\$	(1,165)

Other services include reported contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Decreased funding in FY 2011 reflects changes in the revenues from trust fund receipts. Non-Federal services for boating safety activities will be reduced across all States.

Supplies and materials

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	92	\$	103	\$	75	\$	(28)

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 2011 is a result of reduced supplies and materials for the National Recreational Boating Safety (RBS) Program activities.

Grants, Subsidies and Contributions

	2009		2010		2011		2010 - 2011
	Actual		Enacted		Request		Change
\$	139,566	\$	156,222	\$	113,714	\$	(42,508)

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., FY 2011 funding will be a percentage of FY 2010 trust fund receipts).

I. Changes in Full-Time Equivalents

Not Applicable

Department of Homeland Security

United States Coast Guard

Oil Spill Recovery



Fiscal Year 2011

Congressional Justification

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U. S. Coast Guard
Oil Spill Recovery

I. Appropriation Overview

A. Mission Statement for Oil Spill Recovery:

The Oil Spill Recovery Program operates under the authority of Title I of the Oil Pollution Act of 1990 (OPA), as amended, which 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.

B. Budget Activities:

The Oil Spill Recovery Program directly supports our Marine Environmental Protection mission. Program accomplishes the following objectives.

- Provides funding for federal removal actions in response to a discharge or a substantial threat of discharge of oil to navigable waters of the United States
- Compensates claimants for OPA removal costs or damages
- Provides funding to natural resource trustees for Natural Resource Damage Assessment (NRDA)
- Administers the Oil Spill Liability Trust Fund

C. Budget Request Summary:

The Coast Guard estimates that expenditures from this account will total \$92.000 million in FY 2011, an increase of \$1.000 million over the FY 2010 enacted level. These estimated expenditures consist of a \$50.000 million expenditure transfer for Federal oil spill response, an estimated \$1.000 million payment to the Prince William Sound Oil Spill Recovery Institute, and \$41.000 million for payment of oil spill removal costs and damages claims, including natural resource damages claims.

II. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Oil Spill Recovery**
Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Request		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Oil Spill Recovery	-	\$ 139,464	-	\$ 91,000	-	\$ 92,000	-	\$ 1,000	-	\$ -	-	\$ 1,000
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 139,464	-	\$ 91,000	-	\$ 92,000	-	\$ 1,000	-	\$ -	-	\$ 1,000
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 139,464	-	\$ 91,000	-	\$ 92,000	-	\$ 1,000	-	\$ -	-	\$ 1,000

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Oil Spill Recovery
Program Performance Justification
(Dollars in Thousands)**

PPA I: OIL SPILL RECOVERY

	Perm Pos	FTE	Amount
2009 Actual	\$139,464
2010 Enacted	91,000
2011 Adjustments-to-Base			1,000
2011 Current Services	92,000
2011 Program Change
2011 Request	92,000
Total Change 2010-2011	1,000

The Coast Guard requests \$92.000 million for this activity. This is an increase of \$1.000 million from the FY 2010 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.

Significant accomplishments in FY 2009 included:

- Oversaw execution of \$50.000 million in funding for federal response to 500 oil spills.
- Executed payment of \$1.100 million to the Oil Spill Recovery Institute.
- Executed payment of \$88.364 million in claims for uncompensated removal costs and damages, which included natural resource damages, resulting from oil spills.

FY 2010 planned accomplishments include:

- Oversee execution of \$50.000 million in funding for federal response to 500 oil spills.

- Execute payment of 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.

FY 2011 planned accomplishments include:

- Oversee execution of \$50.000 million in funding for federal response to 500 oil spills.
- Oversee payment of an estimated \$1.200 million to the Oil Spill Recovery Institute.
- Oversee payment of \$40.800 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 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Oil Spill Recovery
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	-	-	139,464
2010 Enacted	-	-	91,000
Increases	-	-	1,000
Total Adjustments-to-Base	-	-	1,000
2011 Current Services	-	-	92,000
Program Changes			
Total Program Changes	-	-	-
2011 Request	-	-	92,000
2010 to 2011 Total Change	-	-	1,000

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	2009 Actual	2010 Enacted	2011 Request	2010 - 2011 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	-	-	-	-
Total, Personnel Comp. & Benefits	\$ -	\$ -	\$ -	\$ -
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	139,464	91,000	92,000	1,000
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	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 139,464	\$ 91,000	\$ 92,000	\$ 1,000
Total Direct Obligations	\$ 139,464	\$ 91,000	\$ 92,000	\$ 1,000
Unobligated balance, start of year	(23,295)	(22,466)	(22,466)	
Unobligated balance, end of year	22,466	22,466	22,466	
Total Requirements	\$ 138,635	\$ 91,000	\$ 92,000	

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)**

Oil Spill Recovery		2009 Actual	2010 Enacted	2011 Request	2010-2011 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	-	-	-	-
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	139,464	91,000	92,000	1,000
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	-	-	-	-
Total, Oil Spill Recovery		\$ 139,464	\$ 91,000	\$ 92,000	\$ 1,000
Full Time Equivalents		-	-	-	-

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 eligible claims for removal costs and damages resulting from oil spills.

Summary Justification and Explanation of Changes

Other services

	2009		2010		2011		2010-2011
	Actual		Enacted		Request		Change
	\$ 139,464	\$	91,000	\$	92,000	\$	1,000

The FY 2011 Oil Spill Recovery request represents an increase from FY 2010 as a result of a projected increase in anticipated claims.

I. Changes in Full-Time Equivalents

Not Applicable

Department of Homeland Security

United States Coast Guard

Miscellaneous Funds



Fiscal Year 2011

Congressional Justification

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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 10 U.S.C § 2601 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 legislative 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.

B. Budget Activities:

The General Gift Fund indirectly supports Coast Guard activities.

C. Budget Bequest Summary:

The Coast Guard estimates \$80.000 thousand in bequests from various sources to the General Gift Fund in FY 2011.

U.S. Coast Guard General Gift Fund
(Dollars in Thousands)

	<u>Amount</u>
2009 Actual	\$1,949
2010 Enacted	80
2011 Estimated Bequests	80
Total Change 2010-2011	-

U. S. Coast Guard
Miscellaneous Funds

II. Yard Fund Overview

A. Mission Statement for Yard Fund

Coast Guard Yard contributes to all eleven statutory Coast Guard missions through completion of mission-essential logistics and engineering support (e.g., cutter drydocking). The Yard Fund is a revolving account supported by the Coast Guard's Operating Expenses and Acquisition, Construction & Improvements 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, MD.

B. Budget Activities:

Yard Fund activities include logistics and engineering support for Coast Guard vessels. These activities indirectly support Coast Guard missions.

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:

Supply Fund activities include funding the procurement of uniforms, commission provisions, stores, materials, and fuel. These activities indirectly support Coast Guard missions.

C. Budget Request Summary:

Not applicable.

III. Summary of FY 2011 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security
U. S. Coast Guard
Gift Fund

Summary of FY 2011 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2009 Actual		FY 2010 Enacted		FY 2011 Estimated Requests		Increase (+) or Decrease (-) For FY 2011					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes	Program Changes		Adjustments-to-base		
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. General Gift Fund	-	\$ 1,949	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 1,949	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 1,949	-	\$ 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 2010 to FY 2011 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Gift Fund
FY 2010 to FY 2011 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2009 Actual	-	-	1,949
2010 Enacted	-	-	80
Adjustments-to-Base			
Total Adjustments-to-Base	-	-	-
2011 Estimated Bequests	-	-	80
2011 Bequests	-	-	80
2010 to 2011 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	2009 Actual		2010 Revised Estimate		2011 Estimate		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
U.S. Coast Guard	585	502 118,000	606	517 118,000	606	517 118,000	-	-
Total Budgetary Resources	585	502 118,000	606	517 118,000	606	517 118,000	-	-

E. Summary of Requirements by Object Class

Not Applicable

F. Permanent Positions by Grade

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

Grade	2009 Actual	2010 Enacted	2011 Request	2010 to 2011 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	-	-	-	-
Total Permanent Positions	12	12	12	-
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment EOY	12	12	12	-
FTE*	12	12	12	-
Headquarters	-	-	-	-
U.S. Field	12	12	12	-
Foreign Field	-	-	-	-
Total Permanent Positions	12	12	12	-
Position Data:				
Average Salary, Officer Positions**	\$ 89,041	\$ 92,273	\$ 95,145	\$ 2,872
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions**	\$ -	\$ -	\$ -	\$ -
Average Grade, Enlisted Positions	-	-	-	-

*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
Yard Fund - Reimbursable Civilian
Permanent Positions by Grade**

Grade	2009 Actual	2010 Enacted	2011 Request	2010 to 2011 Change
	Pos.	Pos.	Pos.	Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	1	1	1	-
GS-14	4	3	3	-
GS-13	15	8	8	-
GS-12	27	27	27	-
GS-11	20	35	35	-
GS-10	-	-	-	-
GS-9	6	10	10	-
GS-8	2	5	5	-
GS-7	9	14	14	-
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	-	-	-	-
Total Permanent Positions	573	594	594	-
Unfilled Positions EOY	57	63	63	-
Total Perm. Employment (Filled Positions) EOY	516	531	531	-
FTE	495	505	505	-
Headquarters	-	-	-	-
U.S. Field	573	594	594	-
Foreign Field	-	-	-	-
Total Permanent Positions	573	594	594	-
Position Data:				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 97,026	\$ 89,798	\$ 96,288	\$ 6,490
Average Grade, GS Positions	11	10	10	-

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

Not Applicable

I. Changes in Full-Time Equivalents

Not Applicable