

Department of Homeland Security

United States Coast Guard



Fiscal Year 2012

Congressional Justification

ii. Homeland and Non-Homeland Allocation

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

Budget Activity	FY 2010 Actual			FY 2011 C.R.			FY 2012 Request			
	Homeland	Non-Homeland	Total	Homeland	Non-Homeland	Total	Homeland	Non-Homeland	Total	
	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount
Operating Expenses	17,588	2,514,629	48,547	\$6,872,464	18,442	2,598,975	31,268	\$4,261,016	49,710	\$6,859,391
- Search and Rescue	---	---	5,546	807,481	---	---	5,546	761,194	5,546	761,194
- Marine Safety	---	---	4,484	641,398	---	---	4,495	576,378	4,495	576,378
- Aids to Navigation	---	---	7,939	1,075,140	---	---	7,958	1,103,257	7,958	1,119,802
- Ice Operations	---	---	907	171,243	---	---	1,157	179,486	1,157	179,486
- Marine Environmental Protection	---	---	1,233	254,321	---	---	1,236	158,803	1,236	158,803
- Living Marine Resources	---	---	4,421	618,957	---	---	4,432	609,818	4,432	628,520
- Drug Interdiction	---	---	5,769	692,493	---	---	5,782	776,569	5,782	805,116
- Other-Law Enforcement (Foreign Fish)	---	---	660	96,802	---	---	662	95,511	662	96,783
- Migrant Interdiction	3,409	516,245	3,409	516,245	3,359	467,103	---	---	3,359	467,103
- Ports, Waterways and Coastal Security	10,869	1,308,551	10,869	1,308,551	10,893	1,464,904	---	---	10,893	1,464,904
- Defense Readiness	3,310	689,833	3,310	689,833	4,190	666,368	---	---	4,190	666,368
Environmental Compliance and Restoration	---	---	22	16,759	---	---	24	13,198	24	13,198
- Marine Environmental Protection	---	---	22	16,759	---	---	24	13,198	24	13,198
Reserve Training	174	43,708	481	\$127,701	200	47,983	336	\$85,649	536	\$133,632
- Search and Rescue	---	---	55	15,600	---	---	60	15,497	60	15,497
- Marine Safety	---	---	44	12,545	---	---	48	11,734	48	11,734
- Aids to Navigation	---	---	79	21,030	---	---	86	22,461	86	22,461
- Ice Operations	---	---	9	2,299	---	---	12	2,555	12	2,555
- Marine Environmental Protection	---	---	12	4,975	---	---	13	3,233	13	3,233
- Living Marine Resources	---	---	44	12,106	---	---	48	12,415	48	12,415
- Drug Interdiction	---	---	57	13,545	---	---	62	15,810	62	15,810
- Other-Law Enforcement (Foreign Fish)	---	---	7	1,893	---	---	7	1,944	7	1,944
- Migrant Interdiction	34	9,319	34	9,319	36	9,510	---	---	36	9,510
- Ports, Waterways and Coastal Security	108	25,595	108	25,595	117	29,823	---	---	117	29,823
- Defense Readiness	32	8,794	32	8,794	47	8,650	---	---	47	8,650
Acquisition, Construction and Improvements	440	733,387	772	\$1,292,779	278	\$90,585	457	\$955,695	735	\$1,536,280
- Search and Rescue	---	---	89	151,874	---	---	84	175,101	84	175,101
- Marine Safety	---	---	23	38,352	---	---	16	33,268	16	33,268
- Aids to Navigation	---	---	19	32,184	---	---	19	39,770	19	39,770
- Ice Operations	---	---	17	27,860	---	---	16	34,050	16	34,050
- Marine Environmental Protection	---	---	43	71,111	---	---	8	16,974	8	16,974
- Living Marine Resources	---	---	62	104,320	---	---	117	244,174	117	244,174
- Drug Interdiction	---	---	73	122,956	---	---	175	365,473	175	365,473
- Other-Law Enforcement (Foreign Fish)	---	---	6	10,735	---	---	22	46,885	22	46,885
- Migrant Interdiction	101	167,918	101	167,918	117	245,431	---	---	117	245,431
- Ports, Waterways and Coastal Security	101	170,072	101	170,072	118	246,400	---	---	118	246,400
- Defense Readiness	238	395,397	238	395,397	43	88,754	---	---	43	88,754
Total	50,178	\$4,384,820	50,178	\$7,077,783	50,178	\$7,077,783	50,178	\$7,077,783	50,178	\$7,077,783

ii. Homeland and Non-Homeland Allocation

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

Budget Activity	FY 2010 Actual			FY 2011 C.R.			FY 2012 Request			
	Homeland	Non-Homeland	Total	Homeland	Non-Homeland	Total	Homeland	Non-Homeland	Total	
	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount	FTE	Amount
Alteration of Bridges	---	21,000	---	4,000	---	4,000	---	---	---	---
- Aids to Navigation	---	21,000	---	4,000	---	4,000	---	---	---	---
Research, Development, Test and Evaluation	24	16,324	96	4,188	87	20,557	21	3,980	101	\$19,779
- Search and Rescue	---	3,503	14	3,503	7	3,351	---	---	16	2,982
- Marine Safety	---	4,994	26	4,994	31	4,973	---	---	21	3,885
- Aids to Navigation	---	1,099	6	1,099	1	1,111	---	---	6	1,097
- Ice Operations	---	164	1	164	1	220	---	---	1	113
- Marine Environmental Protection	---	3,759	15	3,759	24	3,598	---	---	22	5,071
- Living Marine Resources	---	896	3	896	7	2,271	---	---	4	797
- Drug Interdiction	---	1,736	6	1,736	14	4,403	---	---	9	1,745
- Other-Law Enforcement (Foreign Fish)	---	173	1	173	2	630	---	---	1	109
- Migrant Interdiction	3	1,065	3	1,348	7	1,348	6	1,076	6	1,076
- Ports, Waterways and Coastal Security	4	1,281	4	1,641	5	1,641	13	2,432	13	2,432
- Defense Readiness	17	5,849	17	5,849	2	1,199	2	472	2	472
Health Care Fund Contribution	---	\$174,500	---	95,267	---	\$170,054	---	93,496	---	\$168,871
- Search and Rescue	---	32,224	---	30,768	---	30,768	---	---	---	30,391
- Marine Safety	---	25,916	---	23,298	---	23,298	---	---	---	23,150
- Aids to Navigation	---	43,440	---	44,595	---	44,595	---	---	---	43,001
- Ice Operations	---	4,748	---	5,072	---	5,072	---	---	---	6,393
- Marine Environmental Protection	---	10,275	---	6,418	---	6,418	---	---	---	6,675
- Living Marine Resources	---	25,008	---	24,650	---	24,650	---	---	---	24,135
- Drug Interdiction	---	27,980	---	31,390	---	31,390	---	---	---	30,917
- Other-Law Enforcement (Foreign Fish)	---	3,909	---	3,863	---	3,863	---	---	---	3,713
- Migrant Interdiction	---	19,251	---	18,881	---	18,881	---	---	---	19,202
- Ports, Waterways and Coastal Security	---	52,871	---	59,212	---	59,212	---	---	---	57,455
- Defense Readiness	---	18,167	---	17,174	---	17,174	---	---	---	16,839
Retired Pay	---	\$813,433	---	482,243	---	\$918,457	---	497,420	---	\$1,440,157
- Search and Rescue	---	160,763	---	168,079	---	168,079	---	---	---	176,480
- Marine Safety	---	114,637	---	110,409	---	110,409	---	---	---	118,618
- Aids to Navigation	---	184,971	---	205,690	---	205,690	---	---	---	218,290
- Ice Operations	---	33,561	---	38,078	---	38,078	---	---	---	31,996
- Marine Environmental Protection	---	54,221	---	30,090	---	30,090	---	---	---	34,575
- Living Marine Resources	---	122,422	---	152,669	---	152,669	---	---	---	143,222
- Drug Interdiction	---	126,398	---	189,752	---	189,752	---	---	---	200,011
- Other-Law Enforcement (Foreign Fish)	---	16,460	---	23,690	---	23,690	---	---	---	19,545
- Migrant Interdiction	---	103,327	---	118,363	---	118,363	---	---	---	125,684
- Ports, Waterways and Coastal Security	---	226,821	---	279,639	---	279,639	---	---	---	290,596
- Defense Readiness	---	144,668	---	84,241	---	84,241	---	---	---	83,140

ii. Homeland and Non-Homeland Allocation

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

Budget Activity	FY 2010 Actual				FY 2011 C.R.				FY 2012 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		
Boat Safety	---	---	8	130,180	---	---	8	117,699	---	---	10	120,752	10	120,752		
- Marine Safety	---	---	8	130,180	---	---	8	117,699	---	---	10	120,752	10	120,752		
Maritime Oil Spill Program	---	---	---	708,063	---	---	---	92,000	---	---	---	101,000	---	101,000		
- Marine Environmental Protection	---	---	---	708,063	---	---	---	92,000	---	---	---	101,000	---	101,000		
GH Fund	---	620	---	1,810	---	\$29	---	\$51	---	\$27	---	\$53	---	\$80		
- Search and Rescue	---	---	---	221	---	---	---	9	---	---	---	10	---	10		
- Marine Safety	---	---	---	178	---	---	---	7	---	---	---	7	---	7		
- Aids to Navigation	---	---	---	298	---	---	---	13	---	---	---	14	---	14		
- Ice Operations	---	---	---	33	---	---	---	2	---	---	---	2	---	2		
- Marine Environmental Protection	---	---	---	71	---	---	---	2	---	---	---	2	---	2		
- Living Marine Resources	---	---	---	172	---	---	---	8	---	---	---	8	---	8		
- Drug Interdiction	---	---	---	190	---	---	---	9	---	---	---	9	---	9		
- Other Law Enforcement (Foreign Fish)	---	---	---	27	---	---	---	1	---	---	---	1	---	1		
- Migrant Interdiction	---	132	---	132	---	6	---	---	---	---	---	6	---	6		
- Ports, Waterways and Coastal Security	---	363	---	363	---	18	---	---	---	---	---	17	---	17		
- Defense Readiness	---	125	---	125	---	5	---	---	---	---	---	4	---	4		
Total Direct Appropriations and Budget Estimates	18,226	\$3,865,644	31,700	\$6,681,669	18,934	\$3,808,670	32,180	\$6,638,376	51,114	\$10,447,046	19,291	\$3,870,715	32,352	\$6,726,108	51,643	\$10,596,823
Fee Accounts	---	---	---	16,221	---	---	---	16,355	---	---	---	16,355	---	16,602	---	16,602
Marine Safety Fees	---	---	---	16,221	---	---	---	16,355	---	---	---	16,355	---	16,602	---	16,602

Notes:
1) Homeland Security activities include 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 across Fiscal Years, Operating Expenses includes funding for Overseas Contingency Operations (OCO): FY 2010 (\$241,503,000 and 872 FTE), FY 2011 (\$241,503,000 and 872 FTE), and the FY 2012 proposed transfer (\$258,278,000 and 961 FTE).
5) For comparability purposes across Fiscal Years, Operating Expenses includes funding for Polar Icebreaking: FY 2010 (\$52,172,000 out of \$54,000,000 and 247 FTE transferred from the National Science Foundation (NSF)) and FY 2011 (\$54,000,000 and 247 FTE transferred from NSF).
The Coast Guard's FY 2012 request includes \$39,000,000 for Polar Icebreaking.

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

Department of Homeland Security
United States Coast Guard

Fiscal Year	Due Date	Reference/Citation	Requirement	Status
2010	1-Nov-09	FY 2010 DHS Appropriation (House Report)	Maritime Surveillance Capabilities	Projected delivery to Congress third quarter FY 2011
2010	15-Jan-10	FY 2010 DHS Appropriation (Conf. Report)	Shore Facilities and Aids to Navigation Backlog	Projected delivery to Congress third quarter FY 2011
2011	15-Oct-10	FY 2010 DHS Appropriation (House Report)	Environmental Compliance & Restoration	Projected delivery to Congress third quarter FY 2011
2011	10-Dec-10	FY 2010 DHS Appropriation Act	Sexual Harassment & Violence at CGA (2010)	Projected delivery to Congress second quarter FY 2011
2011	15-Feb-11	FY 2001 DOT Appropriations (Conf. Report)	Abstract of Operations: QAOP (FY11; 1st Qtr)	Projected delivery to Congress third quarter FY 2011
2011	15-Feb-11	FY 2010 DHS Appropriation (Conf. Report)	Overseas Contingency Operations (FY11; 1st Qtr)	Projected delivery to Congress third quarter FY 2011
2011	15-Feb-11	FY 2010 DHS Appropriation (Conf. Report)	Acquisition: QARC (FY11; 1st Qtr)	Projected delivery to Congress third quarter FY 2011
2011	15-May-11	FY 2001 DOT Appropriations (Conf. Report)	Abstract of Operations: QAOP (FY11; 2nd Qtr)	Projected delivery to Congress third quarter FY 2011

iv. Schedule of Authorized/Unauthorized Appropriations

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

Budget Activity	Last Year of Authorization	Authorized Level	Appropriation in Last Year of Authorization	FY 2012 Request
	Fiscal Year ¹	Amount	Amount	Amount
Operating Expenses	FY 2011	6,970,681	6,563,888	6,819,505
Acquisition, Construction, and Improvements	FY 2011	1,640,000	1,536,280	1,421,924
Research, Development, Test, and Evaluation	FY 2011	28,034	24,745	19,779
Retired Pay	FY 2011	1,400,700	1,400,700	1,440,157
Alteration of Bridges	FY 2011	16,000	4,000	0
Environmental Compliance and Restoration	FY 2011	13,329	13,198	16,699
Reserve Training	FY 2011	135,675	133,632	136,778
Boat Safety	N/A	N/A	N/A	120,752
Maritime Oil Spill Program	N/A	N/A	N/A	101,000
Gift Fund	N/A	N/A	N/A	80
Health Care Fund Contribution	N/A	N/A	N/A	261,871
Total Direct Authorization/Appropriation		10,204,419	9,676,443	10,338,545
¹ The Coast Guard Authorization Act of 2010, P.L. 111-281, was signed October 15, 2010 (FY 2011)				

Department of Homeland Security

United States Coast Guard

Strategic Context



Fiscal Year 2012
Congressional Justification

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A. Component Overview

Since 1790, the U.S. Coast Guard has safeguarded the Nation's maritime interests and natural resources in our rivers and ports, in the littoral regions, on the high seas, and around the world. Our unique authorities, versatile assets, and personnel possessing diverse skill sets enable the Coast Guard to respond to all threats and hazards in a manner that provides exceptional value and service to the Nation. As demonstrated in the Coast Guard's responses to the Haiti Earthquake and Deepwater Horizon oil spill, there is a high demand for the Coast Guard's capabilities, competencies, and responsiveness across all its missions. Our cutters, aircraft, boats, and people are carrying out the Coast Guard's 11 statutory missions in support of the Department's missions and the Quadrennial Homeland Security Review (QHSR) priorities. The Coast Guard provides for and protects...

***Those on the sea:** leading responses to disasters and threats, ensuring a safe and secure maritime transportation system, preventing incidents, and rescuing those in distress.*

***The Nation from threats delivered by sea:** enforcing laws and treaties, securing our ocean resources and ensuring the integrity of our maritime domain from illegal activity.*

***The sea itself:** regulating hazardous cargo transportation, holding responsible parties accountable for environmental damage and cleanup, and protecting living marine and natural resources.*

The Coast Guard is the principal federal agency responsible for maritime safety, security, and environmental stewardship in U.S. ports and federal inland waterways, along the coasts, and on the high seas. The Coast Guard is also one of the five Armed Services of the U.S. and the only military organization within the Department of Homeland Security. As such, the Coast Guard protects our Nation's vital economic and security interests throughout the maritime domain, including the Marine Transportation System (MTS), our natural and economic resources, and our maritime borders. Coast Guard personnel are trained to address all threats and all hazards, in a manner consistent with the law and in support of DHS goals and objectives.

In 2010, the Coast Guard showcased its value as an incident responder and manager by leading America's response to the Deepwater Horizon rig explosion and ensuing oil spill disaster, and dispatching the first U.S. assets that provided rescue and relief following the devastating earthquake in Haiti. Throughout these surge operations, the Coast Guard continued to serve the American people by performing its 'every day' missions, including Search and Rescue (SAR), enforcing migrant laws, interdicting illegal drugs, protecting living marine resources, and ensuring resiliency of the MTS. While 2010 was an exceptional "operational year" by any standard, these operations further stressed existing aged and obsolete cutters, boats, aircraft and support infrastructure that are in dire need of recapitalization. Furthermore, these extended surge operations strained workforce readiness due to increases op-tempo and deferred training. In order to sustain critical operational capabilities and resiliency in the maritime domain, our strategic priority is to continue to advance the Coast Guard's recapitalization program and national incident leadership while simultaneously providing resources for current operations.

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Fiscal Year 2012 Budget Priorities

In Fiscal Year 2012, the Coast Guard will focus resources to advance strategic priorities. To this end, the Coast Guard's FY 2012 budget leverages savings generated through management efficiencies and offsets and allocate funding toward higher order needs and preserve front-line operations. Some offsets and reductions required difficult, albeit necessary trade-offs to implement the following FY 2012 budget priorities:

1. Rebuild the Coast Guard
2. Sustain Front-line Operations
3. Enhance Maritime Incident Prevention and Response
4. Support Military Families

Rebuild the Coast Guard

In FY 2012, the Coast Guard will continue to focus resources on recapitalizing cutters, boats, aircraft, Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems, and infrastructure to stem the decline in mission readiness associated with the aged, obsolete, and unreliable condition of these assets. These assets are foundational to achieving Coast Guard mission objectives. Over the past several years, DHS and the Coast Guard have significantly improved acquisition program management through disciplined processes, investment in human capital, and careful oversight. These reforms have enabled the Coast Guard to assume lead system integrator responsibilities for all acquisition programs, a major milestone toward achieving established acquisition cost, schedule, and performance objectives. The Coast Guard's FY 2012 budget requests \$1.42 billion to replace and sustain Coast Guard ships, aircraft, boats, C4ISR, and shore infrastructure. This level of funding is critical to continuing major surface and air asset recapitalization programs. Continued investment in Coast Guard recapitalization is the Service's top budget priority. Specifically, the FY 2012 Coast Guard budget provides:

- \$77 million to fully fund National Security Cutter (NSC)-5 (anticipates \$615 million provided for NSC-5 in 2011). The NSC is replacing the High Endurance Cutter class.
- \$358 million for production of six Fast Response Cutters (FRC). In FY 2012 the Coast Guard will expedite recapitalization of the 110-ft patrol boat fleet by procuring two more hulls than the quantity purchased in previous fiscal years.
- \$130 million for production of two HC-144A Maritime Patrol Aircraft (MPA) and procurement of up to five Mission System Pallets and associated spare parts to complete outfitting of the fleet.
- \$110 million to procure 40 Response Boats-Medium (RB-M), continuing recapitalization of the utility boat fleet on schedule and at maximum production rates.
- \$25 million for pre-acquisition activities for the Offshore Patrol Cutter (OPC), including execution of preliminary and contract design. This funding is essential to recapitalize the entire WMEC fleet, including the 210-ft class of cutters, which are approaching 50 years in age.
- \$95 million for shore-side facilities necessary to support operation of new assets acquired through major acquisition programs, including NSCs, MPAs, FRCs, and RB-Ms.

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- \$209 million for service life extension and sustainment projects for aging, obsolete, and unreliable surface and aviation assets.
- \$93 million to recapitalize deteriorated/obsolete shore facilities and address the highest priority Shore Facility Requirements List (SFRL) backlog items. The health and maintenance of the Coast Guard's shore facilities are a foundational requirement for the safe and effective execution of Coast Guard missions.
- The FY 2012 budget also includes additional resources to support the Acquisition Workforce Initiative, a government-wide initiative intended to bolster the professional development and capacity of the acquisition workforce.

Sustain Front-line Operations

To ensure the Coast Guard is able to meet the safety and security demands of the Nation in the maritime domain, the FY 2012 budget invests in sustaining operational capacity. Specifically, the FY 2012 Coast Guard budget provides:

- \$66 million to fund increases to pay and benefits for active duty military, including pay, allowances (e.g., housing), health care, and permanent change of station expenses necessary to sustain the existing workforce.
- \$68 million to operate cutters, boats, aircraft, and associated subsystems delivered through major systems acquisition efforts. Funding is included for the operation and maintenance of the following assets: National Security Cutter, Fast Response Cutter, Maritime Patrol Aircraft, C4ISR systems, Response Boat-Medium, Interagency Operations Centers, Rescue 21, Nationwide Automatic Identification System, Manned Covert Surveillance Aircraft, and shore facilities.
- \$8.6 million to fund the Coast Guard's transition from commercially provided Internet Access Points (IAPs) to DoD IAPs via the Defense Information Systems Agency (DISA) to ensure security of vital networks.
- \$6.3 million to replace the Search and Rescue Satellite Aided Tracking (SARSAT) system with the Distress Alerting Satellite System (DASS). Recapitalization of the SARSAT system in FY 2012 is critical to ensure no loss of coverage in distress notification and life saving response during the planned deactivation of the legacy SARSAT system.
- \$39 million to support the operation and maintenance of CGC HEALY and support the reactivation of CGC POLAR STAR in 2013. The Coast Guard plans to decommission CGC POLAR SEA in FY 2011 and transition her crew to CGC POLAR STAR. This transition will help Coast Guard sustain a trained crew and make the ship ready for operations as quickly as possible.

Enhance Maritime Incident Prevention and Response

Coast Guard Marine Safety and Environmental Response activities provide value to the Nation by establishing a regime for safe and efficient travel, the secure flow of commerce in the maritime domain, and protection of our natural resources. When regional or national maritime emergencies occur, Coast Guard incident responders rapidly establish and execute the Incident Command System (ICS) to lead an effective, unified effort. The Coast Guard will enhance these core competencies in FY 2012 to keep pace with an ever-growing and evolving maritime

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industry and ensure continued proactive leadership to prevent disasters on the Nation's waters, and remain ready to respond to them when they occur. Specifically, the FY 2012 Coast Guard budget provides:

- \$22 million to enhance its Marine Safety and Marine Environmental Response mission performance, capacity, capability, and competencies by adding 192 personnel, including inspectors, investigators, and National Strike Force and incident management personnel. This investment will enable the Coast Guard to address existing capacity and competency gaps in order to continue to perform its essential Federal oversight responsibilities, while enhancing CG/DHS prevention and response capabilities and leadership in the maritime environment.

Support Military Families

DHS and the Coast Guard are committed to improving the quality of life for military families. The health and welfare of our families is the heart of our military members' readiness to perform our missions. The FY 2012 budget focuses resources to address critical housing shortfalls and improve access to affordable, quality childcare. These initiatives will ensure our military members are *Semper Paratus* for all hazards and all threats. Specifically, the FY 2012 Coast Guard budget provides:

- \$20.0 million to build 15 family housing units to address critical housing shortfalls at Sector Columbia River and renovate the Air Station Cape Cod Unaccompanied Personnel Housing to address life safety and habitability issues. These projects are the Coast Guard's highest priority housing needs and are critical to the well-being of military personnel and their families assigned to these geographic regions.
- \$9.3 million to increase access to child care services for Coast Guard families with dependents under the age of 12, better aligning the Coast Guard with the Department of Defense (DoD) child care standards. Additionally, this request funds 12 new civilian positions to provide personnel accreditation for the Coast Guard's nine child development centers by the National Association for the Education of Young Children.

Coast Guard Programs

The Coast Guard delivers value to the Nation through the execution of its 11 statutory missions. Performance of these missions ensures the maritime domain is safe and secure, and that care is taken to protect the marine environment. The role of the Coast Guard in the maritime domain is enduring while at the same time never being more relevant or more in demand – with long-standing responsibilities accrued over more than two centuries of service. As part of the recent Bottom-Up Review (BUR), the Coast Guard, in conjunction with DHS, baselined its mission execution and support activities. As part of this process, the Coast Guard identified six logical groupings of like activities within the 11 statutory missions. The groupings formed the basis of the Coast Guard's new structure within the overall construct of DHS programs. These six programs, implemented through execution of the Coast Guard's 11 statutory missions, are critical to achieving specific QHSR goals and objectives and advancing National priorities that together define the six DHS missions. The initiatives in the Coast Guard's FY 2012 budget are crucial to the effective achievement of these DHS mission priorities. The below table provides a listing of the six programs and their relationship to the Coast Guard's 11 statutory missions.

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U. S. Coast Guard
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DHS Programs	USCG Statutory Missions
Maritime Security Operations	Ports, Waterways and Coastal Security (PWCS) — Operational Activities
Maritime Law Enforcement	Drug Interdiction
	Migrant Interdiction
	Living Marine Resources (LMR)
	Other Law Enforcement (OLE)
Maritime Prevention	Ports, Waterways, and Coastal Security (PWCS) — Prevention Activities
	Marine Safety (MS)
	Marine Environmental Protection (MEP) — Prevention Activities
Maritime Response	Search and Rescue (SAR)
	Marine Environmental Protection (MEP)— Response Activities
Defense Operations	Defense Readiness
Marine Transportation System Management	Aids to Navigation (AtoN)
	Ice Operations

Coast Guard Programs Defined

The following provides detailed descriptions of the DHS Programs led by Coast Guard and how execution of the Coast Guard’s 11 statutory missions supports implementation of these programs:

1. Maritime Security Operations

The Maritime Security Operations program encompasses activities conducted to detect, deter, prevent, and disrupt terrorist attacks, and other criminal acts in the maritime domain. It includes the execution of antiterrorism, response and recovery operations, and related preparedness activities such as the establishment and oversight of a maritime security regime and maritime domain awareness. Through this program, the Coast Guard complies with and leverages the Maritime Operational Threat Response (MOTR) Plan, which ensures coordinated U.S. government response to threats against the United States, its Marine Transportation System (MTS), and its interests in the maritime domain, by establishing roles and responsibilities, which enable the government to respond quickly and decisively. This program links to the National Infrastructure Protection Plans which identify critical infrastructure elements, key resources, and

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systems. The Coast Guard is designated the Sector Specific Agency for Maritime Transportation Systems in the National Infrastructure Protection Plan (NIPP). Through Maritime Security Operations, the Coast Guard mitigates the overall risk to Critical Infrastructure Key Resources. In the context of the NIPP, this includes actions to deter the threat, mitigate vulnerabilities, or minimize the consequences associated with a terrorist attack or other incident. The following statutory missions contribute to the Coast Guard's Maritime Security Operations program:

- Ports, Waterways, and Coastal Security (PWCS)

2. Maritime Law Enforcement

The Maritime Law Enforcement program preserves America's jurisdictional rights within our maritime borders and suppresses violations of U.S. federal law on, under and over the high seas. The Coast Guard is the lead federal maritime law enforcement agency and the only agency with both the authority and capability to enforce national and international law on the high seas, outer continental shelf, and inward from the U.S. Exclusive Economic Zone (EEZ) to inland waters. The following statutory missions contribute to the Coast Guard's Maritime Law Enforcement program:

- Drug Interdiction
- Migrant Interdiction
- Living Marine Resources
- Other Law Enforcement

3. Maritime Prevention

The Maritime Prevention program prevents personnel casualties and property losses, minimizes security risks, and protects the marine environment. The Coast Guard develops and enforces federal marine safety, security, and environmental regulations. It reviews vessel and maritime facility security plans, conducts security inspections, and enforces Transportation Worker Identification Credential regulations. The Coast Guard conducts compulsory, as well as voluntary vessel safety exams and inspections; certifies and licenses U.S. mariners; and promotes best practices by investigating marine casualties and sharing its findings. It provides grants to States to improve recreational boating safety, and supports a variety of government and non-government boating safety efforts in partnership with other federal agencies, state and local governments, marine industries and associations. The following statutory missions contribute to the Coast Guard's Maritime Prevention program:

- Ports, Waterways, and Coastal Security (PWCS)
- Marine Safety
- Marine Environmental Protection

4. Maritime Response

The Maritime Response program mitigates the consequences of marine casualties and disastrous events. The Coast Guard minimizes loss of life, injury, and property loss by searching for and rescuing persons in distress in the maritime environment. Coast Guard preparedness efforts for all threats and all hazards ensures incident response and recovery resources are fully ready and

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capable of scalable mobilization in coordination with and support of local, state, Federal, international and private sector partners to minimize impact of disasters to people, the environment and the economy. The following statutory missions contribute to the Coast Guard's Maritime Response program:

- Search and Rescue
- Marine Environmental Protection

5. Defense Operations

As one of the Nation's five Armed Services, the Coast Guard, via its Defense Operations program, provides unique authorities and capabilities to support the National Military Strategy. Specific objectives include defending the homeland, promoting international security, deterring conflict, and winning our Nation's wars. The Coast Guard has the authorities, capabilities and capacity to carry out homeland security and defense operations whether under Coast Guard control or under the control of a Department of Defense (DoD) Geographic Combatant Commander. The Coast Guard provides trained, equipped, and mission-matched force packages in support of Combatant Commanders' initiatives as outlined in the 2008 DoD-DHS Memorandum of Agreement. The eight mission elements that comprise the Coast Guard's Defense Operations portfolio are: Maritime Interdiction Operations; Combating Maritime Terrorism; Port Operations Security and Defense (to include maintaining a Title 10 Reserve force and providing Aids to Navigation support for battle-space preparation); Military Environmental Response Operations; Coastal Sea Control Operations (including providing DoD the only assured surface access in ice-covered and ice-diminished waters); MOTR; Rotary Wing Air Intercept Operations; and Support for Theater Security Cooperation Initiatives. The Coast Guard maintains a level of readiness and training that allows for the immediate integration with DoD forces for peacetime operations or during times of war. This supports U.S. national interests abroad, as well as facilitating DoD support to DHS for the integration of Homeland Defense and Homeland Security. The following statutory missions contribute to the Coast Guard's Defense Operations program:

- Defense Readiness

6. Marine Transportation System Management

The Marine Transportation System Management program ensures a safe, secure, efficient and environmentally sound waterways system. The Coast Guard minimizes disruptions to maritime commerce by assessing and mitigating risks to safe navigation and by providing waterways restoration capabilities after extreme weather events, marine accidents, or terrorist incidents. The Coast Guard works in concert with other Federal agencies, state and local governments, marine industries, maritime associations, and the international community to optimize balanced use and champion development of the Nation's marine transportation system. The following statutory missions contribute to the Coast Guard's Marine Transportation System Management program:

- Aids to Navigation
- Ice Operations

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B. Component Contributions to Achieving DHS Missions

The unique authorities and specialized competencies of Coast Guard personnel coupled with capable air and surface assets in the maritime domain contribute to multiple DHS missions. The Coast Guard routinely ensures safety and stewardship of the maritime domain and at the same time stands prepared to surge during significant natural and manmade disasters and terrorist attacks. Coast Guard presence on the high seas, in the ports and on the waterways provides critical cognizance in the maritime domain and is a deterrent to terrorist and other illicit activity. The Coast Guard and DHS continue to explore the specific connections between Coast Guard activities, economic, homeland and national security outcomes. Measures of Coast Guard performance as related to each DHS mission are shown in this section.

Mission 2: Securing and Managing Our Borders

Performance Measures

For *Securing and Managing our Borders*, Strategic Performance Plan Measures represent measures that gauge achievement for this mission area, and are considered to be our Government Performance and Results Act performance measures.

Strategic Performance Plan Measures

Measure: Percent of maritime facilities in compliance with security regulations as they have not received a notice of violation and/or civil penalty						
Description of Measure: This measure gauges the percent of all ports and other facilities subject to the Maritime Transportation Security Act (MTSA) that are in compliance with security regulations as they have not received a notice of violation and/or civil penalty, assessed on an annual basis by the U.S. Coast Guard.						
Fiscal Year:	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Target:	None	None	None	None	100%	100%
Actual:	None	None	None	None	N/A	N/A

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Mission 6: Providing Essential Support to National and Economic Security

Performance Measures

For *Providing Essential Support to National and Economic Security*, Strategic Performance Plan Measures represent measures that gauge achievement for this mission area, and are considered to be our Government Performance and Results Act performance measures.

Strategic Performance Plan Measures

Measure: Fishing regulation compliance rate						
Description of Measure: The U.S. Coast Guard uses the percentage of fishing vessels observed at - sea complying with domestic regulations as a measure of the Coast Guard's activities and their impact on the health and well - being of U.S. fisheries and marine protected species. This specific measure reflects the percent of boardings at sea by the U.S. Coast Guard during which no significant violations of domestic fisheries regulations are detected; number of significant violations detected by the total number of fisheries boardings.						
Fiscal Year:	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Target:	97%	97%	97%	97%	96%	96%
Actual:	96.2%	95.3%	96.7%	97.2%	N/A	N/A

Measure: Five - year average number of commercial and recreational boating deaths and injuries						
Description of Measure: This measure reports the sum of the five - year average numbers of reportable commercial mariner, commercial passenger, and recreational boating deaths and injuries. It is an indicator of the long-term performance trend of the Coast Guard's Prevention Program impact on boating fatalities and injuries.						
Fiscal Year:	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Target:	None	None	None	None	≤4,813	≤4,642
Actual:	None	None	None	None	N/A	N/A

Measure: Number of detected incursions of foreign fishing vessels violating U.S. waters						
Description of Measure: This measure is the number of detected illegal fishing incursions into the U.S. Exclusive Economic Zone. Incursions detected by both the U.S. Coast Guard and other sources are included when the reports are judged by operational commanders as being of sufficient validity to order resources to respond, whether or not an asset is deployed.						
Fiscal Year:	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Target:	199	< 195	< 195	< 190	< 180	< 140
Actual:	119	81	112	82	N/A	N/A

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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 U.S. Coast Guard. The number of lives lost before and after the U.S Coast Guard is notified and the number of persons missing at the end of search operations are factored into this percentage. Several factors hinder successful response including untimely distress notification to the U.S. Coast Guard, incorrect distress site location reporting, 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 U.S. Coast Guard is notified and persons missing, thus encouraging investment in supporting awareness and communication systems and safe boater programs that increase the possibility that a search and rescue mission will end with lives saved.						
Fiscal Year:	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Target:	None	76%	76%	76%	100%	100%
Actual:	None	76.8%	77.3%	74.4%	N/A	N/A

Measure: Availability of maritime navigation aids						
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 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
Target:	97.5	97.5%	97.5%	97.5%	97.5%	97.5%
Actual:	None	98.3%	98.0%	98.5%	N/A	N/A

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C. Digest Table of the Future Years Homeland Security Program (FYHSP)

Digest of FY 2012 Budget by Activity and FYHSP Program						
(dollars in thousands)						
FYHSP Program	FY2010 Enacted*		FY2011 C.R.*		FY2012 Request	
	FTE	\$	FTE	\$	FTE	\$
Discretionary						
Maritime Security Ops	3,019	226,335	3,112	222,813	3,140	224,350
Defense Operations	3,168	200,443	3,262	197,319	2,612	168,004
Maritime Prevention	7,456	666,659	7,690	656,267	7,782	674,786
Maritime Response	4,763	428,426	4,912	421,748	4,993	439,236
Maritime Law Enforce	11,522	991,232	11,883	975,778	11,969	1,011,411
MTS Management	6,635	583,573	6,842	574,475	6,765	575,125
Mission Support	7,556	2,650,935	7,556	2,650,935	7,556	2,655,204
Management & Administration	5,064	1,600,952	5,064	1,600,952	5,070	1,506,517
Capital Investments	735	1,551,780	785	1,536,280	785	1,421,924
Total Discretionary	49,918	8,900,335	51,106	8,836,567	50,672	8,676,556
Mandatory	8	2,249,744	8	1,610,479	10	1,661,989
Other (Rescission, DoD Proposed Transfer)	0	(3,000)			[961]	[258,278]
Total Budget Authority	49,926	11,147,079	51,114	10,447,046	50,682	10,338,545

**The FY 2010 column indicates revised enacted levels. This differs from the other sections of the CJ and is intended to align with the resource levels contained in the Future Years Homeland Security Program (FYHSP) which captures total budget authority. The Total Discretionary line of the FY 2010 Revised Enacted and the FY 2011 estimate include transfers to Operating Expenses (OE) from the National Science Foundation for Polar Icebreaking, DoD transfers (for Overseas Contingency Operations(OCO)) and a Supplemental Appropriation. In the FY 2012 Request, the DoD Proposed Transfer for OCO is shown as a non-add.*

Department of Homeland Security

United States Coast Guard

Operating Expenses



Fiscal Year 2012

Congressional Justification

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U. S. Coast Guard

Operating Expenses

I. Appropriation Overview

A. Mission Statement for Operating Expenses:

The OE appropriation funds the Coast Guard's role as the principal Federal agency providing maritime safety, security, and stewardship to the Nation.

B. Budget Activities:

The Operating Expenses (OE) appropriation funds the annualization of prior-year funding, economic adjustments, and operating and maintenance funding for new and existing Coast Guard programs, projects and activities (PPA). The OE request supports all 11 statutory Coast Guard missions in support of the Coast Guard's six DHS Programs.

C. Budget Request Summary:

The Coast Guard requests 49,428 positions, 49,217 FTE, and \$6.8 billion in FY 2012. Total adjustments-to-base are \$162.3 million and 342 FTE. Of that amount, an interdepartmental transfer from the Department of Defense (DoD) includes 113 positions, 113 FTE, and \$24.2 million. In particular, \$365.1 million in new funding will support the pay increase (1.6 percent for military and 0 percent civilian); military allowances; GSA rent increases; increased critical depot level maintenance costs; increased costs for government services; and the operation, maintenance, and crewing of systems, vessels, and aircraft delivered via the Coast Guard's acquisition/capital programs (e.g. shore facilities and Aids-to-Navigation (ATON), Response Boat-Medium (RB-M), Rescue 21 (R21), Interagency Operations Center (IOC), Nationwide Automatic Identification System (NAIS), Manned Covert Surveillance Aircraft (MCSA), National Security Cutter (NSC), Fast Response Cutter (FRC), and HC-144A Maritime Patrol Aircraft (MPA)).

The adjustments-to-base include decreases of \$227.0 million to focus resources toward sustaining operational capacity, targeted operational enhancements, military family initiatives, and recapitalizing aged, obsolete assets. Decreases include the annualization of prior year management efficiencies; termination of one-time costs; asset decommissionings; termination of Sector Corpus Christi follow-on funding; DHS Balanced Workforce Strategy; operational support reduction; Administrative Savings Initiatives; Standard Workstation Help Desk Consolidation; and program support reduction.

Program increases include 284 FTE and \$93.4 million for Marine Safety and Marine Environmental Response capability enhancements, the Polar Icebreaking program, Coast Guard network security, Distress Alerting Satellite System (DASS), Data Center Migration, and a Child Care Initiative for military families.

Base adjustment increases include:

- Annualizations of prior-year funding – \$53.9 million
- FY 2012 pay increase and annualization of FY 2011 pay raise for military members – \$31.8 million
- DoD parity: adjustments to military pay and allowances, health care, and Permanent Change of Station (PCS) – \$34.3 million
- Non-pay inflation - \$36.1 million
- Operational Adjustment Increases (includes critical depot level maintenance, GSA rent, and Government services) – \$33.5 million
- Operating and Maintenance funds for new assets, including follow-on costs related to Shore Facilities and ATON, RB-M, R21, NAIS, IOC, MCSA, and Surface and Air Asset Follow-on – \$67.8 million

Base Re-Allocations (non-Add) include:

- Reserve Force Contract Conversion – [\$1.5 million]
- Military FTP and FTE Transfer for Civilian – [\$3.1 million]
- PPA Funding Technical Transfer – [\$22.4 million]
- Multi-Sector Workforce Rebalancing Initiative Technical Adjustment – [\$22.6 million]

Base adjustment decreases include:

- Termination of One-Time Costs – (\$19.9 million)
- Prior Year Management Annualizations – (\$41.1 million)
- Scheduled decommissionings of one High Endurance Cutter and three PC-179 Patrol Coastal cutters, and termination of Sector Corpus Christi follow-on funding – (\$25.4 million)
- DHS Balanced Workforce Strategy – (\$484,000)
- Operational Support Reduction – (\$36.1 million)
- Administrative Savings Initiative – (\$83.5 million)
- Standard Workstation Helpdesk Consolidation – (\$6.9 million)
- Program Support Reduction – (\$13.6 million)

Program changes include:

- Marine Safety Enhancement – \$10.7 million
- Marine Environmental Response Enhancement – \$11.5 million
- Child Care Initiative - \$9.3 million
- Polar Icebreaking Program - \$39.0 million
- Coast Guard Network Security – \$8.6 million
- DASS – \$6.3 million
- Data Center Migration – \$8.0 million

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security
U. S. Coast Guard
Operating Expenses
 Summary of FY 2012 Budget Estimates by Program/Project Activity
 (Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 ¹ C.R.		FY 2012 Request		Total Changes		Increase (+) or Decrease (-) For FY 2012			
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT		
I. Military Pay and Allowances	41,757	\$ 3,375,735	41,811	\$ 3,253,130	41,731	\$ 3,447,753	(80)	\$ 194,623	239	\$ 22,598	(319)	\$ 172,025
II. Civilian Pay and Benefits	6,790	\$ 695,438	6,780	\$ 700,646	7,486	\$ 780,556	706	\$ 79,910	45	\$ 5,145	661	\$ 74,765
III. Training and Recruiting	-	\$ 214,726	-	\$ 206,840	-	\$ 213,282	-	\$ 6,442	-	\$ 2,589	-	\$ 3,853
IV. Operating Funds and Unit Level Maintenance	-	\$ 1,251,181	-	\$ 1,154,720	-	\$ 1,109,323	-	\$ (45,397)	-	\$ 20,400	-	\$ (65,797)
V. Centrally Managed Accounts	-	\$ 335,569	-	\$ 334,766	-	\$ 351,478	-	\$ 16,712	-	\$ 17,823	-	\$ (1,111)
VI. Depot Level Maintenance	-	\$ 999,815	-	\$ 913,786	-	\$ 917,113	-	\$ 3,327	-	\$ 24,796	-	\$ (21,469)
Subtotal, Enacted Appropriations and Budget Estimates	48,547	\$ 6,872,464	48,591	\$ 6,563,888	49,217	\$ 6,819,505	626	\$ 255,617	284	\$ 93,351	342	\$ 162,266
Adjustments for Other Funding Sources:												
OSL/TF Contribution		[\$24,500]		[\$24,500]		[\$24,500]						
Transfer from National Science Foundation (NSF) (P.L. 111-117) ²	[247]	[\$52,172]	247	\$ 54,000								
Overseas Contingency Operations (OCO) Funding (P.L. 111-83) ³	[872]	[\$241,503]	872	\$ 241,503								
Proposed DoD OCO Transfer					[961]	[\$258,278]						
Disaster Relief Act of 2010 (P.L. 111-212) ⁴		[\$50,000]										
Net, Enacted Appropriations & Budget Estimates	48,547	\$ 6,872,464	49,710	\$ 6,859,391	49,217	\$ 6,819,505	626	\$ 255,617	284	\$ 93,351	342	\$ 162,266

- 1) The March 4, 2011 Continuing Resolution (annualized) includes \$241.5 million for Overseas Contingency Operations (OCO) and \$54.0 million for the Polar Icebreaking Program.
- 2) FY 2010 actual obligations include \$241.5 million for OCO.
- 3) FY 2010 actual obligations include \$52.2 of the \$54.0 million transferred from the National Science Foundation (NSF) for Icebreaking Services.
- 4) FY 2010 actual obligations does not include funding appropriated in the Disaster Relief Act of 2010 supplemental.

III. Current Services Program Description by PPA

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Operating Expenses
Program Performance Justification
(Dollars in thousands)

PPA I: MILITARY PAY AND ALLOWANCES

	Perm Pos	FTE¹	Amount
2010 Actual	40,615	41,757	3,375,735
2011 C.R.	41,450	41,811	3,253,130
2012 Adjustments-to-Base	(342)	(319)	172,025
2012 Current Services	41,108	41,492	3,425,155
2012 Program Change	364	239	22,598
2012 Request	41,472	41,731	3,447,753

The Coast Guard requests \$3.4 billion for this activity.

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 the Federal Insurance Contribution Act (FICA), Social Security credits, child care benefits for Coast Guard families, 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.

Coast Guard's significant accomplishments in FY 2010 included:

- Led the Federal response to the Deepwater Horizon oil spill, the first-ever Spill of National Significance and the worst environmental disaster in U.S. history. Worked across the whole of government and industry to contain the spill, recovered more than 34.7 million gallons of oil-water mix, and performed controlled burns removing more than 11 million gallons of oil from open water to protect the shoreline and wildlife. The Coast Guard implemented the first-ever National Incident Command for a real world event, providing Federal oversight and direction for over 48,000 response personnel and 4,340 response vessels. The Coast Guard deployed 46 cutters, 22 aircraft (flying 1,749

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.

sorties totaling 3,874 hours) and 7,000 people in support of this unprecedented response operation.

- Responded to the Haitian earthquake disaster. Provided humanitarian relief, medical aid, and restoration of the Marine Transportation System. Coast Guard Air Station Clearwater MH-60s were the first military aircraft to arrive on-scene and USCGC OAK became the first military vessel to moor to Haiti following the devastating 7.0 magnitude earthquake. The MH-60s evacuated injured U.S. personnel and OAK delivered medical supplies, clean drinking water, and a medical response team to assist with triage at the Haitian Coast Guard base. OAK also established new buoys to facilitate relief ships and barges carrying tons of humanitarian aid supplies.
- Responded to over 22,000 Search and Rescue cases and saved over 4,300 lives.
- Removed a total of 202,439 pounds of cocaine, and 36,739 pounds of marijuana destined for the United States; seized 56 vessels, and detained 229 suspected smugglers.
- Provided for the orderly shutdown of 24 Long Range Aids to Navigation (LORAN) stations. In addition, coordinated termination of international agreements with the Russian and Canadian Governments to facilitate coordinated signal termination of respective chains in August 2010.

Coast Guard's planned accomplishments in FY 2011 include:

- Continue response efforts for the Deepwater Horizon oil spill.
- Support OCO.
- Increase capacity of LEDET Teams.
- Continue to conduct mission execution and support activities to best leverage resources to meet mission demand and Coast Guard/DHS mission objectives.

In FY 2012 active duty military personnel will ensure the service remains agile, adaptable, and ready to serve the Nation's domestic and international maritime interests across a range of dynamic operational environments. The Coast Guard was founded as a military, multi-mission, maritime service and continues to be ready, aware, and responsive across all of the Coast Guard's statutory missions.

Dedicated Coast Guard personnel, as members of one of the Nation's five Armed Services, 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 Homeland Security. The unique, multi-mission character of the Coast Guard requires personnel to serve as emergency responders, humanitarians, regulators, law enforcement personnel, stewards of the environment, and guardians of the coast. Coast Guard forces are flexible, rapidly deployable, and able to respond to crises with a full range of authorities and capabilities. Coast Guard forces capitalize upon their adaptable nature and multi-mission, versatile assets to prevent maritime incidents, protect the U.S. Maritime Domain, and assist in response and recovery from threats and hazards – both natural and manmade.

Funding requested will support the anticipated FY 2012 pay raise for all military service members (pay inflation rate is estimated at 1.6 percent) and the net basic allowance for housing increase for military service members, while annualizing the military average monthly end strength introduced in FY 2011.

Additionally, the funding will support military personnel to:

- Operate and maintain IOC –WatchKeeper.
- Operate and maintain NAIS.
- Support and operate the third NSC.
- Support and operate FRCs.
- Support and operate MPAs.
- Provide training for newly acquired assets (FRC and NSC).
- Enhance Marine Safety and Environmental Response.
- Support three National Strike Teams.
- Support the Polar Icebreaking Program.

PPA II: CIVILIAN PAY AND BENEFITS

	Perm Pos	FTE	Amount
2010 Actual	6,928	6,790	695,438
2011 C.R.	7,251	6,780	700,646
2012 Adjustments-to-Base	617	661	74,765
2012 Current Services	7,868	7,441	775,411
2012 Program Change	88	45	5,145
2012 Request	7,956	7,486	780,556

The Coast Guard requests \$780.6 million for this activity.

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 SPC tables. These annually updated tables provide a detailed calculation for each billet, broken down by pay grade and location –INCONUS or 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.

Coast Guard’s significant accomplishments in FY 2010 included:

- Led the Federal response to the Deepwater Horizon oil spill with over 200 Coast Guard civilian personnel deployed to the incident, the first ever Spill of National Significance and the worst environmental disaster in U.S. history. Worked across the whole of government and industry to contain the spill, recovered more than 34.7 million gallons of oil-water mix, and performed controlled burns removing more than 11 million gallons of oil from open water to protect the shoreline and wildlife. The Coast Guard implemented the first-ever National Incident Command for a real world event, providing Federal oversight and direction for over 48,000 response personnel and 4,340 response vessels. The Coast Guard deployed 46 cutters, 22 aircraft (flying 1,749 sorties totaling 3,874 hours) and 7,000 people in support of this unprecedented response operation.
- Responded to over 22,000 Search and Rescue cases and saved over 4,300 lives utilizing over 140 civilian Command Center watchstanders throughout the Coast Guard.
- The National Maritime Center issued 53,288 consolidated Merchant Mariner Credentials (MMCs) to qualified Mariners. These MMCs reflect 94,000 Professional Qualifications Evaluations, 24,000 proctored Professional Examinations, 55,000 Medical Evaluations, and over 248,000 direct contacts with Merchant Mariners during the credentialing process.
- Conducted over 450 contingency exercises in conjunction with Federal, State, and local partners, as well as the private sector. These contingency exercises test plans, policies,

and procedures that enhance our nation's ability to prevent, respond to, and recover from a myriad of manmade and natural disasters.

- The Coast Guard Vessel Traffic Service (VTS) program managed nearly 1.4 million commercial vessel transits in 12 of the Nation's high traffic ports employing over 160 Coast Guard civilian watchstanders.

Civilian personnel are an integral part of the Coast Guard and vital to execution of its statutory missions. The Coast Guard continues to complement its military workforce by recruiting diverse, well-educated, and dedicated civilians needed to meet current and future demands.

Coast Guard's planned accomplishments in FY 2011 include:

- Continue response efforts for the Deepwater Horizon Oil Spill in support of QHSR Mission 5.
- Continue to safely manage commercial vessel transits in 12 of the Nation's most congested ports.
- Continue to ensure the accreditation of qualified merchant mariners.
- Continue to conduct mission execution and support activities to best leverage resources to meet mission demand and Coast Guard/DHS mission objectives.

In FY 2012, requested funding will increase the number of dedicated civilian personnel who contribute daily to the Coast Guard's statutory missions. As demonstrated during the response to the Deepwater Horizon oil spill, 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 people 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 as required to support national security. Through proposed FY 2012 enhancements to the Marine Safety program, civilian personnel will conduct marine inspection and investigations and ensure the safety of the commercial fishing vessel fleet.

Funding requested will also support the annualization of civilian FTE introduced in FY 2011.

PPA III: TRAINING AND RECRUITING

	Perm Pos	FTE	Amount
2010 Actual	214,726
2011 C.R.	206,840
2012 Adjustments-to-Base	3,853
2012 Current Services	210,693
2012 Program Change	2,589
2012 Request	213,282

The Coast Guard requests \$213.3 million for this activity.

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.

Coast Guard’s significant accomplishments in FY 2010 included:

- Accessed 2,761 recruits through recruit training; graduated 2,288 enlisted apprentices from Coast Guard “A” schools; and commissioned 318 officers from the Coast Guard Academy, Officer Candidate School, and Direct Commission Program.
- Trained 1,802 members in advanced maritime law enforcement, 635 members in counter terrorism activities, 2,893 members in leadership skills, and provided 16,873 advanced Coast Guard classroom training courses.
- Graduated 204 members from post-graduate schools to meet advanced training and knowledge requirements.

Coast Guard’s planned accomplishments in FY 2011 include:

- Accessing 3,250 recruits through recruit training; graduating 3,338 enlisted apprentices from Coast Guard “A” schools; and commissioning 341 officers from the Coast Guard Academy, Officer Candidate School and Direct Commission Program.
- Training 2,648 members in advanced maritime law enforcement, 1,464 members in counter terrorism activities, 7,577 members in leadership skills, and providing 39,966 advanced Coast Guard classroom training courses.
- Graduating 198 members from post-graduate schools to meet advanced training and knowledge requirements.

The FY 2012 request provides funding for all Coast Guard recruiting operations, given projected attrition and growth, to ensure sufficient numbers of qualified individuals are accessed to sustain 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. Specifically, this request funds additional instructors for Marine Safety training. 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 engrain those competencies that will maximize operational capabilities. The FY 2012 budget provides funding for increased training requirements related to new platforms, such as the NSC, the FRC and MPA.

PPA IV: OPERATING FUNDS AND UNIT LEVEL MAINTENANCE

	Perm Pos	FTE	Amount
2010 Actual	1,251,181
2011 C.R.	1,154,720
2012 Adjustments-to-Base	(65,797)
2012 Current Services	1,088,923
2012 Program Change	20,400
2012 Request	1,109,323

The Coast Guard requests \$1.1 billion for this activity.

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); Sectors; Patrol Boats; Boat Stations; Air Stations; 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. Funds unit-level maintenance of cutters, boats, aircraft, mechanical systems, and electrical equipment; procurement of supplies and materials utilized for unit “housekeeping” and administration, spare parts, fuel, and energy; and other materials consumed that contribute directly to mission effectiveness.

Coast Guard’s significant accomplishments in FY 2010 included:

- Led the Federal response to the Deepwater Horizon oil spill, the first ever Spill of National Significance and the worst environmental disaster in U.S. history. Worked across the whole of government and industry to contain the spill, recovered more than 34.7 million gallons of oil-water mix, and performed controlled burns removing more than 11 million gallons of oil from open water to protect the shoreline and wildlife. The Coast Guard implemented the first-ever National Incident Command for a real world event, providing Federal oversight and direction for over 48,000 response personnel and 4,340 response vessels. The Coast Guard deployed 46 cutters, 22 aircraft (flying 1,749 sorties totaling 3,874 hours) and 7,000 people in support of this unprecedented response operation.
- Responded to the Haitian earthquake disaster. Provided humanitarian relief, medical aid, and restoration of the Marine Transportation System. Coast Guard Air Station Clearwater MH-60s were the first military aircraft to arrive on-scene and USCGC OAK became the first military vessel to moor to Haiti following the devastating 7.0 magnitude earthquake. The MH-60s evacuated injured U.S. personnel and OAK delivered medical supplies, clean drinking water, and a medical response team to assist with triage at the Haitian Coast Guard base. OAK also established two buoys to facilitate relief ships and barges carrying tons of humanitarian aid supplies.
- Responded to over 22,000 Search and Rescue cases and saved over 4,300 lives.

- Removed a total of 202,439 pounds of cocaine, and 36,739 pounds of marijuana destined for the United States; seized 56 vessels, and detained 229 suspected smugglers.
- Completed over 9,000 Safety of Life At Sea (SOLAS) safety exams on foreign vessels.
- Completed over 8,900 International Ship and Port Facility Code security exams on foreign vessels.
- Completed over 21,600 container inspections.
- Completed over 7,000 facility safety and security inspections.
- Examined over 62,535 Transportation Worker Identification Credentials (TWICs), 6,000 of which were electronically verified through handheld readers.
- Patrolled the nearly 3.4 million square miles of the U.S. Exclusive Economic Zone (EEZ) to suppress illegal fishing by foreign vessels. Coast Guard assets detected 82 EEZ incursions and interdicted 12 vessels.
- Conducted 34 boardings of foreign vessels to suppress Illegal, Unregulated, and Unreported (IUU) fishing on the high seas and in the EEZs of partner nations.
- Encountered 149 domestic significant fishery violations during boardings of over 5,361 U.S. vessels.
- Responded to over 50 reports or requests from partner agencies to assist with stranded or entangled marine protected resources.
- Interdicted over 2,088 illegal migrants. Of those, 553 Haitian migrants were interdicted and repatriated in three events over a two week period between July and August.
- Established a 24/7 security presence on the maritime border during the 2010 Olympics in partnership with the Royal Canadian Mounted Police (RCMP). Utilizing a Memorandum of Understanding between the United States and Canada for Integrated Maritime Cross-Border Law Enforcement Operations, joint Coast Guard and RCMP vessels boarded 184 boats, conducted detailed screenings of 105 additional boats, and queried 532 people.

Coast Guard's planned accomplishments in FY 2011 include:

- Continue response efforts for the Deepwater Horizon oil spill.
- Support OCO.
- Increase capacity of LEDET Teams.

The FY 2012 request supports the annualization of the LEDET enhancement introduced in FY 2011, as well as follow-on funding to operate and maintain Shore Facilities and ATON, RB-M, IOC, new R21 equipment, new NAIS equipment, and multiple surface and air assets including the third NSC, FRCs, and MPA. In addition, the FY 2012 request supports a Marine Safety and Environmental Response capacity and capability enhancement, the transition to the DASS, the Polar Icebreaking Program, and key improvements in the child care services provided to military families.

PPA V: CENTRALLY MANAGED ACCOUNTS

	Perm Pos	FTE	Amount
2010 Actual	335,569
2011 C.R.	334,766
2012 Adjustments-to-Base	(1,111)
2012 Current Services	333,655
2012 Program Change	17,823
2012 Request	351,478

The Coast Guard requests \$351.5 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Requested funding represents centrally managed accounts that 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.

Coast Guard's significant accomplishments in FY 2010 included:

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

Coast Guard's planned accomplishments in FY 2011 include:

- Maintain frequencies for Coast Guard communications.
- Provide commercial satellite air time for afloat Coast Guard cutter operations.

Coast Guard's FY 2012 request funds:

- Services provided by the Defense Information Services Agency for the Defense Information System Network.
- Network security and interoperability with the DoD.
- GSA lease renewals at various Coast Guard units.

PPA VI: INTERMEDIATE AND DEPOT LEVEL MAINTENANCE

	Perm Pos	FTE	Amount
2010 Actual	999,815
2011 C.R.	913,786
2012 Adjustments-to-Base	(21,469)
2012 Current Services	892,317
2012 Program Change	24,796
2012 Request	917,113

The Coast Guard requests \$917.1 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request provides service-wide funding for the Coast Guard’s depot level operating expense 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.

Coast Guard’s significant accomplishments in FY 2010 included:

- Program Depot Maintenance for: HC-130H (5); HC-130J (2); HH-60J/MH-60T (7); HH-65C (19); HU-25 (3); and HC-144A (1).
- Completed dry-docks to perform depot level maintenance and repairs on the following vessels: WYTL 65 (6); WPB 87 (21); WPB 110 (18); WLR/WLIC (10); WTGB 140 (3); WLM 175 (5); WLB 225 (8); WMEC 210/270 (8); and WHEC 378 (4).
- Performed Depot Electronics Systems Maintenance on cutters (133), small boats (81), land based communications equipment (218), Differential Global Positioning System (DGPS) equipment (471), shore based radar equipment (373), Short-Range Aids to Navigation equipment (172).
- Leveraged a one-time \$35.0 million budget initiative to substantially restore aviation spare part inventories and reduce the deferred maintenance balance to achieve the Coast Guard’s aircraft availability rate standard of 71 percent.

Coast Guard's planned accomplishments in FY 2011 include:

- Program Depot Level maintenance for: HC-130H (8); HC-130J (3); MH-60J/MH-60T (8); HH-65C (22); HU-25 (3) and HC-144A (1).
- Planned 2011 dry-docks: WYTL 65 (3); WPB 87 (24); WPB 110 (19); WLR/WLIC (8); WTGB 140 (1); WLM 175 (3); WLB 225 (3); WMEC 210/270 (6); and, WHEC 378 (2).
- Continue recapitalization of Defense Message Service (DMS) servers and associated infrastructure components; perform communications systems maintenance of Large Cutter Connectivity (Ku-Band) onboard WHEC-378s and WMEC-270s; and perform maintenance and repair of all Coast Guard owned shore, cutter, and boat standard electronic navigation, command and control (C2) and communications systems.
- Continue to focus efforts towards reducing the shore facility deferred maintenance backlog to reduce failures and avoid future recapitalization costs.

The FY 2012 request includes a \$28.7 million increase to continue depot level maintenance to support the Coast Guard's cutters; aircraft; Command, Control, Communications, Computers and Information Technology (C4IT) systems; and shore infrastructure:

Aircraft. Includes service-wide funding to support the depot level maintenance and repair of Coast Guard aircraft. 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. The request also includes funding for general expenses related to spare parts inventory and engineering design, alteration and modification services in support of Coast Guard aircraft.

This funding request also supports depot level aircraft repair. Coast Guard 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. 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 configuration changes and modifications which are too extensive to perform at the operating unit level.

Vessels. Includes service-wide funding to support the depot level maintenance and repair of Coast Guard vessels. In particular, funding requested will support the procurement, installation, replacement and support of standard hull, mechanical, electrical, and electronic systems. The request also includes funding for general expenses related to inventory and engineering design, as well as alteration and modification services in support of Coast Guard vessels.

Coast Guard vessels are regularly scheduled for PDM 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 depot level maintenance funding using Standard Support Levels (SSLs) established for each vessel class of asset at the time of asset acquisition and adjusts annually for inflation when inflationary costs are funded. Actual expenditures vary from the SSL as the Coast Guard's maintenance managers allocate

resources to address the most immediate fleet maintenance challenges. Each year the fleet ages, this becomes a greater challenge.

Shore Infrastructure. Includes service-wide funding for depot level facility maintenance to ensure the safety and integrity of the shore infrastructure, maximize facility economic life, and address facility degradation issues as early as possible to prevent large recapitalization expenses. This request includes funding for depot level maintenance repairs, rebuilding, renovation, alterations, and related minor improvements, as well as other services provided by the Coast Guard's Civil Engineering program. 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 ATON structures (ashore and offshore) and major non-consumable equipment used to support the Coast Guard's shore plant (e.g., emergency generators, fuel systems, and pressure vessels). Funding also supports depot level maintenance on the Coast Guard's Unaccompanied Personnel Housing (i.e., barracks), family housing, clinics, and morale/well-being and recreational facilities.

Electronics. Includes funding for depot level maintenance and support of all Coast Guard owned standard electronic systems. This request includes funding required for the procurement, replacement, installation, major maintenance, and casualty response for standard electronic navigation, command and control (C2), and communications systems. This category also includes support for the Coast Guard's Command, Control, and Communications Engineering Center (C3CEN) and Telecommunication and Information Systems Command (TISCOM), through the Electronic Support Units and Field Support Divisions to affect system repairs and install upgraded electronics systems on all classes of Coast Guard vessels and boats, and shore facilities including Sectors and Vessel Traffic Services.

III. Current Services Program Description by PPA

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

Transfers to and from Other Accounts

A. Interdepartmental Transfer.....\$24,174

PPA Breakdown - Interdepartmental Transfer		Total (\$000)
PPA I: Military Personnel (46 FTP, 46 FTE)		
	Military Pay and Allowances	3,794
	Military Health Care	430
	Permanent Change of Station	268
PPA II: Civilian Personnel (67 FTP, 67 FTE)		
	Civilian Pay and Allowances	8,705
PPA III: Training and Recruiting		
	Training and Education	131
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	10,846
		24,174

Transfers 113 FTP and \$24.2 million of existing government resources from a DoD appropriation to a complementary DHS appropriation to combine funding lines.

Increases

\$365,068

Technical Adjustment.....\$107,722

PPA Breakdown - Technical Adjustment		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	77,476
	Military Health Care	43,450
	Permanent Change of Station	6,050
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	42,100
PPA III: Training and Recruiting		
	Training and Education	(1,878)
	Recruiting and Training Centers	(459)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	258
	Pacific Area	2,059
	1st District	521
	5th District	(29)
	7th District	2,102
	8th District	(797)
	9th District	(177)
	11th District	94
	13th District	(281)
	14th District	(177)
	17th District	(625)
	Headquarters Directorates	(39,619)
	Headquarters Units	(4,182)
	Other Activities	(10)
PPA V: Centrally Managed Accounts		
	Central Accounts	12,600
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(35,176)
	Electronics Maintenance	8,866
	Civil/Ocean Engineering and Shore Facility Maintenance	65
	Vessel Maintenance	(4,509)
		107,722

A. Annualization of Prior Year Funding\$53,871

PPA Breakdown - Annualization of Prior Year Funding		Total (\$000)
PPA I: Military Personnel (162 FTE)		
	Military Pay and Allowances	11,861
	Military Health Care	1,471
PPA II: Civilian Personnel (32 FTE)		
	Civilian Pay and Allowances	3,786
PPA III: Training and Recruiting		
	Training and Education	4,130
	Recruiting and Training Centers	591
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	346
	Pacific Area	2,872
	5th District	3
	7th District	1,357
	8th District	89
	11th District	1
	14th District	1
	Headquarters Directorates	10,237
	Headquarters Units	522
	Other Activities	19
PPA V: Centrally Managed Accounts		
	Central Accounts	1,691
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	3,024
	Electronics Maintenance	4,964
	Civil/Ocean Engineering and Shore Facility Maintenance	120
	Vessel Maintenance	6,786
		53,871

Annualizes funding and FTE to provide full year resources for certain projects and programs initiated in the prior year.

FY 2011 Line Items	FTE (Mil)	FTE (Civ)	Recurring Amount (\$000)
Shore Facility and Aids to Navigation (ATON) Follow-On	0	0	68
Response Boat - Medium (RB-M) Maintenance Follow-On	4	0	792
Rescue 21 Follow-On	1	0	2,409
Nationwide Automatic Identification System (NAIS) Follow-On	4	1	570
Defense Messaging System (DMS) Follow-On	0	0	220
Rescue Swimmer Training Facility (RSTF) Follow-On	4	1	4,062
Surface and Air Asset Follow-On	128	27	43,462
Deployable Force Capacity	21	3	2,288
Total	162	32	53,871

B. Mandatory Personnel Entitlements

1. Annualization of FY 2011 Military Pay Raise.....\$7,171

PPA Breakdown - Annualization of FY 2011 Military Pay Raise		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	7,104
	Permanent Change of Station	67
		7,171

Provides one quarter funding to annualize the FY 2011 military (1.4 percent) pay raise.

2. FY 2012 Military Pay Increase\$24,590

PPA Breakdown - FY 2012 Military Pay Increase		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	24,359
	Permanent Change of Station	231
		24,590

Provides three quarters funding for the FY 2012 military (1.6 percent) pay raise.

3. Military Allowances\$34,334

PPA Breakdown - Military Allowances		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances (Basic Allowance for Housing)	8,600
	Military Health Care	15,409
	Permanent Change of Station	9,631
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	694
		34,334

Provides funding to maintain current services and ensure parity of military pay, allowances, and health care with the DoD. This request includes funding for Basic Allowance for Housing (BAH) changes scheduled to take effect on January 1, 2012, projected increases to Permanent Change of Station (PCS) costs, and for requirements to participate in the DoD’s Defense Personnel Property System (DPS), a new household good transportation management system used for military members. Additionally, increased health care costs for military members, dependants, and eligible beneficiaries 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 Adjustments

1. Non-pay Inflation.....\$36,077

PPA Breakdown - Non-pay Inflation		Total (\$000)
PPA III: Training and Recruiting		
	Training and Education	1,447
	Recruiting and Training Centers	1,426
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	494
	Pacific Area	1,090
	1st District	626
	5th District	508
	7th District	745
	8th District	633
	9th District	411
	11th District	398
	13th District	269
	14th District	186
	17th District	284
	Headquarters Directorates	4,554
	Headquarters Units	5,852
PPA V: Centrally Managed Accounts		
	Central Accounts	4,835
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	4,606
	Electronics Maintenance	2,301
	Civil/Ocean Engineering and Shore Facility Maintenance	2,532
	Vessel Maintenance	2,880
		36,077

Coast Guard operations rely heavily upon goods and services for items such as capital asset maintenance, domestic services, cutter and aircraft deployment logistics, food services and procurement. This request represents the anticipated current services increase of these goods and services, based on the OMB projected inflation rate of 1.4 percent.

2. Operational Adjustments

a) GSA Rent and Security Charges Increase\$200

PPA Breakdown - GSA Rent Increase		Total (\$000)
PPA V: Centrally Managed Accounts		
	Central Accounts	200
		200

This request funds costs associated with lease renewal cost escalations and new GSA lease space requirements. The GSA Rent account is a demand account that reflects costs resulting from current and new occupancy agreements established between the Coast Guard and GSA to meet specific operational and shore facility requirements. Facility space requirements include administrative office space and other unique space such as waterfront facilities and hangar space.

b) Critical Depot Level Maintenance - Asset Sustainment\$28,670

PPA Breakdown - Critical Depot Level Maintenance - Asset Sustainment		Total (\$000)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	12,000
	Civil/Ocean Engineering and Shore Facility Maintenance	5,000
	Vessel Maintenance	11,670
		28,670

Provides funding for critical depot level maintenance and asset sustainment for vessels, aircraft, and infrastructure in support of all Coast Guard programs. Increasing equipment failures and rising maintenance costs have outpaced current funding levels for depot level maintenance. Insufficient maintenance funding leads to increased deferred maintenance, emergency repairs to operational units, parts shortages, and lost operational capacity. Coast Guard assets and supporting infrastructure are critical to the performance of the Coast Guard’s statutory missions and provide the surge capacity that the Nation expects during disasters. When asset availability is reduced, Coast Guard mission performance and National resilience is degraded. In order to fully leverage existing Coast Guard capability and ensure readiness to respond to all threats and hazards, funding is requested for the following initiatives:

Aviation Spare Parts: \$12.0 million in FY 2012 will build on the one-time \$35.0 million FY 2010 aviation sustainment funding increase to continue aircraft asset sustainment through the process of restoring the aviation spare parts to a level needed to meet operational requirements. Current funding levels do not sustain an adequate spare parts inventory. If sufficient parts are not available, aircraft will be grounded and aircraft availability will fall below the required 71 percent, negatively impacting operational readiness. Degraded availability impacts mission execution standards, including the ability to meet “ready to launch within 30 minutes” Search and Rescue standards at Coast Guard Air Stations.

Vessel Sustainment: \$11.7 million in FY 2012 will support the critical depot level maintenance and support of standard hull, mechanical, electrical, and electronic systems on the 140-ft Ice Breaking Tugs, 175-ft Coastal Buoy Tenders, and 225-ft Seagoing Buoy Tenders – multi-mission assets critical to the performance of routinely assigned maritime mobility missions and essential for surge capacity as demonstrated in the recent Deepwater Horizon oil spill response. Currently, the Standard Support Levels (SSL) are insufficient to meet the growing maintenance demand for these cutters reaching the middle or end of their designed service life. Additional SSL funding is required to maintain these assets until a Service Life Extension Project (SLEP) can be completed.

Shore Facilities: \$5.0 million in FY 2012 will enable depot level repair of aging shore infrastructure to ensure safe and effective mission execution, quality of life for Coast Guard personnel, and reduce the risk of service failures and higher long-term costs. The request represents a starting point to address this critical gap that has resulted in a depot level shore maintenance backlog now exceeding \$600.0 million.

c) Government Services Increase\$4,673

PPA Breakdown - Government Services Increase		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	3,800
PPA V: Centrally Managed Accounts		
	Central Accounts	873
		4,673

Provides funding for increases in user fee rates for Defense Information Services Agency (DISA) and National Telecommunications and Information Administration (NTIA) service fees. DISA charges the Coast Guard a mandatory service fee for the delivery of Defense Information System Network (DISN) services (JWICS, SIPRNET, NIPRNET). The estimated increase for the DISA service fee for FY 2012 is \$642,000. In addition, the Coast Guard currently uses over 17,000 radio frequencies and is required to pay NTIA to retain the use of these bandwidths. The estimated increase for the NTIA service fee for FY 2012 is \$231,000.

Additionally, this initiative provides funding for the Office of Personnel Management (OPM) to conduct suitability and national security investigations for Coast Guard personnel to comply with Executive Order 10450, “Security Requirements for Government Employment,” and the Intelligence Reform and Terrorism Prevention Act (IRTPA). These programs require the Coast Guard to maintain an effective personnel security program to ensure that the employment of all Coast Guard personnel is consistent with the interest of national security mandates and that each individual is subject to an investigation according to the nature of their assigned position. OPM charges a service fee for the suitability and national security investigations. The estimated increase for the OPM service fee for FY 2012 is \$3.8 million.

D. Operating and Maintenance Funds for New Assets

1. Shore Facility Follow-On\$4,925

PPA Breakdown - Shore Facility Follow-On		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	600
	7th District	172
	8th District	621
	13th District	122
	Headquarters Directorates	379
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	3,031
		4,925

Provides funding for the incremental costs associated with operation and maintenance of new/improved shore facilities scheduled for completion prior to FY 2012. Funding is required for daily operating costs for energy, utility services, grounds maintenance, routine repairs, and housekeeping. Funding also supports major (e.g., depot level) non-recurring maintenance and repairs (e.g., system component renewals, preventive maintenance, emergency response repairs, scheduled inspections, etc.) anticipated throughout the life of the facility.

This funding provides the resources required to maintain and operate new assets/improvements acquired through the execution of the following AC&I mission-essential facility projects:

- Station Neah Bay: Covered Moorings
- Base Support Unit Elizabeth City: Thrun Hall Phase I
- Group Air Station North Bend: Engineering and Aviation Survivalman Shop
- Air Station Elizabeth City: Rescue Swimmer Training Facility Phases I & II
- Station Lake Charles: Aids-to-Navigation Team (ANT) Sabine Relocation
- Great Inagua: Hangar and Support Facilities
- ANT Dulac: Rebuilt Facilities
- Sector Houston-Galveston: Relocation and Rebuilding of Facilities and Offices
- Station Sabine: Rebuilt Facilities for Station Sabine and USCGC HERON

2. Response Boat - Medium (RB-M) Maintenance Follow-On\$2,090

PPA Breakdown - Response Boat - Medium (RB-M) Maintenance Follow-On		Total (\$000)
PPA I: Military Personnel (1 FTP, 1 FTE)		
	Military Pay and Allowances	32
	Military Health Care	5
	Permanent Change of Station	11
PPA III: Training and Recruiting		
	Training and Education	18
	Recruiting and Training Centers	1
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	1,451
PPA V: Centrally Managed Accounts		
	Central Accounts	5
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	390
	Civil/Ocean Engineering and Shore Facility Maintenance	93
	Vessel Maintenance	84
		2,090

This request provides funding and personnel for operation and maintenance, including fuel costs, associated with delivery of 37 RB-Ms. Additional funding is required for RB-M maintenance, repair, and operational costs as these new assets are delivered in FY 2012. The resources requested herein reflect the increased cost of operating and maintaining the RB-Ms as compared to operating and maintenance costs of the boats they are replacing. The increased costs are driven primarily by the capability enhancements included in the RB-M that are required to meet current mission demands.

3. Interagency Operations Centers (IOC) Follow-On\$3,407

PPA Breakdown - Interagency Operations Centers (IOC) Follow-On		Total (\$000)
PPA I: Military Personnel (12 FTP, 6 FTE)		
	Military Pay and Allowances	534
	Military Health Care	56
	Permanent Change of Station	192
PPA II: Civilian Personnel (2 FTP, 1 FTE)		
	Civilian Pay and Allowances	119
PPA III: Training and Recruiting		
	Training and Education	54
	Recruiting and Training Centers	18
PPA IV: Operating Funds and Unit Level Maintenance		
	1st District	219
	5th District	143
	7th District	294
	8th District	179
	9th District	112
	11th District	227
	13th District	98
	14th District	45
	17th District	45
	Headquarters Directorates	20
	Headquarters Units	86
	Other Activities	4
PPA V: Centrally Managed Accounts		
	Central Accounts	62
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	780
	Civil/Ocean Engineering and Shore Facility Maintenance	120
		3,407

Provides first year follow-on funding to operate and maintain the capabilities delivered via the IOC project, including the WatchKeeper information system and the sensor management capability as required by the Security and Accountability for Every (SAFE) Port Act (P.L. 109-347). IOCs enhance command and control, situational awareness, and collaborative operational planning and execution in conjunction with partner Federal, State, and local agencies throughout our Nation’s ports. The WatchKeeper web-based system will be partially deployed in FY 2010-2011 using AC&I funding. In FY 2012, \$3.4 million in funding will support the operation and maintenance of the WatchKeeper information management system, enabling information sharing, interoperability, and collaboration with port partners.

Critical support funded by this initiative includes system management, connectivity, hardware spares, and software support. Additionally, requested personnel to support the project include Command Center School instructors, personnel at the Coast Guard’s C3CEN for logistics oversight and management, and

system engineers and help desk support. The Coast Guard, acting as the executive agent for DHS IOCs, will maintain the information management system’s hardware and software components.

4. Rescue 21 Follow-On\$6,151

PPA Breakdown - Rescue 21 (R21) Follow-On		Total (\$000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	5,799
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	245
	Civil/Ocean Engineering and Shore Facility Maintenance	107
		6,151

Provides follow-on funding to support R21, the Coast Guard’s primary system for performing the functional tasks of command, control, and communications in the inland and coastal zones. R21 is a key enabler for an effective emergency response in the maritime domain. Funding supports equipment Operations and Maintenance (O&M), circuit connectivity, property and power, training, and technology refreshment.

The Rescue 21 system reached its Initial Operating Capability in December 2005. As of December 2010, R21 is operational in 26 Sectors and two Group/Air Stations along 36,985 miles of coastline covering the eastern seaboard (northeast, mid-Atlantic, and southeast), Gulf Coast, Pacific Northwest, and California except for Los Angeles/Long Beach. In those areas where R21 has been deployed, the system has proven to be an invaluable asset in over 18,000 Search and Rescue cases.

The FY 2012 request provides funding to support operation and maintenance of the R21 System in the following six Sectors: Detroit, Los Angeles/Long Beach, Honolulu, San Juan, Guam, and Buffalo.

5. Nationwide Automatic Identification System (NAIS) Follow-On\$570

PPA Breakdown - Nationwide Automatic Identification System (NAIS) Follow-On		Total (\$000)
PPA I: Military Personnel (6 FTP, 3 FTE)		
	Military Pay and Allowances	192
	Military Health Care	28
	Permanent Change of Station	68
PPA III: Training and Recruiting		
	Training and Education	33
	Recruiting and Training Centers	6
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	6
	Headquarters Directorates	98
	Headquarters Units	4
	Other Activities	1
PPA V: Centrally Managed Accounts		
	Central Accounts	27
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	107
		570

Provides funding for the operation and maintenance of NAIS interim capabilities in 58 ports and the permanent capabilities in the first three sectors (Mobile, Hampton Roads, and Delaware Bay (Philadelphia)) scheduled for deployment by the end of FY 2011. Maintenance costs include network management, data storage, and system troubleshooting and repair at several local and remote locations. Requested personnel include an IT analyst and maintenance support billets required to monitor and ensure the security, performance, reliability, troubleshooting, and repair of NAIS. These billets also support the continued transition to government OE maintenance support in FY 2012 in conjunction with the expiration of the warranty for the core system design.

The Maritime Transportation Security Act of 2002 (46 U.S.C. 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 Congressional requirement and serves as a centerpiece of DHS's effort to build Maritime Domain Awareness (MDA).

6. Manned Covert Surveillance Aircraft (MCSA) Follow-On.....\$1,880

PPA Breakdown - Manned Covert Surveillance Aircraft (MCSA) Follow-On		Total (\$000)
PPA I: Military Personnel (12 FTP, 6 FTE)		
	Military Pay and Allowances	555
	Military Health Care	56
	Permanent Change of Station	180
PPA III: Training and Recruiting		
	Training and Education	415
	Recruiting and Training Centers	5
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	25
	7th District	105
	Headquarters Directorates	58
	Other Activities	1
PPA V: Centrally Managed Accounts		
	Central Accounts	39
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	441
		1,880

Provides personnel and operations and maintenance (O&M) funding for the Coast Guard MCSA. The MCSA is scheduled to be delivered by the 4th quarter of FY 2012. The MCSA is expected to fly 1,000 Maritime Patrol Aircraft (MPA) hours annually to provide covert detection and monitoring capability with real time communications to Coast Guard operational commanders via automatic feeds to Command Center Common Operational Picture displays.

7. Surface and Air Asset Follow-On.....\$48,737

PPA Breakdown - Surface and Air Asset Follow-On		Total (\$000)
PPA I: Military Personnel (318 FTP, 190 FTE)		
	Military Pay and Allowances	13,264
	Military Health Care	1,765
	Permanent Change of Station	4,064
PPA II: Civilian Personnel (55 FTP, 29 FTE)		
	Civilian Pay and Allowances	3,225
PPA III: Training and Recruiting		
	Training and Education	2,907
	Recruiting and Training Centers	317
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	525
	Pacific Area	1,326
	7th District	1,995
	8th District	211
	Headquarters Directorates	5,480
	Headquarters Units	2,221
	Other Activities	32
PPA V: Centrally Managed Accounts		
	Central Accounts	2,284
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	3,688
	Electronics Maintenance	2,876
	Civil/Ocean Engineering and Shore Facility Maintenance	476
	Vessel Maintenance	2,081
		48,737

Surface and air assets provide the Coast Guard with the foundational capability necessary to perform its missions. Funding is requested to operate and maintain new assets that will transition from the acquisition program to operations in FY 2012 or to prepare crews in advance of that transition.

FRC O&M for 6 through 8 (Key West): Provides O&M for FRC hulls six through eight scheduled for delivery in 2012 and homeported in Miami, FL (#6) and Key West, FL (#7-8). The FRC is larger and more capable than the 110-ft patrol boat with advanced electronics and enhanced capabilities. This platform sustains the Coast Guard’s high speed, coastal capability for prosecuting immigration laws, enforcing boarder security, preventing terrorism, and ensuring resiliency to disasters. The FRC will also provide improved interoperability, C4ISR, common operating picture, and sensors to enhance surveillance and identification.

FRC Crews 9 and 10 (Key West): Provides personnel to operate and maintain the ninth and tenth FRCs scheduled for delivery in early 2013. Advance arrival of the crew is critical to ensure appropriate training and crew readiness prior to delivery.

FRC Follow-on Support: Provides personnel for shore-side support of the FRCs to be homeported in the first two homeports (Miami and Key West) for FRC shore-side personnel in FY 2011. These billets will fully staff the required Maintenance Augmentation Team (MAT) support for Miami and provide initial staffing to establish MAT Key West. In addition, FRC support personnel are provided for the Asset Program Office (APO), Surface Forces Logistics Center (SFLC), and training teams to support and maintain crew proficiency and safety.

NSC Crew Rotational Concept (Alameda): Provides the required resources to support the Crew Rotational Concept (CRC) on Coast Guard Cutters BERTHOLF, WAESCHE, and STRATTON. These cutters will transition from the standard crewing paradigm to CRC. Funding provides personnel to support NSC CRC oversight by establishing Squadron Alameda consisting of squadron staff and MAT augmentation.

NSC Crew: Provides personnel and funding for the third phase of the crew designated to accept and operate the third NSC, USCGC STRATTON.

NSC Signals Intelligence Capability: Provides personnel and follow-on funding to operate, staff, and maintain equipment in the Sensitive Compartmentalized Information Facilities (SCIF) onboard the first three NSCs. The installed SCIFs and trained personnel will greatly improve MDA by enhancing a cutter's ability to locate, identify, and target specific security threats and vessels.

Helicopter Communications and Sensor Systems Follow-on: Provides O&M funding for the communications and sensor systems installed as part of the HH-60 and HH-65 helicopter conversion/sustainment projects.

HC-144A Aircraft Follow-on: Provides personnel funding for MPA (HC-144A) #14. In addition, this initiative provides personnel and O&M funding for the C4IT Service Center to support aircraft Mission System Pallets (MSP) #1 through #12.

Asset Training System Engineering Personnel: Provides personnel and follow-on O&M funding necessary to meet and support NSC and FRC training requirements at Training Center Yorktown. These instructors and support personnel will develop curriculum and perform human performance/training analysis to ensure training objectives are met at the new Hull, Maintenance & Engineering School.

C4ISR Follow-on: Provides funding for personnel required for the C4IT Service Center to maintain more than 200 C4ISR systems deployed and delivered by the Coast Guard C4ISR Program. Assets supported include the NSC, FRC, HC-144A, HC-130J, and surface, air, and shore assets with enhanced C4ISR capabilities.

E. Base Re-Allocations (Non-Add)

1. Reserve Force Contract Conversion [\$1,490]

PPA Breakdown - Reserve Force Contract Conversion		Total (\$000)
PPA I: Military Personnel (8 FTP, 8 FTE)		
	Military Pay and Allowances	554
	Military Health Care	75
	Permanent Change of Station	99
PPA II: Civilian Personnel (5 FTP, 5 FTE)		
	Civilian Pay and Allowances	671
PPA III: Training and Recruiting		
	Training and Education	54
	Recruiting and Training Centers	11
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	(1,490)
	Other Activities	1
PPA V: Centrally Managed Accounts		
	Central Accounts	25
		0

Provides permanent government personnel at the Coast Guard Security Center (SECCEN) to adjudicate security clearances. SECCEN is responsible for ensuring the Coast Guard Personnel Security and Suitability Program is managed effectively and in alignment with Federal mandates. Due to the “inherently governmental” aspect of security and suitability determinations, only Federal employees can make final determinations. This initiative transfers funding used to provide temporary reservist support for this function to the military and civilian pay accounts to fund the permanent FTE.

2. Military FTP and FTE Transfer to Civilian..... [\$3,127]

PPA Breakdown - Military FTP and FTE Transfer to Civilian		Total (\$000)
PPA I: Military Personnel (-32 FTP, -32 FTE)		
	Military Pay and Allowances	(2,599)
	Military Health Care	(299)
	Permanent Change of Station	(190)
PPA II: Civilian Personnel (32 FTP, 32 FTE)		
	Civilian Pay and Allowances	3,127
PPA III: Training and Recruiting		
	Training and Education	(39)
		0

Transfers 32 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).

3. PPA Funding Technical Transfers.....[\$22,365]

PPA Breakdown - PPA Funding Technical Transfers		Total (\$000)
PPA I: Military Personnel		
	Military Pay and Allowances	580
PPA II: Civilian Personnel		
	Civilian Pay and Allowances	2,843
PPA III: Training and Recruiting		
	Training and Education	4,705
	Recruiting and Training Centers	6,006
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	(1,685)
	1st District	(116)
	5th District	(145)
	7th District	(73)
	8th District	(82)
	17th District	(152)
	Headquarters Directorates	(19,823)
	Headquarters Units	(289)
PPA V: Centrally Managed Accounts		
	Central Accounts	6,844
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(75)
	Electronics Maintenance	(229)
	Civil/Ocean Engineering and Shore Facility Maintenance	1,828
	Vessel Maintenance	(137)
		0

This request implements recurring technical base adjustments to reallocate funding to the appropriate PPA for compliance with Coast Guard financial policy and proper alignment to the modernized operations and support organizations of the Coast Guard. All requested adjustments retain the original intent and purpose of the funding appropriated; however, the PPA required to properly execute these items is different than originally appropriated.

Requested FY 2012 adjustments to the PPA allocation include:

- Military and Civilian pay account adjustments accounting for annual personnel reprogrammings.
- Unit level operating base funding adjustments to align with the authorized Coast Guard modernized structure.
- The centralization of training support funding to properly source field-level training schools.
- The centralization and alignment of hardware and network services funding.

4. Multi-Sector Workforce Rebalancing Initiative Technical Adjustment [\$22,629]

PPA Breakdown - Multi-Sector Workforce Rebalancing Initiative Technical Adjustment		Total (\$000)
PPA I: Military Personnel (-86 FTP, -86 FTE)		
	Military Pay and Allowances	(6,195)
	Military Health Care	(629)
	Permanent Change of Station	(238)
PPA II: Civilian Personnel (101 FTP, 101 FTE)		
	Civilian Pay and Allowances	10,118
PPA III: Training and Recruiting		
	Training and Education	(88)
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	12,511
PPA V: Centrally Managed Accounts		
	Central Accounts	(1,481)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(591)
	Electronics Maintenance	(3,727)
	Civil/Ocean Engineering and Shore Facility Maintenance	(2,055)
	Vessel Maintenance	(7,625)
		0

The Coast Guard’s FY 2011 Multi-Sector Workforce Rebalancing Initiative (MWRI), formally known as the DHS Balance Workforce Strategy in the FY 2011 President’s Request, originally estimated 300 full-time positions (185 civilian and 115 military) for conversion to government performance. This initiative yielded \$14.5 million in savings in the FY 2011 President’s Request. Extensive analysis was completed identifying contracts ideally suited for conversion to government performance based on a potential to achieve greater workforce balance and cost efficiencies. The resulting review recommended adjusting the original insourcing estimates by increasing the number of civilian conversions from 185 to 286 and decreasing the military conversions from 115 to 29 for a total of 315 positions. This review ensured the Coast Guard has the proper mix of Federal and contractor workforce, and achieved the targeted savings outlined in the FY 2011 President’s Request. The FY 2012 MWRI technical adjustment accounts for the military to civilian conversions, the additional 15 positions insourced, and technical base adjustments to reallocate funding for professional service contracts to the appropriate PPA.

Decreases**(\$226,976)****A. Termination of One Time Costs (\$19,935)**

PPA Breakdown - Termination of One-Time Costs		Total (\$000)
PPA I: Military Personnel		
	Permanent Change of Station	(6,164)
PPA III: Training and Recruiting		
	Training and Education	(2,913)
	Recruiting and Training Centers	(78)
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	(500)
	7th District	(580)
	8th District	(110)
	Headquarters Directorates	(6,113)
	Headquarters Units	(380)
PPA V: Centrally Managed Accounts		
	Central Accounts	(2,798)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(209)
	Civil/Ocean Engineering and Shore Facility Maintenance	(90)
		(19,935)

This line item reflects FY 2012 savings associated with the termination of one-time costs for program start-up and exit transactions anticipated in FY 2011.

FY 2011 Line Items	Non-Recurring Amount (\$000)
Response Boat - Medium (RB-M) Maintenance Follow-On	(330)
Rescue 21 Follow-On	(24)
Nationwide Automatic Identification System (NAIS) Follow-On	(130)
Defense Messaging System (DMS) Follow-On	(320)
Rescue Swimmer Training Facility (RSTF) Follow-On	(144)
Surface and Air Asset Follow-On	(9,584)
Manned Covert Surveillance Aircraft Follow-On	(93)
Consolidate Maritime Intelligence Fusion Centers (MIFCs)	(82)
Retire Four HU-25 Aircraft	(705)
Two High Endurance Cutters (HEC)	(5,431)
Decommission Medium Endurance Cutter (MEC)	(1,408)
Deployable Force Capacity	(1,669)
CG Investigative Service (CGIS)	(15)
Total	(19,935)

B. Prior Year Management Annualizations (\$41,133)

PPA Breakdown - Prior Year Management Annualizations		Total (\$000)
PPA I: Military Personnel (-310 FTE)		
	Military Pay and Allowances	(19,695)
	Military Health Care	(2,702)
	Permanent Change of Station	(2,677)
PPA II: Civilian Personnel (-4 FTE)		
	Civilian Pay and Allowances	(530)
PPA III: Training and Recruiting		
	Training and Education	(746)
	Recruiting and Training Centers	(405)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(18)
	Pacific Area	(1,331)
	1st District	(64)
	7th District	(219)
	Headquarters Directorates	(4,274)
	Headquarters Units	(1,309)
	Other Activities	(41)
PPA V: Centrally Managed Accounts		
	Central Accounts	(1,002)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(3,825)
	Electronics Maintenance	(276)
	Vessel Maintenance	(2,019)
		(41,133)

This line item annualizes part-year reductions from various asset decommissionings anticipated in FY 2011.

FY 2011 Line Items	FTE (Mil)	FTE (Civ)	Recurring Amount (\$000)
Manned Covert Surveillance Aircraft Follow-On	0	0	(63)
Consolidate Maritime Intelligence Fusion Centers (MIFCs)	(5)	0	(620)
Retire Four HU-25 Aircraft	(30)	0	(8,675)
Decommission Two High Endurance Cutters (HEC)	(187)	0	(20,837)
Decommission Medium Endurance Cutter (MEC)	(43)	0	(4,594)
Deployable Force Capacity	(44)	(1)	(5,744)
CG Investigative Service (CGIS)	(1)	(3)	(600)
Total	(310)	(4)	(41,133)

C. Asset Decommissionings

1. Decommission Three PC-179s (\$16,383)

PPA Breakdown - Three PC-179s		Total (\$000)
PPA I: Military Personnel (-108 FTP, -108 FTE)		
	Military Pay and Allowances	(7,072)
	Military Health Care	(1,009)
	Permanent Change of Station	756
PPA III: Training and Recruiting		
	Training and Education	(177)
	Recruiting and Training Centers	(153)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(1,814)
	Pacific Area	(108)
	Headquarters Directorates	(1,658)
	Other Activities	(19)
PPA V: Centrally Managed Accounts		
	Central Accounts	(374)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(67)
	Civil/Ocean Engineering and Shore Facility Maintenance	(10)
	Vessel Maintenance	(4,678)
		(16,383)

Three 179-ft Patrol Coastal (PC) vessels will be decommissioned per a signed Memorandum of Agreement (MOA) with the U.S. Navy in January 2007. These vessels will be returned to the U.S. Navy in FY 2012.

2. Decommission High Endurance Cutter (HEC).....(\$6,700)

PPA Breakdown - Decommission High Endurance Cutter (HEC)		Total (\$000)
PPA I: Military Personnel (-184 FTP, -92 FTE)		
	Military Pay and Allowances	(5,377)
	Military Health Care	(859)
	Permanent Change of Station	1,420
PPA III: Training and Recruiting		
	Training and Education	(155)
	Recruiting and Training Centers	(128)
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	(624)
	Headquarters Directorates	360
	Other Activities	(16)
PPA V: Centrally Managed Accounts		
	Central Accounts	(384)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(112)
	Vessel Maintenance	(825)
		(6,700)

The Coast Guard will decommission one High Endurance Cutter (HEC) in FY 2012. The average age of the HEC fleet is 43 years and these assets are failing at an increased rate resulting in lost operational days and increased maintenance costs. With the acquisition of the fifth NSC fully funded in the FY 2012 budget and the third NSC scheduled for delivery in FY 2011, decommissioning of a third HEC will continue the transition from HECs to NSCs.

D. Termination of Sector Corpus Christi Facility Follow-On(\$2,301)

PPA Breakdown - Termination of Sector Corpus Christi Facility Follow-On		Total (\$000)
PPA I: Military Personnel (-26 FTP, -26 FTE)		
	Military Pay and Allowances	(1,683)
	Military Health Care	(202)
	Permanent Change of Station	(72)
PPA III: Training and Recruiting		
	Training and Education	(41)
	Recruiting and Training Centers	(8)
PPA IV: Operating Funds and Unit Level Maintenance		
	8th District	(171)
PPA V: Centrally Managed Accounts		
	Central Accounts	(34)
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	(90)
		(2,301)

Follow-on funding was provided in FY 2010 for the operation and maintenance of new facilities required to co-locate Coast Guard Sector and Air Station Corpus Christi at the Corpus Christi Airport and provide joint operations space with Customs and Border Protection (CBP). The facilities will not be acquired prior to FY 2012; therefore, funding for this initiative is being terminated.

In the FY 2012 Acquisition, Construction, and Improvement appropriation the Coast Guard is requesting funding to consolidate Sector and Air Station Corpus Christi facilities in order to properly hangar, maintain, and operate new CASA HC-144A aircraft and effectively meet mission requirements. If appropriated as requested, follow-on funding would be required in the future to support the proposed facility.

E. FY 2012 Balanced Workforce Strategy(\$484)

PPA Breakdown - FY 2012 Balanced Workforce Strategy		Total (\$000)
PPA II: Civilian Personnel (4 FTP, 4 FTE)		
	Civilian Pay and Allowances	601
PPA III: Training and Recruiting		
	Training and Education	2
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	(1,095)
PPA V: Centrally Managed Accounts		
	Central Accounts	8
		(484)

In order to establish a high performing workforce comprised of a strong internal core of Federal employees supported by the expertise of private contractors, the Department created the DHS Balanced Workforce Strategy. The Coast Guard is committed to establishing the appropriate mix of in-house and contract skills, experience and other resources necessary to balance the total DHS workforce. The Coast Guard proposes insourcing a professional service contract to government service using four new full time positions. This initiative will save approximately \$484,000 in operating expenses.

F. Efficiencies and Offsets

1. Operational Support Reduction(\$36,077)

PPA Breakdown - Operational Support Reduction		Total (\$000)
PPA III: Training and Recruiting		
	Training and Education	(1,447)
	Recruiting and Training Centers	(1,426)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(494)
	Pacific Area	(1,090)
	1st District	(626)
	5th District	(508)
	7th District	(745)
	8th District	(633)
	9th District	(411)
	11th District	(398)
	13th District	(269)
	14th District	(186)
	17th District	(284)
	Headquarters Directorates	(4,554)
	Headquarters Units	(5,852)
PPA V: Centrally Managed Accounts		
	Central Accounts	(4,835)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(4,606)
	Electronics Maintenance	(2,301)
	Civil/Ocean Engineering and Shore Facility Maintenance	(2,532)
	Vessel Maintenance	(2,880)
		(36,077)

\$36.1 million service-wide reduction in funding that supports day-to-day Coast Guard operations. Reductions were generated to sustain front-line operational capacity and invest in critical recapitalization initiatives.

2. Administrative Savings Initiative (\$83,469)

PPA Breakdown - Administrative Savings Initiative		Total (\$000)
PPA I: Military Personnel		
	Permanent Change of Station	(5,000)
PPA III: Training and Recruiting		
	Recruiting and Training Centers	(6,283)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(2,359)
	Pacific Area	(2,968)
	1st District	(522)
	5th District	(445)
	7th District	(655)
	8th District	(539)
	9th District	(359)
	11th District	(338)
	13th District	(226)
	14th District	(157)
	17th District	(228)
	Headquarters Directorates	(20,026)
	Headquarters Units	(7,932)
PPA V: Centrally Managed Accounts		
	Central Accounts	(11,596)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(8,900)
	Electronics Maintenance	(4,450)
	Civil/Ocean Engineering and Shore Facility Maintenance	(4,996)
	Vessel Maintenance	(5,490)
		(83,469)

In FY 2012 the Coast Guard will make difficult, albeit necessary trade-offs to sustain front-line operational capacity and invest in critical recapitalization initiatives. To fund higher order needs the Coast Guard will seek efficiencies and make targeted reductions in administrative functions. These decisions are necessary in the current fiscal environment but do not come without impact to readiness and operations. FY 2012 Administrative Savings initiatives include:

DHS Efficiency Review: Consistent with the Secretary of Homeland Security’s Efficiency Review, and building upon efforts in previous fiscal years, the Coast Guard will endeavor to produce administrative savings by leveraging centralized purchasing and software licensing agreements, reductions in printing and publications, reductions in shipping and the transportation of goods, reductions in advisory and assistance contracts, and minimizing purchases of supplies and materials. Office equipment consolidation, implementing automation and energy conservation/savings measures, and limiting non-government facility usage will also improve efficiency and eliminate waste.

Non-Operational Travel Reduction: In FY 2012, the Coast Guard will reduce non-operational travel by more than 25 percent across all programs. The Coast Guard will maximize technology and training

tools, such as teleconferencing and webinars to reduce travel related to professional development, planning conferences, and international engagement.

Professional Service Contracts: The Coast Guard will reduce professional services contracts for enterprise-wide mission support and operational support activities. Examples of contracts targeted for reduction include: program management, engineering and technical services, financial audit support, doctrine and publication development, studies, software development, and other professional contracts.

While these efficiencies achieve savings to fund higher priority needs, they do so through a reduction in administrative and programmatic support across all Coast Guard programs. The Coast Guard will leverage technology and base resources to mitigate impacts of these reductions on Coast Guard readiness, operations, and the workforce.

3. Standard Workstation Help Desk Consolidation..... (\$6,900)

PPA Breakdown - Standard Workstation Help Desk Consolidation		Total (\$000)
PPA V: Centrally Managed Accounts		
	Central Accounts	(6,900)
		(6,900)

This proposed reduction restructures the Standard Workstation (SWS) support model by consolidating Tier 2 (depot level) support to two Regional Centers. Electronic Support Units (ESU) SWS Help Desks will be eliminated, which will eliminate 54 contractors. Tier 1 (end-user) support will be maintained at local ESU and Detachments dispatched to major field commands to provide local response as needed.

Efficiencies will be realized with the elimination of the local help desks. Though there may be an increase in the mean time to repair computer-related casualties, processes are in place to monitor the status of help requests to mitigate performance degradation and will be used to monitor support performance.

4. Program Support Reduction.....(\$13,594)

PPA Breakdown - Program Support Reduction		Total (\$000)
PPA III: Training and Recruiting		
	Recruiting and Training Centers	(2,000)
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	(657)
	Pacific Area	(1,212)
	Headquarters Directorates	(8,275)
	Headquarters Units	(100)
PPA V: Centrally Managed Accounts		
	Central Accounts	(1,200)
PPA VI: Depot Level Maintenance		
	Aircraft Maintenance	(150)
		(13,594)

In order to preserve front-line operations and sustain investment in critical recapitalization initiatives, the Coast Guard will reduce headquarters policy and enterprise-wide program support funding. Elements affected by this reduction include support for Coast Guard small boats, engineering and logistics support, financial management, and human capital initiatives such as recruiting, innovation, and individual unit professional development and training opportunities.

IV. Program Justification of Changes

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

Program Changes **\$93,351**

A. Enhancing Marine Safety**\$10,666**

PPA Breakdown - Enhancing Marine Safety		Total (\$000)
PPA I: Military Personnel (48 FTP, 24 FTE)		
	Military Pay and Allowances	2,303
	Military Health Care	224
	Permanent Change of Station	825
PPA II: Civilian Personnel (57 FTP, 29 FTE)		
	Civilian Pay and Allowances	3,238
PPA III: Training and Recruiting		
	Training and Education	268
	Recruiting and Training Centers	81
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	33
	Pacific Area	6
	1st District	65
	5th District	217
	7th District	118
	8th District	777
	9th District	105
	11th District	82
	13th District	40
	14th District	35
	17th District	36
	Other Activities	4
PPA V: Centrally Managed Accounts		
	Central Accounts	609
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	1,600
		10,666

Description of Item

This request builds upon the Coast Guard’s Marine Safety Performance Plan (MSPP), the foundational plan initiated in 2008 to meet the challenges associated with effectively regulating a dynamic and ever-growing maritime industry. It includes growing a highly skilled and high performing diversified workforce of military and civilian personnel to support the plan’s goals and initiatives of having a superior marine safety workforce, providing superb service delivery to the public, and implementing

fishing and vessel safety initiatives to reduce casualties from these types of vessels. The request includes 105 personnel to implement the next segment of the MSPP by investing in Marine Safety Inspectors, Investigators, and Fishing Vessel Safety Examiners at Coast Guard Sectors.

Justification

The current and future challenges in the U.S. Marine Transportation System (MTS) are many. Increases in maritime commerce across the MTS highlight the necessity for growth in the Marine Safety workforce to reduce the risk of marine casualties and meet demand for Coast Guard services. This request invests in necessary Marine Safety Inspectors, Investigators and Fishing Vessel Safety Examiners at Coast Guard Sectors, and places critical attorney positions at Coast Guard Districts to enhance capacity for enforcement actions, suspension and revocation cases, marine casualty boards, and civil penalties. Additional personnel in this request will assist in meeting the Coast Guard Authorization Act (CGAA) of 2010 requirements regarding dockside examinations.

Additionally, this request provides additional personnel to improve the competency and proficiency of the Coast Guard's marine safety workforce through enhancements to marine safety workforce training.

Impact on Performance

Funding improves the Coast Guard's ability to ensure the safety of thousands of vessels and mariners and the resiliency of the international supply chain critical to the economic security of the Nation. These personnel are paramount to the Coast Guard's ability to prevent marine casualties and environmental disasters. The initiative will provide needed capacity and improve technical competency of the marine safety workforce as documented in the Marine Safety Performance Plan.

B. Enhancing Marine Environmental Response.....\$11,485

PPA Breakdown - Enhancing Marine Environmental Response		Total (\$000)
PPA I: Military Personnel (69 FTP, 35 FTE)		
	Military Pay and Allowances	3,079
	Military Health Care	322
	Permanent Change of Station	1,030
PPA II: Civilian Personnel (18 FTP, 9 FTE)		
	Civilian Pay and Allowances	1,135
PPA III: Training and Recruiting		
	Training and Education	1,612
	Recruiting and Training Centers	335
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	9
	Pacific Area	1,169
	1st District	38
	5th District	36
	7th District	59
	8th District	82
	9th District	1
	11th District	36
	13th District	23
	14th District	12
	17th District	29
	Headquarters Directorates	108
	Headquarters Units	297
	Other Activities	6
PPA V: Centrally Managed Accounts		
	Central Accounts	487
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	1,580
		11,485

Description of Item

This request supports the Marine Environmental Protection mission by providing funding for a Marine Environmental Response (MER) Incident Management and Assist Team (IMAT) and increasing technical expertise and strengthening MER career paths at Coast Guard Sectors and Strike Teams. The request is the initial investment in the Coast Guard’s initiative to improve mission performance in accordance with the MER Mission Performance Plan (2009). This initiative will begin to address gaps in the Coast Guard’s ability to meet requirements of the National Contingency Plan, the National Response Framework, and the Coast Guard MER Mission Performance Plan by providing personnel with the necessary skills to perform MER functions and enhance environmental response competencies.

Justification

Recent experience with several complex oil spills including the M/V Cosco Busan, the T/V Eagle Otome, and Mobile Offshore Drilling Unit (MODU) Deepwater Horizon underscore the importance of having well-trained and readily deployable incident managers and pollution responders throughout the Coast Guard. This request addresses critical MER resource and capability gaps by improving port-level and regional preparedness and providing increased capacity for response to discharges of oil, releases of hazardous materials, major marine casualties, and environmental disasters in the nation's ports and approaches. The funding also provides for incident responders with advanced level incident management training, and cost and legal documentation expertise to support steady-state and prolonged response operations. Through investment in the National Center of Expertise, as authorized by the CGAA of 2010, this enhancement will begin to institutionalize a dedicated and reliable team of experts to work with maritime communities to minimize oil and hazardous materials incident impacts to human health, the environment, and the Marine Transportation System. Ultimately, investment will ensure effective industry oversight for enforcement of pollution prevention regulations and environmental response.

Impact on Performance

The Coast Guard will enhance the MER program by matching capacity to demand at the three National Strike Teams, institutionalizing expertise in the National Incident Management System, and investing in additional competency and capacity necessary to carry out existing authorities embodied in the National Contingency Plan, the Oil Pollution Act of 1990 and the Clean Water Act. The investment will ensure a robust cycle of preparedness for, response to, and recovery from catastrophic releases of hazardous materials, discharges of oil that may result from major marine casualties or environmental disasters. It will also provide a rapid, professional, and deployable response capacity with the right training using the proper equipment to sustain the Coast Guard's leadership role in oil spill response. Continued investment in MER capacity will yield organizational expertise to facilitate Federal integration with State, local, and tribal entities as well as natural resource trustees in daily operations and disaster response. Investment in the National Center of Expertise for Response will contribute to a resilient supply chain that can rapidly recover and minimize impact to the Nation's economic security.

C. Child Care Initiative\$9,300

PPA Breakdown - Child Care Initiative		Total (\$000)
PPA II: Civilian Personnel (12 FTP, 6 FTE)		
	Civilian Pay and Allowances	633
PPA III: Training and Recruiting		
	Training and Education	4
	Recruiting and Training Centers	4
PPA IV: Operating Funds and Unit Level Maintenance		
	Atlantic Area	3
	Pacific Area	7
	1st District	2
	7th District	3
	Headquarters Directorates	8,284
PPA V: Centrally Managed Accounts		
	Central Accounts	120
PPA VI: Depot Level Maintenance		
	Civil/Ocean Engineering and Shore Facility Maintenance	240
		9,300

Description of Item

This request provides funding to increase access to child care services for Coast Guard families with dependents under the age of 12, better aligning the Coast Guard with DoD child care standards. Increasing the Coast Guard’s GSA child care subsidy program provides more Service members the opportunity to seek quality, affordable child care throughout the country. Additionally, this request funds 12 new civilian positions to align with DoD child care program management standards and national accreditation requirements. These positions will enhance training curriculum at Coast Guard Child Care Development Centers (CDC) and provide regional dependent care specialists to better manage, train, and expand the Coast Guard Family Child Care Home Program (FCC), which certifies military family members as in-home child care providers at several Coast Guard units.

Justification

The well-being of military families is an important indicator of the well-being of the overall Service. There are approximately 28,000 Coast Guard dependents under the age of 12 and currently 5.3 percent of those eligible dependents are enrolled in Coast Guard sponsored or subsidized child care services. By comparison, over 14 percent of DoD children under 12 are enrolled in some form of DoD sponsored or subsidized child care program. This disparity is due in part by the limited resources available for child care subsidies. This request provides resources to increase subsidy funding based on family income levels, which is more in line with the DoD child care subsidy program.

DHS and the Coast Guard continue to support military families though the use of base resources, as well as leveraging partnerships with DoD and other governmental agencies to enhance the long-term effectiveness of the Service’s military personnel. Much like DoD’s Reserve and National Guard units, Coast Guard units are often geographically dispersed, making it challenging to centralize child care programs that provide quality child care for Coast Guard families. The Coast Guard currently takes full advantage of DoD child care facilities, where available; however, expanding Coast Guard child care

programs such as the Coast Guard’s GSA Childcare Subsidy Program and FCC homes will provide more viable options to families seeking child care services in areas where larger DoD installations are not in close proximity.

Impact on Performance

Funding this request would close the child care parity gap with DoD by increasing subsidies up to \$4,500 per child while simultaneously raising the family income cap above the current level of \$75,000 per household. This increases the number of eligible children covered by the current Coast Guard subsidy program and distributes subsidy funding more in line with the DoD reimbursement schedule. Also, this request funds 12 new civilian positions that are required to sustain CDC accreditation in light of increased staffing, training, and certification requirements imposed by the National Association for the Education of Young Children (NAEYC), and ensures alignment with DoD staffing standards. Funding will also provide regional dependent care specialists to better manage and provide training for the Coast Guard FCC program participants. Funding will also provide for minor technology upgrades to all nine of the Coast Guard’s CDCs.

D. Polar Icebreaking Program.....\$39,000

PPA Breakdown - Polar Icebreaking Program		Total (\$000)
PPA I: Military Personnel (247 FTP, 180 FTE)		
	Military Pay and Allowances	12,175
	Military Health Care	1,574
	Permanent Change of Station	1,066
PPA III: Training and Recruiting		
	Training and Education	284
PPA IV: Operating Funds and Unit Level Maintenance		
	Pacific Area	2,525
PPA VI: Depot Level Maintenance		
	Electronics Maintenance	4,963
	Vessel Maintenance	16,413
		39,000

Description of Item

This request provides budget authority to enable Coast Guard to make all critical decisions with respect to operation and maintenance of its polar icebreakers, consistent with MOUs between Coast Guard and its customer agencies. The request provides full-year personnel, operations, and maintenance funding for CGC HEALY and advance funding to support the reactivation of CGC POLAR STAR, ensuring its return to operations in FY 2013. AC&I industrial work on the CGC POLAR STAR reactivation project, funded in FY 2009 and FY 2010, is planned for completion in December 2012. The Coast Guard plans to decommission CGC POLAR SEA in FY 2011 and transition her crew to CGC POLAR STAR, enabling orderly transition to CGC POLAR STAR and facilitating her return to operations in FY 2013.

Justification

Based on current Federal requirements, maintaining and operating one medium duty and one heavy duty icebreaker will allow the Coast Guard to meet operational requirements. CGC HEALY must be sustained to meet the federal survey and research needs in the Arctic, including joint projects with other

nations that support cooperative efforts to establish jurisdictional rights in this region. Although the existing heavy-duty polar icebreakers are more costly to operate, are physically and technologically aged and are not optimally configured, it is prudent to maintain CGC POLAR STAR which is currently undergoing extensive maintenance to extend its service life as an interim capability while long-term Arctic capability requirements are finalized. CGC POLAR STAR will be a capable backup for the annual resupply of McMurdo Base and for CGC HEALY in the Arctic should it become beset in the ice.

To help define the capability that is needed to meet long-term federal needs in the changing Arctic environment, Coast Guard will participate in the DHS-led interagency working group, funded in FY 2012 to develop final requirements for acquisition of the 21st Century icebreaking capability. In the meantime, CGC POLAR STAR will provide a platform capable of staging resources and supporting international response to unanticipated emergencies or disasters (natural or manmade).

Impact on Performance

CGC HEALY and CGC POLAR STAR will continue to support federal activities in the high latitude regions. Additionally, the replacement of CGC POLAR SEA with CGC POLAR STAR in FY 2013 will provide a more dependable resource for contingency operations in both the Arctic and Antarctic. The funding for CGC POLAR STAR in FY 2012 will help Coast Guard sustain a trained crew and make ready for operations as quickly as possible.

E. Coast Guard Network Security.....\$8,600

PPA Breakdown - Coast Guard Network Security		Total (\$000)
PPA V: Centrally Managed Accounts		
	Central Accounts	8,600
		8,600

Description of Item

The \$8.6 million requested provides funding for the Coast Guard to transition from its commercially provided Internet Access Points (IAPs) to DoD IAPs provided via DISA. Access to these IAPs, a more secure network pathway, is critical to interoperability and interagency coordination between DHS and DoD and ensuring the continued security of Coast Guard networks. Secure networks provide the platform to execute all of the Coast Guard’s statutory missions.

Justification

The Coast Guard has an increased need for security for critical operational systems, such as command and control systems, that communicate over military networks. DoD security standards require that these systems be protected by DoD trusted internet connections provided by DISA. Currently, the Coast Guard manages commercially provided IAPs that do not meet DoD standards. Each month, 12 million emails hit Coast Guard gateways with 25,000 infections or malicious payloads, 5.5 million spam emails are rejected, 175 information assurance (IA) incidents occur, 350 computers are re-built and 40,000 computers are scanned for vulnerabilities. This funding provides for the installation of three fiber optic circuits at each of the Coast Guard’s existing IAP locations in Alexandria, VA; Kearneysville, WV; and Alameda, CA. These circuits will route all internet traffic to and from the internal Coast Guard One network (uscg.mil address space) through DoD managed IAPs and DoD network sensors. Traffic from the internet destined to the uscg.gov address space would continue to be routed through DHS IAPs.

Impact on Performance

The implementation of proven cyber security sensors will ensure robust and secure interoperability with DoD and will also increase the protection of information on Coast Guard networks. As a military service within DHS, the Coast Guard serves as a bridge between DHS and DoD for network security and information sharing. Failure to complete conversion to the DoD IAPs increases risk to DHS networks during steady-state operations and at times of crisis when network performance and stability is paramount to public safety in the maritime domain.

F. Distress Alerting Satellite System (DASS)\$6,300

PPA Breakdown - Distress Alerting Satellite System (DASS)		Total (\$000)
PPA II: Civilian Personnel (1 FTP, 1 FTE)		
	Civilian Pay and Allowances	139
PPA III: Training and Recruiting		
	Training and Education	1
PPA IV: Operating Funds and Unit Level Maintenance		
	Headquarters Directorates	6,153
PPA V: Centrally Managed Accounts		
	Central Accounts	7
		6,300

Description of Item

This request provides funding to support replacement of the Search and Rescue Satellite Aided Tracking (SARSAT) system with DASS to ensure no loss of life saving coverage in a system that supports Coast Guard’s SAR statutory mission. Commencing recapitalization of the SARSAT system is essential in FY 2012 to mitigate system degradation in 2017. DASS utilizes Search and Rescue (SAR) payloads on GPS Block III satellites. The primary partners involved in this multi-agency effort to deploy and operate DASS include the National Aeronautics and Space Administration (NASA), the National Oceanic and Atmospheric Administration (NOAA), the U.S. Air Force (USAF), and the U.S. Coast Guard. In February 2010, NASA, NOAA, USAF, and the Coast Guard signed the U.S. SARSAT Program MOA providing a policy framework and party commitments to continue supporting the existing operational SARSAT and international COSPAS-SARSAT programs, and to develop a Medium-altitude Earth Orbiting SAR (MEOSAR) system called DASS. Recapitalization of the SARSAT system is an essential element to effectively carrying out the Coast Guard’s Maritime Response activities.

Justification

The current SARSAT system’s reliability and level of service will begin to degrade in 2017, with total system obsolescence by 2020. A fully functional DASS constellation will consist of 24 satellites equipped with Canadian supplied DASS payloads. There is a limited window of opportunity to initiate the DASS payload integration with the GPS satellites prior to deploying into space. Funding is required in FY 2012 to initiate the Coast Guard’s portion of the DASS payload integration with GPS satellites prior to launch. A delay in funding will result in an incomplete satellite constellation and coverage gaps. These coverage gaps will prevent first responders from receiving distress alerting data, potentially resulting in lives lost. Hundreds of thousands of distress beacons are used by U.S. citizens in aircraft (Emergency Locator Transmitters – ELTs), ships and boats (Emergency Position Indicating Radio

Beacons – EPIRBs) and on their persons (Personal Locator Beacons – PLBs) in the U.S., as well as worldwide. Over the past five years the legacy SARSAT system provided critical life saving data to first responders in order to save over 1,300 lives in the U.S. Internationally, since 1982, the International COSPAS-SARSAT system provided critical distress alerting data to SAR authorities worldwide, saving more than 26,000 lives.

Impact on Performance

The Coast Guard is the Nation’s leader in maritime SAR. DASS will increase distress position accuracy information by 80 percent over that provided by the legacy SARSAT system and will increase system redundancy while retaining this critical capability beyond SARSAT’s end of reliable service life in 2017. Additionally, DASS will reduce notification of a distress beacon alert to less than five minutes. Currently, the interval between satellite passes is approximately 90 minutes with location confirmation often requiring at least two passes. DASS will greatly reduce the time required to locate a beacon, which will ultimately result in more lives saved and fewer national resources expended prosecuting searches with incomplete data. Partnering with other agencies/nations will decrease cost of development, implementation, and operations over the life of the system.

G. Data Center Migration\$8,000

PPA Breakdown - FY 2012 Data Center Migration		Total (\$000)
PPA V: Centrally Managed Accounts		
	Central Accounts	8,000
		8,000

Description of Item

FY 2012 data center development funding, to be managed through the DHS Working Capital Fund (WCF), will be used for the continuation of system and application migration to the two DHS Enterprise Data Centers for central DHS management in FY 2012. This includes:

- Discovery, migration planning, and scheduling activities specifically related to systems/applications that will transition to the DHS Data Centers in FY 2012.
- Purchase of new equipment for placement in the DHS Data Centers as part of migration/transition efforts.
- Installation of equipment racks at the DHS Data Centers.
- Migration-related build-out of DHS Data Center infrastructure.
- Transition of disaster recovery/backup/COOP (Continuity of Operations) capability to DHS Data Centers.
- Installation of infrastructure support as part of system migrations at the DHS Data Centers.

Justification

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

V. Exhibits and Other Supporting Materials

A. Justification of Proposed Legislative Language

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

For necessary expenses for the operation and maintenance of the Coast Guard, not otherwise provided for; purchase or lease of not to exceed 25 passenger motor vehicles, which shall be for replacement only; 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 \$28,000,000; purchase or lease of boats necessary for overseas deployments and activities; 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; \$6,819,505,000, of which \$340,000,000 shall be for defense-related activities; of which \$24,500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); of which not to exceed \$20,000 shall be for official reception and representation expenses: Provided, 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.

Note.—A full-year 2011 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 111-242, as amended). The amounts included for 2011 reflect the annualized level provided by the continuing resolution.

B. FY 2011 to FY 2012 Budget

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2010 Actual	48,778	48,547	6,872,464
2011 C.R. ¹	48,701	48,591	6,563,888
Adjustments-to-Base			
Transfers to and from Other Accounts			
A. Interdepartmental Transfer	113	113	24,174
Total Transfers	113	113	24,174
Increases			
Technical Adjustment	42	307	107,722
A. Annualization of Prior Year Funding	-	194	53,871
B. Mandatory Personnel Entitlements			
1. Annualization of FY 2011 Military Pay Raise	-	-	7,171
2. FY 2012 Military Pay Increase	-	-	24,590
3. Military Allowances	-	-	34,334
C. Non-pay Adjustments			
1. Non-pay Inflation	-	-	36,077
2. Operational Adjustments			
a) GSA Rent Increase	-	-	200
b) Critical Depot Level Maintenance - Asset Sustainment	-	-	28,670
c) Government Services Increase	-	-	4,673
D. Operating and Maintenance Funds for New Assets			
1. Shore Facility Follow-On	-	-	4,925
2. Response Boat - Medium (RB-M) Maintenance Follow-On	1	1	2,090
3. Interagency Operations Centers (IOC) Follow-On	14	7	3,407
4. Rescue 21 (R21) Follow-On	-	-	6,151
5. Nationwide Automatic Identification System (NAIS) Follow-On	6	3	570
6. Manned Covert Surveillance Aircraft (MCSA) Follow-On	12	6	1,880
7. Surface and Air Asset Follow-On	373	219	48,737
E. Base Re-Allocations (Non-Add)			
1. Reserve Force Contract Conversion	13	13	[1,490]
2. Military FTP and FTE Transfer to Civilian	[32]	[32]	[3,127]
3. PPA Funding Technical Transfers	-	-	[22,365]
4. Multi-Sector Workforce Rebalancing Initiative Technical Adjustment	15	15	[22,629]
Total Increases	476	765	365,068

B. FY 2011 to FY 2012 Budget

**Department of Homeland Security
U. S. Coast Guard
Operating Expenses
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
Decreases			
A. Termination of One-Time Costs	-	-	(19,935)
B. Prior Year Management Annualizations	-	(314)	(41,133)
C. Asset Decommissionings			
1. Three PC-179s	(108)	(108)	(16,383)
2. Decommission High Endurance Cutter (HEC)	(184)	(92)	(6,700)
D. Termination of Sector Corpus Christi Facility Follow-On	(26)	(26)	(2,301)
E. FY 2012 Balanced Workforce Strategy	4	4	(484)
F. Efficiencies and Offsets			
1. Operational Support Reduction	-	-	(36,077)
2. Administrative Savings Initiative ²	-	-	(83,469)
3. Standard Workstation Help Desk Consolidation	-	-	(6,900)
4. Program Support Reduction ²	-	-	(13,594)
Total Decreases	(314)	(536)	(226,976)
Total Adjustments-to-Base	275	342	162,266
2012 Current Services	48,976	48,933	6,726,154
Program Changes			
Program Increases			
A. Enhancing Marine Safety	105	53	10,666
B. Enhancing Marine Environmental Response	87	44	11,485
C. Child Care Initiative	12	6	9,300
D. Polar Icebreaking Program	247	180	39,000
E. Coast Guard Network Security	-	-	8,600
F. Distress Alerting Satellite System (DASS)	1	1	6,300
G. FY 2012 Data Center Migration	-	-	8,000
Total Program Changes	452	284	93,351
2012 Request	49,428	49,217	6,819,505
2011 to 2012 Total Change	727	626	255,617

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

2) A total of \$92.0M for the Administrative Savings Initiative (ASI) is taken across Coast Guard in two accounts: OE and AC&I. It comprises reductions to the following types of activities: advisory and assistance services; travel of people and things; printing and reproduction; and supplies and materials. From OE, this amount is comprised of \$83.5M listed above under ASI and \$5.7M included in the Program Support Reduction listed above. From AC&I \$2.8M in Systems Engineering and Integration.

C. Summary of Requirements

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

	2010 Actual				2011 C.R.				2012 Current Services				2012 Request			
	Perm. Pos.	FTE	Amount	Amount	Perm. Pos.	FTE	Amount	Amount	Pos.	FTE	Amount	Amount	Pos.	FTE	Amount	Amount
Adjustments to Base (See "FY 2011 to FY 2012 Budget Change" for details)																
Transfers																
Increases																
Decreases																
Total Adjustments to Base																
2012 Current Services																
Program Changes (See "FY 2011 to FY 2012 Budget Change" for details)																
2012 Request																
2011 to 2012 Total Change																

	2011 C.R.		2012 Adjustments-to-Base		2012 Program Changes		2012 Request		2011 to 2012 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Estimates by Program/Project Activity										
I. Military Pay and Allowances										
Military Pay and Allowances (AFC-01)	41,450	41,811	(342)	(319)	364	239	41,472	41,731	22	(80)
Military Health Care (AFC-57)										
Permanent Change of Station (AFC-20)										
<i>SubTotal</i>	41,450	41,811	(342)	(319)	364	239	41,472	41,731	22	(80)
II. Civilian Pay and Benefits										
Civilian Pay and Benefits (AFC-08)	7,251	6,780	617	661	88	45	7,956	7,486	705	706
<i>SubTotal</i>	7,251	6,780	617	661	88	45	7,956	7,486	705	706
III. Training and Recruiting										
Training and Education (AFC-56)										
Recruiting and Training Centers (AFC-34)										
<i>SubTotal</i>										
IV. Operating Funds and Unit Level Maintenance										
Atlantic Command (AFC-30)										
Pacific Command (AFC-30)										
1st District (AFC-30)										
5th District (AFC-30)										
7th District (AFC-30)										
8th District (AFC-30)										
9th District (AFC-30)										
11th District (AFC-30)										
13th District (AFC-30)										
14th District (AFC-30)										
17th District (AFC-30)										
Headquarter Directorates (AFC-30)										
Headquarter Managed Units (AFC-30)										
Other Activities (AFC-40)										
<i>SubTotal</i>										
V. Centrally Managed Accounts										
Centrally-Managed Operating Expenses (AFC-30)										
<i>SubTotal</i>										
VI. Depot Level Maintenance										
Aeronautical (AFC-41)										
Electronic (AFC-42)										
Civil/Ocean Engineering & Shore Facilities (AFC-43)										
Vessel (AFC-45)										
<i>SubTotal</i>										
SubTotal Operating Expenses	48,701	48,591	275	342	452	284	49,428	49,217	727	626
Operating Expenses Supplementals										
Transfer from NSF (P.L. 111-117)		247								
Overseas Contingency Operations (OCO) Funding (P.L. 111-83)										
Proposed DoD OCO Transfer										
Total	48,948	49,710	275	342	452	284	49,428	49,217	727	626

D. Summary of Reimbursable Resources

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

Collection by Source	2010 Actual		2011 Revised Estimate		2012 Estimate		Increase/Decrease		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Department of Homeland Security	115	107	29,303	106	100	30,182	106	106	31,087
Department of Defense	476	430	205,504	486	461	211,669	440	415	196,845
Department of Transportation	35	20	8,323	35	30	8,573	35	35	8,830
Department of Treasury	1	1	10	1	1	10	1	1	10
Department of Commerce	6	6	3,112	-	-	3,205	-	-	3,301
Department of State	27	27	7,629	24	24	7,858	24	24	8,094
Department of Justice	-	-	4,243	-	-	4,370	-	-	4,501
Federal Emergency Management Agency	-	-	17,664	-	-	18,194	-	-	18,740
Environmental Protection Agency	-	-	7,876	-	-	8,112	-	-	8,355
Miscellaneous									
- Panama Canal Authority	-	-	3	-	-	3	-	-	3
- National Science Foundation	-	-	5,022	-	-	5,173	-	-	5,328
Other Anticipated Reimbursables General	127	71	7,229	125	110	7,446	125	134	7,669
Total Budgetary Resources	787	662	295,918	777	726	304,795	731	715	292,763

Obligations by Program/Project Activity	2010 Actual		2011 Revised Estimate		2012 Estimate		Increase/Decrease		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Military Pay & Benefits	540	480	52,574	524	507	52,315	478	462	49,037
Civilian Pay & Benefits	247	182	24,701	253	219	25,052	253	253	25,822
Operational Reimbursements	-	-	218,643	-	-	227,428	-	-	217,904
Total Obligations	787	662	295,918	777	726	304,795	731	715	292,763

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	2010 ¹ Actual	2011 ² C.R.	2012 Request	2011 - 2012 Change
11.1 Full-time permanent	495,913	497,120	558,744	61,624
11.3 Other than full-time permanent	9,557	9,763	9,950	187
11.5 Other personnel compensation	21,059	19,654	20,030	376
11.7 Military personnel	2,490,622	2,549,383	2,562,490	13,107
11.8 Special service pay	6,443	6,365	6,625	260
12.1 Civilian personnel benefits	159,081	166,227	183,940	17,713
12.2 Military personnel benefits	242,820	284,083	280,993	(3,090)
13.0 Benefits-former	9,045	7,783	8,097	314
Total, Personnel Comp. & Benefits	\$ 3,434,540	\$ 3,540,378	\$ 3,630,869	\$ 90,491
Other Objects Classes:				
21.0 Travel	349,635	304,381	284,156	(20,225)
22.0 Transportation of things	62,250	71,177	76,113	4,936
23.1 GSA rent	86,462	89,619	91,019	1,400
23.2 Other rent	31,773	28,909	32,463	3,554
23.3 Communication, utilities, and misc charges	162,943	205,792	194,159	(11,633)
24.0 Printing and reproduction	4,345	6,802	2,362	(4,440)
25.1 Advisory and assistance services	231,833	275,751	161,592	(114,159)
25.2 Other services	951,464	769,835	771,848	2,013
25.3 Purchases of goods & svcs. from gov't accounts	-	9,922	16,323	6,401
25.4 Operation & maintenance of facilities	195,481	179,748	185,656	5,908
25.5 Research and development	-	-	-	-
25.6 Medical care	356,198	363,987	421,158	57,171
25.7 Operation and maintenance of equipment	118,641	247,299	210,720	(36,579)
25.8 Subsistence and support of persons	49,843	46,543	43,049	(3,494)
26.0 Supplies and materials	736,410	667,333	583,248	(84,085)
31.0 Equipment	92,639	97,973	93,776	(4,197)
32.0 Land and structures	3,725	12,032	19,015	6,983
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	4,282	2,396	1,979	(417)
Total, Other Object Classes	\$ 3,437,924	\$ 3,379,499	\$ 3,188,636	\$ (190,863)
Total Direct Obligations	\$ 6,872,464	\$ 6,919,877	\$ 6,819,505	\$ (100,372)
Unobligated balance, start of year	-	(60,486)	-	-
Unobligated balance, end of year	60,486	-	-	-
Total Requirements	\$ 6,932,950	\$ 6,859,391	\$ 6,819,505	\$ (100,372)

1) The FY 2010 actual obligations include \$241.503 million for Overseas Contingency Operations (OCO) appropriated in P.L. 111-83 and \$52.172 million of the \$54.000 million transferred from the National Science Foundation (NSF) for Icebreaking Services appropriated in P.L. 111-117.

2) The March 4, 2011 Continuing Resolution (annualized) obligations include \$241.503 million for Overseas Contingency Operations (OCO), \$54.000 million transferred from the National Science Foundation (NSF) for Icebreaking Services and \$50.000 million for Haiti emergency relief efforts provided in supplemental P.L. 111-212.

F. Permanent Positions by Grade

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

Grade	2010	2011	2012	2011 - 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change Pos.
O-10	1	1	1	-
O-9	4	4	4	-
O-8	24	24	24	-
O-7	6	6	6	-
O-6	348	291	290	(1)
O-5	762	754	757	3
O-4	1,247	1,258	1,271	13
O-3	2,231	2,311	2,360	49
O-2	1,429	1,454	1,472	18
O-1	165	164	164	-
CWO	1,556	1,529	1,585	56
Cadet/OC	1,013	852	852	-
E-10	1	1	1	-
E-9	316	290	299	9
E-8	688	643	641	(2)
E-7	3,275	3,285	3,279	(6)
E-6	6,696	6,783	6,801	18
E-5	8,125	8,227	8,266	39
E-4	7,297	7,315	7,275	(40)
E-3	4,147	4,032	3,962	(70)
E-2	1,383	1,536	1,472	(64)
E-1	689	690	690	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	41,403	41,450	41,472	22
Unfilled Positions EOY	788	-	-	-
Total Perm. Employment EOY	40,615	41,450	41,472	22
FTE ¹	41,757	41,811	41,731	(80)
Headquarters	1,155	1,026	1,052	26
U.S. Field	40,063	40,284	40,280	(4)
Foreign Field	185	140	140	-
Total Permanent Positions	41,403	41,450	41,472	22
Position Data:				
Average Salary, Officer Positions ²	\$ 98,383	\$ 99,960	\$ 97,876	\$ (2,083)
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions ²	\$ 59,576	\$ 60,263	\$ 59,802	\$ (461)
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	2010	2011	2012	2011 - 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change Pos.
Total, SES	14	14	15	1
Total, EX	89	-	-	-
GS-15	169	158	162	4
GS-14	556	508	541	33
GS-13	1,236	1,180	1,320	140
GS-12	1,527	1,517	1,683	166
GS-11	876	835	976	141
GS-10	27	29	31	2
GS-9	515	530	661	131
GS-8	188	192	192	-
GS-7	685	690	734	44
GS-6	234	298	302	4
GS-5	134	143	155	12
GS-4	23	30	30	-
GS-3	1	2	2	-
GS-2	-	5	5	-
Other Graded Positions	1,101	1,120	1,147	27
Ungraded Positions	-	-	-	-
Total Permanent Positions	7,375	7,251	7,956	705
Unfilled Positions EOY	441	434	476	42
Total Perm. Employment (Filled Positions) EOY	6,934	6,817	7,480	663
FTE	6,790	6,780	7,486	706
Headquarters	1,301	1,361	1,466	105
U.S. Field	6,074	5,890	6,490	600
Foreign Field	-	-	-	-
Total Permanent Positions	7,375	7,251	7,956	705
<u>Position Data:</u>				
Average Personnel Costs, ES Positions ²	\$ 206,700	\$ 217,700	\$ 226,400	\$ 8,700
Average Personnel Costs, GS Positions ²	\$ 101,902	\$ 106,696	\$ 109,531	\$ 2,835
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	2010	2011	2012	2011 - 2012
	Actual Pos.	Revised Estimate Pos.	Estimate Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	1	-	-	-
O-7	-	1	1	-
O-6	11	9	9	-
O-5	28	25	24	(1)
O-4	42	38	33	(5)
O-3	37	38	27	(11)
O-2	7	8	7	(1)
O-1	-	-	-	-
CWO4	22	24	22	(2)
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	3	3	3	-
E-8	7	6	6	-
E-7	39	39	36	(3)
E-6	106	103	94	(9)
E-5	155	153	145	(8)
E-4	75	69	63	(6)
E-3	7	8	8	-
E-2	-	-	-	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	540	524	478	(46)
Unfilled Positions EOY	16	-	-	-
Total Perm. Employment EOY	524	524	478	(46)
FTE¹	480	507	500	(7)
Headquarters	19	79	79	-
U.S. Field	510	433	387	(46)
Foreign Field	11	12	12	-
Total Permanent Positions	540	524	478	(46)
<u>Position Data:</u>				
Average Salary, Officer Positions²	\$ 121,975	\$ 119,969	\$ 119,618	\$ (351)
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions²	\$ 64,970	\$ 65,399	\$ 65,773	\$ 374
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
Reimbursables - Civilian
Permanent Positions by Grade**

Grade	2010	2011	2012	2011 - 2012
	Actual Pos.	Revised Estimate Pos.	Estimate Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	4	4	4	-
GS-14	17	15	15	-
GS-13	34	35	35	-
GS-12	44	42	42	-
GS-11	31	29	29	-
GS-10	-	-	-	-
GS-9	27	27	27	-
GS-8	15	18	18	-
GS-7	46	48	48	-
GS-6	-	7	7	-
GS-5	29	28	28	-
GS-4	-	-	-	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	247	253	253	-
Unfilled Positions EOY	65	4	-	(4)
Total Perm. Employment (Filled Positions) EOY	182	249	253	4
FTE	182	219	253	34
Headquarters	44	41	41	-
U.S. Field	203	212	212	-
Foreign Field	-	-	-	-
Total Permanent Positions	247	253	253	-
Position Data:				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 90,904	\$ 95,365	\$ 97,755	\$ 2,390
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.

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		2010 ¹ Actual	2011 ² C.R.	2012 Request	2011 - 2012 Change
Object Classes					
11.1	Full-time permanent	-	-	-	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	-	-	-	-
11.7	Military personnel	2,490,622	2,549,383	2,562,490	13,107
11.8	Special service pay	6,443	6,365	6,625	260
12.1	Civilian personnel benefits	-	-	-	-
12.2	Military personnel benefits	242,820	284,083	280,993	(3,090)
13.0	Benefits-former	8,800	7,269	7,573	304
21.0	Travel	122,318	96,700	102,437	5,737
22.0	Transportation of things	60,339	62,430	67,107	4,677
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	37,120	8,302	2,268	(6,034)
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	352,384	359,734	416,905	57,171
25.7	Operation and maintenance of equipment	5,498	1,087	136	(951)
25.8	Subsistence and support of persons	4,417	874	109	(765)
26.0	Supplies and materials	42,563	8,418	1,050	(7,368)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	2,411	477	60	(417)
Total, Military Personnel		\$ 3,375,735	\$ 3,385,122	\$ 3,447,753	\$ 62,631
Full Time Equivalents		41,757	41,811	41,731	(80)

1) FY 2010 actual obligations include funding for Overseas Contingency Operations (OCO) appropriated in P.L. 111-83 and funding transferred from the National Science Foundation (NSF) for Icebreaking Services appropriated in P.L. 111-117.

2) March 4, 2011 Continuing Resolution (annualized) obligations include funding for Overseas Contingency Operations (OCO), funding transferred from the National Science Foundation (NSF) for Icebreaking Services and funding for Haiti emergency relief efforts provided in supplemental P.L. 111-212.

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 eleven statutory missions in support of the Coast Guard's six FYHSP Programs.

Summary Justification and Explanation of Changes

Salaries and Benefits

2010 Actual	2011 C.R.	2012 Request	2011 to 2012 Change
\$ 2,748,685	\$ 2,847,100	\$ 2,857,681	\$ 10,581

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by active duty military personnel. The FY 2012 request reflects funding for the proposed pay raise (currently predicted at 1.6 percent for military only), medical benefits, and other mandatory personnel entitlements. Personnel increases include personnel to enhance Marine Safety and Marine Environmental Response and personnel to operate new systems and assets, including the National Security Cutter, Fast Response Cutter, HC-144A, Response Boat-Medium (RB-M), and the Interagency Operation Centers. Additionally, the request includes funding for personnel for two polar icebreakers. Personnel reductions are accounted for through the annualization of FTE reduced in FY 2011, as well as the decommissioning of the three PC-179 patrol coastal cutters and one High Endurance Cutter.

Travel

2010 Actual	2011 C.R.	2012 Request	2011 to 2012 Change
\$ 122,318	\$ 96,700	\$ 102,437	\$ 5,737

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. Funding also supports the shipment of military member's household goods in conjunction with Permanent Change of Station (PCS) moves. The FY 2012 request reflects funding for PCS travel costs, such as PCS travel costs associated with the commissioning of new assets and the decommissioning of three PC-179 patrol coastal cutters and one High Endurance Cutter.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 to 2012 Change
\$ 60,339	\$ 62,430	\$ 67,107	\$ 4,677

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 2012 request includes funding for PCS travel costs, such as PCS costs for the crews associated with new assets, personnel for the enhancement of Marine Safety and Marine Environmental Response and personnel assigned to the NSC Crew Rotational Concept (CRC).

Other services

	2010 Actual		2011 C.R.		2012 Request		2011 to 2012 Change
	\$ 37,120	\$	8,302	\$	2,268	\$	(6,034)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. The request reflects professional services reductions.

Medical care

	2010 Actual		2011 C.R.		2012 Request		2011 to 2012 Change
	\$ 352,384	\$	359,734	\$	416,905	\$	57,171

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 request includes actuary-forecasted cost increases associated with the existing workforce and new billets added through FY 2012 adjustment to base.

Operation and maintenance of equipment

	2010 Actual		2011 C.R.		2012 Request		2011 to 2012 Change
	\$ 5,498	\$	1,087	\$	136	\$	(951)

The request reflects annualization of management and technology efficiencies.

Subsistence and support of persons

	2010 Actual		2011 C.R.		2012 Request		2011 to 2012 Change
	\$ 4,417	\$	874	\$	109	\$	(765)

The request reflects the estimated annualization associated with the decommissioning of assets and the annualization of prior year management and technology efficiencies.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 to 2012 Change
	\$ 42,563	\$	8,418	\$	1,050	\$	(7,368)

The request reflects the estimated annualization associated with the decommissioning of assets and the annualization of prior year management and technology efficiencies.

Insurance claims and indemnity

	2010 Actual		2011 C.R.		2012 Request		2011 to 2012 Change
	\$ 2,411	\$	477	\$	60	\$	(417)

The request is associated with an anticipated reduction in claims.

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		2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
Object Classes					
11.1	Full-time permanent	495,913	497,120	558,744	61,624
11.3	Other than full-time permanent	9,557	9,763	9,950	187
11.5	Other personnel compensation	21,059	19,654	20,030	376
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	159,081	166,227	183,940	17,713
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	245	514	524	10
21.0	Travel	7,672	3,957	3,957	-
22.0	Transportation of things	1,911	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		\$ 695,438	\$ 700,646	\$ 780,556	\$ 79,910
Full Time Equivalents		6,790	6,780	7,486	706

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

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 685,855	\$ 693,278	\$ 773,188	\$ 79,910

Salaries and benefits funds provide for compensation directly related to duties performed for the Coast Guard by Federal civilian employees. The FY 2012 request includes funding for civilian personnel increases associated with the FY 2011 base technical adjustment, enhancement of Marine Safety and Marine Environmental Response, interdepartmental transfer, and personnel to operate new systems and assets including the NSC, FRC, and the HC-144A. This request also includes medical benefits, and other mandatory personnel entitlements.

Travel

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 7,672	\$ 3,957	\$ 3,957	-

Requested funds cover the travel costs of Coast Guard civilian employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2012 request has no change.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 1,911	\$ 3,411	\$ 3,411	-

Transportation of things includes all costs of the care of such things while in process of being transported, and other services incident to the transportation of things. Funding primarily supports the shipment of civilian personnel's household goods in conjunction with the acceptance of a new position. The FY 2012 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		2010¹	2011²	2012	2011 - 2012
		Actual	C.R.	Request	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	45,367	41,527	45,591	4,064
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	3,028	2,772	2,761	(11)
23.3	Communication, utilities, and misc charges	13,742	13,213	12,598	(615)
24.0	Printing and reproduction	318	654	496	(158)
25.1	Advisory and assistance services	18,037	18,178	13,417	(4,761)
25.2	Other services	62,249	56,027	55,109	(918)
25.3	Purchases of goods & svcs. from gov't accounts	-	5,594	5,162	(432)
25.4	Operation & maintenance of facilities	6,077	5,666	9,966	4,300
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	773	5,621	8,823	3,202
25.8	Subsistence and support of persons	2,510	2,653	2,653	-
26.0	Supplies and materials	59,264	57,801	52,954	(4,847)
31.0	Equipment	3,114	2,950	3,374	424
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	247	378	378	-
Total, Training and Recruiting		\$ 214,726	\$ 213,034	\$ 213,282	\$ 248
Full Time Equivalents		-	-	-	-

1) FY 2010 actual obligations include funding for Overseas Contingency Operations (OCO) appropriated in P.L. 111-83 and funding transferred from the National Science Foundation (NSF) for Icebreaking Services appropriated in P.L. 111-117.

2) March 4, 2011 Continuing Resolution (annualized) obligations include funding for Overseas Contingency Operations (OCO) and funding transferred from the National Science Foundation (NSF) for Icebreaking Services.

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 responses to the 9/11 terrorist attack, Overseas Contingency Operations, Hurricane Katrina, the earthquake in Haiti, the Deepwater Horizon oil spill, and other events requiring a rapid response capability.

Summary Justification and Explanation of Changes

Travel

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 45,367	\$ 41,527	\$ 45,591	\$ 4,064

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The travel request for FY 2012 includes funding derived from additional operational training requirements resulting from additional personnel for HC-144A operations, the Manned Covert Surveillance Aircraft, the enhancement of Marine Safety and Marine Environmental Response, and the FRC follow-on support.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 3,028	\$ 2,772	\$ 2,761	(11)

Other rent includes all payments to a non-Federal source for rental space, land, and structures. The FY 2012 request has no significant change.

Communication, utilities, and misc charges

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 13,742	\$ 13,213	\$ 12,598	(615)

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 2012 request primarily reflects program support reductions.

Printing and reproduction

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 318	\$ 654	\$ 496	(158)

Includes printing and reproduction costs. The FY 2012 request reflects the Administrative Savings Initiative.

Advisory and assistance services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 18,037	\$	18,178	\$	13,417	\$	(4,761)

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 2012 request reflects the net result of decreases in contractor support due to the annualization of prior year management and technology efficiencies and a Service-wide reduction in administrative and advisory assistance services/support.

Other services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 62,249	\$	56,027	\$	55,109	\$	(918)

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 2012 request has not changed. The decrease is an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Purchases of goods & svcs. from gov't accounts

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ -	\$	5,594	\$	5,162	\$	(432)

Purchases from Government Accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements. The FY 2012 request reflects annualization of prior year management and technology efficiencies.

Operation & maintenance of facilities

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 6,077	\$	5,666	\$	9,966	\$	4,300

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 2012 request primarily reflects annualization of the HC-144A flight simulator operation/maintenance follow-on and training school requirements associated the enhancement of Marine Safety and Marine Environmental Response.

Operation and maintenance of equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 773	\$	5,621	\$	8,823	\$	3,202

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 2012 request reflects technical transfers and the annualization of prior year funding.

Subsistence and support of persons

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 2,510	\$	2,653	\$	2,653	\$	-

The FY 2012 request has no change.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 59,264	\$	57,801	\$	52,954	\$	(4,847)

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, training and shore support units. The FY 2012 request primarily reflects the estimated annualization of prior year management and technology efficiencies. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 3,114	\$	2,950	\$	3,374	\$	424

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. The FY 2012 request is the annualization of the HC-144A flight simulator operation and maintenance follow-on.

Insurance claims and indemnity

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 247	\$	378	\$	378	\$	-

The FY 2012 request has no change.

H. PPA Budget Justifications

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

PPA IV: Operation and Maintenance		2010¹ Actual	2011² C.R.	2012 Request	2011 - 2012 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	144,101	141,115	115,066	(26,049)
22.0	Transportation of things	-	2,706	2,965	259
23.1	GSA rent	-	-	-	-
23.2	Other rent	26,275	23,299	26,771	3,472
23.3	Communication, utilities, and misc charges	86,331	31,107	17,668	(13,439)
24.0	Printing and reproduction	2,252	4,149	340	(3,809)
25.1	Advisory and assistance services	90,625	118,210	55,281	(62,929)
25.2	Other services	389,868	374,894	362,774	(12,120)
25.3	Purchases of goods & svcs. from gov't accounts	-	317	5,609	5,292
25.4	Operation & maintenance of facilities	31,467	37,087	33,752	(3,335)
25.5	Research and development	-	-	-	-
25.6	Medical care	3,814	4,253	4,253	-
25.7	Operation and maintenance of equipment	6,256	28,850	56,241	27,391
25.8	Subsistence and support of persons	42,916	43,016	40,287	(2,729)
26.0	Supplies and materials	401,629	410,099	371,342	(38,757)
31.0	Equipment	24,023	24,832	15,433	(9,399)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	1,624	1,541	1,541	-
Total, Operation and Maintenance		\$ 1,251,181	\$ 1,245,475	\$ 1,109,323	\$ (136,152)
Full Time Equivalents		-	-	-	-

1) FY 2010 actual obligations include funding for Overseas Contingency Operations (OCO) appropriated in P.L. 111-83 and funding transferred from the National Science Foundation (NSF) for Icebreaking Services appropriated in P.L. 111-117.

2) March 4, 2011 Continuing Resolution (annualized) obligations include funding for Overseas Contingency Operations (OCO) and funding transferred from the National Science Foundation (NSF) for Icebreaking Services.

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, operational units as well as headquarters units. These include High Endurance Cutters (WHECs), Medium Endurance Cutters (WMECs), 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

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 144,101	\$ 141,115	\$ 115,066	\$ (26,049)

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 2012 request reflects a Service-wide non-operational travel reduction and the Administrative Savings Initiative. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ 2,706	\$ 2,965	\$ 259

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 2012 request primarily reflects the net change in transportation costs associated with FRC follow-on and the decommissioning of one High Endurance Cutter.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 26,275	\$ 23,299	\$ 26,771	\$ 3,472

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 2012 request reflects enhancements to the Marine Safety and Marine Environmental Response Programs.

Communication, utilities, and misc charges

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 86,331	\$ 31,107	\$ 17,668	\$ (13,439)

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 2012 request primarily reflects annualization of prior year management and technology efficiencies.

Printing and reproduction

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 2,252	\$ 4,149	\$ 340	\$ (3,809)

The FY 2012 request primarily reflects Service-wide reduction in overhead and program support and the Administrative Savings Initiative.

Advisory and assistance services

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 90,625	\$ 118,210	\$ 55,281	\$ (62,929)

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 2012 request reflects the estimated net change from professional services reductions, the Administrative Savings Initiative and reduction in program support. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Other services

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 389,868	\$ 374,894	\$ 362,774	\$ (12,120)

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 2012 request reflects termination of one time FY 2011 costs. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Purchases of goods & svcs. from gov't accounts

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ 317	\$ 5,609	\$ 5,292

Purchases from Government Accounts include costs for purchases from other Federal Government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements. The FY 2012 request reflects inter-government services funding for an increase in security clearance requirements.

Operation & maintenance of facilities

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 31,467	\$	37,087	\$	33,752	\$	(3,335)

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 2012 request reflects annualization associated with the prior year decommissioning of assets and technical transfers. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Medical care

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 3,814	\$	4,253	\$	4,253	\$	-

The FY 2012 request has no change.

Operation and maintenance of equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 6,256	\$	28,850	\$	56,241	\$	27,391

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 2012 request reflects follow-on costs for R21, the DASS, the annualization of funding for prior year initiatives and funds associated with the interdepartmental transfer.

Subsistence and support of persons

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 42,916	\$	43,016	\$	40,287	\$	(2,729)

The FY 2012 request has not changed. The decrease is an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 401,629	\$	410,099	\$	371,342	\$	(38,757)

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 2012 request reflects the Administrative Savings Initiative and technical transfers. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 24,023	\$	24,832	\$	15,433	\$	(9,399)

This object class covers the purchase of capitalized and non-capitalized assets. The FY 2012 request reflects program support reductions and technical transfers. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Insurance claims and indemnity

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 1,624	\$	1,541	\$	1,541	\$	-

The FY 2012 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		2010¹ Actual	2011² C.R.	2012 Request	2011 - 2012 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	5,872	998	(317)	(1,315)
22.0	Transportation of things	-	-	-	-
23.1	GSA rent	86,462	89,619	91,019	1,400
23.2	Other rent	2,090	1,609	1,609	-
23.3	Communication, utilities, and misc charges	60,402	138,803	140,834	2,031
24.0	Printing and reproduction	1,275	1,503	1,325	(178)
25.1	Advisory and assistance services	6,193	13,263	(3,699)	(16,962)
25.2	Other services	102,508	58,864	77,235	18,371
25.3	Purchases of goods & svcs. from gov't accounts	-	4,011	4,513	502
25.4	Operation & maintenance of facilities	666	501	2,547	2,046
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	18,121	5,880	3,133	(2,747)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	20,973	21,660	7,000	(14,660)
31.0	Equipment	31,007	25,622	26,279	657
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Central Accounts		\$ 335,569	\$ 362,333	\$ 351,478	\$ (10,855)
Full Time Equivalents		-	-	-	-

1) FY 2010 actual obligations include funding for Overseas Contingency Operations (OCO) appropriated in P.L. 111-83.

2) March 4, 2011 Continuing Resolution (annualized) obligations include funding for Overseas Contingency Operations (OCO) and FY 2010 unobligated funds.

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

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 5,872	\$ 998	\$ (317)	\$ (1,315)

The FY 2012 request reflects the Administrative Savings Initiative.

GSA rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 86,462	\$ 89,619	\$ 91,019	\$ 1,400

GSA Rent includes all payments to the General Services Administration (GSA) for rental of space and rent related services. The FY 2012 request reflects changes in GSA rental costs and additional space requirements.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 2,090	\$ 1,609	\$ 1,609	-

Other rent includes all payments to a non-Federal source for rental space, land and structures. The FY 2012 request has no change.

Communication, utilities, and misc charges

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 60,402	\$ 138,803	\$ 140,834	\$ 2,031

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 2012 request reflects the Coast Guard Network Security initiative.

Printing and reproduction

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 1,275	\$	1,503	\$	1,325	\$	(178)

The FY 2012 request reflects the Administrative Savings Initiative.

Advisory and assistance services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 6,193	\$	13,263	\$	(3,699)	\$	(16,962)

Advisory and assistance services include services acquired by contract from non-Federal sources (e.g., 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 2012 request reflects the Administrative Savings Initiative, professional services reductions, and the obligation of FY 2010 unobligated funding in FY 2011 for the Operations System Center in Martinsburg, WV.

Other services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 102,508	\$	58,864	\$	77,235	\$	18,371

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 2012 request reflects government services increases for communications, postal services, and the Data Center Migration initiative.

Purchases of goods & svcs. from gov't accounts

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ -	\$	4,011	\$	4,513	\$	502

Purchases from Government Accounts include costs for purchases from other Federal government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements (e.g., MIPR). The FY 2012 request reflects government services increases for communications.

Operation & maintenance of facilities

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 666	\$	501	\$	2,547	\$	2,046

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 2012 reflects annualization of prior year funding.

Operation and maintenance of equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 18,121	\$	5,880	\$	3,133	\$	(2,747)

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 2012 request reflects Standard Work Station helpdesk consolidation.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 20,973	\$	21,660	\$	7,000	\$	(14,660)

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 2012 request reflects the Administrative Savings Initiative. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 31,007	\$	25,622	\$	26,279	\$	657

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 2012 request primarily is associated with enhancement of Marine Safety and Marine Environmental Response.

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		2010 ¹ Actual	2011 ² C.R.	2012 Request	2011 - 2012 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	24,305	20,084	17,422	(2,662)
22.0	Transportation of things	-	2,630	2,630	-
23.1	GSA rent	-	-	-	-
23.2	Other rent	380	1,229	1,322	93
23.3	Communication, utilities, and misc charges	2,468	22,669	23,059	390
24.0	Printing and reproduction	500	496	201	(295)
25.1	Advisory and assistance services	116,978	126,100	96,593	(29,507)
25.2	Other services	359,719	271,748	274,462	2,714
25.3	Purchases of goods & svcs. from gov't accounts	-	-	1,039	1,039
25.4	Operation & maintenance of facilities	157,271	136,494	139,391	2,897
25.5	Research and development	-	-	-	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	87,993	205,861	142,387	(63,474)
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	211,981	169,355	150,902	(18,453)
31.0	Equipment	34,495	44,569	48,690	4,121
32.0	Land and structures	3,725	12,032	19,015	6,983
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Depot Level Maintenance		\$ 999,815	\$ 1,013,267	\$ 917,113	\$ (96,154)
Full Time Equivalents		-	-	-	-

1) FY 2010 actual obligations include funding for Overseas Contingency Operations (OCO) appropriated in P.L. 111-83 and funding transferred from the National Science Foundation (NSF) for Icebreaking Services appropriated in P.L. 111-117.

2) March 4, 2011 Continuing Resolution (annualized) obligations include funding for Overseas Contingency Operations (OCO), funding transferred from the National Science Foundation (NSF) for Icebreaking Services and funding for Haiti emergency relief efforts provided in supplemental P.L. 111-212.

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

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
\$	24,305	\$	20,084	\$	17,422	\$	(2,662)

The FY 2012 request reflects the Administrative Savings Initiative.

Transportation of things

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
\$	-	\$	2,630	\$	2,630	\$	-

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 2012 request has no change.

Other rent

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
\$	380	\$	1,229	\$	1,322	\$	93

Other rent includes all payments to a non-Federal source for rental space, land and structures. The FY 2012 request reflects follow-on costs for FRC support.

Communication, utilities, and misc charges

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
\$	2,468	\$	22,669	\$	23,059	\$	390

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 2012 request supports new costs for CGC POLAR STAR icebreaker reactivation.

Printing and reproduction

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
\$	500	\$	496	\$	201	\$	(295)

The FY 2012 request reflects the Administrative Savings Initiative.

Advisory and assistance services

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	116,978	\$	126,100	\$	96,593	\$	(29,507)

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 2012 request primarily reflects professional services reductions and the Administrative Savings Initiative. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Other services

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	359,719	\$	271,748	\$	274,462	\$	2,714

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 2012 request reflects increases for surface and air asset follow-on.

Purchases of goods & svcs. from gov't accounts

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	-	\$	-	\$	1,039	\$	1,039

Purchases from Government Accounts include costs for purchases from other Federal government agencies or accounts that are not otherwise classified. Specifically, funds support the purchase of goods and services from other government agencies including interagency service requirements (e.g., MIPR). The FY 2012 request reflects increases for FRC follow-on costs.

Operation & maintenance of facilities

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	157,271	\$	136,494	\$	139,391	\$	2,897

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 2012 request primary reflects increases for shore, NAIS, and surface and air asset follow-on funding and the Marine Safety and Marine Environmental Response enhancement.

Operation and maintenance of equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 87,993	\$	205,861	\$	142,387	\$	(63,474)

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 2012 request primarily reflects decommissioning of three PC-179 Patrol Coastal Cutters and one High Endurance Cutter, prior year management and technology efficiencies and the obligation of Haiti disaster response emergency supplemental funding in FY 2011. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 211,981	\$	169,355	\$	150,902	\$	(18,453)

Supplies and materials are primarily defined as commodities that are ordinarily consumed or expended within one year after they are put into use. Specifically, funding supports procurement of consumable supplies aboard Coast Guard operational and shore support units including tools, spare part inventories for cutters, boats and aircraft, supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. The FY 2012 request primarily reflects the Administrative Savings Initiative and termination of one-time funding. The decrease is partly an artifact of the display which includes OCO obligations for FY 2011, but not FY 2012.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 34,495	\$	44,569	\$	48,690	\$	4,121

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 2012 request reflects the support for Signal Intelligence capability on the NSC and the POLAR STAR icebreaker reactivation.

Land and structures

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 3,725	\$	12,032	\$	19,015	\$	6,983

The FY 2012 request reflects funding associated with Critical Depot Level Maintenance annualization of prior year funding, and surface and air asset follow-on.

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 2010	FY 2011 C.R.	FY 2012
Base: Year-end FTE from Prior Year	47,884	48,591	48,591
Adjustments-to-Base : Transfers			
Transfer #1: Interdepartmental Transfer Description: Interdepartmental Transfer	-	-	113
Sub-Total Transfers	-	-	113
Adjustments-to-Base : Increases			
Increase #1: Technical Adjustment Description: Technical Adjustment	-	-	307
Increase #2: Annualization of part year funding Description: Annualization of prior year FTE	621	-	194
Increase #3: Response Boat Medium follow-on Description: Maintenance personnel to support RB-M	3	-	1
Increase #4: Rescue 21 follow-on Description: Operation of Rescue 21	11	-	-
Increase #5: Nationwide Automatic Identification System (NAIS) follow-on Description: NAIS operations follow-on	1	-	3
Increase #6: Surface and Air Asset follow-on Description: Crewing, staffing and support of new assets	183	-	219
Increase #7: Sector Corpus Christi Facility follow-on Description: Sector Air Station Corpus follow-on	13	-	-
Increase #8: Interagency Operations Centers (IOC) Follow-On Description: Interagency Operations Centers (IOC) Personnel	-	-	7
Increase #9: Manned Covert Surveillance Aircraft (MCSA) Follow-On Description: Manned Covert Surveillance Aircraft (MCSA) Personnel	-	-	6
Increase #10: Reserve Force Contract Conversion Description: Reserve Force Contract Conversion	-	-	13
Increase #11: Multi-Sector Workforce Rebalancing Initiative Technical Adjustme Description: Technical adjustment to FY 2011 Balanced Workforce Initiative	-	-	15
Sub-Total Increases	832	-	765

Adjustments-to-Base : Decreases

Decrease #1: Prior Year Management Annualizations	(22)	-	(314)
Description: Annualization of management savings and management efficiencies			
Decrease #2: HU-25 Aircraft	(39)	-	-
Description: Retire HU-25 aircraft			
Decrease #3: HC-130H Aircraft	(14)	-	-
Description: Retire HC-130H aircraft			
Decrease #4: LORAN-C Termination	(169)	-	-
Description: LORAN-C signal and facility termination			
Decrease #5: PC-179 Patrol Boats	-	-	(108)
Description: Decommission three PC-179 patrol boats			
Decrease #6: Decommission High Endurance Cutter (HEC)	-	-	(92)
Description: Decommission one High Endurance Cutters (HEC)			
Decrease #7: Termination of Sector Corpus Christi Facility Follow-On	-	-	(26)
Description: Termination of Sector Corpus Christi Facility Follow-On			
Decrease #8: Balanced Workforce Strategy Initiative	-	-	4
Description: Workforce growth through insourcing			
<hr/>			
Sub-Total Decreases	(244)	-	(536)

Program Changes

Change #1: Financial Management Oversight Description: Financial management oversight	44	-	-
Change #2: Marine Safety Enhancement Description: Enhancing Marine Safety	37	-	53
Change #3: Armed Helicopters Enhancement Description: Armed helicopters enhancement	6	-	-
Change #4: Biometrics at Sea Description: Biometrics at sea program	2	-	-
Change #5: Seahawk Charleston Interagency Operations Center Sustainment Description: Seahawk Charleston IOC sustainment	1	-	-
Change #6: Counternarcotics Enforcement Description: Counternarcotics enforcement enhancement	25	-	-
Change #7: Watchstanders Description: Watchstanders augmentation	4	-	-
Change #8: Enhancing Marine Environmental Response Description: Enhancing Marine Environmental Response	-	-	44
Change #9: Child Care Initiative Description: Child Care Initiative	-	-	6
Change #10: Polar Icebreaking Program Description: USCGC HEALY and USCGC POLAR STAR personnel	-	-	180
Change #11: Distress Alerting Satellite System (DASS) Description: DASS program management	-	-	1
Sub-Total Program Changes	119	-	284
Year-end Enacted / Estimated FTEs	48,591	48,591	49,217
Net Change from prior year base to Budget Year Estimate:	707	-	626

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.

J. FY 2012 Schedule of Working Capital Fund by Program/Project Activity

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

FY 2012 Schedule of Working Capital Fund by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010	FY 2011	FY 2012	Increase / Decrease
	Actual	C.R. Anticipated	Anticipated	for FY 2012
	AMOUNT	AMOUNT	AMOUNT	AMOUNT
Consolidated Subscriptions (Library of Congress)	\$ 553	\$ 553	\$ 2,099	\$ 1,546
Financial Statement Audit	\$ 3,520	\$ 3,520	\$ 3,782	\$ 262
Internal Control Audit	\$ 206	\$ 206	\$ 198	\$ (8)
TIER	\$ 52	\$ 52	\$ 61	\$ 9
Bankcard Program	\$ 3	\$ 3	\$ 4	\$ 1
NFC Payroll Services & Reporting	\$ 2,184	\$ 2,184	\$ 2,235	\$ 51
(HCBS) Payroll Service Ops	\$ 336	\$ 336	\$ 377	\$ 41
Flexible Spending Plan	\$ 131	\$ 131	\$ 122	\$ (9)
DHS EXEC. LEAD. (SES CDP, Sec Conf)	\$ 25	\$ 25	\$ 39	\$ 14
CIO/DHS Infrastructure Transf Pgm	\$ 5,555	\$ 5,555	\$ 6,601	\$ 1,046
Software Enterprise Licenses - Microsoft	\$ 13,027	\$ 13,027	\$ 14,653	\$ 1,626
Interagency Council Funding	\$ 176	\$ 176	\$ 181	\$ 5
Recruitment One-Stop	\$ 41	\$ 41	\$ 53	\$ 12
e-Training	\$ 365	\$ 365	\$ 372	\$ 7
Enterprise HR Integration (EHRI)	\$ 162	\$ 162	\$ 198	\$ 36
Business Gateway	\$ -	\$ -	\$ -	\$ -
e-Rulemaking	\$ 155	\$ 155	\$ 89	\$ (66)
e-Travel	\$ -	\$ -	\$ -	\$ -
Case Management Line of Business	\$ -	\$ -	\$ -	\$ -
e-Grants.gov	\$ 4	\$ 4	\$ 7	\$ 3
e-Authentication	\$ -	\$ -	\$ -	\$ -
Human Resources Line of Business	\$ 11	\$ 11	\$ 12	\$ 1
e-govBenefits	\$ 9	\$ 9	\$ 43	\$ 34
Financial Management Line of Business	\$ 34	\$ 34	\$ 28	\$ (6)
Geospatial Line of Business	\$ 15	\$ 15	\$ 12	\$ (3)
IT Infrastructure Line of Business	\$ -	\$ -	\$ -	\$ -
IAE Loans and Grants	\$ 8	\$ 8	\$ 1,798	\$ 1,790
Budget Formulation and Execution Line of Business	\$ 23	\$ 23	\$ 21	\$ (2)
e-gov.Integrated Acquisition Environment	\$ 516	\$ 516	\$ 50	\$ (466)
e-gov. Disaster Management (DisasterHelp.gov)	\$ 1,796	\$ 1,796	\$ 417	\$ (1,379)
Capital Planning and Investment Control (CPIC)	\$ 1,199	\$ 1,199	\$ 1,050	\$ (149)
Ready Campaign (Ready.gov)	\$ -	\$ -	\$ -	\$ -
Strategic Sourcing	\$ 276	\$ 276	\$ 394	\$ 118
CPO Shared Reporting	\$ 1,038	\$ 1,038	\$ -	\$ (1,038)
Competitive Sourcing	\$ -	\$ -	\$ 1,094	\$ 1,094
Grants Management Line of Business	\$ 1	\$ 1	\$ 1	\$ 0
NCR Infrastructure Operations	\$ -	\$ -	\$ 333	\$ 333
Working Capital Fund Operations	\$ 64	\$ 64	\$ 69	\$ 5
Data Center Consolidation	\$ -	\$ -	\$ 8,000	\$ 8,000
Total Working Capital Fund	\$ 31,485	\$ 31,485	\$ 44,394	\$ 12,909

K. DHS Balanced Workforce Strategy

In order to establish a high performing workforce comprised of a strong internal core of federal employees supported by the expertise of private contractors, the Department created the DHS Balanced Workforce Strategy. DHS is committed to establishing the appropriate mix of in-house and contract skills, experience and other resources necessary to balance the total DHS workforce. Pursuant to section 736 of Division D of the Omnibus Appropriations Act, 2009, P.L. 111-8, the Department is required to issue guidelines to DHS component agencies to facilitate consistent and sound application of this statutory requirement. Through the DHS Balanced Workforce Strategy, the Department will ensure that only Federal employees perform work that is inherently governmental or otherwise needs to be reserved to the public sector to maintain control of and sustain agency operations, and obtains contract services when it is appropriate and cost-effective. After a workforce planning assessment the Department will realign contractor and/or federal positions as necessary to achieve a balanced workforce. Assessing the workforce also allows managers to understand how contract employees are deployed throughout their organization and integrated with federal employees to better realize the full potential of our total workforce – both contracted and federal. A strong internal core of federal employees will build in-house capacity and institutional knowledge that is essential for effective government performance. Along with the statutory requirement to issue guidance to DHS components, Section 736 requires the Department to review all existing contracts in order to identify any functions currently being performed that should be reserved for federal employees. As the Department has a large magnitude of contracts, all contracts have prioritized based on risk into Tiered ranking. The results of Tier 1 contract review are listed below. The results of the lower-priority contracts will post-date this budget submission and will be included in the FY 2013 budget.

U. S. Coast Guard requests (\$484,000) and 4 FTE for the FY 2012 DHS Balanced Workforce Strategy.

Position Type	FY 2010 Actual		FY 2011 Pres. Budget		FY 2011 Annualization		FY 2011 Follow On ¹		FY 2012 Increase		FY 2010 – FY 2012 DHS Balanced Workforce Strategy	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Legal Instruments Examiner	-	-	65	65	-	-	-	-	-	-	65	65
General Inspector/Compliance Managers	-	-	7	7	-	-	-	-	-	-	7	7
Tech Writer/Multimedia Specialists	-	-	5	5	-	-	-	-	-	-	5	5
Senior Engineering Tech	-	-	1	1	-	-	-	-	-	-	1	1
Supply Technician	-	-	1	1	-	-	-	-	-	-	1	1
Construction/Damage Control Inspector	-	-	10	10	-	-	-	-	-	-	10	10
Security Specialists	-	-	15	15	-	-	-	-	-	-	15	15
Telecommunication/IT Specialists	-	-	12	12	-	-	13	13	-	-	25	25
Spectrum Management Analyst	-	-	9	9	-	-	-	-	-	-	9	9
Inventory Management Specialist	-	-	3	3	-	-	-	-	-	-	3	3
Human Resources	-	-	14	14	-	-	-	-	-	-	14	14
Flight Data Program Manager	-	-	1	1	-	-	-	-	-	-	1	1
Equipment Specialist	-	-	17	17	-	-	-	-	-	-	17	17
Contract Specialist	-	-	3	3	-	-	-	-	-	-	3	3
Data Librarian	-	-	2	2	-	-	-	-	-	-	2	2
Budget/Program/Management Analyst	-	-	17	17	-	-	2	2	-	-	19	19
Field Terminal Operator	-	-	42	42	-	-	-	-	-	-	42	42
Electronics Technicians	-	-	26	26	-	-	-	-	-	-	26	26
Systems Analyst	-	-	12	12	-	-	-	-	-	-	12	12
Software Engineer/Developer	-	-	4	4	-	-	-	-	-	-	4	4
Electronic Technician	-	-	3	3	-	-	-	-	-	-	3	3
Systems Support Administration	-	-	2	2	-	-	-	-	-	-	2	2
Civil Engineering Logistics Trainer	-	-	9	9	-	-	-	-	-	-	9	9
Intelligence	-	-	5	5	-	-	-	-	4	4	9	9
Accountant	-	-	15	15	-	-	-	-	-	-	15	15
Total	-	-	300	300	-	-	15	15	4	4	319	319

¹The 15 Pos/FTE associated with the FY 2011 Follow-On is 15 additional contractor positions converted in FY 2011 and annotated in the MWRI Technical Adjustment.

FY 2012 DHS Balanced Workforce Strategy

In FY 2012, the Coast Guard proposes converting a professional services contract costing approximately \$1 million to governmental service using four full-time civilian positions costing approximately \$516 thousand. This conversion will achieve a total saving of approximately \$484 thousand in operating expenses. Implementation of this contract conversion will have a minimal overlap period (1-2 weeks), and all contractor functions will be transferred to the new federal employees.

Annualization and Follow-On of FY 2011 DHS Balanced Workforce Strategy

The Coast Guard's FY 2011 Multi-Sector Workforce Rebalancing Initiative (MWRI), formally known as the DHS Balance Workforce Strategy in the FY 2011 President's Request, originally estimated 300 full-time positions (185 civilian and 115 military) for conversion to government performance. This initiative yielded \$14.5 million in savings in the FY 2011 President's Request. Extensive analysis was completed identifying contracts ideally suited for conversion to government performance based on a potential to achieve greater workforce balance and cost efficiencies. The resulting review recommended adjusting the original insourcing estimates by increasing the number of civilian conversions from 185 to 286 and decreasing the military conversions from 115 to 29 for a total of 315 positions. This review ensured the Coast Guard has the proper mix of federal and contractor workforce, and achieved the targeted savings outlined in the FY 2011 President's Request. The FY 2012 MWRI technical adjustment accounts for the military to civilian conversions, the additional 15 positions insourced, and technical base adjustments to reallocate funding for professional service contracts to the appropriate PPA.

Department of Homeland Security

United States Coast Guard

Environmental Compliance and Restoration



Fiscal Year 2012

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 missions.

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:

EC&R activities include site investigation and remediation activities at shore facilities slated for property divestiture or transfer.

C. Budget Request Summary:

The Coast Guard requests 25 positions, 24 FTE, and \$16.7 million in FY 2012 to provide for environmental remediation and restoration of Coast Guard facilities, including Base Support Unit Kodiak, USCGC ACUSHNET, and Aviation Logistics Center Elizabeth City, NC and for the remediation of several Long Range Aids to Navigation (LORAN) stations decommissioned in FY 2010 and High Endurance cutters to be decommissioned in FY 2011, the annualization of the FY 2011 military pay raise, FY 2012 military pay raise, and FY 2012 non-pay inflation. This request also includes a total decrease of \$142,000 for a program support reduction.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration**
Summary of FY 2012 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 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	22	\$ 16,759	24	\$ 13,198	24	\$ 16,699	-	\$ 3,501	-	\$ 3,500	-	\$ 1
Subtotal, Enacted Appropriations and Budget Estimates	22	\$ 16,759	24	\$ 13,198	24	\$ 16,699	-	\$ 3,501	-	\$ 3,500	-	\$ 1
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	22	\$ 16,759	24	\$ 13,198	24	\$ 16,699	-	\$ 3,501	-	\$ 3,500	-	\$ 1

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
2010 Actual	25	22	\$16,759
2011 C.R.	25	24	13,198
2012 Adjustments-to-Base	...	...	1
2012 Current Services	25	24	13,199
2012 Program Change	...	...	3,500
2012 Request	25	24	16,699

The Coast Guard requests \$16.7 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Coast Guard Authorization Act of 1989 (P.L. 101-225) created the Coast Guard 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 engineering fixes (i.e., physical changes) to Coast Guard buildings, structures and assets in order to comply with environmental laws and keep environmental liabilities from developing.

Significant accomplishments in FY 2010 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. Initiated LORAN remediation process.

FY 2011 planned accomplishments (based on an annualized CR funding estimate) include:

- Perform comprehensive environmental investigations and clean-up actions at sites with existing written agreements, at former and current LORAN sites and at sites with leaking underground fuel storage tanks (USTs).
- Continue support for disposal of Coast Guard vessels, including USCGC ACUSHNET, the 123-ft ISLAND Class cutters, and High Endurance Cutters.

- Continue to partner through the Great Lakes Restoration Initiative with the U.S. Environmental Protection Agency and the U.S. National Park Service (NPS) to remove hazardous materials from Great Lakes light houses, including contaminated soils, lead based paints, asbestos, PCBs and petroleum products. Funding being provided for the first phase of Cleveland West Pierhead Light lead and asbestos abatement project and asbestos removal project for Green Bay Light, WI.

FY 2012 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 remediation of current and former Lighthouses and several LORAN-C stations decommissioned in FY 2010. Continue clean-up of leaking USTs and fuel systems including Air Stations Miami and Clearwater. 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 Petaluma, CA and Yorktown, VA.
- Continue support for disposal of Coast Guard vessels, including High Endurance Cutters.

IV. Program Justification of Changes

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

Program Increase: Environmental Remediation

Program Decrease/Increase: Positions 0 FTE 0 Dollars \$3,500

Funding Profile

	FY 2010 Actual			FY 2011 C.R.			FY 2012 Request		
	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)
Current Services Level	25	22	16,759	25	24	13,198	25	24	13,199
Program Increase/decrease	-	-	-	-	-	-	-	-	3,500
Total Request	25	22	16,759	25	24	13,198	25	24	16,699

Description of Item

The \$3.5 million requested increase provides funding for the Coast Guard to begin environmental remediation and restoration work necessary to permanently decommission, dispose or transfer legacy cutters and LORAN transmitter sites dispersed throughout the United States. Remediation of cutters includes removing hazardous substances, including petroleum products, lead based paint, Polychlorinated biphenyls (PCBs), and asbestos. Funding requested for disposal of vessels decommissioned in FY 2011 assumes minimal required EC&R work associated with disposal via foreign military sales or scrapping in accordance with proposed FY 2012 General Provisions. Remediation or restoration of LORAN sites includes removing hazardous or toxic substances (e.g., unconsumed petroleum products, lead based paint, asbestos), removing hazardous equipment, and performing site remediation. Detailed environmental surveys, funded from the EC&R appropriation are required to develop cost estimates for this work. In addition to funding provided/requested via the EC&R appropriation, the Coast Guard plans to leverage proceeds from the sale of LORAN-C properties, consistent with proposed FY 2012 General Provisions to complete required LORAN-C remediation.

Justification

Environmental restoration or remediation is necessary to protect human health and the environment. The Coast Guard is statutorily responsible to remediate or restore legacy cutters and LORAN sites in support of disposition following decommissioning. All LORAN sites are uninhabited, and many are in remote locations, making them highly susceptible to trespassing and vandalism, increasing the risk to humans and the environment through exposure to hazardous substances and materials until conveyed through transfer or sale. Despite being inactive, the Coast Guard is still responsible for minimally maintaining these assets and sites in a caretaker status. It is critical to complete timely environmental remediation so the Coast Guard

can remove assets and sites from its inventory, thereby eliminating the latent environmental liability and caretaker costs.

Performance Impact

Funding in FY 2012 is critical to initiate environmental restoration necessary to dispose of these cutters and LORAN sites. Until restoration work is completed, the Coast Guard will retain the environmental and resource liability represented by maintaining these assets in its inventory.

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, \$16,699,000, to remain available until expended.

Note.—A full-year 2011 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 111–242, as amended). The amounts included for 2011 reflect the annualized level provided by the continuing resolution.

B. FY 2011 to FY 2012 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Environmental Compliance and Restoration
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	25	22	16,759
FY 2011 C.R.¹	25	24	13,198
Adjustments-to-Base			
Increases			
FY 2012 Pay Raise	-	-	1
Non-Pay Inflation	-	-	142
Total Increases	-	-	143
Decreases			
Program Support Reduction			(142)
Total Decreases	-	-	(142)
Total Adjustments-to-Base	-	-	1
FY 2012 Current Services	25	24	13,199
Program Changes			
Environmental Remediation			3,500
Total Program Changes	-	-	3,500
FY 2012 Request	25	24	16,699
2011 to 2012 Total Change	-	-	3,501

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

C. Summary of Requirements

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

	FY 2012 Request		
	Pos.	FTE	Amount
FY 2010 Actual	25	22	16,759
FY 2011 C.R.	25	24	13,198
Adjustments-to-Base (See "FY 2011 to FY 2012 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	143
Decreases	-	-	(142)
Total Adjustments-to-Base	-	-	1
FY 2012 Current Services	25	24	13,199
Program Changes (See "FY 2011 to FY 2012 Budget Change" for details)	-	-	3,500
FY 2012 Request	25	24	16,699
2011 to 2012 Total Change	-	-	3,501

Estimates by Program/Project Activity	FY 2011 C.R.			FY 2012 Adjustments-to-Base			FY 2012 Program Change			FY 2012 Request			2011 to 2012 Total Change		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
I. Environmental Compliance and Restoration	25	24	13,198	-	-	1	-	-	3,500	25	24	16,699	-	-	\$ 3,501
Total	25	24	13,198	-	-	1	-	-	3,500	25	24	16,699	-	-	\$ 3,501

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	FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
11.1 Full-time permanent	2,111	2,277	2,277	-
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	33	35	35	-
11.7 Military personnel	127	108	109	1
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	576	604	604	-
12.2 Military personnel benefits	15	15	15	-
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 2,862	\$ 3,039	\$ 3,040	\$ 1
Other Objects Classes:				
21.0 Travel	68	66	67	1
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	350	339	343	4
25.2 Other services	13,359	12,937	13,131	194
25.3 Purchases of goods & sves. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	102	99	100	1
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	18	17	18	1
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 13,897	\$ 13,458	\$ 13,659	\$ 201
Total, Direct Obligations	\$ 16,759	\$ 16,497	\$ 16,699	\$ 202
Unobligated balance, start of year	(6,772)	(3,299)	-	-
Unobligated balance, end of year	3,299	-	-	-
Recoveries	(87)	-	-	-
Total Requirements	\$ 13,199	\$ 13,198	\$ 16,699	-

Note: 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	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R. 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**	\$ 120,770	\$ 124,529	\$ 121,813	\$ (2,716)
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	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R. 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	2	2	2	-
Total Perm. Employment (Filled Positions) EOY	22	22	22	-
FTE	21	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	\$ 121,496	\$ 125,817	\$ 129,217	\$ 3,400
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 (for FY 2010 only), premium compensation for firefighters. Civilian FTP is presented as a count of full time positions, vice full time employees.

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
Object Classes					
11.1	Full-time permanent	2,111	2,277	2,277	-
11.3	Other than full-time permanent	-	-	-	-
11.5	Other personnel compensation	33	35	35	-
11.7	Military personnel	127	108	109	1
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	576	604	604	-
12.2	Military personnel benefits	15	15	15	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	68	66	67	1
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	350	339	343	4
25.2	Other services	13,359	12,937	13,131	194
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	102	99	100	1
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	18	17	18	1
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		\$ 16,759	\$ 16,497	\$ 16,699	\$ 202
Unobligated balance, start of year		(6,772)	(3,299)	-	
Unobligated balance, end of year		3,299	-	-	
Recoveries		(87)	-	-	
Total Requirements		\$ 13,199	\$ 13,198	\$ 16,699	

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 shore facilities slated for property divestiture or transfer actions.

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 2,862	\$ 3,039	\$ 3,040	\$ 1

The FY 2012 request includes the proposed pay raise (1.6 percent for military and 0 percent for civilians), medical benefits, other mandatory personnel entitlements.

Travel

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 68	\$ 66	\$ 67	\$ 1

Travel includes all costs of transportation of persons, subsistence of travelers, and incidental travel expenses in accordance with Federal travel regulations. The FY 2012 request reflects anticipated project travel needs.

Advisory and assistance services

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 350	\$ 339	\$ 343	\$ 4

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 2012 request reflects the anticipated need for environmental remediation expenses.

Other services

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 13,359	\$ 12,937	\$ 13,131	\$ 194

Other services include contractual services with non-Federal sources that are not otherwise classified under Object Class 25. The FY 2012 request reflects the anticipated need associated with remediation and restoration of LORAN stations and asset decommissionings in FY 2011.

Operation & maintenance of facilities

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 102	\$ 99	\$ 100	\$ 1

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. The FY 2012 request reflects the anticipated need for maintenance of facilities.

Supplies and Materials

FY 2010		FY 2011		FY 2012		2011 - 2012	
Actual		C.R.		Request		Change	
\$	18	\$	17	\$	18	\$	1

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 2012 request reflects the anticipated need for supplies and material cost.

Department of Homeland Security

United States Coast Guard

Reserve Training



Fiscal Year 2012

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 maritime risks and threats. Our reserve forces provide critical support to all of the Coast Guard's 11 statutorily mandated missions. 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 the event of conflict, national emergency, or natural and man-made 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 to enhance the Nation's resilience to disasters.

C. Budget Request Summary:

The Coast Guard requests 536 positions, 536 FTE, and \$136.8 million in FY 2012. This request provides necessary resources for the training, operation, and administration of the Coast Guard Reserve Program, including training, equipping, and ensuring the readiness of the Coast Guard's 8,100 member Reserve workforce. The total adjustments-to-base is \$3.1 million for the military pay raises in FYs 2011 and 2012, and non-pay inflation. This request also includes a total decrease of \$407,000 for program support reductions.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

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

Summary of FY 2012 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Pay, Benefits and Allowances	481	\$ 93,440	536	\$ 104,548	536	\$ 107,694	-	\$ 3,146	-	\$ -	-	\$ 3,146
II. Operations, Maintenance and Administration	-	\$ 34,261	-	\$ 29,084	-	\$ 29,084	-	\$ -	-	\$ -	-	\$ -
Less Subtotal, Enacted Appropriations and Budget Estimates	481	\$ 127,701	536	\$ 133,632	536	\$ 136,778	-	\$ 3,146	-	\$ -	-	\$ 3,146
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	481	\$ 127,701	536	\$ 133,632	536	\$ 136,778	-	\$ 3,146	-	\$ -	-	\$ 3,146

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
2010 Actual	530	481	93,440
2011 C.R.	536	536	104,548
2012 Adjustments-to-Base	...	...	3,146
Current Services	536	536	107,694
Program Change	...	...	...
2012 Request	536	536	107,694

The Coast Guard requests \$107.7 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request for Pay, Benefits and Allowances funds salaries, benefits, and other compensation for both military and civilian Full Time Support (FTS) 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 and versatile surge capacity to respond 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 and contingency response. The Coast Guard Reserve was an invaluable contributor to Operation Deepwater Horizon with approximately 31 percent of the Selected Reserve having been mobilized since the response began in April 2010. Selected Reservists also played an integral role in response to the devastating earthquake in Haiti. At the same time, the Coast Guard Reserve continues to support the Department of Defense's (DoD) Overseas Contingency Operations in Iraq. Our reservists provide an outstanding return on investment by augmenting the active duty with needed competencies and capacity through Inactive Duty Training and Active Duty Training periods.

This request for funding sustains 536 FTS FTE, which represent 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 2010 included:

- Trained additional reservists for deployable expeditionary support and provided safety and security teams for deployment within the United States.
- Trained reservists for mobilization to support national security and disaster response, resulting in 2,700 highly qualified reservists deployed in support of Haiti earthquake response, Operation Deepwater Horizon, Operation Unified Response, etc.
- Increased full-time support to Commanders in the field for the training and personal readiness of reserve personnel.

FY 2011 planned accomplishments (based on an annualized CR funding estimate) include:

- Prepare reservists to serve an integral role during DoD's Overseas Contingency Operations.
- Train for mobilization to support national security and disaster response, including the ongoing response to the Deepwater Horizon Oil Spill and future emergent man-made or natural disasters.
- Create a Reserve Force structure to better synchronize training efforts to mission sets to more efficiently integrate the Coast Guard drilling reservists into the workforce.

FY 2012 planned accomplishments include:

- Train additional reservists for deployable expeditionary support and train safety and security teams for deployment within the United States.
- Enhance FTS management of the Reserve Force Readiness System through training and doctrine to improve Reserve Force readiness.
- Train for mobilization to support national security and future disaster response.

PPA II: OPERATIONS, MAINTENANCE AND ADMINISTRATION

	Perm Pos	FTE	Amount
2010 Actual	34,261
2011 C.R.	29,084
2012 Adjustments-to-Base
2012 Current Services	29,084
2012 Program Change
2012 Request	29,084

The Coast Guard requests \$29.1 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

This request for Operations, Maintenance and Administration funds services and facilities to train reservists, and to administer the Reserve program.

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 train and 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.

Significant accomplishments in FY 2010 included:

- Maintained readiness and sharpened mobilization skills through training and exercises during routine and emergency operations, and to support defense operations.
- Enhanced the delivery of training, readiness, and operational support.
- Improved Reserve readiness and training with further development of formal and on-line training for the entire corps of FTS personnel who support reserve readiness throughout the Coast Guard.

FY 2011 planned accomplishments (based on an annualized CR funding estimate) include:

- Improve processes to enhance ability to mobilize, train, and maintain skills required to support defense operations. Improve readiness through training and exercises during routine and emergency operations.
- Ensure on-time delivery of pre-mobilization and in-theater training, readiness, and operational support for reserve personnel through e-Learning initiatives.

- Review current distribution of drilling reserve strength to determine optimal distribution for purposes of meeting dynamic operational demands.

FY 2012 planned accomplishments include:

- Improve in-theater movement tracking of mobilized reservists.
- Improve the capability to recall members from the Inactive Ready Reserve (IRR) and ensure the mobilization readiness of a select group of IRR members.

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; \$136,778,000.

Note.—A full-year 2011 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 111–242, as amended). The amounts included for 2011 reflect the annualized level provided by the continuing resolution.

B. FY 2011 to FY 2012 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Reserve Training
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	530	481	127,701
FY 2011 C.R.¹	536	536	133,632
Adjustments-to-Base			
Increases			
Annualization of FY 2011 Military Pay Raise	-	-	1,949
FY 2012 Pay Raise	-	-	1,197
Non-Pay Inflation	-	-	407
Total Increases	-	-	3,553
Decreases			
Operational Support Reduction	-	-	(407)
Total Decreases	-	-	(407)
Total Adjustments-to-Base	-	-	3,146
FY 2012 Current Services	536	536	136,778
FY 2012 Request	536	536	136,778
2011 to 2012 Total Change	-	-	3,146

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

C. Summary of Requirements

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

	FY 2012 Request		
	Pos.	FTE	Amount
FY 2010 Actual	530	481	127,701
FY 2011 C.R.	536	536	133,632
Adjustments-to-Base (See "FY 2011 to FY 2012 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	3,553
Decreases	-	-	(407)
Total Adjustments-to-Base	-	-	3,146
FY 2012 Current Services	536	536	136,778
Program Changes (See "FY 2011 to FY 2012 Budget Change" for details)			
FY 2012 Request	536	536	136,778
2011 to 2012 Total Change	-	-	3,146

Estimates by Program/Project Activity	FY 2011 C.R.		FY 2012 Adjustments-to-Base		FY 2012 Program Change		FY 2012 Request		2011 to 2012 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
PPA I: Pay, Benefits and Allowances	536	536	-	-	-	-	536	536	-	-
PPA II: Operations, Maintenance and Administration	-	-	-	-	-	-	-	-	-	-
Total Reserve Training	536	536	-	-	-	-	536	536	-	3,146

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
11.1	Full-time permanent	5,109	5,375	5,402	27
11.3	Other than full-time permanent	23	6	6	-
11.5	Other personnel compensation	127	146	146	-
11.7	Military personnel	76,823	85,507	88,260	2,753
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,416	1,447	1,454	7
12.2	Military personnel benefits	9,942	12,067	12,426	359
13.0	Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits		\$ 93,440	\$ 104,548	\$ 107,694	\$ 3,146
Other Objects Classes:					
21.0	Travel	6,984	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	26,008	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	1,015	-	-	-
26.0	Supplies and materials	165	383	383	-
31.0	Equipment	83	8	8	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes		\$ 34,261	\$ 29,084	\$ 29,084	\$ -
Total Direct Obligations		\$ 127,701	\$ 133,632	\$ 136,778	\$ 3,146
Unobligated balance, start of year			-	-	
Unobligated balance, end of year		5,931	-	-	
Total Requirements		\$ 133,632	\$ 133,632	\$ 136,778	

F. Permanent Positions by Grade

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

Grade	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	1	1	1	-
O-7	-	-	-	-
O-6	7	7	7	-
O-5	18	12	12	-
O-4	19	21	21	-
O-3	53	49	49	-
O-2	5	12	12	-
O-1	-	-	-	-
CWO	14	19	19	-
Cadet	-	-	-	-
E-10	-	-	-	-
E-9	8	6	6	-
E-8	9	9	9	-
E-7	34	39	39	-
E-6	135	121	121	-
E-5	74	84	84	-
E-4	42	47	47	-
E-3	9	8	8	-
E-2	-	3	3	-
E-1	-	-	-	-
Other Graded Positions	-	-	-	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	428	438	438	-
Unfilled Positions EOY	27	-	-	-
Total Perm. Employment EOY	401	438	438	-
FTE**	395	438	438	-
Headquarters	30	40	40	-
U.S. Field	398	398	398	-
Foreign Field	-	-	-	-
Total Permanent Positions	428	438	438	-
Position Data:				
Average Salary, Officer Positions**	\$ 117,691	\$ 100,208	\$ 112,065	\$ 11,857
Average Grade, Officer Positions	3	3	3	-
Average Salary, Enlisted Positions**	\$ 68,992	\$ 68,077	\$ 68,362	\$ 285
Average Grade, Enlisted Positions	6	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	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R Pos.	Request Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	-	1	1	-
GS-14	4	4	4	-
GS-13	5	4	4	-
GS-12	15	10	10	-
GS-11	9	8	8	-
GS-10	-	-	-	-
GS-9	11	11	11	-
GS-8	5	5	5	-
GS-7	33	30	30	-
GS-6	13	14	14	-
GS-5	7	9	9	-
GS-4	-	1	1	-
GS-3	-	-	-	-
GS-2	-	-	-	-
Other Graded Positions	-	1	1	-
Ungraded Positions	-	-	-	-
Total Permanent Positions	102	98	98	-
Unfilled Positions EOY	17	-	-	-
Total Perm. Employment (Filled Positions) EOY	85	98	98	-
FTE	86	98	98	-
Headquarters	12	11	11	-
U.S. Field	90	87	87	-
Foreign Field	-	-	-	-
Total Permanent Positions	102	98	98	-
Position Data:				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 78,257	\$ 81,914	\$ 83,845	\$ 1,931
Average Grade, GS Positions	8	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.

H. PPA Budget Justifications

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

PPA I: Pay, Benefits and Allowances		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 to 2012 Change
Object Classes					
11.1	Full-time permanent	5,109	5,375	5,402	27
11.3	Other than full-time permanent	23	6	6	-
11.5	Other personnel compensation	127	146	146	-
11.7	Military personnel	76,823	85,507	88,260	2,753
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,416	1,447	1,454	7
12.2	Military personnel benefits	9,942	12,067	12,426	359
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		\$ 93,440	\$ 104,548	\$ 107,694	\$ 3,146
	Unobligated balance, start of year	-	-	-	
	Unobligated balance, end of year	-	-	-	
	Recoveries	-	-	-	
	Total Requirements	\$ 93,440	\$ 104,548	\$ 107,694	

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

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 to 2012 Change
\$ 93,440	\$ 104,548	\$ 107,694	\$ 3,146

Salaries and Benefits provides compensation directly related to Coast Guard active duty military and civilian personnel duties. This includes costs for 536 FTE. The FY 2012 request includes an increase of \$3,146,000 in funding for the FY 2012 proposed pay raise (1.6 percent for military and 0 percent for civilians), the military pay raise in FY 2011, medical benefits, and other mandatory personnel entitlements.

H. PPA Budget Justifications

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

PPA II: Operations, Maintenance and Administration		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 to 2012 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	6,984	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	26,008	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	1,015	-	-	-
26.0	Supplies and materials	165	383	383	-
31.0	Equipment	83	8	8	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Operations, Maintenance and Administration		\$ 34,261	\$ 29,084	\$ 29,084	\$ -
	Unobligated balance, start of year	-	-	-	-
	Unobligated balance, end of year	-	-	-	-
	Recoveries	-	-	-	-
	Total Requirements	\$ 34,261	\$ 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

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 6,984	\$ 6,570	\$ 6,570	\$ -

The FY 2012 request has no change.

Transportation of things

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 6	\$ 6	\$ 6	\$ -

The FY 2012 request has no change.

Other services

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 26,008	\$ 22,117	\$ 22,117	\$ -

The FY 2012 request has no change.

Subsistence and support of persons

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 1,015	\$ -	\$ -	\$ -

The FY 2012 request has no change.

Supplies and materials

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 165	\$ 383	\$ 383	\$ -

The FY 2012 request has no change.

Equipment

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 83	\$ 8	\$ 8	\$ -

The FY 2012 request has no change.

Department of Homeland Security

United States Coast Guard

Acquisition, Construction and Improvements



Fiscal Year 2012

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, aircraft, 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 Acquisition Manual (MSAM) and applicable Department of Homeland Security (DHS) management directives, to optimize the return on recapitalization investments.

B. Budget Activities:

The 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 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 inform budget requests and budget-related project activities.

C. Budget Request Summary:

The Coast Guard requests \$1.4 billion in FY 2012 for the following programs:

- Vessels - \$642.0 million
- Aircraft - \$289.9 million
- Other - \$166.1 million
- Shore and ATON - \$193.7 million
- Military Housing - \$20.0 million
- Personnel and Management - \$110.2 million

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Summary of FY 2012 Budget Estimates by Program/Project Activity**
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Vessels	-	\$ 561,053	-	\$ 851,680	-	\$ 642,000	-	\$ (209,680)	-	\$ -	-	\$ -
II. Aircraft	-	\$ 299,137	-	\$ 269,000	-	\$ 289,900	-	\$ 20,900	-	\$ -	-	\$ -
III. Other	-	\$ 285,340	-	\$ 284,100	-	\$ 166,140	-	\$ (117,960)	-	\$ -	-	\$ -
IV. Shore and ATON	-	\$ 45,965	-	\$ 27,100	-	\$ 193,692	-	\$ 166,592	-	\$ -	-	\$ -
V. Military Housing	-	\$ -	-	\$ -	-	\$ 20,000	-	\$ 20,000	-	\$ -	-	\$ -
VI. Personnel and Management	772	\$ 101,284	735	\$ 105,200	794	\$ 110,192	59	\$ 4,992	-	\$ -	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	772	\$ 1,292,779	735	\$ 1,537,080	794	\$ 1,421,924	59	\$ (115,156)	-	\$ -	-	\$ -
Supplemental pursuant to P.L. 111-212	-	\$15,500	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Rescission of unobligated balances pursuant to P.L. 111-83	-	\$800	-	\$ (800)	-	\$ -	-	\$ 800	-	\$ -	-	\$ -
Net, Enacted Appropriations & Budget Estimates	772	\$ 1,292,779	735	\$ 1,536,280	794	\$ 1,421,924	59	\$ (114,356)	-	\$ -	-	\$ -

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	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	-	\$ 7,818	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Vessels	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Shore Facilities and Aids to Navigation	-	\$ 70,000	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -
Total	-	\$ 77,818	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ -

1 FY 2010 actuals do not include \$77.8 million in American Recovery and Reinvestment Act (ARRA) obligations.

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)

INTRODUCTION

The Coast Guard FY 2012 budget proposes the elimination of the Integrated Deepwater System (IDS) sub-appropriation and disaggregation of the IDS construct from the Coast Guard's Acquisition, Construction and Improvement (AC&I) appropriation. Enacting this proposal will further enhance acquisition management and accountability by aligning the appropriations structure with how the projects are managed. This initiative also enhances accountability by establishing a stronger linkage between appropriations and specific asset acquisition projects, promotes better alignment with the authorized appropriation structure, and is a natural outcome of the Coast Guard's ongoing efforts to reform acquisition management and oversight. The new appropriations structure includes the following sub-appropriations:

- *Vessels* (cutters, small boats and related equipment)
- *Aircraft* (aviation capability)
- *Other*
- *Shore Facilities and Aids to Navigation*
- *Military Housing*
- *Personnel and Management*

PPA I: VESSELS

	Perm Pos	FTE	Amount
2010 Actual	\$561,053
2011 C.R	851,680
2012 Adjustments-to-Base
2012 Current Services	851,680
2012 Program Change	(209,680)
2012 Request	642,000

The Coast Guard request for FY 2012 is \$642.0 million.

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 to ensuring the continued mission effectiveness and readiness of the Coast Guard's surface fleet. FY 2012 funding supports the Survey and Design of Vessels and Boats, In-Service Vessel Sustainment (ISVS),

Response Boat-Medium (RB-M), National Security Cutter (NSC), Offshore Patrol Cutter (OPC), Fast Response Cutter (FRC), Cutter Boats and Medium Endurance Cutter Sustainment projects. The Coast Guard's fleet of boats and cutters supported within this program collectively perform all 11 statutory Coast Guard missions in the offshore, coastal and inland areas of responsibility (AOR).

The ISVS acquisition is a new project, intended to perform life-cycle sustainment work on aging vessels, starting with 140' Ice-Breaking Tugs in FY 2012.

The Coast Guard's future fleet of NSCs, OPCs and FRCs will replace the current fleet of High and Medium Endurance Cutters and Island-Class Patrol Boats. These cutters will provide endurance, speed, sea-keeping, surveillance, and persistent presence in the offshore AOR to perform the following Coast Guard missions: Drug and Migrant Interdiction, Living Marine Resources, Defense Readiness, Search and Rescue (SAR), Marine Environmental Protection, and Ports, Waterways, and Coastal Security. The NSCs and OPCs will be able to autonomously support and deploy aircraft and cutter boats, and possess a highly effective suite of electronics communication and surveillance equipment. NSCs, which have been fielded, are also able to optimally conduct critical law enforcement and SAR missions in the most challenging operational environments (e.g., Bering Sea, Russian-U.S. Maritime Boundary Line, Eastern Pacific, etc.), and overseas DHS missions, including out-of-hemisphere deployments. Furthermore, NSCs have the capacity to perform contingency response operations in all environments, including contaminated areas in the wake of a chemical or biological attack. Cutter boats provide major cutters the capability to deliver boarding teams, stop non-compliant vessels, transfer personnel/cargo, and augment the operations outlined above. The FRC is optimized for similar Coast Guard missions as the NSC and OPC, but at a shorter range within the Coastal and near-Offshore domains, while relying exclusively upon shore-based aircraft as opposed to cutter-borne assets to perform airborne surveillance and tactical support.

The RB-M is designed for operations within the coastal AOR, optimized for the full range of Law Enforcement, Maritime Response, Maritime Security, and Maritime Transportation System Management Programs within the territorial seas, harbors, and inland waterways. RB-Ms operate from multi-mission boat stations throughout the coastal United States and Territories. 140' Ice-Breaking Tugs primarily perform domestic icebreaking services, facilitating the safe passage of maritime commerce and conducting flood-relief operations, in addition to fulfilling other Coast Guard statutory missions within the Coastal and Inland AORs. These cutters are extremely versatile, as highlighted during Deepwater Horizon Marine Environmental Response operations.

Significant accomplishments in FY 2010:

- RB-M – Ordered 39 RB-Ms (hulls #67-105). Accepted delivery of 22 RB-Ms (hulls #15-36).
- NSC – Christened USCGC STRATTON (WMSL-752). Delivered USCGC WAESCHE (WMSL-751). USCGC BERTHOLF (WMSL-750) fully operational.
- OPC – Developed Concepts of Operations (CONOPS) and Operational Requirements Document (ORD). Developed Preliminary and Contract Design (P&CD) Request for Proposal.
- FRC – Completed critical design review (CDR) and award contract options for seven Low-Rate Initial Production (LRIP) hulls (#2 - 8).
- Cutter Boats – Completed design, engineering and specification development for CB-OTH Mk IV and LRI Mk II.

- Medium Endurance Cutter (WMEC) MEP – Finished MEP on the last four of fourteen 210’ WMECs.
- Patrol Boat (WPB) MEP - Completed MEPs on three 110’ WPBs.

FY 2011 planned accomplishments (based upon 2011 annualized CR except as noted below):

- RB-M – Accept delivery of 33 RB-Ms (hulls #37-69), and continue acquisition of RB-Ms.
- NSC – Award fixed-price incentive fee contract for production of NSC-4. Award long-lead time materials (LLTM) and production contract options for NSC-5 (assumes enactment of 2012 proposal to fully fund NSC-5). Deliver USCGC STRATTON (WMSL-752). Make USCGC WAESCHE (WMSL-751) fully operational.
- OPC – Continue pre-acquisition work through release of the request for proposal (RFP) for multiple preliminary designs.
- FRC – Fund contract option for construction of four FRCs.
- Cutter Boats – Conduct production and competition between lead CB-OTH Mk IV hulls.
- WMEC MEP – Complete two 270’ WMEC MEPs, and continue production of third 270’ WMEC MEP.
- WPB MEP – Complete last three of seventeen 110’ WPB MEPs.

FY 2012 planned accomplishments:

- Survey and Design – Complete survey and design work for 140’ WTGB sustainment, and commence survey and design work for 225’ WLB sustainment at the CG Yard.
- In-Service Vessel Sustainment – Conduct sustainment availability for the first 140’ WTGB at the CG Yard.
- RB-M – Order 40 RB-Ms.
- NSC – Continue production of NSC-4 and NSC-5.
- OPC - Continue acquisition by awarding Preliminary Contract & Design (PC&D) to multiple contractors.
- FRC – Fund contract option for construction of six FRCs. Award contract line item for the Re-procurement Data and Licensing Package, allowing for pursuit of a competitive fixed-price FRC production contract in FY 2015.
- Cutter Boats – Conduct production and testing of two Cutter Boat Long Range Interceptor Mark II (CB-LRI Mark II hulls #1-2) and eight Cutter Boat Over the Horizon Mark IVs (hulls #2-9).
- WMEC MEP – Complete MEP on three 270’ WMECs.

PPA II: AIRCRAFT

	Perm Pos	FTE	Amount
2010 Actual	\$299,137
2011 C.R.	269,000
2012 Adjustments-to-Base
2012 Current Services	269,000
2012 Program Change	20,900
2012 Request	289,900

The Coast Guard request for FY 2012 is \$289.9 million.

PROGRAM DESCRIPTION:

Primary operational resource supported: Aviation Assets

The aircraft program is the primary recapitalization and sustainment effort for the Coast Guard's aging aircraft. It is comprised of new fixed-wing aircraft acquisitions, acquisition of one H-60 helicopter lost during operational service, 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 capability enhancements to conduct maritime safety and security missions.

The Coast Guard's fleet of fixed and rotary wing aircraft supported within this program collectively performs all 11 statutory Coast Guard missions in the Offshore, Coastal and Inland AOR. The land-based fixed-wing aircraft include the C-130, HU-25 and C-144A aircraft. The C-144A is replacing the HU-25 as the Coast Guard's primary medium-range fixed-wing aircraft. The Coast Guard's fleet of C-130Hs and C-130Js provide long-range fixed-wing capability. Each of these fixed-wing aircraft enables the Coast Guard to conduct airborne surveillance, detection, classification and identification of vessels and other aircraft. The Coast Guard's fleet of rotary wing aircraft includes the H-60 and H-65 helicopters. Both aircraft are deployed from land-based Air Stations, while the H-65 is also deployed routinely aboard the Coast Guard's fleet of NSCs, WHECs, WAGBs, and WMECs. The H-60 is a medium-range helicopter, and the H-65 is a short-range helicopter. Both aircraft are used to execute the full range of Coast Guard programs including Law Enforcement, Maritime Security, Maritime Response, Defense Operations, and Maritime Transportation System Management. The projects within this program are intended to recapitalize and sustain these aircraft.

Significant accomplishments in FY 2010:

- C-144A, Maritime Patrol Aircraft (MPA) – Contracted production of MPA #12-14. Accepted delivery of MPAs #9-11 and six Mission System Pallets (MSPs).
- H-65 – Continued a service-life extension to refurbish the airframe, wiring and components; add new radar and C4ISR suite, and install an integrated cockpit.
- H-60 – Continued a service-life extension to refurbish the airframe, wiring, and components; add new radar and C4ISR suite, and install an integrated cockpit.
- C-130H – Attained full operating capability for radar replacement, continued avionics modernization and center wing box replacement to extend fleet service life.
- C-130J – Completed missionization of aircrafts #5 and #6, including the installation of air-certified observer seats.

FY 2011 planned accomplishments:

- MPA – Continue MPA acquisition. Contract for flight simulator construction.
- H-65 – Continue obsolete component upgrades.
- H-60 – Continue service-life extension to refurbish the airframe, wiring, and components; add new radar and C4ISR suite, and install an integrated cockpit.
- C-130H – Continue avionics modernization and center wing box replacement to extend fleet service life.

FY 2012 planned accomplishments:

- CGNR 6017 Airframe Replacement – Convert one Navy SH-60F to an MH-60T aircraft, to replace 6017, lost in a mishap.

- MPA – Fund production of two MPAs, up to five MSPs, and initial spares for MPAs and MSPs. Accept delivery of MPAs #12-14.
- H-60 – Continue service-life extension to refurbish the airframe, wiring, and components for the Coast Guard’s fleet of H-60 helicopters. Continue to fund installation of new Electro Optical/Infra-Red Sensor System and Avionics upgrades.
- H-65 – Continue to fund Discrete Segments 4 (Obsolete Component Modernization) and 6 (Automatic Flight Control System and cockpit modernization) for eleven aircraft.
- C-130H – Continue avionics design, development and testing, non-recurring engineering work for Mission System Sustainment/Upgrade, procurement, and installation of one center wing box.

PPA III: OTHER

	Perm		
	Pos	FTE	Amount
2010 Actual	\$285,340
2011 C.R.	284,100
2012 Adjustments-to-Base
2012 Current Services	284,100
2012 Program Change	(117,960)
2012 Request	166,140

The Coast Guard request for FY 2012 is \$166.1 million.

PROGRAM DESCRIPTION:

Primary operational resource supported: Command, Control, Communications, Computers and Information Technology (C4IT), Acquisition Management

Funding procures hardware and software, including initial acquisition, development or construction or improvement of any system, software or equipment costing over \$1.0 million per usable segment or item, or \$10.0 million total project cost. In FY 2012, funding will support continued progress on build-out of Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems, CG-Logistics Information Management System (CG-LIMS), Interagency Operations Centers (IOCs), Nationwide Automatic Identification System (NAIS) and Rescue 21 (R21). This program also provides funding for Systems Engineering and Integration (SEI) and Government Program Management (GPM).

The Coast Guard leverages its C4ISR capability to effectively execute a broad mission set in an immensely challenging operating environment. Assets are able to receive, evaluate and act upon information obtained through the capability provided by the systems supported in this program. The C4ISR project provides standardized capability to major cutters and aircraft, facilitating interoperability and information sharing. R21 facilitates SAR and other coastal operations by identifying, communicating with, and locating vessels in distress and providing the VHF command, control and communications backbone leveraged by all assets operating in the coastal zone. NAIS provides the ability to identify and classify vessels operating within the coastal and inland AORs to support maritime domain awareness activities. The IOC project facilitates maritime interagency cooperation during normal and contingency operations in major ports by integrating existing sensor output (e.g. radar, cameras, etc.) and providing asset status information to maritime agency stakeholders. Deployment of CG-LIMS enables the Coast Guard to replace redundant and

incompatible logistics and financial systems with one single integrated IT system capable of providing enhanced configuration management, supply support, and improved financial accountability. SEI and GPM are critical to efficient oversight and execution of the Coast Guard's acquisition programs.

Significant accomplishments in FY 2010:

- C4ISR – Continued delivery of Segment 2, the second C4ISR baseline; began Ku-band Satellite communication upgrades on WHECs/WMECs; began Integrated Waveform Military Satellite Communications upgrades on WMECs.
- CG-LIMS – Continued pre-acquisition activities of CG-LIMS.
- NAIS – Deployed the 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).
- R21 – Deployed system to five additional Sectors/Groups (Puget Sound, WA; Columbia River, OR; Corpus Christi, TX; San Francisco, CA and San Diego, CA). Rescue 21 operational along 35,748 miles of coastline.
- IOCs – Completed Watchkeeper Operational Testing and Evaluation and deployed to: Hampton Roads, VA; Jacksonville, FL. Outfitted Command Center at IOC New Orleans. Commenced sensor management capability development.

FY 2011 planned accomplishments:

- C4ISR – Continue critical system updates for safety, Information Assurance (IA), and diminishing manufacturing sources.
- CG-LIMS – Continue development and prototype deployment to Coast Guard operational assets and support facilities, starting with the MPA fleet.
- NAIS – Complete site surveys within two sectors with the goal of collocating NAIS equipment with R21 infrastructure.
- R21 – Deploy system to four additional Sectors (Detroit, MI; Los Angeles/Long Beach, CA; Buffalo, NY; Sault Ste. Marie, MI).
- IOCs – Deploy Watchkeeper to select IOC locations via technology demonstrator. Continue sensor management capability development.

FY 2012 planned accomplishments:

- C4ISR – Deploy Segment 2 capability to newly fielded NSCs and MPAs, and develop C4ISR capability for the OPC.
- CG-LIMS - Continue development and prototype deployment to Coast Guard operational assets and support facilities.
- NAIS – Install permanent NAIS capability in Sectors New Orleans, Houston/Galveston and Corpus Christi.
- R21 – Complete deployment at Sectors Lake Michigan, San Juan, PR, Honolulu, HI, Guam, and continue replacement of legacy VHF systems in the Western Rivers.
- IOCs – Continue to deploy Watchkeeper and sensor management capabilities to IOC locations.

PPA IV: SHORE AND AIDS TO NAVIGATION (ATON)

	Perm Pos	FTE	Amount
2010 Actual	\$45,965
2011 C.R.	27,100
2012 Adjustments-to-Base
2012 Current Services	27,100
2012 Program Change	166,592
2012 Request	193,692

The Coast Guard request for FY 2012 is \$193.7 million.

PROGRAM DESCRIPTION:

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

The AC&I shore facilities and ATON capital investment provides funding for the acquisition, construction, rebuilding, and improvement of the Coast Guard's shore facilities, ATON and related equipment. Shore facilities are critical to supporting all Coast Guard operations.

Significant accomplishments in FY 2010:

- Began work on MPA Hangar for CGAS Cape Cod.
- Continued to support NSCs with facility upgrades in Alameda, CA; facility upgrades at the first two FRC homeports; construction of an FRC trainer at Yorktown, VA; environmental assessments of new asset homeports and aviation sites; and detailed engineering evaluations.
- Commenced the renovation and construction of a new Station and Marine Safety Unit at Cleveland Harbor, OH.
- Commenced survey and design for the Coast Guard Academy pier project in New London, CT.
- Completed initial survey and design for seven major shore facilities/projects.
- Completed 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:

- Continue construction work on the aircraft hangar in Cape Cod, MA and build-out of facility upgrades for new FRCs and NSCs.
- Execute major shore recapitalization projects upon receipt of FY 2011 appropriations.
- Construct minor AC&I shore facility projects.

FY 2012 planned accomplishments:

- Commence design/construction of Cape May, NJ Pier repairs, CG Academy recapitalization, TRACEN Petaluma Wastewater Treatment Plant, Sector Corpus Christi facilities, STA Fairport recapitalization and STA Menemsha boathouse replacement.
- Commence construction of the next four FRC homeports, C4ISR training facility, Phase II

MPA Hangar Modifications at AIRSTA Miami, second NSC homeport, and upgrades to stations receiving the new 45' Response Boat – Medium (RB-Ms). These critical modifications will support the planned production rate of FRCs, MPAs, and RB-Ms. C4ISR training facility upgrades will provide training to crews on use of newly fielded C4ISR equipment.

- Construct Minor AC&I shore facility projects.

PPA V: MILITARY HOUSING

	Perm Pos	FTE	Amount
2010 Actual
2011 C.R.
2012 Adjustments-to-Base
2012 Current Services
2012 Program Change	20,000
2012 Request	20,000

The Coast Guard request for FY 2012 is \$20.0 million.

PROGRAM DESCRIPTION:

Primary operational resource supported: Coast Guard Housing

This program provides funding to recapitalize Coast Guard military family housing facilities to ensure military members have access to housing in areas where there is a lack of affordable accommodations. These funds will be used to plan, execute, administer contracts; and acquire and construct military family housing for Coast Guard active duty personnel and their families assigned to areas where there are documented housing shortages. The military housing projects planned in FY 2012 allocate funding to the highest priority housing recapitalization initiatives.

FY 2012 planned accomplishments:

- Continue acquisition and construction of housing in the Florida Keys and Long Island, New York.
- Commence projects to recapitalize Military Housing in Cape Cod, Massachusetts and Astoria, Oregon.

PPA VI: PERSONNEL AND MANAGEMENT

	Perm Pos	FTE	Amount
2010 Actual	956	772	\$101,234
2011 C.R.	893	735	105,200
2012 Adjustments-to-Base	...	...	...
2012 Current Services	893	735	105,200
2012 Program Change	17	59	4,992
2012 Request	910	794	110,192

The Coast Guard request for FY 2012 is \$110.2 million.

PROGRAM DESCRIPTION:

Primary operational resource supported: Personnel to support program management of all acquisitions.

- AC&I has a specific annual appropriation to fund “personnel compensation and benefits and related costs.” The primary activities include project management, financial management, support services, training, and workforce certification. The funding provides the appropriate level of government acquisition professionals to field a workforce with the competencies and capacity to manage acquisitions in accordance with CG and DHS policies, while meeting various requirements established in the Chief Financial Officer Act, Clinger-Cohen Act, DHS certification level requirements and OMB Circular A-76.
- The FY 2012 budget includes funds allocated towards the DHS acquisition workforce initiative. These funds will support acquisition training, recruitment, and retention activities, while helping the Coast Guard attract and hire qualified members of the acquisition workforce as defined by the Office of Federal Procurement Policy Act. Specific areas of focus include program management, systems engineering, testing and evaluation, and logistics.

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

PPA: Applies to all PPAs

Program Decrease/Increase: Positions 17 FTE 59 Dollars (\$114,356)

Funding Profile

	FY 2010 Actual ¹			FY 2011 C.R.			FY 2012 Request		
	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)	Pos	FTE	Dollars (\$000)
Current Services Level	956	772	1,292,779	893	735	1,536,280	893	735	1,536,280
Program Increase/decrease	-	-	-	-	-	-	17	59	(114,356)
Total Request	956	772	\$1,292,779	893	735	1,536,280	910	794	1,421,924

¹ FY 2010 Actuals do not include \$77.8 million in American Recovery and Reinvestment Act (ARRA) obligations.

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; \$1,421,924,000, of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); of which \$20,000,000 shall remain available until expended for military family housing, of which not more than \$14,000,000 shall be derived from the Coast Guard Housing Fund, established pursuant to 14 U.S.C. 687; of which \$642,000,000 shall be available until September 30, 2016, to acquire, effect major repairs, renovate, or improve vessels, small boats, and related equipment; of which \$289,900,000 shall be available until September 30, 2016, to acquire, effect major repairs, renovate, or improve aircraft or increase aviation capability; of which \$166,140,000 shall be available until September 30, 2016, for other equipment; of which \$193,692,000 shall be available until September 30, 2016, for shore facilities and aids to navigation facilities; and of which \$110,192,000 shall be available for personnel compensation and benefits and related costs: Provided, That of the funds made available for personnel compensation and benefits and related costs, \$2,249,714 shall be for strengthening the capacity and capabilities of the acquisition workforce (as defined by the Office of Federal Procurement Policy Act, as amended (41 U.S.C. 401 et seq.), including the recruitment, hiring, training, and retention of such workforce and information technology in support of acquisition workforce effectiveness or for management solutions to improve acquisition management.

Note: A full-year 2011 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 111-242, as amended). The amounts included for 2011 reflect the annualized level provided by the continuing resolution.

Explanation of Changes:

Consistent with the dissolution of Integrated CG Systems and the disaggregation of the Deepwater Acquisition into asset-based Acquisition Program Baselines, the proposed changes align projects that were formerly grouped under Integrated Deepwater Systems (IDS) with the existing authorized structure for Vessels, Aviation, Shore, Other Equipment, and Personnel and Management.

Makes all AC&I funds available for five years. This ensures comparability with the current structure under which the IDS sub-appropriation has had five year availability for all of its sub-activities. Since the applicable authorization language in 14 USC 656 approves the Coast Guard AC&I activities to be appropriated until expended, only the appropriations language must be modified.

Adds the phrase “*except as otherwise provided*” to aircraft appropriation, making it consistent with the minor construction and small boat language in the OE appropriation.

B. FY 2011 to FY 2012 Budget

**Department of Homeland Security
U. S. Coast Guard
Acquisition Construction and Improvements
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
2010 Actual	956	772	1,292,779
2011 C.R. ¹	893	735	1,536,280
2011 Current Services	893	735	1,536,280
2012 Program Request	910	794	1,421,924
Vessels	-	-	642,000
Aircraft	-	-	289,900
Other ²	-	-	166,140
Shore and Aids to Navigation	-	-	193,692
Military Housing	-	-	20,000
Personnel and Management	17	9	110,192
<i>Acquisition Workforce Initiative</i>	[17]	[9]	[2,250]
Total Program Changes	910	794	1,421,924
2011 to 2012 Total Change	17	59	(114,356)

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

2) A total of \$92.0M for the Administrative Savings Initiative (ASI) is taken across Coast Guard in two accounts: OE and AC&I. It comprises reductions to the following types of activities: advisory and assistance services; travel of people and things; printing and reproduction; and supplies and materials. From OE, this amount is comprised of \$83.5M included in ASI and \$5.7M included in the Program Support Reduction. From AC&I \$2.8M in Systems Engineering and Integration.

C. Summary of Requirements

**FY 2012-2016 Five Year Capital Investment Plan (CIP)
Acquisition, Construction & Improvements¹**

(Thousands of dollars, budget year dollars)	Annualized CR ²	FY 2012 Request	FY 2013	FY 2014	FY 2015	FY 2016	Total Acquisition Cost ³	Estimated Completion Date ³
Vessels	\$975,000	\$642,000	\$1,251,000	\$1,265,800	\$1,869,000	\$1,193,000		
Survey and Design - Vessel and Boats	\$0	\$6,000	\$1,000	\$1,000	\$1,000	\$1,000	Not Applicable	Not Applicable
In-Service Cutter Sustainment	\$0	\$14,000	\$23,000	\$40,000	\$36,000	\$48,000	Not Applicable	Not Applicable
Response Boat - Medium (RB-M)	\$42,000	\$110,000	\$58,000	\$40,800	\$0	\$0	\$610,000	2015
National Security Cutter (NSC)	\$615,000	\$77,000	\$775,000	\$795,000	\$853,000	\$45,000	\$4,749,000	2018
Offshore Patrol Cutter (OPC)	\$45,000	\$25,000	\$30,000	\$50,000	\$640,000	\$760,000	\$8,098,000	2031
Fast Response Cutter (FRC)	\$240,000	\$358,000	\$335,000	\$335,000	\$335,000	\$335,000	\$3,928,000	2022
Cutter Boats	\$3,000	\$5,000	\$4,000	\$4,000	\$4,000	\$4,000	\$110,100	2026
Medium Endurance Cutter Sustainment	\$30,000	\$47,000	\$25,000	\$0	\$0	\$0	\$296,800	2014
Aircraft	\$180,531	\$289,900	\$120,500	\$148,100	\$127,300	\$185,400		
CGNR 6017 Airframe Replacement	\$0	\$18,300	\$0	\$0	\$0	\$0	\$18,300	2013
Maritime Patrol Aircraft (MPA)	\$119,531	\$129,500	\$43,000	\$60,000	\$45,000	\$90,000	\$2,222,600	2025
HH-60 Conversion/Projects	\$32,000	\$56,100	\$9,500	\$24,100	\$17,300	\$25,500	\$451,000	2020
HH-65 Conversion/Sustainment Projects	\$0	\$24,000	\$35,000	\$35,000	\$35,000	\$39,000	\$1,133,600	2020
HC-130H Conversion/Sustainment Projects	\$25,000	\$62,000	\$29,000	\$29,000	\$30,000	\$30,900	\$690,000	2022
HC-130J Fleet Introduction	\$4,000	\$0	\$4,000	\$0	\$0	\$0	\$162,500	2011
Other	\$147,500	\$166,140	\$101,600	\$123,000	\$110,000	\$120,000		
Government Program Management	\$45,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$1,518,000	2031
Systems Engineering and Integration	\$29,000	\$17,140	\$15,000	\$15,000	\$15,000	\$15,000	\$1,118,100	2031
C4ISR	\$30,500	\$34,500	\$35,000	\$35,000	\$30,000	\$40,000	\$1,353,000	2025
Technology Obsolescence Prevention	\$1,000	\$0	\$0	\$0	\$0	\$0	\$345,000	2031
CG-LIMS	\$6,000	\$6,500	\$5,600	\$20,000	\$30,000	\$30,000	Not Available	Not Available
Nationwide Automatic Identification System (NAIS)	\$0	\$5,000	\$6,000	\$13,000	\$0	\$0	\$120,000	2015
Rescue 21	\$36,000	\$65,000	\$1,000	\$0	\$0	\$0	\$1,066,200	2017
Interagency Operations Centers (IOCs)	\$0	\$3,000	\$4,000	\$5,000	\$0	\$0	\$83,000	2015
Shore and ATON	\$113,200	\$193,692	\$114,611	\$120,290	\$126,090	\$144,609		
Major Shore, ATON and S&D	\$69,200	\$92,900	\$50,000	\$44,200	\$50,000	\$60,000	Not Applicable	Not Applicable
Major Acquisition Systems Infrastructure	\$44,000	\$94,500	\$59,611	\$71,090	\$71,090	\$79,609	Not Applicable	Not Applicable
Minor Shore	\$0	\$6,292	\$5,000	\$5,000	\$5,000	\$5,000	Not Applicable	Not Applicable
Military Housing	\$13,966	\$20,000	\$0	\$0	\$0	\$0		
Personnel and Management	\$106,083	\$110,192	\$114,589	\$116,869	\$119,194	\$121,566		
AC&I Core	\$510	\$600	\$600	\$600	\$600	\$600	Not Applicable	Not Applicable
Direct Personnel Costs	\$105,573	\$109,592	\$113,989	\$116,269	\$118,594	\$120,966	Not Applicable	Not Applicable
TOTAL	\$ 1,536,280	\$ 1,421,924	\$ 1,702,300	\$ 1,774,059	\$ 2,351,584	\$ 1,764,575		

Notes: (1) FY 2013-16 funding levels are subject to change based upon adjustment to our year fiscal guidance and finalization of the FY 2012-16 Future Year Homeland Security Program.

(2) For purposes of display, 2011 project funding levels are a distribution of the annualized March 4, 2011 Continuing Resolution (H.R. 3082) "top-line" AC&I funding level, which is \$156.5 million more than the FY 2011 President's Budget. The distribution of funds to each project is consistent with the FY 2011 President's Budget with the following exceptions:

(a) \$615 million for NSC; \$77M greater than the President's Budget, consistent with the 11th Congress FY 2011 House Full-Year Continuing Resolution and FY 2011 Draft Omnibus Appropriations Bills. The additional \$77M in 2011, plus another \$77M in 2012, is required to fully fund NSC-5.

(b) \$105.6 million for Direct Personnel; \$1.5 million less than the FY 2011 President's Budget, reflects savings from the 2011-2012 civilian pay freeze, consistent with the March 4, 2011 Continuing Resolution.

(c) The remainder of the excess \$156.5 million (\$79.5 million) is allocated to MPA, as this is a high priority recapitalization project in FY 2011. The excess funds would provide one additional aircraft and initial spares.

(3) Total project costs and estimated completion date are based on individual project DHS Acquisition Program Baselines (APBs) when available, or the 2005 Integrated Deepwater System APB.

D. Summary of Reimbursable Resources

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Summary of Reimbursable Resources
(Dollars in Thousands)**

Collections by Source	FY 2010 Actual		2011 Estimate		2012 Estimate		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
Department of Homeland Security	-	2,572	-	-	-	-	-	-
Department of Navy	-	770	-	237,339	-	-	-	(237,339)
Cal Transportation (CALTRANS) YBI Project	-	200	-	-	-	-	-	-
Other Anticipated Reimbursables, General	-	3,268	-	25,000	-	-	-	(25,000)
Total Budgetary Resources	-	6,810	-	262,339	-	-	-	(262,339)

Obligations by Program/Project Activity	FY 2010 Actual		2011 Estimate		2012 Estimate		Increase/Decrease	
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount
DHS - Nebraska Avenue Complex (NAC)	-	1,922	-	-	-	-	-	-
DHS - Plum Island	-	650	-	-	-	-	-	-
Navy - SSBN - 87 Coastal Patrol Boat (CPB)	-	770	-	-	-	-	-	-
Navy - CASA CN-235 Aircraft for Mexico	-	-	-	191,364	-	-	-	(191,364)
Navy - 42 Foot Arch Angel Lifeboats for Chile	-	-	-	10,758	-	-	-	(10,758)
Navy - 42 Foot Arch Angel Lifeboats for Chile	-	-	-	15,000	-	-	-	(15,000)
Navy - Aircraft for Columbia	-	-	-	3,241	-	-	-	(3,241)
Navy - SAR Helicopter (refurbish) for Malta	-	-	-	2,976	-	-	-	(2,976)
Navy - Aircraft Spare Parts	-	-	-	14,000	-	-	-	(14,000)
Cal Transportation (CALTRANS) YBI Project	-	200	-	-	-	-	-	-
Other Anticipated Reimbursables, General	-	3,268	-	25,000	-	-	-	(25,000)
Total Obligations	-	6,810	-	262,339	-	-	-	(262,339)

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	2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
11.1 Full-time permanent	39,451	42,938	44,720	1,782
11.3 Other than full-time permanent	207	235	235	-
11.5 Other personnel compensation	960	981	981	-
11.7 Military personnel	32,744	38,333	38,928	595
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	10,351	11,196	11,663	467
12.2 Military personnel benefits	4,011	5,421	5,505	84
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 87,724	\$ 99,104	\$ 102,032	\$ 2,928
Other Objects Classes:				
21.0 Travel	14,655	26,196	14,765	(11,431)
22.0 Transportation of things	2,434	4,351	2,452	(1,899)
23.1 GSA rent	-	-	-	-
23.2 Other rent	940	1,680	947	(733)
23.3 Communication, utilities, and misc charges	1,833	3,274	1,845	(1,429)
24.0 Printing and reproduction	13	23	13	(10)
25.1 Advisory and assistance services	207,595	371,093	209,150	(161,943)
25.2 Other services	243,917	436,021	245,744	(190,277)
25.3 Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4 Operation & maintenance of facilities	-	-	-	-
25.5 Research and development	455	817	461	(356)
25.6 Medical care	-	-	-	-
25.7 Operation and maintenance of equipment	-	-	-	-
25.8 Subsistence and support of persons	434	774	436	(338)
26.0 Supplies and materials	101,694	181,788	102,458	(79,330)
31.0 Equipment	552,325	987,331	556,467	(430,864)
32.0 Land and structures	78,761	140,799	79,351	(61,448)
41.0 Grants, subsidies and contributions	-	-	-	-
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 1,205,056	\$ 2,154,147	\$ 1,214,089	\$ (940,058)
Total Direct Obligations	\$ 1,292,780	\$ 2,253,251	\$ 1,316,121	\$ (937,130)
Unobligated balance, start of year**	(1,290,373)	(1,608,350)	(891,379)	
Unobligated balance, end of year**	1,608,350	891,379	997,182	
Recoveries	-	-	-	
Total Requirements	\$ 1,610,757	\$ 1,536,280	\$ 1,421,924	

**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	2010	2011	2012	2011 - 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change Pos.
O-10	-	-	-	-
O-9	-	-	-	-
O-8	2	2	2	-
O-7	-	-	-	-
O-6	19	18	18	-
O-5	40	45	45	-
O-4	90	83	83	-
O-3	103	99	99	-
O-2	3	5	5	-
O-1	-	-	-	-
CWO	61	61	61	-
Cadet/OC	-	-	-	-
E-10	-	-	-	-
E-9	7	4	4	-
E-8	10	11	11	-
E-7	52	52	52	-
E-6	36	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	455	419	419	-
Unfilled Positions EOY	17	16	16	-
Total Perm. Employment EOY	438	403	403	-
FTE*	387	364	385	21
Headquarters	166	222	222	-
U.S. Field	289	197	197	-
Foreign Field	-	-	-	-
Total Permanent Positions	455	419	419	-
Position Data:				
Average Salary, Officer Positions**	\$ 99,022	\$ 101,867	\$ 117,242	\$ 15,375
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions**	\$ 74,332	\$ 80,205	\$ 80,603	\$ 398
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	2010	2011	2012	2011 - 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change Pos.
Total, SES	1	-	-	-
Total, EX		-	-	-
GS-15	45	31	39	8
GS-14	146	127	136	9
GS-13	218	221	221	-
GS-12	54	56	56	-
GS-11	15	14	14	-
GS-10	1	2	2	-
GS-9	4	4	4	-
GS-8	7	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	501	474	491	17
Unfilled Positions EOY	101	96	99	3
Total Perm. Employment (Filled Positions) EOY	400	378	392	14
FTE	385	371	409	38
Headquarters	320	329	341	12
U.S. Field	181	145	150	5
Foreign Field	-	-	-	-
Total Permanent Positions	501	474	491	17
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	\$ 210,700	\$ -	\$ -	\$ -
Average Personnel Costs, GS Positions	\$ 134,216	\$ 136,448	\$ 142,256	\$ 5,808
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

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

Capital Investment Project	Congressional Request	Page Numbers
I. Vessels & Critical Infrastructure		
1. Survey and Design - Vessels and Boats	6,000	23-24
2. In Service Vessel Sustainment (ISVS)	14,000	25-27
3. Response Boat - Medium (RB-M)	110,000	28-33
4. National Security Cutter (NSC)	77,000	34-37
5. Offshore Patrol Cutter (OPC)	25,000	38-40
6. Fast Response Cutter (FRC)	358,000	41-43
7. Cutter Boats	5,000	44-47
8. Medium Endurance Cutter Sustainment	47,000	48-51
Subtotal - Vessels.....	642,000	
II. Aircraft		
1. CGNR 6017 Helicopter Replacement	18,300	52-53
2. Maritime Patrol Aircraft (MPA) HC-144	129,500	54-57
3. HH-60 Conversion Projects	56,100	58-61
4. HH-65 Conversion and Sustainment Projects	24,000	62-65
5. HC-130H Conversion and Sustainment Projects	62,000	66-69
Subtotal - Aircraft.....	289,900	
III. Other		
1. Government Program Management	35,000	70-72
2. Systems Engineering and Integration (SE&I)	17,140	73-75
3. C4ISR	34,500	76-80
4. CG-LIMS	6,500	81-83
5. Nationwide Automatic Identification System (NAIS)	5,000	84-87
6. Rescue 21	65,000	88-92
7. Interagency Operations Centers (IOC)	3,000	93-95
Subtotal - Other.....	166,140	

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

Capital Investment Project	Congressional Request	Page Numbers
IV. Shore & Aids to Navigation		
1. Station Menemsha Boathouse Rebuild	10,000	96-97
2. Station Fairport Recapitalization	16,400	98-99
3. TRACEN Petaluma Wastewater Treatment Plant	35,000	100-101
4. Cape May Pier 4 Recapitalization	11,000	102-103
5. Sector Corpus Christi Relocation	10,500	104-105
6. Recapitalization of Coast Guard Academy Facilities	8,000	106-108
7. Shore Infrastructure Survey and Design	1,000	109-110
8. Shore AC&I Waterways ATON Infrastructure	1,000	111-112
9. Major Acquisition Systems Infrastructure	94,500	113-114
10. Minor AC&I Shore Construction Projects	6,292	115-116
Subtotal - Shore & Aids to Navigation.....	193,692	
V. Military Housing		
1. Military Housing	20,000	117-118
Subtotal - Military Housing.....	20,000	
VI. Personnel and Management		
1. AC&I Core	600	119-120
2. Direct Personnel Costs	109,592	121-122
Subtotal - Personnel and Management.....	110,192	
Summary Capital Investments		
Total Non-IT Initiatives (all projects over \$5 million).....	1,307,924	
Total IT Initiatives.....	114,000	
Total FY 2012 Congressional Request:	1,421,924	

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

Survey and Design - Vessels and Boats **\$6,000**

Project Description, Justification and Scope

The FY 2012 funding will complete survey and design work for the 140-foot Icebreaking Tugs (WTGBs) as well as initiate this work for the 225-foot Sea-Going Buoy Tenders (WLBs) and the 175-foot Coastal Buoy Tenders (WLMs).

This request provides ongoing funding to support multi-year engineering survey and design efforts in support of future-year Mission Effectiveness Projects (MEPs), Service-Life Extension Projects (SLEPs), and other similar projects. Several of the Coast Guard’s cutters and boats are operating near or beyond their designed service life, or are requiring extensive repairs and upgrades to maintain mission effectiveness. As these vessels continue to age, project funding is required to conduct detailed condition surveys of the hull, along with engineering design work to be used in the planning and scope of sustainment or fleet replacement projects. Examples of the work to be performed under this project include: detailed survey and assessment of the material condition within the current fleet; study and analysis of engineering systems and components to evaluate their suitability for use in sustainment projects; and the development of pre-acquisition documentation to enable a sustainment or recapitalization project to reach initial approval in accordance with the Coast Guard’s Major Systems Acquisition Manual.

Early planning, requirements development and cost estimating in support of future cutter and boat acquisition and sustainment projects are critical to exercising good governance, planning, and acquisition oversight to make the best use of limited resources.

Significant Changes

No significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Survey and Design	FY12:Q1	FY12:Q4			6,000

U. S. Coast Guard - FY 2012 Congressional Justification

Survey and Design - Vessels and Boats

\$6,000

Schedule of Project Funding

	Project Funds			<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	7,449			13,449
Obligation	7,449			13,449
Expenditure	7,449			13,449
<hr/>				
<u>Breakdown of Project Expenditures</u>				
Survey, Design & Engineering	7,449			13,449

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Survey, Design & Engineering</u>	
Engineering Survey & Design/Prototype Acquisition	6,000
FY 2012 Cost Estimate Project Total:	6,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	194
Marine Safety	32
Aids to Navigation	1,840
Ice Operations	233
Marine Environmental Protection	26
Living Marine Resources	970
Drug Interdiction	1,136
Migrant Interdiction	269
Other Law Enforcement	301
Ports, Waterways & Coastal Security	493
Defense Readiness	506
Mission-Program Allocation Total:	6,000

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 2012 Congressional Justification
(Dollars in Thousands)

In Service Vessel Sustainment (ISVS)

\$14,000

Project Description, Justification and Scope

This request initiates a permanent acquisition program for sustainment of aging vessels to include Mission Effectiveness Projects (MEP) and Service Life Extension Projects (SLEP). Specifically funded in FY 2012 is a SLEP on the first 140' Ice Breaking Tug (WTGB).



The WTGB fleet of nine vessels was designed with a 30-year service life. The lead ship in this class was placed in service in 1978, and has been in continuous service for 32 years. No mid-life sustainment program has been performed on this fleet. From 2006 to 2009, the WTGB fleet lagged operational readiness targets by 19% due to major equipment failures, reducing operational capacity, and, in some cases, precluding cutters from getting underway, or resulting in aborted missions. This project is intended to increase the reliability and operational availability of these cutter classes through replacement of equipment and components that have been identified as the highest contributors to increasing maintenance costs and decreasing cutter availability.

Specific system upgrades and improvements to be addressed include:

- Overall reliability and efficiency of the propulsion plant will be improved through renewal of key components of the propulsion and power generation systems, many of which have not been updated since the cutter was placed in-service.
- Renewal of increasingly unreliable and difficult to repair & maintain Auxiliary systems including the steering and Heating, Ventilation and Cooling (HVAC) systems.
- Improve environmental compliance via installation of a new engine room fire suppression system that meets current environmental standards, renewal of the Oily Water Separator (OWS) system and reconfiguration of the stack exhaust system to better control emissions.
- Safety improvements including replacement of the boat launching davit system, which was originally designed for a smaller, lighter boat and is minimally capable of handling the current cutter boat.
- Major improvements to crew habitability including reconfiguration of berthing areas to meet current habitability standards.

In addition to summer Aids To Navigation work, the WTGB fleet is critical to performing Domestic Icebreaking missions essential to ensuring safe passage of more than twenty million tons of cargo during peak winter months in the Great Lakes region, and millions of tons in coastal regions along the Northeast Atlantic. It is also able to support other missions as was recently demonstrated by its significant contributions to Deepwater Horizon Marine Environmental Response operations.

Significant Changes

This is the first submission for the In Service Vessel Sustainment project.

U. S. Coast Guard - FY 2012 Congressional Justification

In Service Vessel Sustainment (ISVS)

\$14,000

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 2012					
In Service Vessel Sustainment Availabilities			FY12:Q2	FY16:Q4	14,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				14,000	14,000
Obligation				14,000	14,000
Expenditure				6,850	6,850
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				6,350	6,350
Project Management				500	500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Supplies and Materials	4,800
Production	7,200
Provisioning and Technical Documentation	1,500
<u>Project Management</u>	
Contract Support	500
FY 2012 Cost Estimate Project Total:	14,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	301
Marine Safety	146
Aids to Navigation	8,346
Ice Operations	1,057
Marine Environmental Protection	118
Living Marine Resources	974
Drug Interdiction	9
Migrant Interdiction	64
Other Law Enforcement	510
Ports, Waterways & Coastal Security	1,892
Defense Readiness	583
Mission-Program Allocation Total:	14,000

U. S. Coast Guard - FY 2012 Congressional Justification

In Service Vessel Sustainment (ISVS)

\$14,000

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 2012 Congressional Justification
(Dollars in Thousands)

Response Boat - Medium (RB-M)

\$110,000

Project Description, Justification and Scope

This funding places 40 boats on order. It also supports engineering changes identified through early operations, and supports logistics development.

The Response Boat - Medium (RB-M) project was established in October 2001 to procure 180 new small boats to replace the aging 41-foot Utility Boats (UTB) (and other large non-standard boats) with standardized assets more capable of meeting the Coast Guard's multi-mission operational requirements. The legacy 41' UTB is a key asset for 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. Since the



41' UTB was built, Coast Guard mission requirements, particularly in terms of maritime security have changed markedly. The RB-M offers a number of 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 supported a need for an RB-M that is substantially faster (e.g., 40+ knots vs. 26 knots) than the 41' UTB to support homeland security operations and improve multi-mission performance effectiveness.

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' 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 has been 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; and
- Secure seating for each crewmember in an environmentally controlled cabin enables greater mission endurance with less crew fatigue.

The project emphasizes standardization and the ability to maintain and replace RB-M components quickly. This improves the efficiency of organizational and depot level maintenance support. Additionally the RB-M system includes an interactive logistics support package that provides ready access to technical information. Further efficiencies are gained by providing maintenance relief vessels to substitute for station boats during major maintenance and casualty repairs. Finally, the RB-M is built to dimensions that allow for commercial overland transportation to support deployed surge operations.

U. S. Coast Guard - FY 2012 Congressional Justification

Response Boat - Medium (RB-M)

\$110,000

PROJECT HISTORY

The RB-M project acquisition strategy is two-phased. Phase I entailed developmental testing and evaluation on three test boats to validate RB-M requirements. On June 21, 2006 Phase II contract was awarded to Marinette Marine Corporation (MMC) of Marinette, Wisconsin. MMC's primary subcontractor is Kvichak Marine Industries (KMI) in Kent, Washington for the design and sole construction of the initial RB-Ms. Detailed design was completed in June 2007 and construction on the first RB-M started in July 2007 with the first boat delivery in March 2008 that initiated Operational Testing and Evaluation (OT&E) on the first six boats. The FY 2008 appropriation provided funding to place sufficient orders to warrant opening a second production facility in Green Bay, Wisconsin. This facility opened in September 2008 and delivered its first RB-M (hull #11) in Q4 FY 2009.

The project received approval to move from LRIP (Low Rate Initial Production of 15 RB-Ms per year) into Full Rate Production (30 boats per year) in March 2010. With ramp-up to full production complete in FY 2010, both the Green Bay, Wisconsin facility and the Kent, Washington facility are now capable of delivering at least 15 RB-Ms each annually for a combined total of no less than 30 boats per year, provided funding is sufficient to sustain RB-M orders per the contract pricing schedule.

The table below lists the RB-Ms delivered as of February 4, 2011 as well as the others still to be delivered in FY 2011 per the last IBR (integrated baseline review). Note the following in the table:

- *Facility* – RB-Ms are produced by, and delivered from, two facilities: Kent, WA and Green Bay, WI.
- “Seq” is the sequence in which the boat is delivered to the respective station and “Qty” is the total number of RB-Ms to be delivered to the station, such that, 45601 is the 1st of 2 delivered to Little Creek.
- First six RB-Ms (hulls # **45601-6**) designated for Operational Testing and Evaluation (OT&E).
- Hull# **45602** delivered to Station Cape Disappointment has transferred to Station Port Angeles.
- Hull# **45611** was the first RB-M from the Green Bay facility.

FY	Delivered	Facility	Hulls	Seq	Qty	Location (CG Station)	USCG SECTOR	
2008	Apr'08	WA (OT&E)	45601	1	2	Little Creek, VA	Hampton Roads	
	(3) Aug'08	WA (OT&E)	45602	1	1	Cape Disappointment, WA	Puget Sound	
	Sep'08	WA (OT&E)	45603	1	1	Key West, FL	Key West	
2009	Oct'08	WA (OT&E)	45604	1	1	Milwaukee, WI	Lake Michigan	
	(11) Dec'08	WA (OT&E)	45605	1	6	New York, NY	New York	
	Jan'09	WA (OT&E)	45606	1	2	Port Aransas, TX	Corpus Christi	
	Feb'09	WA	45607	1	1	Boat Forces Center, Yorktown, VA	CG Headquarters	
	Mar'09	WA	45608	1	3	Boston, MA	Boston	
	May'09	WA	45609	1	1	San Juan, PR	San Juan	
	Jul'09	WA	45610	2	6	New York, NY	New York	
	Jul'09		WI	45611	1	2	Port Aransas, TX	Corpus Christi
	Aug'09	WA	45612	3	6	New York, NY	New York	
			WI	45614	4	6	New York, NY	New York
	Sep'09	WA	45613	1	2	Maui, HI	Honolulu	
2010	Nov'09	WA	45615	2	2	Little Creek, VA	Hampton Roads	
	(22)		WI	45617	1	1	Port Canaveral, FL	Jacksonville
		WA	45620	1	2	Castle Hill, RI	SE New England	
	Dec'09	WA	45616	5	6	New York, NY	New York	

U. S. Coast Guard - FY 2012 Congressional Justification

Response Boat - Medium (RB-M)

\$110,000

FY	Delivered	Facility	Hulls	Seq	Qty	Location (CG Station)	USCG SECTOR	
		WI	45622	6	6	New York, NY	New York	
	Jan'10	WA	45618	1	2	Galveston, TX	Houston/Galveston	
	Mar'10	WA	45619	1	2	Honolulu, HI	Honolulu	
	Apr'10	WA	45621	1	2	Panama City, FL	Mobile	
		WI	45624	1	1	Cleveland Harbor, OH	Miami	
	May'10	WA	45626	1	2	Belle Isle, MI	Detroit	
		WI	45628	1	2	Duluth, MN	Sault Ste. Marie	
	Jun'10	WA	45623	1	1	St. Petersburg, FL	St Petersburg	
		WI	45629	2	2	Castle Hill, RI	SE New England	
	Jul'10	WI	45630	2	2	Galveston, TX	Houston/Galveston	
			45625	1	1	Lake Worth Inlet, FL	Miami	
		WA	WI	45631	1	2	Fort Lauderdale, FL	Miami
	Aug'10	WI	45632	2	2	Belle Isle, MI	Detroit	
		WA		45627	2	2	Honolulu, HI	Honolulu
	Sep'10	WI	45633	1	2	Panama City, FL	Mobile	
		WA		45634	1	1	Fort Pierce, FL	Miami
		WI		45635	1	1	Calumet Harbor, IL	Lake Michigan
	Oct'10	WA		45636	1	2	New Orleans, LA	New Orleans
2011		(33)	WI	45637	1	4	New London, CT	Long Island Sound
	WA			45638	1	2	Miami Beach, FL	Miami
	WI			45639	2	2	Fort Lauderdale, FL	Miami
	Nov'10	WI	45640	1	1	Annapolis, MD	Baltimore	
		WA		45641	1	2	Curtis Bay, MD	Baltimore
	Dec'10	WI	45642	1	3	Los Angeles/Long Beach, CA	LA/LB	
		WA		45643	2	2	New Orleans, LA	New Orleans
		WI		45644	1	2	Mayport, FL	Jacksonville
	Jan'11	WA		45645	1	3	Seattle, WA	Puget Sound
		WA		45647	1	2	Sabine, TX	Houston/Galveston
	Feb'11	WI	45646	1	1	Cortez, FL	St Petersburg	
TBD	<i>Feb-Sep'11</i>	WI	45648	2	2	Miami Beach, FL	Miami	
		WA		45649	2	4	New London, CT	Long Island Sound
		WI		45650	3	4	New London, CT	Long Island Sound
		WA		45651	2	3	Los Angeles/Long Beach, CA	LA/LB
		WI		45652	3	3	Los Angeles/Long Beach, CA	LA/LB
		WI		45653	1	1	Bayfield, WI	Sault Ste Marie
		WA		45654	2	2	Mayport, FL	Jacksonville
		WI		45655	1	1	Marquette, MI	Sault Ste Marie
		WA		45656	1	1	Eastport, ME	N. New England
		WI		45657	1	1	Sault Ste Marie, MI	Sault Ste Marie
		WA		45658	2	3	Seattle, WA	Puget Sound
		WI		45659	2	3	Boston, MA	Boston
		WA		45660	3	3	Seattle, WA	Puget Sound
		WI		45661	2	2	Curtis Bay, MD	Baltimore
	WA		45662	1	2	Juneau, AK	Juneau	

U. S. Coast Guard - FY 2012 Congressional Justification

Response Boat - Medium (RB-M)

\$110,000

FY	Delivered	Facility	Hulls	Seq	Qty	Location (CG Station)	USCG SECTOR
		WI	45663	2	2	Sabine, TX	Houston/Galveston
	WA		45664	1	2	Valdez, AK	Anchorage
		WI	45665	1	2	Cape May, NJ	Delaware Bay
		WI	45666	1	1	Sturgeon Bay	Lake Michigan
	WA		45667	1	2	San Francisco, CA	San Francisco
		WI	45668	1	3	New Haven, CT	Long Island Sound
	WA		45669	1	2	Wachapreague, VA	Hampton Roads
Total		(39 + 30)	= 69			RB-Ms delivered to CG stations by end of FY 2011	

KEY EVENTS

Significant accomplishments in FY 2010 included:

- Ordered 39 RB-Ms (hulls #67-105)
- Received 22 (hulls #15-36) RB-Ms and supported a total of 36 delivered RB-Ms
- Completed OT&E. Moved from LRIP into full production, attained Initial Operating Capability with delivery of the first RB-M following a Full Production Decision
- Reached a full production rate of at least 30 boats per year by the end of the fiscal year

FY 2011 planned accomplishments include:

- Continue procurement of RB-Ms.
- Receive 33 RB-Ms and support delivered RB-Ms (see table above)

FY 2012 planned accomplishments include:

- Order 40 RB-Ms.

Significant Changes

FY 2012 is the second year of full production (which is a rate of at least 30 RB-Ms per year) with planned deliveries of 34 RB-Ms. Funding at current levels minimizes production costs and facilitates procurement of 180 RB-Ms prior to expiration of the current contract at the end of FY 2014.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Continue Production			FY10:Q1	FY15:Q4	110,000

U. S. Coast Guard - FY 2012 Congressional Justification

Response Boat - Medium (RB-M)

\$110,000

Schedule of Project Funding

	Project Funds			<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	235,413	121,000	110,000	466,413
Obligation	224,114	92,457	83,731	400,302
Expenditure	106,259	65,310	89,012	260,581
<hr/>				
<u>Breakdown of Project Expenditures</u>				
Construction / Acquisition	92,763	55,365	58,769	206,897
Project Management	10,269	9,822	30,128	50,219
Test & Evaluation	3,227	123	115	3,465

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
RB-Ms (40)	77,237
OT&E identified full production modifications	5,000
Logistics element development and fielding	6,224
Curriculum/training aide development	6,825
<u>Project Management</u>	
Project Management (Government)	8,277
Project Management (Contractor)	6,258
<u>Other Costs</u>	
Test and Evaluation	179
FY 2012 Cost Estimate Project Total:	110,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	24,445
Marine Safety	7,945
Aids to Navigation	1,527
Ice Operations	-
Marine Environmental Protection	611
Living Marine Resources	4,581
Drug Interdiction	1,546
Migrant Interdiction	1,526
Other Law Enforcement	-
Ports, Waterways & Coastal Security	67,208
Defense Readiness	611
Mission-Program Allocation Total:	110,000

U. S. Coast Guard - FY 2012 Congressional Justification

Response Boat - Medium (RB-M)

\$110,000

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 2012 Congressional Justification
(Dollars in Thousands)

National Security Cutter (NSC)

\$77,000

Project Description, Justification and Scope

This request will complete funding for NSC #5.

The Legend Class NSCs will replace the fleet of 378' High Endurance Cutters (WHEC), built between 1967 and 1972, which are operating beyond their economic service life, experiencing decreased operational availability, and increasingly more expensive to maintain. The NSC provides enhanced capability, essential for prosecuting missions in today's high-threat environment.



The NSC is capable of extended on-scene presence, operating in the harshest maritime environments, long transits and out-of-hemisphere deployments. It is equipped with communication, navigation and surveillance systems that allow the cutter and its deployed air and organic boat assets to operate worldwide and conduct a daily search of up to 56,000 square miles throughout the maritime domain. The NSC enables the Coast Guard to serve as a leader in maritime incident response, taking action against all hazards and threats in every ocean and all environments.

The NSC conducts patrols on the high seas and coastal approaches employing a robust command and control capability for the task unit commander or on-scene commander. It is capable of performing all maritime DHS missions including overseas operations with the U.S. Navy and partner nations. When engaged in these missions, the NSC is 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.

Leveraging updated technology, the NSC possesses improved capabilities over the legacy 378' High Endurance Cutter. It has a range of approximately 12,000 nautical miles (nm) and an underway endurance of 60 days. The cutter is 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.

Once each NSC is completely outfitted it will have the capability to:

- Provide anti-terrorism/force protection;
- Carry and deploy aircraft and unmanned aerial vehicles (UAV);
- Carry and deploy multiple small boats (e.g., Cutter Boat Over the Horizon (CB-OTH) and Cutter Boat Long Range Interceptor (CB-LRI));
- Conduct boat and flight operations safely and efficiently in up to Sea State 5 (wave heights of 8-12 feet and wind 21- 25 knots);

U. S. Coast Guard - FY 2012 Congressional Justification

National Security Cutter (NSC)

\$77,000

- Support intelligence operations through greatly improved intelligence gathering and Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) capabilities, including use of a Sensitive Compartmented Information Facility (SCIF), all of which enhance the NSC's self-defense capabilities and facilitate seamless operations with networked DHS, DoD, and national assets;
- Maintain presence and perform command and control operations in Chemical, Biological, or Radiological contaminated environments for up to 36 hours;
- Operate with U.S. Navy Battle Groups with a maximum sustained speed of 28 knots.

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$7,869	Conceptual Development/Design
2003	\$136,937	Detailed Design and NSC #1 LLTM
2004	\$204,093	NSC #1 Production
2005	\$264,100	NSC #2 Production and LLTM
2006	\$489,054	NSC #3 Production and LLTM
2007 ¹	\$386,299	Consolidated Contracting Action NSC 1-3
	\$24,100	NSC #4 LLTM
2008 ²	\$72,500	NSC #4 LLTM
	\$93,470	NSC #3-4 Govt Furnished Equip, Certifications, & Logistics
2009 ³	\$159,100	NSC #1-3 Completion
	\$196,900	NSC #4 Production
	\$7,100	NSC #1-2 Structural Retrofit Planning/Analysis
2010 ⁴	\$384,480	NSC #4 Production
	\$5,000	NSC #5 LLTM
2011 ⁵	\$615,000	NSC #5 Production
<i>Total</i>	<i>\$3,046,004</i>	<i>Funding received for FY 2004 through FY 2011 (see note 5)</i>

CONTRACTOR:

Northrop Grumman Shipbuilding, Pascagoula, MS

Type of Contract: Fixed Price Incentive (Firm Target)/Various

SUBCONTRACTORS:

Lockheed Martin Company (LMCO), Moorestown, NJ

FY 2010 Planned Accomplishments:

- Delivered NSC #2, USCGC WAESCHE (WMSL-751)

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.

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 FY 2010 appropriations included \$108M above the President's Request for NSC-5 LLTM. \$103M was used to fund completion of NSC #4.

⁵ Anticipated FY 2011 appropriation is \$615M. \$5M in FY 2010 carryover funding combined with \$615M in anticipated FY 2011 funding and \$77M included in the FY 2012 President's Budget will fully fund NSC-5 and allow USCG to award a production contract.

U. S. Coast Guard - FY 2012 Congressional Justification

National Security Cutter (NSC)

\$77,000

- Christened NSC #3, USCGC STRATTON (WMSL-752)

FY 2011 Planned Accomplishments:

- Deliver NSC#3, USCGC STRATTON (WMSL-752)
- Award Production, NSC #4, USCGC HAMILTON (WMSL-753)
- Award LLTM NSC #5

FY 2012 Planned Accomplishments:

- Continue construction of NSCs #4-5

Significant Changes

No significant changes.

Note: The schedule provided in the tables below assumes appropriation of \$615 million in FY2011 based on Appropriations Committee actions to date.

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 2011					
NSC #5 LLTM and Production	FY02:Q4	FY04:Q1	FY11:Q2	FY15:Q4	615,000
FY 2012					
NSC #5 Production	FY02:Q4	FY04:Q1	FY11:Q2	FY15:Q4	77,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	2,041,522	389,480	615,000	77,000	3,123,002
Obligation	1,635,584	31,404	1,113,000	116,679	2,896,667
Expenditure	1,124,122	370,610	563,943	310,000	2,368,675
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	1,020,051	370,610	563,943	310,000	2,264,604
Survey, Design & Engineering	104,071				104,071

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
NSC#5 Production	77,000
FY 2012 Cost Estimate Project Total:	77,000

U. S. Coast Guard - FY 2012 Congressional Justification

National Security Cutter (NSC)

\$77,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	3,313
Marine Safety	-
Aids to Navigation	-
Ice Operations	-
Marine Environmental Protection	-
Living Marine Resources	17,669
Drug Interdiction	33,632
Migrant Interdiction	4,619
Other Law Enforcement	6,024
Ports, Waterways & Coastal Security	2,005
Defense Readiness	9,738
Mission-Program Allocation Total:	77,000

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 2012 Congressional Justification
(Dollars in Thousands)

Offshore Patrol Cutter (OPC)

\$25,000

Project Description, Justification and Scope

This funding will continue pre-acquisition design work for the Offshore Patrol Cutter (OPC) class, intended to replace the Coast Guard's fleet of Medium Endurance Cutters (WMEC). The acquisition strategy for this program awards multiple Preliminary & Contract Designs (P&CDs) to competing contractors. From the P&CD efforts, one design will be chosen for detailed design development. FY2012 funding will facilitate P&CD evaluations, preparing the Request for Proposal (RFP) for the Detailed Design and Construction contract award, OPC Project Office technical and project support, OPC Ship Design Team support, completing various trade-off studies and requirements validations, life-cycle cost estimating support, logistics, and training studies.

The OPC will resolve current gaps in capabilities and capacity stemming from the aging 270' and 210' Medium Endurance Cutters (WMEC) which have decreased reliability and increased operating costs. The current WMEC fleet, which comprises the majority of the Coast Guard deepwater fleet, has either passed its end-of-service life, or is rapidly approaching it. The OPC will possess the capabilities necessary to perform WMEC statutory missions, providing the endurance, seakeeping, and persistent presence to complete missions throughout the Exclusive Economic Zone (EEZ) and coastal approaches.

OPC will be deployed as part of a layered border security strategy that gives the Coast Guard and its law enforcement and military partners time to react to emerging maritime threats. OPC will replace the existing 210' and 270' MECs and be designed to conduct assigned missions through a full-spectrum of climate and environmental conditions. Advanced communications capabilities will facilitate interoperability with DHS, State and local responders as well as DoD and international partners. Updated command and control systems will aid in the detection, classification, and identification of targets of interest (TOIs), while the use of well-equipped aircraft and small boats coupled with increased cutter speed will allow greater capacity for intercept and TOI prosecution.

Significant Accomplishments in FY 2010:

- Preliminary & Contract Design (P&CD) RFP Completed

FY 2011 Planned Accomplishments:

- Release of P&CD RFP

FY 2012 Planned Accomplishments:

- Award and evaluation of multiple P&CD contracts

U. S. Coast Guard - FY 2012 Congressional Justification

Offshore Patrol Cutter (OPC)

\$25,000

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2004	\$15,558	Preliminary Alternative and Requirement Development
2005	\$1,788	Requirement and Concept Refinement
2006	\$10,039	Continuing Design Development
2009	\$3,003	Requirements Analysis, Initial Concept/Preliminary Design
2010	\$9,800	Milestone 2 Preparation & Completion; P&CD RFP preparation
<i>Total</i>	<i>\$40,188</i>	<i>Funding received for FY 2004 through FY 2010</i>

CONTRACTOR: Design and production contracts not yet awarded.

Significant Changes

No significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Technical and Project Support			FY12:Q1	FY12:Q4	9,200
Ship Design Manager Support			FY12:Q1	FY12:Q4	7,200
Preliminary & Contract Design	FY12:Q1	FY14:Q4			8,600

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	30,389	9,800		25,000	65,189
Obligation	28,330	9,805		24,100	62,235
Expenditure	22,664	2,357		16,774	41,795
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				16,774	16,774
Survey, Design & Engineering	22,664	2,357			25,021

U. S. Coast Guard - FY 2012 Congressional Justification

Offshore Patrol Cutter (OPC)

\$25,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Technical and Project Support	9,200
Ship Design Manager Support	7,200
Preliminary & Contract Design	8,600
FY 2012 Cost Estimate Project Total:	25,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	430
Marine Safety	12
Aids to Navigation	5
Ice Operations	-
Marine Environmental Protection	-
Living Marine Resources	5,397
Drug Interdiction	9,880
Migrant Interdiction	7,023
Other Law Enforcement	23
Ports, Waterways & Coastal Security	1,002
Defense Readiness	1,228
Mission-Program Allocation Total:	25,000

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 2012 Congressional Justification
(Dollars in Thousands)

Fast Response Cutter (FRC)

\$358,000

Project Description, Justification and Scope

This request funds production of six FRC hulls, associated contract line items, and project management costs. Procuring six FRCs maximizes the production line and generates a cost savings of nearly \$5 million per hull. In addition to production of six FRCs, this funding also procures the Reprourement Data and Licensing Package (RDLP) required for the Coast Guard to re-compete the FRC production contract in order to maximize cost efficiencies. Continued acquisition of FRCs is critical to replace the aging 110' patrol boat fleet.



The planned fleet of 58 FRCs will conduct primarily the same missions as the 110' patrol boats they are replacing. In addition, the FRC will have several increased capabilities enhancing overall mission execution. FRC is designed for rapid response, with approximately a 28 knot speed capability, and will typically operate in the coastal zones. Examples of common missions that FRCs will complete include SAR, Migrant Interdiction, Drug Interdiction, and Ports Waterways and Coastal Security.

FRCs will provide enhanced capabilities over the 110's, including improved C4ISR capability and interoperability; stern launch and recovery (up through sea state 4) of a 40 knot, Over-the-Horizon, 7m cutter boat; a remote operated, gyro stabilized MK38 Mod 2, 25mm main gun; improved sea keeping; and enhanced crew habitability.

Additional capabilities include;

- The ability to conduct shipboard migrant interdiction evolutions, including detection, tracking, interdiction, embarkation and disembarkation, rescue administrative processing, and retention onboard.
- The ability to patrol areas where suspected illegal migrant, drug, or fisheries activities may occur, and dispatch boarding teams to suspect vessels and subsequently escort them to their final disposition.
- The ability to search for and locate and recover distressed mariners, provide medical assistance or evacuation, and provide safe transport. It will also provide the ability to control damage to distressed vessels and other property, provide dewatering equipment and mechanical assistance, and tow stricken vessels.

Prior Significant Accomplishments:

- Awarded design and construction of lead-hull (2008)

Fast Response Cutter (FRC)

\$358,000

Significant Accomplishments in FY 2010:

- Started production of lead-ship
- Awarded contract option for hulls #2-8

FY 2011 Planned Accomplishments:

- Deliver lead-ship
- Continue procurement of FRC hulls

FY 2012 Planned Accomplishments:

- Award contract option for six additional hulls
- Award contract option to obtain RDLP

FUNDING HISTORY⁶

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2007 & Prior	\$152,249	Base contract option (lead plus design & associated Contract Line Item Numbers, CLINs)
2009	\$115,300	Option period #1 (hulls 2-4) plus associated CLINs
2010	\$243,000	Option period #2 (hulls 5-8) plus associated CLINs
<i>Total</i>	<i>\$510,549</i>	<i>Funding received for FY 2004 through FY 2010</i>

CONTRACTOR: Bollinger Shipyards Inc.

Type of Contract: FFP-EPA

Significant Changes

In FY 2012, funding enables procurement of six FRCs and the RDLP in order to initiate a new competitive fixed-price production contract in FY 2015 in accordance with the DHS-approved acquisition strategy. The existing contract with the shipbuilder expires at the end of FY 2014. An option in the existing contract exists to procure the RDLP.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Hull construction			FY12:Q3	FY14:Q4	218,032
Associated CLINs (Warranty, logistics, training)			FY12:Q1	FY15:Q2	112,725
Reprocurement Package and Data Rights (RDLP)			FY12:Q1	FY13:Q1	27,243

⁶ Funding history reflects FRC-B project only.

U. S. Coast Guard - FY 2012 Congressional Justification

Fast Response Cutter (FRC)

\$358,000

Schedule of Project Funding

	Project Funds			<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	267,549	243,000	358,000	868,549
Obligation	111,848	337,442	300,000	749,290
Expenditure	27,252	35,108	268,671	331,031
<u>Breakdown of Project Expenditures</u>				
Construction / Acquisition	8,820	22,607	223,420	254,847
Project Management	18,432	12,501	45,251	76,184

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Option period 4, hull construction	218,032
Associated CLINs (Warranty, BRI, Supply Support, Training, EPA) & Program Costs	112,725
<u>Survey, Design & Engineering</u>	
Reprocurement Data and Licensing Package	27,243
FY 2012 Cost Estimate Project Total:	358,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	15,728
Marine Safety	3,558
Aids to Navigation	749
Ice Operations	-
Marine Environmental Protection	-
Living Marine Resources	30,707
Drug Interdiction	161,774
Migrant Interdiction	749
Other Law Enforcement	107,849
Ports, Waterways & Coastal Security	22,656
Defense Readiness	14,230
Mission-Program Allocation Total:	358,000

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 2012 Congressional Justification
(Dollars in Thousands)

Cutter Boats

\$5,000

Project Description, Justification and Scope

This request continues funding for production of multi-mission cutter small boats that will be fielded on the Coast Guard's newly acquired National Security Cutter. This request funds production of two Cutter Boat Long Range Interceptor Mark II (CB-LRI Mark II), hulls #1&2, and four Cutter Boats Over-the-Horizon Mark IV (CB-OTH Mark IV), hulls #6-9, along with project and technical support.

The CB-LRI Mark II is an 11-meter (36-foot) cutter boat carried by NSCs and, potentially, by the future OPC. The CB-LRI Mark II provides enhanced capabilities compared to legacy cutter boats, such as higher speeds, extended range, better sea-keeping, and greatly improved communications and connectivity to the parent cutter. The CB-OTH Mark IV⁷ is a 7-meter (25-foot) cutter boat that also provides enhanced capabilities compared to legacy cutter boats. The CB-OTH Mark IV is both stern launch/recovery, and side-davit launch/recovery, capable.

The CB-OTH Mark IV operates beyond sight of the parent cutter (over the horizon) to deploy boarding parties, pursue and interdict TOI, and perform SAR operations.

Leading up to selection of the final CB-OTH Mark IV design, there will be a "Boat Off" competition between competing boat manufacturers. In this acquisition strategy, the CG will award a contract for construction of one boat to four different manufacturers, with options for full production. The CG will then determine which design (of the boats built) best meets its mission needs, and this design will be selected for full production. Funding for CB-OTH Mark IV hull #1 includes the cost of procuring the boats for this competition. CB-OTH Mark IV hull #2 and beyond will be produced by the manufacturer that wins the "Boat Off" competition. Prior-year funding will be used to construct CB-OTH Mark IV hulls #2-5 after the "Boat Off" competition is complete.



Significant Accomplishments in FY 2010:

- Completed Design, Engineering & Spec. Development for CB-OTH Mark IV and LRI Mark II

FY 2011 Planned Accomplishments:

- Production & Testing CB-OTH Mark IV # 1 (includes "Boat Off" competition hulls)

⁷ CB-OTH is an updated version of the original Short Range Prosecutor (SRP). Eight SRPs were constructed for the 123' Patrol Boats. Hull numbering was restarted with the name change from SRP to OTH. OTH's #1-5 were funded with prior year funding.

Cutter Boats**\$5,000****FY 2012 Planned Accomplishments:**

- Production & Testing LRI Mark II #1&2
- Production & Testing CB-OTH Mark IV #2-9

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$945	Design Short Range Prosecutor (SRP)/Start construction of SRP hulls 1-2
2003	\$2,710	Construct SRP hulls 3-8 ⁸
2004	\$1,408	SRP Mods and LRI Tech Support
2005	\$2,200	LRI Mark-1 Development/Design/Construction Prep; SRP Mods, Repairs and Studies
2006	\$624	Milestone 2 Preparation & Completion; P&CD RFP preparation
2007	\$1,069	SRP hull 9 ⁹ Proposal Prep Re-pricing, Acquisition Planning for Construction of LRI Mk-1; BCA for Follow-On LRI Procurements LRI & SRP Program restarts
2008	\$2,430	Acquisition Planning for LRI & SRP Program restarts and Launch and Recovery Interface Studies
2009	\$2,400	Design, Engineering, and Spec. Development of CB-OTH Mk IV and CB-LRI Mark II; Construction CB-OTH Mark IV #1 (“Boat Off”)
2010	\$3,000	Construction CB-OTH Mark IV #2 and Design, Engineering, and Spec. Development of CB-LRI Mark II
<i>Total</i>	<i>\$16,786</i>	<i>Funding received for FY 2004 through FY 2010</i>

CONTRACTORS:

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 Mark 1: Willard Marine, Anaheim, California

CB-OTH Mark IV – TBD

CB-LRI Mark II - TBD

Significant Changes

Title is changed from “IDS Small Boats” to “Cutter Boats Project” and different names are used for each type of cutter boat as noted in Section I above (Project Description, Justification and Scope).

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

⁸ SRPs #1-8 were built for the 123’ Patrol Boats, which are now decommissioned.

⁹ SRP Hull #9 was never constructed, program was restarted.

U. S. Coast Guard - FY 2012 Congressional Justification

Cutter Boats

\$5,000

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 2012					
CB-OTH Mark IV #6-9			FY12:Q1	FY12:Q4	2,500
CB-LRI Mark II #1 & 2			FY12:Q4	FY13:Q4	2,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	13,786	3,000		5,000	21,786
Obligation	10,358	1,900	5,048	4,500	21,806
Expenditure	9,616	2,073	3,000	4,000	18,689
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	9,616	2,073	3,000	4,000	18,689

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
CB-OTH Mark IV #6-9	2,500
CB-LRI Mark II #1 & 2	2,500
FY 2012 Cost Estimate Project Total:	5,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	219
Marine Safety	-
Aids to Navigation	-
Ice Operations	-
Marine Environmental Protection	-
Living Marine Resources	1,297
Drug Interdiction	1,945
Migrant Interdiction	324
Other Law Enforcement	437
Ports, Waterways & Coastal Security	130
Defense Readiness	648
Mission-Program Allocation Total:	5,000

U. S. Coast Guard - FY 2012 Congressional Justification

Cutter Boats

\$5,000

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 2012 Congressional Justification
(Dollars in Thousands)**

Medium Endurance Cutter Sustainment

\$47,000

Project Description, Justification and Scope

This request funds Mission Effectiveness Projects (MEP) on five 270' WMECs. Three of these MEPs will be completed in FY 2012 with the remaining two completed the following year. This work includes replacement of major equipment and systems that are the primary source of degraded operational readiness, such as the main propulsion control and monitoring system, small boat davits, oily water separators, air conditioning, refrigeration, and evaporators. This work will be performed at the Coast Guard Yard in Curtis Bay, MD. The MEP project includes both the 210' and 270' WMECs. The last 210' WMEC MEP was completed in FY 2010, leaving work on 270' WMECs as the focus for the remainder of this project.



The MEP project is intended as a bridging strategy for the WMEC fleet, until it is replaced by the OPC fleet. This funding will improve the overall operational readiness and mission effectiveness of the 270' cutter class. Each 270' WMEC provides 185 days of mission performance; a loss of that capability reduces operational hours and may adversely affect mission performance. Additionally, the MEP will improve 270 WMEC operating and cost performance by replacing equipment that has the highest failure rates with more reliable equipment. Replacing obsolete equipment will yield greater standardization, capability, and reliability across the two WMEC classes. Post-MEP WMECs have an average equipment reliability rate (in terms of decreased number of major casualties) that is nearly double that of pre-MEP WMECs.

MECs have helicopter and small boat capabilities that support operations in the coastal and offshore areas of the Exclusive Economic Zone (EEZ).

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$8,686	Legacy Cutter Sustainment Appropriation ¹⁰
2003	\$3,675	WMEC Maintenance Sustainment Availability Project Initiation
2004	\$6,793	WMEC Maintenance Sustainment
2005	\$12,500	WMEC MEPs
2006	\$24,750	WMEC MEPs
2007	\$45,318	WMEC MEPs
2008	\$34,500	WMEC MEPs
2009	\$35,500	WMEC MEPs

¹⁰ Not included in the IDS Acquisition Program Baseline; tracked for historical purposes only.

U. S. Coast Guard - FY 2012 Congressional Justification

Medium Endurance Cutter Sustainment

\$47,000

2010 \$31,100 WMEC MEPs

Total \$202,822 Funding received for FY 2004 through FY 2010

CONTRACTOR:

Coast Guard Yard, Curtis Bay, MD

Prior Significant Accomplishments:

(2006)

- Delivered 270' Phase One WMEC MEP Lead Vessel - TAMPA
- Delivered 210' WMEC MEP Lead Vessel – DEPENDABLE
- Delivered 270' Phase One WMEC MEP Vessel – HARRIET LANE

(2007)

- Delivered 270' Phase One WMEC MEP Vessel - FORWARD
- Delivered 210' WMEC MEP Vessel – CONFIDENCE

(2008)

- Delivered 210' WMEC MEP Vessel – VENTUROUS
- Delivered 210' WMEC MEP Vessel - VIGOROUS
- Delivered 210' WMEC MEP Vessel - DECISIVE
- Delivered 270' Phase One WMEC MEP Vessel – SENECA

(2009)

- Delivered 210' WMEC MEP Vessel - ACTIVE
- Delivered 210' WMEC MEP Vessel - RESOLUTE
- Delivered 210' WMEC MEP Vessel - VALIANT
- Delivered 210' WMEC MEP Vessel - VIGILANT
- Delivered 210' WMEC MEP Vessel - DAUNTLESS

Significant Accomplishments in FY 2010:

- Delivered 210' WMEC MEP Vessel - ALERT
- Delivered 210' WMEC MEP Vessel - RELIANCE
- Delivered 210' WMEC MEP Vessel – DILIGENCE
- Delivered 210' WMEC MEP Vessel – STEADFAST

FY 2011 Planned Accomplishments:

- Deliver 270' WMEC MEP Vessels – NORTHLAND
- Deliver 270' WMEC MEP Vessel – TAMPA

FY 2012 Planned Accomplishments:

- Deliver 270' WMEC MEP Vessel – LEGARE
- Deliver 270' WMEC MEP Vessel – FORWARD
- Deliver 270' WMEC MEP Vessel – THETIS

Significant Changes

This funding request and out-year CIP allocations will facilitate completion of MEP on all thirteen 270' WMECs. Prior year funding requests provided sufficient funding for all fourteen 210' WMECs.

U. S. Coast Guard - FY 2012 Congressional Justification

Medium Endurance Cutter Sustainment \$47,000

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
270' WMEC MEP			FY06:Q1	FY13:Q4	47,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	163,037	31,100		47,000	241,137
Obligation	134,803	30,658		27,592	193,053
Expenditure	100,813	41,811		27,000	169,624
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	99,813	41,311		26,500	167,624
Project Management	1,000	500		500	2,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
270' MEP	46,500
<u>Project Management</u>	
Project Management Support	500
FY 2012 Cost Estimate Project Total:	47,000

U. S. Coast Guard - FY 2012 Congressional Justification

Medium Endurance Cutter Sustainment

\$47,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	809
Marine Safety	22
Aids to Navigation	9
Ice Operations	-
Marine Environmental Protection	-
Living Marine Resources	10,146
Drug Interdiction	18,574
Migrant Interdiction	43
Other Law Enforcement	13,203
Ports, Waterways & Coastal Security	1,884
Defense Readiness	2,310
Mission-Program Allocation Total:	47,000

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 2012 Congressional Justification
(Dollars in Thousands)

CGNR 6017 Helicopter Replacement **\$18,300**

Project Description, Justification and Scope

This funding request replaces one MH-60T Jayhawk Medium Range Recovery (MRR) aircraft (CGNR 6017), lost during a crash in Washington state in 2010. The aircraft will be replaced with a retired Navy SH-60F that will be converted to the Coast Guard MH-60T configuration. This conversion includes installation of a new avionics suite and an Electro Optical Infra-Red (EO/IR) Sensor system (ESS).

The Navy's H-60 Sundown Plan has enabled the Coast Guard to acquire SH-60Fs that are scheduled for retirement but have usable structural service life. The Coast Guard Aviation Logistics Center developed industrial processes to convert SH-60Fs into the MH-60T configuration, and recently completed this conversion with CGNR 6043.

With this and one replacement funded in the FY 2010 Disaster/War Supplemental Appropriation, the fleet will be returned to its full strength of 42 H-60s.

FY 2012 Planned Accomplishments:

- Obtain and convert SH-60F to MH-60T

CONTRACTOR(S):

Product Line: Coast Guard Aviation Logistics Center (ALC)/ Lear Siegler Services, Inc.
Aircraft: Sikorsky, Stratford, CT
Avionics: Rockwell Collins, Cedar Rapids, IA
Power Plant: General Electric, Lynn, MA

Significant Changes

This is a new project.

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 2012					
Obtain and Convert SH-60F to MH-60T			FY12:Q1	FY13:Q4	18,300

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				18,300	18,300
Obligation				17,300	17,300
Expenditure				1,000	1,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				1,000	1,000

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CGNR 6017 Helicopter Replacement

\$18,300

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Obtain and Convert SH-60F to MH-60T	18,300
FY 2012 Cost Estimate Project Total:	18,300

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	5,871
Marine Safety	161
Aids to Navigation	1,222
Ice Operations	-
Marine Environmental Protection	545
Living Marine Resources	2,137
Drug Interdiction	4,008
Migrant Interdiction	1,160
Other Law Enforcement	92
Ports, Waterways & Coastal Security	3,016
Defense Readiness	88
Mission-Program Allocation Total:	18,300

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 2012 Congressional Justification
(Dollars in Thousands)

Maritime Patrol Aircraft (MPA) HC-144

\$129,500

Project Description, Justification and Scope

This request funds two of 36 planned HC-144A Maritime Patrol Aircraft (MPA) airframes, along with up to 5 Mission System Pallets (MSPs), Non-Recurring Engineering (NRE), and initial spare parts and manufacturing supplies for MPAs and MSPs. These funds will help address the Coast Guard’s MPA flight hour gap by providing 2,400 MPA hours each year.



The first eighteen HC-144 aircraft will be stationed at the following locations:

Mobile, AL (Aviation Training Center & Operational)	Elizabeth City, NC (Product Line)
Miami, FL	Cape Cod, MA
Corpus Christi, TX	

The HC-144A Ocean Sentry is the Coast Guard’s medium-range surveillance (MRS) and transport fixed air capability, complementing the long-range, heavy-lift, four-engine HC-130 aircraft. It replaces and enhances the current capability provided by the HU-25 Falcon. The two-engine high-efficiency turboprop design enables extended surveillance, quick response capability, at a relatively low cost per flight hour. The HC-144A is used to perform Search and Rescue missions; enforce laws and treaties, including illegal drug interdiction and marine environmental protection; perform homeland security and International Ice Patrol missions, as well as assist with cargo and personnel transport. It can perform aerial delivery of Search and Rescue equipment, such as rafts, pumps, and flares, and can be used as an On-Scene Commander platform. The asset delivers maritime domain awareness essential to achieving mission success.

The modern cockpit design provides pilots with superior situational awareness, reduced workload, and increased safety, allowing them to better concentrate on mission execution. Human factors engineering is also evident in the tactical workstations of the MSP. System operators can collect, compile, and transfer vital information in real time to operational commanders on ship or shore, hundreds of miles from the aircraft. Satellite radios provide clear and uninterrupted voice and data exchange. The Automatic Identification System (AIS) allows crews to rapidly identify and monitor vessels, adding a robust layer to border security. As demonstrated during the response to Deepwater Horizon, the multi-mode radar can detect differences in backscatter between clear water and oil-covered water due to the dampening effects of oil on small wind-generated waves, while the Electro-Optical/Infrared (EO/IR) sensor can detect the small temperature variation between clear and oil-covered water. The Common Operating Picture (COP) provides the capability to navigate to previously-marked pollution areas and update them based on current C4ISR and visual indications. Unlike the HU-25, the HC-144A has a rear ramp to facilitate easy roll-on/roll-off provisions from the cargo bay. This quick-change feature allows ground crews to re-configure the aircraft between maritime patrol, medical evacuation, and passenger/freight transport. Its medium size and high-lift wing design allow take-off and landing on

U. S. Coast Guard - FY 2012 Congressional Justification

Maritime Patrol Aircraft (MPA) HC-144

\$129,500

short, unpaved landing areas, further enhancing the Coast Guard’s abilities to serve its broad array of missions.

Prior Accomplishments:

- MPA 1 – 3 Delivery 2007
- MPA 4 – 5 Delivery 2009
- MPA Initial Operating Capability (IOC) 2009
- MPA 6 – 8 Delivery 2009

Significant Accomplishments in FY 2010/2011:

- Contract Production of MPA airframes
- MPA 9 – 11 Delivery
- Delivery of 6 MSPs
- Contract for Full-Motion Flight Simulator

FY 2012 Planned Accomplishments:

- MPA 12 – 14 Delivery
- Contract Production of two MPA airframes and five Mission System Pallets

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$12,538	Conceptual Development/Design
2003	\$141,443	Procured MPA #1 and #2; three MSPs
2004	\$24,853	Procured MPA #3
2005	\$5,250	Procured Initial Spares MPA #1 – #3
2006	\$67,320	Procured MPA #4 and #5; Initial Spares
2007	\$148,616	Procured MPA #6 – #8; Initial Spares
2008	\$170,015	Procure MPA #9 – #11; five MSPs
2009	\$86,600	Procure MPA #12; four MSPs; Initial Spares
2010	\$138,500	Procure MPA #13 – #14; Simulator; Initial Spares
<i>Total</i>	<i>\$855135</i>	<i>Funding received for FY 2002 through FY 2010</i>

CONTRACTOR:

EADS North America

Type of Contract: Fixed-price

Contract options: Base year plus four option years

SUBCONTRACTORS:

- 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)
- Mission System: Lockheed Martin (Eagan, MN)

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Maritime Patrol Aircraft (MPA) HC-144 \$129,500

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)

Significant Changes

No significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Maritime Patrol Aircraft			FY12:Q1	FY14:Q1	129,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	656,635	138,500		129,500	924,635
Obligation	563,459	178,488		129,500	871,447
Expenditure	510,923	99,610		30,000	640,533
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	510,923	99,610		30,000	640,533

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Maritime Patrol Aircraft (MPA) (2)	80,000
MSPs (up to 5) and spares	49,500
FY 2012 Cost Estimate Project Total:	129,500

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Maritime Patrol Aircraft (MPA) HC-144

\$129,500

Budget Allocation to Mission-Program

U. S. Coast Guard Mission-Program	Budget Allocation FY 2012
Search and Rescue	25,621
Marine Safety	58
Aids to Navigation	233
Ice Operations	-
Marine Environmental Protection	3,493
Living Marine Resources	22,127
Drug Interdiction	19,798
Migrant Interdiction	29,114
Other Law Enforcement	699
Ports, Waterways & Coastal Security	28,357
Defense Readiness	-
Mission-Program Allocation Total:	129,500

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

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Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

HH-60 Conversion Projects

\$56,100

Project Description, Justification and Scope

This funding request continues the modernization of the Coast Guard’s fleet of 40¹¹ H-60 Jayhawk, Medium Range Recovery (MRR) helicopters as these helicopters rotate through Programmed Depot Maintenance at the CG Aviation Logistics Center (ALC). The H-60 Conversion Project is comprised of four discrete segments and two service life extension efforts.



Each segment consists of upgrades to and modernization of aging components and sub-systems that enhance the aircraft’s overall capability. In conjunction with prior year appropriations, funds will allow the continued implementation of two of the segments: Avionics and Electro-Optical Infrared (EO/IR) Sensor System Upgrades (ESS). It further allows for development and testing of the Radar Sensor System (RSS) that will replace the weather-search radar with a more capable multi-mode surface search radar system. The Avionics Upgrade replaces obsolete MH-60J avionics with modernized equipment and aligns configuration with the DoD Common Avionics Architecture System as well as the Coast Guard’s H-65 helicopter. After installation, the avionics upgrades result in redesignation of the aircraft to MH-60T, include Multi-Functional Display screens, a radar altimeter with verbal low altitude alarm and Traffic Collision Avoidance System to enhance safety during night hovering and increase pilots’ overall situational awareness. The ESS segment replaces the obsolete Forward Looking Infra-Red (FLIR) sensor with an enhanced EO/IR sensor common to all Coast Guard helicopter platforms. In addition, the funding allows for necessary Service Life Extension Program work items, including electrical re-wiring and dynamic component replacement.

H-60 helicopters are stationed out of the following locations:

Mobile, AL (ATC)	San Diego, CA	Elizabeth City, NC (PL & Ops)
Sitka, AK	Clearwater, FL	Astoria, OR
Kodiak, AK	Cape Cod, MA	OPBAT

- ATC: Aviation Training Center
- PL: Product Line
- Ops: Operations
- OPBAT: Operations Bahamas Turks & Caicos

The larger and more powerful all-weather Sikorsky H-60 Jayhawk is the Coast Guard’s medium-range recovery (MRR) rotary wing air capability, complementing the Coast Guard’s H-65 short-range recovery helicopter. It has been in operation since 1990. The MRR can perform surveillance missions and provides the critical means to detect, classify, identify and prosecute in order to interdict drugs or

¹¹ The current fleet of H-60s includes 40 aircraft, accounting for the recent losses of CGNR-6028 and CGNR-6017. FY 2010 supplemental appropriation (P.L. 111-212) funds the replacement of CGNR-6028. The FY 2012 President’s budget requests funding to replace CGNR-6017, restoring the fleet to 42 aircraft.

HH-60 Conversion Projects

\$56,100

migrants, protect living marine resource, relay the location of oil-covered surfaces and enforce safety and security zones. Because of the extended-capacity fuel tanks, the H-60 is often called upon for Search and Rescue missions far offshore. It is capable of flying up to 300 miles offshore and picking up six or more survivors and returning safely to shore.

Prior Accomplishments:

- H-60T Avionics Upgrade Preliminary Design 2004
- H-60T Avionics Upgrade Detail Design 2005
- H-60T Avionics Upgrade Installations Begin 2006
- H-60T SLEP / Legacy Re-Wire Begin 2006
- H-60T Radar / EO/IR Sensor Selection Begin 2007
- H-60T Engine Sustainment Begin 2007
- H-60T Engine Sustainment Full Production 2008

Significant Accomplishments in FY 2010:

- H-60T Avionics Upgrade Initial Operating Capability Achieved
- Begin Dynamic Component Recapitalization

FY 2011 Planned Accomplishments:

- H-60T Acquisition Decision Event 3 (Obtain Phase) for Avionics Upgrade and ESS
- Achieve H-60T ESS Initial Operating Capability

FY 2012 Planned Accomplishments:

- Continue H-60T EO/IR and Avionics Upgrades

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$35	H-60T Avionics Upgrade
2003	\$5,800	H-60T Avionics Upgrade
	\$2,000	H-60J SLEP (Re-Wire)
	\$600	H-60J Radar/FLIR
2004	\$10,000	H-60T Avionics Upgrade
2005	\$15,000	H-60T Avionics Upgrade
2006	\$29,490	H-60T Avionics Upgrade
	\$6,040	H-60J SLEP (Re-Wire)
	\$1,100	H-60J Radar/ EO/IR Sensor Systems
2007	\$38,306	H-60T Avionics Upgrade
	\$3,338	H-60T SLEP (Re-Wire)
	\$4,378	H-60T Radar/ EO/IR Sensor Systems
	\$3,280	H-60T Engine Sustainment
2008	\$18,245	H-60T Avionics Upgrade
	\$10,040	H-60T SLEP (Re-Wire)
	\$22,758	H-60T Radar/ EO/IR Sensor Systems
	\$6,257	H-60T Engine Sustainment
2009	\$32,052	H-60T Avionics Upgrade

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HH-60 Conversion Projects **\$56,100**

	\$6,294	H-60T SLEP (Re-Wire)
	\$13,128	H-60T EO/IR Sensor Systems
	\$1,226	H-60T Engine Sustainment
2010	\$5,752	H-60T Avionics Upgrade
	\$37,218	H-60T SLEP
	\$2,180	H-60T EO/IR Sensor Systems
	\$750	H-60T Engine Sustainment
Total	\$275,267	<i>Funding received for FY 2002 through FY 2010</i>

CONTRACTOR(S):

Product Line: ALC/ Lear Siegler Services, Inc.
 Aircraft: Sikorsky, Stratford, CT
 Avionics: Rockwell Collins, Cedar Rapids, IA
 Power Plant: General Electric, Lynn, MA

Significant Changes

FY 2012 funding reflects the anticipated procurement schedule. Current analysis determined that many dynamic components (helicopter blades, etc.) slated for recapitalization beginning in FY 2013 are reaching the end of the service life more quickly than anticipated. Consequently, recapitalization of these components began in FY 2011 using prior year funding, and will continue until FY 2017, as part of this project.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
H-60T Radar Sensor System			FY12:Q1	FY13:Q2	37,713
MH-60T Avionics Upgrade			FY12:Q1	FY13:Q2	12,815
MH-60T SLEP			FY12:Q1	FY13:Q2	5,354
MH-60T EO/IR Sensor System			FY12:Q1	FY13:Q2	218

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	229,351	45,900		56,100	331,351
Obligation	207,279	10,502		50,000	267,781
Expenditure	163,698	41,204		1,000	205,902
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	163,698	41,204		1,000	205,902

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HH-60 Conversion Projects

\$56,100

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
MH-60T Radar Sensor System	37,713
MH-60T Avionics	12,815
MH-60T SLEP	5,354
MH-60T EO/IR Sensor System	218
FY 2012 Cost Estimate Project Total:	56,100

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	17,935
Marine Safety	502
Aids to Navigation	3,730
Ice Operations	-
Marine Environmental Protection	1,578
Living Marine Resources	6,600
Drug Interdiction	12,339
Migrant Interdiction	3,587
Other Law Enforcement	287
Ports, Waterways & Coastal Security	9,255
Defense Readiness	287
Mission-Program Allocation Total:	56,100

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 2012 Congressional Justification
(Dollars in Thousands)**

HH-65 Conversion and Sustainment Projects

\$24,000

Project Description, Justification and Scope

This funding request continues to modernize the Coast Guard's current fleet of 100¹² H-65 helicopters, extending their service life through 2027. The H-65 Conversion and Sustainment Project is comprised of six discrete segments. Each of the six discrete segments consists of upgrades to



and modernization of aging components and sub-systems that enhance the aircraft's overall capability. The first three segments have been funded. This request continues to fund a portion of the production and development of two project segments: Discrete segment 4, Obsolete Component Modernization; and Discrete Segment 6, Automatic Flight Control System (AFCS) and Cockpit Modernization. The upgrades replace analog with digital technology and provide cockpit architecture common to other Coast Guard assets and DoD, enhancing system interface and sensor integration. Logistics support elements required to operate and maintain the modernized H-65 are embedded within each of the discrete segments, including initial sparing, training aids and support, technical data, support equipment and supply support.

H-65 helicopters are stationed out of the following locations:

Mobile, AL (ATC)	Barbers Point, HI	Atlantic City, NJ
Kodiak, AK	Waukegan, IL (AIRFAC)	Humboldt Bay, OR
Los Angeles, CA	New Orleans, LA	North Bend, OR
San Francisco, CA	Detroit, MI	Borinquen, PR
Washington, DC (NCRAD)	Muskegon, MI (AIRFAC)	Corpus Christi, TX
Jacksonville, FL (HITRON)	Traverse City, MI	Houston, TX
Miami, FL	Elizabeth City, NC (PL)	Port Angeles, WA
Savannah, GA		

ATC: Aviation Training Center

NCRAD: National Capital Region Air Defense

HITRON: Helicopter Interdiction Tactical Squadron

AIRFAC: Air Facility maintained May-September

PL: Product Line

The H-65 Dolphin is the Coast Guard's short-range recovery helicopter (SRR), which has been in operation since 1984. Due to its size and weight, the H-65 integrates with the NSC, OPC and all current Major Cutters. When the project is completed, the fully upgraded H-65 will be referred to as the SRR Helicopter. It will be a much more capable and interoperable asset with increased aircraft performance, state-of-the-market avionics and surveillance equipment, and provisions for weapons. The SRR extends

¹² The current fleet of H-65s includes 100 aircraft, accounting for the loss of 6505 and 6523.

HH-65 Conversion and Sustainment Projects

\$24,000

the surveillance capability of the cutter over the horizon and provides the critical means to detect, classify, identify and prosecute in order to interdict drugs or migrants, protect living marine resource, relay the location of oil-covered surfaces and icebergs and enforce safety and security zones. The H-65 is also a critical Search and Rescue asset and further provides support for repair of Aids to Navigation.

PROJECT HISTORY

During the first segment, the original fleet of 95 HH-65B model aircraft received new, more powerful engines, resulting in redesignation as HH-65C. The second segment increased the fleet size by seven aircraft to support the Coast Guard’s newly assumed Nation Capital Region Air Defense (NCRAD) mission. This segment was funded outside the H-65 Conversion and Sustainment Project. The third segment, Airborne Use of Force (AUF), provided upgrades to the communications sub-systems to provide interoperability with other Homeland Security components and local response agencies. Additionally, the aircraft were configured and pre-wired to allow for the installation and removal of special AUF mission equipment (e.g., weapons, armor, Electro-Optical Infra-Red (EO/IR), Heads Up Display), resulting in designation of these aircraft as MH-65C. This discrete segment was also funded outside the H-65 Conversion and Sustainment Project and will be completed in FY 2012.

Prior Accomplishments:

- Engine Upgrade Completed 2007

Significant Accomplishments in FY 2010:

- Continued AUF and obsolete component upgrades

FY 2011 Planned Accomplishments:

- Continue obsolete component and AUF upgrades
- Complete National Capital Region Air Defense Project Segment

FY 2012 Planned Accomplishments:

- Continue obsolete component and cockpit modernization upgrades

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$5,679	H-65 Re-Engine
2003	\$7,461	H-65 Re-Engine
2004	\$57,301	H-65 Re-Engine
2005	\$139,000	H-65 Re-Engine
2006	\$131,769	H-65 Re-Engine
2007	\$39,873	H-65 Re-Engine Completion & Obsolete Component Start
2008	\$44,252	H-65 Conversion and Sustainment Project
2009	\$64,500	H-65 Conversion and Sustainment Project
2010	\$38,000	H-65 Conversion and Sustainment Project
<i>Total</i>	<i>\$527,835</i>	<i>Funding received for FY 2002 through FY 2010</i>

CONTRACTOR:

Aircraft Conversion: USCG Aviation Logistics Center, Elizabeth City, NC

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HH-65 Conversion and Sustainment Projects

\$24,000

SUBCONTRACTORS:

Aircraft Components: American Eurocopter, Grand Prairie, TX
 Avionics: Rockwell Collins, Cedar Rapids, IA
 Power Plant: Turbomecca, Grand Prairie, TX

Significant Changes

No significant change. FY 2012 funding reflects anticipated procurement schedule.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Discrete Segment 4 (SRR Phase II) Production			FY10:Q3	FY15:Q1	11,400
Discrete Segment 6 (SRR Phase III) Development	FY10:Q3	FY15:Q1			12,600

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	489,845	38,000		24,000	551,845
Obligation	403,804	19,981		40,482	464,267
Expenditure	386,340	29,315		15,000	430,655
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	386,340	29,315		15,000	430,655

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Discrete Segment 4 (SRR Phase II) Production	11,400
Discrete Segment 6 (SRR Phase III) Development	12,600
FY 2012 Cost Estimate Project Total:	24,000

U. S. Coast Guard - FY 2012 Congressional Justification

HH-65 Conversion and Sustainment Projects

\$24,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	7,622
Marine Safety	191
Aids to Navigation	363
Ice Operations	1,016
Marine Environmental Protection	1,815
Living Marine Resources	1,888
Drug Interdiction	2,613
Migrant Interdiction	2,178
Other Law Enforcement	145
Ports, Waterways & Coastal Security	4,213
Defense Readiness	1,956
Mission-Program Allocation Total:	24,000

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 2012 Congressional Justification
(Dollars in Thousands)**

HC-130H Conversion and Sustainment Projects

\$62,000

Project Description, Justification and Scope

This funding request continues to modernize the Coast Guard's fleet of HC-130H Long Range Surveillance (LRS) aircraft. The project is comprised of five discrete segments. The first segment, Surface Search Radar is near completion. This request funds portions of three other segments of the HC-130H conversion/sustainment acquisition as follows:

- (1) HC-130H Avionics I Upgrade (A1U)
- (2) Center Wing Box (CWB) replacement
- (3) Mission System Sustainment/Upgrade



Prototype installation and test of the new digital cockpit as part of the Avionics I Upgrade, will continue and include multi-function displays that will provide aircrews with increased situational awareness, reduced cockpit workload, and replace non-sustainable components. Additionally, funding will be used to order A1U digital cockpit components and will provide for their installation. Prior year funding was used to purchase six CWBs, all of which will be delivered in FY 2011; FY 2012 funding will be used to begin installation of those CWBs. FY 2012 funding will also be applied toward Non-Recurring Engineering (NRE) work for the Mission System Sustainment/Upgrade and the second-generation avionics upgrade (A2U).

The HC-130H is a major contributor to overall performance of the Coast Guard's statutory missions with specific contributions to Maritime Law Enforcement, Maritime Response, Defense Operations, and Marine Transportation System Management. HC-130H aircraft are stationed out of the following locations:

Kodiak, AK	Barbers Point, HI	Elizabeth City, NC (PL)
Sacramento, CA	Clearwater, FL	

PL: Product Line

Various models of the Lockheed C-130 Hercules have served as the Coast Guard's long range surveillance (LRS) aircraft since 1959, and the current HC-130H fleet has been in service since the early 1980s. 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.

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

HC-130H Conversion and Sustainment Projects \$62,000

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 GPS navigation equipment allows the pilot to concentrate on mission management. Large scanner windows on either side of the cargo compartment provide aerial observers with a bird’s eye view of the search areas in favorable visual conditions. The LRS performs surveillance missions and provides the critical means to detect, classify and identify targets. This information is shared with “end game” capabilities to interdict drugs or migrants, protect living marine resources, and enforce economic, safety and security zones. The HC-130H can perform aerial delivery of Search and Rescue equipment, such as rafts, pumps, and flares, and can be used as an On-Scene Commander platform. The asset delivers maritime domain awareness essential to achieving mission success.

Prior Accomplishments:

- 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
- Avionics one Upgrade System Requirement Review 2009

Significant Accomplishments in FY 2010:

- APS-137 Radar Replacement Installs Complete
- Avionics I Upgrade Preliminary Design Review

FY 2011 Planned Accomplishments:

- Avionics I Upgrade Critical Design Review and Prototype Development
- Commence Missionization Non-recurring Engineering
- Delivery of 6 CWBs

FY 2012 Planned Accomplishments:

- Installation of first CWB
- Avionics I Upgrade Prototype Test

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2003	\$3,500	HC-130H Design Development
2005	\$9,000	HC-130H Surface Search Radar
2006	\$4,950	HC-130H Surface Search Radar
	\$5,940	HC-130H Avionics
2007	\$15,700	HC-130H Avionics Modernization Program (AMP)
	\$24,255	HC-130H Surface Search Radar
2008	\$18,900	HC-130H A1U and Surface Search Radar
2009	\$24,500	HC-130H A1U and Surface Search Radar
2010	\$45,300	HC-130H A1U, CWB and Surface Search Radar
<i>Total</i>	<i>\$152,045</i>	<i>Funding received for FY 2003 through FY 2010</i>

U. S. Coast Guard - FY 2012 Congressional Justification

HC-130H Conversion and Sustainment Projects

\$62,000

CONTRACTOR:

NAVAIR is the Integrator for A1U

LM Aero is the prime contractor for the CWB

Contract Type: Various

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
Surface Search Radar	SELEX, UK

Significant Changes

There are no significant changes from the previous budget submission.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Avionics I			FY12:Q1	FY12:Q4	24,078
HC-130H Center Wing Box (CWB)			FY12:Q1	FY12:Q4	16,700
Mission System			FY12:Q1	FY12:Q4	21,222

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	106,774	45,300		62,000	214,074
Obligation	90,568	57,179		30,000	177,747
Expenditure	67,422	29,667		7,250	104,339
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	67,422	29,667		7,250	104,339

HC-130H Conversion and Sustainment Projects

\$62,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Avionics I	24,078
HC-130H Center Wing Box (CWB)	16,700
Mission System	21,222
FY 2012 Cost Estimate Project Total:	62,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	15,539
Marine Safety	1,683
Aids to Navigation	2,175
Ice Operations	-
Marine Environmental Protection	622
Living Marine Resources	6,319
Drug Interdiction	20,667
Migrant Interdiction	5,180
Other Law Enforcement	3,626
Ports, Waterways & Coastal Security	5,775
Defense Readiness	414
Mission-Program Allocation Total:	62,000

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 2012 Congressional Justification
(Dollars in Thousands)

Government Program Management **\$35,000**

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 (OT&E), transition management, and risk management. This activity provides support to Coast Guard acquisition projects, and is critical as the Coast Guard has assumed the role of Lead System Integrator.

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 and meet 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 acquisition 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 duration of numerous Coast Guard acquisition projects. Government program management personnel analyze the capability and applicability of these replacement technologies. Support contractors assist in this effort by gathering and assembling data that facilitates informed government decision-making.

Government program management funding also supports performance measurement of major acquisition project 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 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.

Government program management funding also supports OT&E done with the U.S. Navy's Commander Operational Test and Evaluation Forces (COMPOPTTEVFOR) for the execution of project operational testing. While Developmental Test and Evaluation (DT&E) is the responsibility of the contractor, OT&E is an inherently governmental responsibility.

Government program management funding supports activities associated with the transition of Coast Guard's assets from acquisition to operation, including delivery, provision of logistics, training and other services necessary to ensure seamless integration into the operational fleet.

U. S. Coast Guard - FY 2012 Congressional Justification

Government Program Management **\$35,000**

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$28,180	Government Program Management
2003	\$26,318	Government Program Management
2004	\$33,521	Government Program Management
2005	\$38,018	Government Program Management
2006	\$38,114	Government Program Management
2007	\$45,625	Government Program Management
2008	\$50,475	Government Program Management
2009	\$57,850	Government Program Management
2010	\$45,000	Government Program Management
<i>Total</i>	<i>\$363,101</i>	<i>Funding received for FY 2004 through FY 2010</i>

Significant Changes

No significant change.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Government Program Management			FY12:Q1	FY16:Q4	35,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	318,101	45,000		35,000	398,101
Obligation	317,079	42,513		3,500	363,092
Expenditure	313,000	45,490		1,600	360,090
<u>Breakdown of Project Expenditures</u>					
Project Management	313,000	45,490		1,600	360,090

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Project Management</u>	
Government Program Management	35,000
FY 2012 Cost Estimate Project Total:	35,000

U. S. Coast Guard - FY 2012 Congressional Justification

Government Program Management

\$35,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	5,964
Marine Safety	297
Aids to Navigation	620
Ice Operations	316
Marine Environmental Protection	799
Living Marine Resources	5,521
Drug Interdiction	9,300
Migrant Interdiction	884
Other Law Enforcement	5,608
Ports, Waterways & Coastal Security	3,852
Defense Readiness	1,839
Mission-Program Allocation Total:	35,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Environmental Policy Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

Systems Engineering and Integration (SE&I) **\$17,140**

Project Description, Justification and Scope

This request funds system engineering design and integration work across the Coast Guard's major 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. SE&I supports the following activities:

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

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 operate in a manner that minimizes the cost of asset acquisition, operations and maintenance, and mitigates risk inherent to a complex acquisition program. SE&I is also intended to maximize the ability of Coast Guard assets to operate in concert with each other, and with those of partner agencies (e.g., DoD, other government agencies, and state and local responders). Furthermore, by leveraging common system engineering processes, tools, standards, and Coast Guard infrastructure to the greatest extent possible, SE&I minimizes major system acquisition life-cycle costs.

The Coast Guard is fielding an integrated system of aviation, cutter, and shore assets that are interoperable through a comprehensive Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance (C4ISR) detection and communications structure. Without SE&I, these assets and sub-systems might be implemented in an inefficient and ineffective manner. For example, one aspect of SE&I involves establishing a methodology for managing requirements decomposition. Rather than have each acquisition program create “stove-piped” processes, databases and decision criteria, SE&I funds a common requirements database architecture that facilitates rapid searches for common requirements, systems, and interfaces between assets. These also facilitate better alignment with federal enterprise architecture mandates. In addition, SE&I also funds modeling and simulation of capabilities across all new asset acquisitions. This provides better decisions from a holistic perspective to deliver required capabilities as efficiently as possible. SE&I emphasizes a CG-wide view of each individual project, yielding recognition of corresponding upgrades needed across other platforms and programs.

U. S. Coast Guard - FY 2012 Congressional Justification

Systems Engineering and Integration (SE&I) **\$17,140**

System engineering evaluations will be performed across system, subsystem, and component levels to analyze products and capabilities for interoperability, integration, modularity, and system commonality for designs and for all proposed engineering changes. 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 processes. Because the Coast Guard has become the Lead System Integrator, a process started in FY 2008, SE&I also delivers an integrated master schedule across programs which are needed to reduce government, and or contractor delay costs, as the interdependency between multiple contracts becomes a Coast Guard responsibility. SE&I also funds an integrated data environment that allows all stakeholders access to appropriate documents as each program, technical authority, and contractor works through engineering processes.

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2002	\$62,955	Overall Contractor Management of the Systems Engineering Process
2003	\$45,626	Overall Contractor Management of the Systems Engineering Process
2004	\$42,104	Overall Contractor Management of the Systems Engineering Process
2005	\$43,000	Overall Contractor Management of the Systems Engineering Process
2006	\$36,403	Overall Contractor Management of the Systems Engineering Process
2007	\$34,517	Overall Contractor Management of the Systems Engineering Process
2008	\$35,145	Systems Engineering and Integration
2009	\$33,141	Systems Engineering and Integration
2010	\$32,900	Systems Engineering and Integration
<i>Total</i>	<i>\$365,791</i>	<i>Funding received for FY 2004 through FY 2010</i>

CONTRACTOR:

Various.

Significant Changes

This funding request reflects a reduction from FY 2011 levels in professional services contracts and administration. These reductions are part of an overall effort to improve the efficiency of government.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012 Systems Engineering & Integration			FY2012:Q1	FY2016:Q4	17,140

U. S. Coast Guard - FY 2012 Congressional Justification

Systems Engineering and Integration (SE&I)

\$17,140

Schedule of Project Funding

	Project Funds			<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	332,892	32,900	17,140	382,932
Obligation	310,609	22,639	16,000	349,248
Expenditure	304,730	13,983	4,000	322,713
<u>Breakdown of Project Expenditures</u>				
Survey, Design & Engineering	304,730	13,983	4,000	322,713

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Survey, Design & Engineering</u>	
Systems Engineering & Integration	17,140
FY 2012 Cost Estimate Project Total:	17,140

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	2,921
Marine Safety	146
Aids to Navigation	303
Ice Operations	155
Marine Environmental Protection	391
Living Marine Resources	2,704
Drug Interdiction	4,555
Migrant Interdiction	433
Other Law Enforcement	2,746
Ports, Waterways & Coastal Security	1,886
Defense Readiness	900
Mission-Program Allocation Total:	17,140

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 2012 Congressional Justification
(Dollars in Thousands)

C4ISR

\$34,500

Project Description, Justification and Scope

This request includes funding for the Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance (C4ISR) hardware and software design of the OPC with modifications to design of new MPAs, MSPs, NSCs, and FRCs consistent with the ongoing transition to a federated (Coast Guard) C4ISR design (Segment 2) that is scalable in useable modules. Interoperable and integrated C4ISR is essential to the efficient and effective operation of these assets. These cutters and aircraft are critical to the execution of the CG's statutory missions and FYHSP Programs. FY 2012 funding will enable the following activities:

- *OPC-Specific Design.* A tailored software and hardware baseline will address OPC-specific requirements, using the NSC C4ISR design as a starting point. This design effort will allow for interoperability of the OPC with other new cutters and air assets, as well as between DOD and other DHS assets.
- *Use of Navy Developed Sensors and Systems.* Cost sharing and alignment with DOD weapons systems will decrease life-cycle costs of Coast Guard systems. Efforts to incorporate and leverage DOD systems allow the NSC to deploy with the Navy with clearance to use its weapons. As DOD updates its systems, integration with the relevant updated systems will require corresponding adjustments.
- *Labs.* Lab work is necessary for the Coast Guard to continue development of the C4ISR suite for OPCs and other existing cutters and aircraft that are still in production (e.g., NSCs, MPAs). Additionally the labs will facilitate the Coast Guard systems integrator (SI) role and provide proper oversight, integration, and testing. 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 testing and analysis venue. Labs include:

Lab Location.....Purpose of Lab

- Camden, NJCommunications development
- Charleston, SCNSC Sensitive Compartmented Information Facility (SCIF) production integration and test facility
- Eagan, MNAircraft mission system pallet development
- Lowell, MAEmissions security (TEMPEST) certification test facility
- Moorestown, NJMaritime Domain Awareness Center (MDAC) – asset baseline integration/development; there is also a separate Government asset baseline acceptance lab in Moorestown.
- Portsmouth, VAC4I software support & legacy integration

- *Execution Support.* In FY 2011, the C4ISR project will deliver a federated system for better Coast Guard Management to facilitate assumption of SI roles. OPC C4ISR acquisition will have multiple vendors and contracts requiring increased oversight. As the Coast Guard continues to increase oversight and manage integration of multiple vendors, execution support is needed to continue to

C4ISR

\$34,500

assist government personnel in overseeing software development, synthesizing requirements decomposition, and executing other program management functions.

- *Information Assurance (IA)*. This includes updates to ensure C4ISR systems comply with continuously evolving DHS and DOD standards regarding IA.
- *Engineering Change Proposals/Updates*. These efforts provide updated software and hardware designs for assets currently in production. Design updates are needed due to external impacts such as interoperability architecture changes, diminished manufacturing sources, hardware changes, and interface changes.

KEY EVENTS

Unless specified otherwise, the following accomplishments are within Segment 2 – a modular, “next generation” version of Segment 1 baseline design (the previous C4ISR design under ICGS’ “system of systems” construct).

Significant Accomplishments in FY 2010:

- *OPC Design*
 - Formalized C4ISR acquisition strategy for OPC
 - Started design analysis of OPC C4ISR requirements
- *Design Deliveries*
 - Delivery of Segment 2 design
 - Delivery of upgraded external communications design to USCGC BERTHOLF (WMSL-750)
 - Delivery of hardware and software design from Segment 2 base contract
- *Integration Facility Stand Ups*
 - SCIF Test and Integration Facility
 - CG Command and Control Engineering Center support and legacy integration facility
- *Major Cutter Upgrades*
 - Begin Ku band upgrades on High and Medium Endurance Cutters (HECs/MECs)
 - Start of Integrated Waveform Military Satellite Communications upgrades on MECs

FY 2011 Planned Accomplishments:

- *Aircraft*
 - Standardize C-130 and MPA Mission System Pallet design to minimize lifecycle costs
- *Vessels*
 - Develop the hardware and software requirements for the OPC
 - Deliver federated (modular) C4ISR design for implementation on the NSC and use as base for OPC
- *Information Assurance*
 - Critical system updates for safety, IA, and diminishing manufacturing sources

FY 2012 Planned Accomplishments:

- *OPC*
 - Tailor Segment 2 design to meet OPC requirements
- *NSCs and MPAs*

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C4ISR

\$34,500

- Commence design and changes to Segment 2 C4ISR hardware and software intended for new NSCs and MPAs. The Segment 2 C4ISR system capabilities include: redundant tactical networks, SCIF integration, integrated weapons systems, communications equipment, sensor control, command and control displays, computing hardware, network hardware, navigation systems, and integration of all sensor, navigation, and weapons systems to establish the Common Operating Picture.

FUNDING HISTORY

C4ISR ASSETS	Segments 1, 2*	Segment 5 (Upgrades) **		FY Totals (\$K)
		NSC, MPA, MSP	MECs, HECs		SHORE FACILITIES
FY 2002	\$110,254	\$ 12,940	\$ 2,286	\$125,480
FY 2003	\$ 10,782	\$ 6,282	\$ 4,968	\$ 22,032
FY 2004	\$ 74,316	\$ 7,058	\$ 19,760	\$101,134
FY 2005	\$ 32,326	\$ 1,500	\$ 19,774	\$ 53,600
FY 2006	\$ 45,764	\$ 464	\$ 1,292	\$ 47,520
FY 2007	\$ 39,552	\$ 331	\$ 10,117	\$ 50,000
FY 2008	\$ 83,730	\$ 400	\$ 5,500	\$ 89,630
FY 2009	\$ 77,100	\$ 11,000		\$ 88,100
FY 2010	\$ 35,000			\$ 35,000
Subtotals	\$508,824	\$ 39,975	\$ 63,697	\$612,496

* **Segment 1** used ICGS' "system of systems" approach that is concluded. **Segment 2** is a modular, "next generation" version of Segment 1's baseline design that includes the following work – *Design*: Hardware/Software; *IA*: Information Assurance; *Labs*: simulators, initial training, testing & support (for new assets: NSC, OPC, MPA, and Mission System Pallet). ** **Segment 5 (Upgrades)** to existing assets): MECs-210s/-270s; HECs-378s. SHORE FACILITIES - CAMS (Communications Area Master Stations), Training Center Petaluma, (Communications Stations), Command Centers. Note: Segment 4 (net-centric capability) design is scheduled in out years.

Significant Changes

OPC requirements have evolved, as have the requirements for its C4ISR suite, which will leverage the Segment 2 federated (modular) baseline with the Coast Guard as System Integrator, and involve multiple engineering and development contracts. The OPC baseline will be the primary deliverable of the next contracted effort.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

U. S. Coast Guard - FY 2012 Congressional Justification

C4ISR

\$34,500

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 2012					
Segment 2 (NSC, MPA, MSP)			FY09:Q2	FY18:Q4	4,000
OPC C4ISR Suite	FY12:Q2	FY14:Q4	FY14:Q4	FY26:Q4	20,500
Test and Integration Labs	FY08:Q4	FY09:Q1	FY09:Q1	FY26:Q4	10,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	577,497	35,000		34,500	646,997
Obligation	535,059	73,014		34,500	642,573
Expenditure	480,047	79,743		10,100	569,890
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	480,047	79,743		10,100	569,890

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction / Acquisition	
Segment 2 (NSC, MPA, MSP)	4,000
C4ISR OPC Effort	20,500
Test and Integration Labs	10,000
FY 2012 Cost Estimate Project Total:	34,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	5,879
Marine Safety	293
Aids to Navigation	611
Ice Operations	312
Marine Environmental Protection	788
Living Marine Resources	5,442
Drug Interdiction	9,167
Migrant Interdiction	5,528
Other Law Enforcement	871
Ports, Waterways & Coastal Security	3,797
Defense Readiness	1,812
Mission-Program Allocation Total:	34,500

U. S. Coast Guard - FY 2012 Congressional Justification

C4ISR

\$34,500

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 2012 Congressional Justification
(Dollars in Thousands)

CG-LIMS

\$6,500

Project Description, Justification and Scope

This request supports the delivery of the Coast Guard Logistics Information Management System (CG-LIMS). This funding will continue CG-LIMS development and phased deployment to Coast Guard operational assets and support facilities. Specifically, the funding will support Initial Operating Capability of the Configuration and Maintenance Management module of CG-LIMS, along with development of the Supply Chain Management module.

CG-LIMS will directly support the Coast Guard goal of a single, unified logistics system that improves mission readiness, operational effectiveness and decision making by enabling decision support at the enterprise and tactical level. CG-LIMS will adhere to the Mission Support Business Model, providing: Configuration Management; Total Asset Visibility; Bi-Level Maintenance; and a single point of accountability through Product Line Managers. In addition, CG-LIMS will allow the organization to satisfy logistics-related financial management requirements of the Chief Financial Officers Act of 1990 and the Federal Financial Management Improvement Act of 1996 by capturing financial data at the transaction level and providing transparent integration with the Coast Guard core accounting system.

CG-LIMS will be the authoritative source for the configuration of all Coast Guard assets. It will enable product line management by providing total asset visibility throughout the enterprise. It will be the tool through which all maintenance is managed, and by which the enterprise supply chain is driven. All technical information relating to Coast Guard assets, including technical publications and manuals, drawings, maintenance procedure cards, and maintained raw data will be organized and managed in the system. The components of configuration, maintenance, supply, and technical information will be tightly integrated and configured to allow efficient execution of a standardized business process. As mission support is executed throughout the Coast Guard, CG-LIMS will interface with finance, procurement, and human resources so that enterprise business needs are met in a standardized manner. CG-LIMS will also reach out to systems beyond the Coast Guard to execute integrated logistics with other government agencies and vendors.

CG-LIMS is planned for phased implementation by segments. Segment 1 will start with configuration and maintenance management functionality for the HC 144A Maritime Patrol Aircraft (MPA) aviation product line; once deployed to that product line, Initial Operating Capability (IOC) will be declared. Immediately following IOC, Segment 1 will be deployed to other asset product lines. CG-LIMS will continue to be deployed by segments across the enterprise; Full Operational Capability (FOC) will be declared when the last segment, Segment 5, is deployed to all product lines. Deployment of Segment 5 will then continue across the enterprise with CG-LIMS replacing legacy databases such as the Asset Logistics Management Information System, Fleet Logistics System, and Shore Asset Management System.

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CG-LIMS

\$6,500

The five CG-LIMS segments are:

- Segment 1: Configuration and Maintenance Management
- Segment 2: Supply Chain Management
- Segment 3: Technical Data Management
- Segment 4: Financial Integration
- Segment 5: Human Resources and External Integration

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2008	\$1,900	CG-LIMS ICGS to U.S. Coast Guard Transition
2009	\$500	CG-LIMS Alternatives Analysis
2010	\$6,000	CG-LIMS Pre-acquisition Activities, Cost Estimates and Program Management Support
<i>Total</i>	<i>\$8,400</i>	<i>Funding received for FY 2004 through FY 2010</i>

Significant Changes

This is the first submission for CG-LIMS under the post-Integrated Deepwater Systems construct. Previous work managed under this program was conducted under the Deepwater Logistics Acquisition Project. Deepwater Logistics was disaggregated into CG-LIMS within the “Other” sub-appropriation and Major Acquisition Systems Infrastructure (MASI) within the “Shore and Aids to Navigation” sub-appropriation.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
CG-LIMS Development			FY08:Q2	FY17:Q4	6,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	2,400	6,000		6,500	14,900
Obligation	423	4,800		5,200	10,423
Expenditure	1,634	1,200		1,300	4,134
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	1,634	1,200		1,300	4,134

U. S. Coast Guard - FY 2012 Congressional Justification

CG-LIMS

\$6,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
CG-LIMS Configuration and Installation	6,500
FY 2012 Cost Estimate Project Total:	6,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	1,108
Marine Safety	55
Aids to Navigation	115
Ice Operations	59
Marine Environmental Protection	148
Living Marine Resources	1,025
Drug Interdiction	1,727
Migrant Interdiction	164
Other Law Enforcement	1,042
Ports, Waterways & Coastal Security	715
Defense Readiness	342
Mission-Program Allocation Total:	6,500

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 2012 Congressional Justification
(Dollars in Thousands)

Nationwide Automatic Identification System (NAIS) **\$5,000**

Project Description, Justification and Scope

The FY 2012 request will be used to continue recapitalizing the existing interim NAIS system in 58 ports by replacing it with the permanent solution design and technology via the core system upgrade. Below on the left is an example of an interim site in Tranquillon Mountain, CA that is anchored by cinder blocks. When recapitalized with the permanent solution, the NAIS equipment will be installed to co-locate with Rescue 21 (R21) infrastructure, such as the tower pictured below in San Onofre, CA.



Tranquillon Mountain, California
(Interim capability)



R21 tower in San Onofre, California
(Permanent co-located infrastructure)

NAIS is a data collection, processing, and distribution system being implemented in response to the requirements of the Maritime Transportation Security Act and consistent with the International Maritime Organization (IMO) standards to enhance maritime domain awareness (MDA). The project provides the necessary capability to ensure the effective exchange of information between AIS-equipped vessels, aircraft, aids to navigation, and shore stations within all major US ports, waterways, and coastal zones. The data collected by NAIS will be shared with other pertinent stakeholders and decision makers in support of maritime security at critical ports.

Significant Accomplishments in FY 2010:

- Began deploying the NAIS core system upgrade to the Coast Guard's Operations Systems Center, the Navigation Center, and the first three sectors: Mobile, AL; Hampton Roads, VA; and Delaware Bay (Philadelphia, PA) that will replace the interim capability at eight of the 58 ports with the permanent system.
- Completed site surveys of R21 sites within one sector (Sector New Orleans) to collocate NAIS equipment with R21 infrastructure.

Nationwide Automatic Identification System (NAIS) \$5,000

FY 2011 Planned Accomplishments:

- Establish initial operating capability of the permanent system upon deployment to the first three sectors: Mobile, AL; Hampton Roads, VA; and Delaware Bay (Philadelphia, PA).
- Complete site surveys of R21 sites within four sectors (Sectors Houston-Galveston, Corpus Christi, Long Island Sound and New York) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these sectors.

FY 2012 Planned Accomplishments:

- Equipment deployments to Sectors New Orleans and Houston Galveston that will upgrade another ten of the 58 ports with the permanent system.
- Complete site surveys of R21 sites within four sectors (Sectors Baltimore, San Francisco, LA/LB and San Diego) to co-locate NAIS equipment with R21 infrastructure to provide NAIS coverage for ports within these sectors.
- Equipment acquisition, including procurement of NAIS base station equipment, antennas, networking equipment, annual software licensing, and other shelter and site equipment for three sectors
- Continue one-for-one replacement of interim prototype capability originally deployed in 58 ports, with permanent solution design and technology.

CONTRACTOR

- Prime Contractor for the design and installations of the permanent solution in the first three Sectors – Northrop Grumman Space and Mission Systems, Inc. (Herndon, VA).
- Implementation Contractor(s) for the permanent solution in the remaining sectors – To be determined.

Significant Changes

No significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Planning/Management and Deployment			FY12:Q1	FY12:Q4	5,000

U. S. Coast Guard - FY 2012 Congressional Justification

Nationwide Automatic Identification System (NAIS)

\$5,000

Schedule of Project Funding

	Project Funds			<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	95,511			100,511
Obligation	76,042			81,042
Expenditure	70,240			75,240
<u>Breakdown of Project Expenditures</u>				
Construction / Acquisition	31,014			36,014
Survey, Design & Engineering	29,109			29,109
Project Management	10,117			10,117

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
NAIS permanent solution deployment	2,000
<u>Survey, Design & Engineering</u>	
NAIS permanent solution deployment	1,000
<u>Project Management</u>	
NAIS permanent solution deployment	2,000
FY 2012 Cost Estimate Project Total:	5,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	-
Marine Safety	-
Aids to Navigation	-
Ice Operations	-
Marine Environmental Protection	-
Living Marine Resources	-
Drug Interdiction	-
Migrant Interdiction	-
Other Law Enforcement	-
Ports, Waterways & Coastal Security	5,000
Defense Readiness	-
Mission-Program Allocation Total:	5,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

Adhering to the National Environmental Policy Act (NEPA), the NAIS project has completed a Programmatic Environmental Impact Statement (PEIS), dated October 6, 2006. The proposed action analyzed in the PEIS is the broad scope of implementation of the NAIS project. As supported by the analysis in the PEIS, the NAIS Project Manager decided to implement the project using the preferred alternative: a combination of coverage mechanisms, including a combination of collocated and newly

Nationwide Automatic Identification System (NAIS)

\$5,000

built shore-based Radio Frequency (RF) sites for short-range AIS coverage. Implementation of the proposed NAIS project through the Preferred Alternative ensures that the Coast Guard satisfies the purpose and need for NAIS. The Preferred Alternative implementation approach offers siting flexibility that will help mitigate or minimize the potential for environmental impacts as well as allow the Coast Guard to maximize the use of existing assets to meet coverage requirements. This decision is documented in a Record of Decision issued on October 27, 2006.

The PEIS provides a general level of analysis of alternatives and environmental impacts and serves as a top-tier environmental analysis of the general project of installing a nationwide AIS-based vessel detection, identification, tracking, and communication system. As a continuation of the environmental planning process, the Coast Guard is conducting site-specific environmental analysis coincident with the project implementation as specific sites are identified. All sites selected and upgraded with the NAIS permanent solution capability will be surveyed and likely will be categorically excluded from further analysis under NEPA.

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

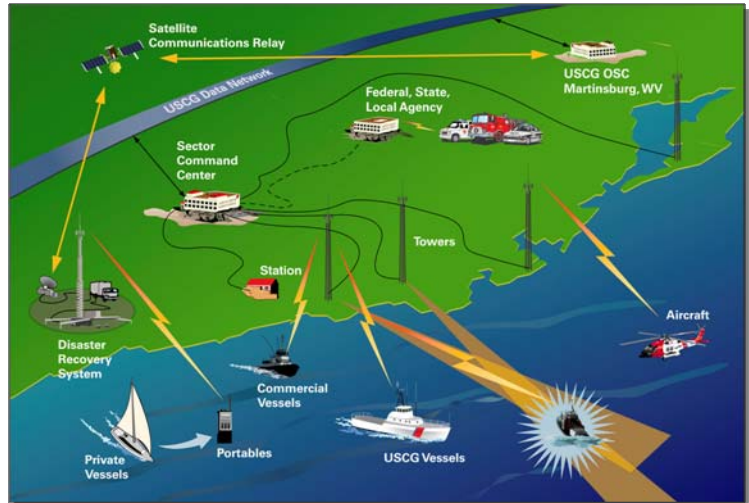
Rescue 21

\$65,000

Project Description, Justification and Scope

This request funds the continuation of the Full Rate Production contract with General Dynamics C4 Systems (GDC4S), in addition to deployment in Alaska, Western Rivers, and on Coast Guard vessels.

The Rescue 21 project is replacing the U.S. Coast Guard's legacy National Distress and Response System (NDRS) equipment, which enhances the Coast Guard's mission execution through improved communications, command and control capabilities in the U.S. coastal zone. The basic NDRS components include radios, transceivers, towers for antennas, and an interconnecting network. It is the foundation for coastal SAR (search and rescue), and is a critical enabler of efficient and effective command and control for all missions in coastal zones. As of December 2010, Rescue 21 is standing watch and saving lives along approximately 36,985 miles of U.S. coastline.



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;
- Improves direction finding capability for more timely response to mariners in distress and an ability to distinguish "hoax" calls from actual distress calls;
- Adds four voice channels (from one to five), allowing watch standers to conduct multiple operations, while offering protected (secure) communications for homeland security missions when needed;
- 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;
- 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.

Significant Accomplishments in FY 2010: *Rescue 21 Ground Subsystem (GSS) Deployment – Full Rate Production (FRP) Group III.* Completed deployment in the Northeast (Sectors Southeastern and Northern New England), the Gulf Coast (Sector Corpus Christi), and continued deployment in the West Coast (Sectors San Francisco and San Diego), for a cumulative addition of 7,482 miles of coverage.

U. S. Coast Guard - FY 2012 Congressional Justification

Rescue 21

\$65,000

FY 2011 Planned Accomplishments: *Rescue 21 GSS Deployment – FRP Group III.* Completes deployment along the West Coast (Sector Los Angeles/Long Beach), and most of Great Lakes (Sectors Detroit, Buffalo, and Sault Ste Marie, MI), for a cumulative addition of 2,933 coastline coverage miles.

FY 2012 Planned Accomplishments: *Rescue 21 GSS Deployment – FRP Group III.* Completes deployment in the Great Lakes (Sector Lake Michigan) and the OCONUS Islands (Sectors San Juan, PR; Honolulu, HI; and Guam), for a cumulative addition of 3,190 coastline coverage miles.

Rescue 21's Deployment / Acceptance Schedule with its prime contractor is provided as follows. Unless otherwise indicated as a Group (and Air Station), the locations listed below are Coast Guard Sectors.

Deployment/Acceptance Schedule with prime contractor		Significant/Planned Accomplishments			
		FY'05-09	FY2010	FY2011	FY2012
R21 Coverage	✓ Accepted and/or <input type="checkbox"/> Planned				
Northeast (6,069 mi)	✓ Long Island Sound	Oct'07			
	✓ New York, NY	Nov'07			
	✓ Boston, MA	Apr'09			
	✓ Southeastern New England		Oct'09		
	✓ Northern New England		Nov'09		
Mid-Atlantic (5,324 mi)	✓ Delaware Bay	Sep'07			
	✓ Atlantic City, NJ (IOC)	2005			
	✓ Hampton Roads, VA	Feb'08			
	✓ Eastern Shore, VA (IOC)	2005			
	✓ Baltimore, MD	May'08			
Southeast (7,581 mi)	✓ Jacksonville, FL	Jan'08			
	✓ Miami, FL	Mar'08			
	✓ Key West, FL	Sep'08			
	✓ Charleston, SC	Dec'08			
	✓ North Carolina	Mar'09			
Gulf Coast (12,472 mi)	✓ Mobile, AL (LRIP)	2006			
	✓ St Petersburg, FL (LRIP)	2006			
	✓ New Orleans, LA	Aug'08			
	✓ New Orleans coastal only *	Feb'07			
	✓ Houston/Galveston, TX	Oct'08			
	✓ Corpus Christi, TX		Dec'09		
West Coast (4,983 mi)	✓ Puget Sound (new sector)	(Aug'10)			
	✓ (old Sector Seattle (LRIP) **)	2006			
	✓ (old Group Port Angeles (LRIP))	2006 **			
	✓ Columbia River (new sector)	(Sep'10)			
	✓ (old Group Astoria), OR **	Apr'08			
	✓ (old Sector Portland), OR **	Jul'08			
	✓ Group North Bend, OR	Jun'08			
	✓ Group Humboldt Bay, CA	Sep'09			
	✓ San Francisco, CA		Mar'10		
	✓ San Diego, CA		Apr'10		
✓ Los Angeles/Long Beach, CA			Nov'10		

U. S. Coast Guard - FY 2012 Congressional Justification

Rescue 21

\$65,000

Deployment/Acceptance Schedule with prime contractor		Significant/Planned Accomplishments			
R21 Coverage	✓ Accepted and/or <input type="checkbox"/> Planned	FY'05-09	FY2010	FY2011	FY2012
Great Lakes (556 miles of 3,256 mi)	✓ Detroit, MI			Oct'10	
	<input type="checkbox"/> Buffalo, NY			Aug'11	
	<input type="checkbox"/> Sault Ste. Marie, MI			Sep'11	
	<input type="checkbox"/> Lake Michigan				Nov'11
OCONUS (0 miles of 2,186 mi)	<input type="checkbox"/> San Juan, PR				Oct'11
	<input type="checkbox"/> Honolulu, HI				Dec'11
	<input type="checkbox"/> Guam				Feb'12

*New Orleans coastal accelerated deployment was achieved via supplemental appropriations following Hurricanes Rita and Katrina; **Former command merged with new Sector per USCG's Sector re-organization.

Western Rivers, Alaska and Vessels: In addition to completing deployment of the Rescue 21 GSS, the FY 2012 request includes the following:

- \$6 million to recapitalize the legacy NDRS in the Western Rivers (Sectors Ohio Valley, Upper Mississippi River, and Lower Mississippi River);
- \$9.5 million to continue deployment to Alaska; and
- \$1.5 million to continue installation of Rescue 21 communications equipment on vessels.

Production Contractor: GDC4S of Scottsdale, AZ is the Rescue 21 Phase II Contractor. The Phase II contract is a delivery order-based Indefinite Delivery, Indefinite Quantity (IDIQ) contract with award term incentives. The contract has a base period of six years, plus two four-year award terms and one five-year award term. GDC4S is responsible for complete system maintenance and operates a 24/7 Customer Care Center to respond to system discrepancies.

Subcontractors:

- Motorola, Inc. (Schaumburg, IL) – Radio subsystems
- Consolidated Analysts Centers, Federal, Inc (Manassas, VA) – Direction finding subsystems
- General Dynamics Information Technology (GDIT) (Needham, MA) – Remote fixed facilities planning team member and construction management
- Stanley Associates, Inc. (Charleston, SC) – Fixed facility infrastructure and cutover
- Chelton Inc. (Lewisville, TX) – Co-site interference mitigation subsystems
- CellXion (Bossier City, LA) – Remote Fixed Facility (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 (Orland Park, IL) – Third party inspections and system support and maintenance

Significant Changes

No significant changes.

U. S. Coast Guard - FY 2012 Congressional Justification

Rescue 21

\$65,000

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Rescue 21 Ground Subsystem Deployment			FY12:1Q	FY12:4Q	36,948
Rescue 21 Alaska Subsystem			FY12:1Q	FY12:4Q	9,500
Rescue 21 Vessel Subsystem			FY12:1Q	FY12:4Q	1,500
Project Technical Support			FY12:1Q	FY12:4Q	7,957
Project Org Support (training, travel, misc.)			FY12:1Q	FY12:4Q	621
Commercial Tower Leases			FY12:1Q	FY12:4Q	2,474
Rescue 21 Western Rivers Subsystem			FY12:1Q	FY12:4Q	6,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	626,899	117,000		65,000	808,899
Obligation	619,742	28,709		49,883	698,334
Expenditure	508,509	48,046		12,682	569,237
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	407,703	384			408,087
Project Management	66,924	2,709			69,633
Rescue 21 Phase I Contract	31,262	34,392		11,133	76,787
CG VSS Installation	652				652
CG Anuenue Project	1,968	10,561		1,549	14,078

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Rescue 21 Ground Subsystem Deployment	36,948
Leases (towers, etc.)	2,474
Western Rivers	6,000
Alaska	9,500
Vessels	1,500
<u>Project Management</u>	
Project Technical Support	7,957
Project Org Support (training, travel, misc)	621
FY 2012 Cost Estimate Project Total:	65,000

Rescue 21

\$65,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation FY 2012
Search and Rescue	7,638
Marine Safety	5,952
Aids to Navigation	11,315
Ice Operations	1,145
Marine Environmental Protection	1,630
Living Marine Resources	5,783
Drug Interdiction	7,503
Migrant Interdiction	4,643
Other Law Enforcement	841
Ports, Waterways & Coastal Security	14,307
Defense Readiness	4,243
Mission-Program Allocation Total:	65,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the following laws, regulations, standards and Executive Orders:

- Presidential Directive 24 and National Security Decision Directive 145
- National Environmental Policy Act (NEPA)
- Bridge to Bridge Radiotelephone Act (33 USC 1201-1208)
- Parts II and III of the Communications Act of 1934
- Commercial Fishing Industry Vessel Safety Act of 1988
- The Safety of Life at Sea (SOLAS) Convention
- International Telecommunications Union (ITU) Radio Regulations
- Agreement between the United States and Canada for the Promotion of Safety on the Great Lakes by Means of Radio, 1973
- Manual of Regulations and Procedures for Federal Radio Frequency Management
- FCC Telecommunications Regulations
- USCG Shipping Regulations and Navigation Regulations

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

Interagency Operations Centers (IOC) **\$3,000**

Project Description, Justification and Scope

This request funds the continued deployment of Interagency Operations Center (IOC) sensor management capabilities to provide participating port partners with shared access to existing cameras and radars.

The IOC project has been established to implement the mandates of the SAFE Port Act by providing the capability necessary to enable designated locations (e.g., high priority ports) to function in an IOC context. IOCs and SCCs (Sector Command Centers), though interrelated, are conceptually distinct. IOCs enable collaboration to achieve a “whole of government” response that accounts for interagency objectives and variable lines of authority. In order to meet the requirements set forth in the SAFE Port Act, the Coast Guard is focusing the IOC acquisition on the following capabilities:

WatchKeeper Information Management (IM) processes and systems, which link information with operations in the context of daily decision making, situational awareness, operations monitoring, rules-based processing, and joint planning; and

Integration of Existing Sensors and tools necessary to enable IOCs to access and manage local sensor resources. Establish enterprise sensor coverage where needed, to best share information and establish/maintain maritime domain awareness.

Specific expected outcomes from the IOC project include:

- *Establishment of IOCs to meet the mandate of the SAFE Port Act of 2006* - IOCs will provide the capability to: (a) coordinate routine and emergent interagency planning and information sharing; (b) monitor current port activities and identify anomalies from planned and normal events; and (c) initiate a coordinated response.
- *Development and deployment of the Information Management System (a.k.a. WatchKeeper)* - to improve the capability to see, understand, and share tactical information critical to security and interagency coordination in vulnerable ports and coastal areas.
- *IOC Sensor Management* - to provide an adaptable network and actively monitor activities within critical ports, coastal infrastructure, and waterways.

Significant Accomplishments in FY 2010:

- Completed Operational Test & Evaluation on Watchkeeper.
- Initiated releasing WatchKeeper v1.0 as a technology demonstrator to two training centers and other IOCs.
- Completed IOC Sensor Management solution engineering to enhance maritime domain awareness and further expand information management capabilities.
- Completed construction/outfitting of IOC New Orleans.

FY 2011 Planned Accomplishments:

- Continue release of WatchKeeper v1.0 as a technology demonstrator to IOCs at a rate of approximately one per month, establishing a national standard for information management, joint planning, and interagency operations.

U. S. Coast Guard - FY 2012 Congressional Justification

Interagency Operations Centers (IOC)

\$3,000

- Continue development and testing of IOC Sensor Management to enhance maritime domain awareness and further expand information management capabilities.
- Complete construction/outfitting of IOC San Francisco.

FY 2012 Planned Accomplishments:

- Complete development and testing of IOC Sensor Management.
- Complete WatchKeeper v1.0 release as a technology demonstrator.
- Deploy IOC Sensor Management System as a pilot to select IOC(s), including interface to existing legacy sensors.

Significant Changes

The first installment of WatchKeeper was delivered on schedule in FY 2009. Final developmental and operational testing is complete, and the project received approval to release WatchKeeper v1.0 as a technology demonstrator to 35 IOCs.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Program Management Support			FY12: Q1	FY12: Q4	1,000
Deploy IOC Pilot Sensor Management Sys			FY12: Q1	FY12: Q4	1,500
IOC Product Line/Supply Chain updates			FY12: Q1	FY12: Q4	500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	61,000	10,000		3,000	74,000
Obligation	32,124	28,150		3,500	63,774
Expenditure	22,602	31,398		1,600	55,600
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	9,135	20,048			29,183
Survey, Design & Engineering	9,804	9,850		800	20,454
Project Management	3,663	1,500		800	5,963

U. S. Coast Guard - FY 2012 Congressional Justification

Interagency Operations Centers (IOC)

\$3,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Deploy IOC Pilot Sensor Management System (2 IOCs)	1,500
IOC Product Line/Supply Chain updates	500
<u>Project Management</u>	
Acquisition and Program Staff	1,000
FY 2012 Cost Estimate Project Total:	3,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	351
Marine Safety	276
Aids to Navigation	533
Ice Operations	60
Marine Environmental Protection	76
Living Marine Resources	264
Drug Interdiction	341
Migrant Interdiction	215
Other Law Enforcement	37
Ports, Waterways & Coastal Security	651
Defense Readiness	196
Mission-Program Allocation Total:	3,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

This project is being conducted in compliance with the National Security Presidential Directive-41 (NSPD-41) / Homeland Security Presidential Directive-13 (HSPD-13), and the SAFE Port Act of 2006.

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

Station Menemsha Boathouse Rebuild **\$10,000**

Project Description, Justification and Scope

This funding will recapitalize the boathouse at Station Menemsha in Chilmark, Massachusetts. A fire in July 2010 destroyed Station Menemsha's boathouse and pier, requiring temporary relocation of the station's two small boats. Station Menemsha's 25' Response Boat-Small (RB-S) is required to operate out of a local marina, while the 47' Motor Lifeboat (MLB) has been relocated to Sector Southeastern New England in Woods Hole, Massachusetts. Station Menemsha's area of responsibility includes Vineyard Sound and Buzzards Bay (off the coast of Massachusetts) and Block Island Sound (off the coast of Connecticut). Station Menemsha also covers out to 50 miles offshore of Martha's Vineyard, Massachusetts.

Station Menemsha is a multi-mission station that performs Search and Rescue (SAR), Law Enforcement, and other homeland security missions. It provides for the safety and security of a large local commercial fishing fleet and boating community. Since 2007, Station Menemsha saved and assisted over 290 people while conducting more than 300 SAR cases. With the absence of the 47' MLB, the heavy weather mission for Station Menemsha's area of responsibility is now shared by other local stations, with a reduction in heavy-weather SAR capacity. With the 25' RB-S, Station Menemsha is operationally limited to performing missions in up to 6 foot seas without surf conditions, and wind speeds of less than 28 miles per hour. Failure to recapitalize the Station Menemsha facilities in FY 2012 will permanently reduce heavy-weather SAR response capacity in this Area of Responsibility.

Significant Changes

This is a new project.

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 2012					
Survey and Design	FY12:Q1	FY12:Q2			1,000
Construction			FY12:Q2	FY13:Q2	9,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				10,000	10,000
Obligation				10,000	10,000
Expenditure				7,700	7,700
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				6,700	6,700
Survey, Design & Engineering				1,000	1,000

U. S. Coast Guard - FY 2012 Congressional Justification

Station Menemsha Boathouse Rebuild

\$10,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction	9,000
<u>Survey, Design & Engineering</u>	
Design	1,000
FY 2012 Cost Estimate Project Total:	10,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	1,175
Marine Safety	916
Aids to Navigation	1,741
Ice Operations	176
Marine Environmental Protection	251
Living Marine Resources	890
Drug Interdiction	1,154
Migrant Interdiction	714
Other Law Enforcement	129
Ports, Waterways & Coastal Security	2,201
Defense Readiness	653
Mission-Program Allocation Total:	10,000

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 2012 Congressional Justification
(Dollars in Thousands)

Station Fairport Recapitalization **\$16,400**

Project Description, Justification and Scope

This funding will recapitalize the small boat station house as well as the small boat haulout and maintenance bay at Station Fairport, Ohio, located on the shores of Lake Erie. Station Fairport was originally constructed in 1918, and the current facilities are inadequate to support the Coast Guard's small boats assigned to the Station. The small boat haulout and boathouse cannot accommodate the 45' RB-M or 47' MLB, degrading readiness and increasing maintenance workload. This multi-mission station is designated as a heavy weather unit, and averages 100 SAR cases per year. Station Fairport is also responsible for conducting security patrols along the Canadian border, a nuclear power plant, and other critical maritime infrastructure.

Significant Changes

This is a new project.

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 2012					
Design	FY12: Q1	FY12: Q4			2,000
Construction			FY12: Q2	FY13: Q3	14,400

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				16,400	16,400
Obligation				16,400	16,400
Expenditure				10,660	10,660
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				8,660	8,660
Survey, Design & Engineering				2,000	2,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012</u> <u>Cost Estimate</u>
<u>Construction / Acquisition</u>	
Shore Infrastructure	14,400
<u>Survey, Design & Engineering</u>	
Design	2,000
FY 2012 Cost Estimate Project Total:	16,400

U. S. Coast Guard - FY 2012 Congressional Justification

Station Fairport Recapitalization

\$16,400

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	1,927
Marine Safety	1,502
Aids to Navigation	2,855
Ice Operations	289
Marine Environmental Protection	411
Living Marine Resources	1,459
Drug Interdiction	1,893
Migrant Interdiction	1,171
Other Law Enforcement	212
Ports, Waterways & Coastal Security	3,610
Defense Readiness	1,071
Mission-Program Allocation Total:	16,400

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 2012 Congressional Justification
(Dollars in Thousands)

TRACEN Petaluma Wastewater Treatment Plant **\$35,000**

Project Description, Justification and Scope

This funding will recapitalize the existing Wastewater Treatment Plant (WWTP) at the Coast Guard's Training Center (TRACEN) in Petaluma, California. The on-site WWTP was originally constructed in the 1940s and no longer meets current environmental standards. Furthermore, the system has a limited capacity to treat approximately 800,000 gallons of wastewater per week, to prevent the release of untreated wastewater. The existing WWTP does not have sufficient storage and disposal capacity to support the number of personnel assigned to the base, and thus must be replaced.

Significant Changes

This is a new project.

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 2012					
Design	FY 12: Q1	FY 12: Q4			4,000
TRACEN Petaluma - WWTP			FY12: Q2	FY 13: Q4	31,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				35,000	35,000
Obligation				35,000	35,000
Expenditure				16,000	16,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				12,000	12,000
Survey, Design & Engineering				4,000	4,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
TRACEN Petaluma WWTP	31,000
<u>Survey, Design & Engineering</u>	
Design	4,000
FY 2012 Cost Estimate Project Total:	35,000

U. S. Coast Guard - FY 2012 Congressional Justification

TRACEN Petaluma Wastewater Treatment Plant

\$35,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	4,113
Marine Safety	3,205
Aids to Navigation	6,093
Ice Operations	617
Marine Environmental Protection	876
Living Marine Resources	3,114
Drug Interdiction	4,040
Migrant Interdiction	2,500
Other Law Enforcement	453
Ports, Waterways & Coastal Security	7,704
Defense Readiness	2,285
Mission-Program Allocation Total:	35,000

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 2012 Congressional Justification
(Dollars in Thousands)

Cape May Pier 4 Recapitalization **\$11,000**

Project Description, Justification and Scope

This funding will recapitalize Pier 4 at Cape May, NJ, which supports three 87' Patrol Boats. The patrol boats assigned to this location are responsible for performing critical safety and security missions along the coastal Mid-Atlantic region, including ports waterways and coastal security, search and rescue and law enforcement.

The pier has been maintained over the last 60 years, but has had serious damage from marine bore activity. Initially, the loading capacity of the pier was downgraded to pedestrian traffic only and limited cutter operations. The condition of Pier 4 has continued to deteriorate and has been recently condemned and is no longer safe for Coast Guard operations. As a result the patrol boats that moored there have been temporarily relocated.

Pier 4 was constructed in 1935. The inboard 220 feet of the pier was replaced with new concrete sections in FY 2009. Based on inspections conducted prior to 2009, the replacement of the wooden section of the pier was planned for 2017. However, a more recent inspection of the pier revealed severe degradation of the piles and bracing at an accelerated rate, requiring immediate replacement. Specifically, the remaining wooden portion of Pier 4 has been destroyed by marine bore activity that has compromised the pier's support structure. Maintaining suitable moorings for current and future cutters in Cape May is vital to carrying out Fifth Coast Guard District missions, and thus cannot be deferred beyond FY 2012.

Significant Changes

This is a new project.

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 2012					
Design	FY12:Q1	FY12:Q2			2,000
Construction			FY13:Q1	FY14:Q1	9,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				11,000	11,000
Obligation				11,000	11,000
Expenditure				3,000	3,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				1,000	1,000
Survey, Design & Engineering				2,000	2,000

U. S. Coast Guard - FY 2012 Congressional Justification

Cape May Pier 4 Recapitalization

\$11,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction	9,000
<u>Survey, Design & Engineering</u>	
Design	2,000
FY 2012 Cost Estimate Project Total:	11,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	1,293
Marine Safety	1,007
Aids to Navigation	1,915
Ice Operations	194
Marine Environmental Protection	276
Living Marine Resources	979
Drug Interdiction	1,270
Migrant Interdiction	786
Other Law Enforcement	142
Ports, Waterways & Coastal Security	2,421
Defense Readiness	717
Mission-Program Allocation Total:	11,000

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 2012 Congressional Justification
(Dollars in Thousands)

Sector Corpus Christi Relocation **\$10,500**

Project Description, Justification and Scope

This funding will be used to accomplish a “build to suit” lease project through the General Services Administration to construct a hangar and command center facilities in Corpus Christi, TX. The Coast Guard’s requirements include a consolidated Coast Guard Air Station and Sector facility with the ability to hangar all assigned fixed wing aircraft. This request specifically funds the build-out of tenant improvements.

The Coast Guard is currently located in a WWII-era Navy seaplane facility, Hangar 41, at Naval Station Corpus Christi, Texas. The 70-year old hangar is well past its service life and is in extremely poor material condition. In addition to deterioration of the structure, the space configuration within this hangar is functionally deficient, and cannot accommodate the Coast Guard’s maintenance and operational requirements. The current layout prohibits ready crew berthing in the vicinity of aircraft, resulting in longer times necessary to launch planes in response to Search and Rescue cases, and other critical homeland security operations. Due to Hangar 41’s close proximity to the seawall and its insufficient size preventing sheltering of the aircraft inside the hangar, the aircraft stationed in Corpus Christi are exposed to a corrosive environment requiring additional parts and maintenance to keep aircraft operational. The inability to hangar aircraft in this corrosive environment increases maintenance costs and reduces operational availability. This project will address the aforementioned shortcomings, improving operational response time and operational reliability of aircraft, and minimizing aircraft maintenance costs.

Significant Changes

This is a new project.

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 2012					
Project Survey & Design	FY12:Q1	FY12:Q2			500
Construction			FY12:Q2	FY14:Q4	10,000

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				10,500	10,500
Obligation				10,500	10,500
Expenditure				2,000	2,000
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				1,500	1,500
Survey, Design & Engineering				500	500

U. S. Coast Guard - FY 2012 Congressional Justification

Sector Corpus Christi Relocation

\$10,500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Tenant Buildout	10,000
<u>Survey, Design & Engineering</u>	
Survey & Design	500
FY 2012 Cost Estimate Project Total:	10,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	1,234
Marine Safety	962
Aids to Navigation	1,828
Ice Operations	185
Marine Environmental Protection	263
Living Marine Resources	934
Drug Interdiction	1,212
Migrant Interdiction	750
Other Law Enforcement	136
Ports, Waterways & Coastal Security	2,311
Defense Readiness	685
Mission-Program Allocation Total:	10,500

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 2012 Congressional Justification
(Dollars in Thousands)

Recapitalization of Coast Guard Academy Facilities **\$8,000**

Project Description, Justification and Scope

This funding will recapitalize infrastructure at the Coast Guard Academy (CGA) in New London, CT. Specifically, it supports continued renovation of the Chase Hall Barracks, a multi-phase project intended to recapitalize the 343,000 square foot Chase Hall student berthing facility by improving habitability and bringing the barracks into compliance with fire and life-safety standards. This phase will finish renovations of Annex B started with prior-year funding, and renew the centralized Chase Hall chiller plant (air conditioning) piping.

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 the 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). This comprehensive renovation improves habitability and safety of the cadet berthing facilities.

Renovation of Chase Hall Barracks South Annex A, and Annexes C and D are planned as survey and design is completed, and future funding permits.

Significant Accomplishments in FY 2010 and Prior:

Began construction of Chase Hall Barracks Phase II (North Annex A).

FY 2011 Planned Accomplishments:

Chase Hall Barracks Phase II (North Annex A) complete.

FY 2012 Planned Accomplishments:

Award contract for Recapitalization of Academy Facilities project.

FUNDING HISTORY

<i>FY</i>	<i>\$K</i>	<i>Major Activity Funded by Net Appropriation</i>
2006	\$14,850	Chase Hall Barracks Phase I (Annex E)
2007	\$ 1,170	Chase Hall Barracks Phase I (Annex E)
2009	\$10,300	Chase Hall Barracks Phase II (North Annex A)
<i>Total</i>	<i>\$26,320</i>	<i>Funding received for FY 2006 through FY 2010</i>

CONTRACTOR: All Shore Facility projects are executed by the Coast Guard with technical oversight provided by the Shore Infrastructure Logistics Center (SILC) and Civil Engineering Units (CEUs) located around the United States. Each project is contracted to a construction contractor for execution.

U. S. Coast Guard - FY 2012 Congressional Justification

Recapitalization of Coast Guard Academy Facilities **\$8,000**

Significant Changes

There are no significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Survey and Design	FY12:Q1	FY12:Q2			500
Construction			FY12:Q3	FY13:Q3	7,500

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	15,850			8,000	23,850
Obligation	15,850			8,000	23,850
Expenditure	15,850			3,000	18,850
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	15,850			2,500	18,350
Survey, Design & Engineering				500	500

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction	7,500
<u>Survey, Design & Engineering</u>	
Survey and design	500
FY 2012 Cost Estimate Project Total:	8,000

U. S. Coast Guard - FY 2012 Congressional Justification

Recapitalization of Coast Guard Academy Facilities

\$8,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	940
Marine Safety	732
Aids to Navigation	1,393
Ice Operations	141
Marine Environmental Protection	201
Living Marine Resources	712
Drug Interdiction	923
Migrant Interdiction	571
Other Law Enforcement	104
Ports, Waterways & Coastal Security	1,761
Defense Readiness	522
Mission-Program Allocation Total:	8,000

Compliance with Public Laws, Regulations, Standards & Executive Orders

The project will comply with the National Environmental Protection Act (NEPA).

U. S. Coast Guard
Acquisition, Construction & Improvements
FY 2012 Congressional Justification
(Dollars in Thousands)

Shore Infrastructure Survey and Design **\$1,000**

Project Description, Justification and Scope

The Coast Guard's FY 2012 Survey and Design (S&D) request includes S&D funding essential to future year Acquisition, Construction and Improvement (AC&I) shore projects.

Funding will support planning and engineering studies, project design, master plans, appraisals, real property requirements and other architectural/engineering efforts. Completing proper planning and design helps to ensure AC&I projects are properly assessed, planned, budgeted, and prioritized prior to seeking project appropriations. The projects supported by this request contribute to long-range plans and support of operational units. This funding is requested to complete initial S&D to include the following facilities/purposes:

- CG Academy Facilities Recapitalization: Chase Hall Barracks Phase IV
- CG Maritime Safety Security Team (MSST) San Diego, Pacific Area Tactical Law Enforcement Team (TACLET) Facilities
- CG Air Station Elizabeth City
- CG Sector Southeastern New England in Woods Hole, Massachusetts
- CG Base Support Unit Kodiak

Significant Changes

There are no significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Survey & Design Admin	FY12:Q1	FY12:Q4			150
CG Academy Facilities: Chase Hall Phase IV	FY12:Q1	FY12:Q4			150
CG MSST SD/PAC TACLET DOG	FY12:Q1	FY12:Q4			150
CG Air Station Elizabeth City	FY12:Q1	FY12:Q4			250
CG Sector Southeastern New England	FY12:Q1	FY12:Q4			150
CG Base Support Unit Kodiak	FY12:Q1	FY12:Q4			150

U. S. Coast Guard - FY 2012 Congressional Justification

Shore Infrastructure Survey and Design

\$1,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	26,222	6,000		1,000	33,222
Obligation	22,835	6,000		1,000	29,835
Expenditure	22,835	6,000		1,000	29,835
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Survey, Design & Engineering	22,835	6,000		1,000	29,835

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Survey, Design & Engineering</u>	
Survey & Design Admin	150
CG Academy Facilities Recap: Chase Hall Phase IV	150
CG MSST SD/PAC TACLET DOG	150
CG Air Station Elizabeth City	250
CG Sector Southeastern New England	150
CG Base Support Unit Kodiak	150
FY 2012 Cost Estimate Project Total:	1,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	118
Marine Safety	92
Aids to Navigation	174
Ice Operations	18
Marine Environmental Protection	25
Living Marine Resources	89
Drug Interdiction	115
Migrant Interdiction	71
Other Law Enforcement	13
Ports, Waterways & Coastal Security	220
Defense Readiness	65
Mission-Program Allocation Total:	1,000

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 2012 Congressional Justification
(Dollars in Thousands)

Shore AC&I Waterways ATON Infrastructure **\$1,000**

Project Description, Justification and Scope

This request provides funding to establish, repair, and improve Aids to Navigation (ATON) 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 recapitalization as well as be responsive to emergent needs.

This request will fund projects that are critical to safe and efficient maritime transportation.

Significant Changes

No significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Construction and Acquisition	FY12:Q1	FY12:Q2	FY12:Q3	FY12:Q4	730
Survey and Design	FY12:Q1	FY12:Q2	FY12:Q3	FY12:Q4	250
Project Management	FY12:Q1	FY12:Q2	FY12:Q3	FY12:Q4	20

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	30,296	4,000		1,000	35,296
Obligation	28,682	4,000		1,000	33,682
Expenditure	28,682	4,000		1,000	33,682
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	26,529	3,575		730	30,834
Survey, Design & Engineering	1,323	400		250	1,973
Project Management	830	25		20	875

U. S. Coast Guard - FY 2012 Congressional Justification

Shore AC&I Waterways ATON Infrastructure

\$1,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Construction of fixed structures/acquisition of equipment	730
<u>Survey, Design & Engineering</u>	
Fixed Structures	250
<u>Project Management</u>	
Inspections	20
FY 2012 Cost Estimate Project Total:	1,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	-
Marine Safety	-
Aids to Navigation	1,000
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:	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 2012 Congressional Justification
(Dollars in Thousands)**

Major Acquisition Systems Infrastructure \$94,500

Project Description, Justification and Scope

This request supports shore facility infrastructure modifications, upgrades, and new construction associated with homeporting new or modified cutters, boats, and aircraft funded through AC&I projects.

Funding in FY 2012 makes progress toward completing the following facility upgrades and infrastructure improvements:

- Pier, support facility and shore power modifications to support FRC homeports #3 through #6.
- Starts pier, support facility, and shore power modifications for the second NSC homeport.
- Phase II of hangar modifications to accommodate MPAs at AIRSTA Miami.
- C4ISR Training facility at CG TRACEN Petaluma.
- Shore infrastructure modifications to support RB-Ms.
- Engineering studies and analyses for future-year facilities projects covered under this acquisition program.

Facilities upgrade projects are critical to the overall success of the respective asset system. Successful completion of facility upgrades will enable the Coast Guard to maximize the operational effectiveness of new assets and permit maintenance support and meet new training needs, as outlined in respective Integrated Logistics Support Plans.

Significant Changes

This is the first submission for Major Acquisition Systems Infrastructure (MASI) under the post-Integrated Deepwater Systems construct. Previous work managed under this program was conducted under the Deepwater Logistics Acquisition Project. Deepwater Logistics was disaggregated into CG LIMS and MASI.

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 2012					
Facilities			FY2012:Q1	FY2014:Q4	94,500

U. S. Coast Guard - FY 2012 Congressional Justification

Major Acquisition Systems Infrastructure

\$94,500

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				94,500	94,500
Obligation				75,000	75,000
Expenditure				28,000	28,000
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				24,000	24,000
Survey, Design & Engineering				4,000	4,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Homeport upgrades at NSC homeport #2	18,000
FRC homeport upgrades at homeports #3 through #6	57,000
Phase II MPA Hangar modifications at AIRSTA Miami	5,500
C4ISR Training Facility at TRACEN Petaluma	9,000
Shore infrastructure modifications to support RB-Ms	1,000
Engineering assessments and NEPA environmental studies	4,000
FY 2012 Cost Estimate Project Total:	94,500

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	11,105
Marine Safety	8,652
Aids to Navigation	16,451
Ice Operations	1,665
Marine Environmental Protection	2,369
Living Marine Resources	8,407
Drug Interdiction	10,910
Migrant Interdiction	6,750
Other Law Enforcement	1,223
Ports, Waterways & Coastal Security	20,800
Defense Readiness	6,168
Mission-Program Allocation Total:	94,500

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 2012 Congressional Justification
(Dollars in Thousands)

Minor AC&I Shore Construction Projects **\$6,292**

Project Description, Justification and Scope

This request provides funds to complete minor AC&I shore facility construction projects. These projects are typically less complex and require less advanced planning than major shore projects. Funds will be used to complete minor projects that have cost estimates which exceed the construction authority provided in the Operating Expense 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.

Significant Changes

No significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Minor AC&I Shore Construction	FY12:Q1	FY12:Q3	FY12:Q2	FY12:Q4	6,292

Schedule of Project Funding

	Project Funds				Total
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	23,880			6,292	30,172
Obligation	23,880			6,292	30,172
Expenditure	23,880			6,292	30,172
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition	21,810			6,292	28,102
Survey, Design & Engineering	2,070				2,070

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Minor AC&I Shore Construction	6,292
FY 2012 Cost Estimate Project Total:	6,292

Minor AC&I Shore Construction Projects

\$6,292

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	Budget Allocation <u>FY 2012</u>
Search and Rescue	739
Marine Safety	576
Aids to Navigation	1,095
Ice Operations	111
Marine Environmental Protection	159
Living Marine Resources	560
Drug Interdiction	726
Migrant Interdiction	449
Other Law Enforcement	81
Ports, Waterways & Coastal Security	1,385
Defense Readiness	411
Mission-Program Allocation Total:	6,292

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 2012 Congressional Justification
(Dollars in Thousands)

Military Housing **\$20,000**

Project Description, Justification and Scope

The Administration’s *Families First* Initiative supports military personnel in an effort to ensure that their families have access to housing in areas where there is a lack of affordable accommodations. The Coast Guard’s Military Housing Program recapitalizes and constructs Coast Guard housing facilities. The military housing projects outlined below are the Coast Guard’s highest priority housing recapitalization initiatives for 2012.

Air Station Cape Cod Recapitalize Barracks (\$9M) Phase 1: This project is intended to recapitalize one wing of the Cape Cod Unaccompanied Personnel Housing (UPH). Phase 2 would recapitalize the remaining UPH barracks and galley. The current structure has deteriorated and does not comply with life-safety codes (e.g., non-compliant fire suppression systems, presence of asbestos, etc.). This project includes renovation of portions of the UPH to meet current construction code and habitability standards. The project scope includes recapitalization of utilities, lighting, fire alarm/suppression systems, asbestos remediation, and heating, ventilation and air conditioning replacement.

Sector Columbia River Family Housing (\$11M): This is the initial phase of a multi-phase project to recapitalize existing housing and to provide new housing units in the greater Astoria, OR area which lacks available, adequate and affordable housing. Phase 1 of this project would meet the most critical needs by building the first 15 units and establishing utilities and infrastructure to support construction of additional units in subsequent phases.

Significant Changes

There are no significant changes.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Air Station Cape Cod UPH Renovation Ph I	FY12:Q1	FY12:Q3	FY12:Q2	FY13:Q4	9,000
Sector Columbia River Family Housing Ph I	FY12:Q1	FY12:Q3	FY12:Q2	FY13:Q4	11,000

U. S. Coast Guard - FY 2012 Congressional Justification

Military Housing

\$20,000

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation				20,000	20,000
Obligation				20,000	20,000
Expenditure				6,000	6,000
<hr/>					
<u>Breakdown of Project Expenditures</u>					
Construction / Acquisition				6,000	6,000

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Air Station Cape Cod UPH Renovation Ph I	9,000
Sector Columbia River Family Housing Ph I	11,000
FY 2012 Cost Estimate Project Total:	20,000

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	2,350
Marine Safety	1,831
Aids to Navigation	3,482
Ice Operations	352
Marine Environmental Protection	501
Living Marine Resources	1,779
Drug Interdiction	2,309
Migrant Interdiction	1,429
Other Law Enforcement	259
Ports, Waterways & Coastal Security	4,402
Defense Readiness	1,306
Mission-Program Allocation Total:	20,000

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 2012 Congressional Justification
(Dollars in Thousands)

AC&I Core

\$600

Project Description, Justification and Scope

This funding is necessary to cover costs associated with project shared service and training activities for major acquisition projects. The primary initiatives include Acquisition Project Office shared services support, 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.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

Project Schedule

<u>Project Description</u>	Dates by Fiscal Year & Quarter				<u>Total Estimate Cost</u>
	Design Work		Project Work		
	<u>Initiated</u>	<u>Completed</u>	<u>Initiated</u>	<u>Completed</u>	
FY 2012					
Management Support			FY12:Q1	FY12:Q4	424
Human Resource Requirements			FY12:Q1	FY12:Q4	88
Project Record Storage			FY12:Q1	FY12:Q4	70
Management Travel, Support, Supplies			FY12:Q1	FY12:Q4	18

Schedule of Project Funding

	Project Funds				<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2012</u>	
Appropriation	8,055	500		600	9,155
Obligation	7,960	500		600	9,060
Expenditure	7,960	500		600	9,060
<u>Breakdown of Project Expenditures</u>					
Project Management	7,960	500		600	9,060

AC&I Core

\$600

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Construction / Acquisition</u>	
Contractor Support	424
Human Resource Requirements	88
Project Record Storage	70
Management Travel, Support and Supplies	18
FY 2012 Cost Estimate Project Total:	600

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	76
Marine Safety	18
Aids to Navigation	32
Ice Operations	4
Marine Environmental Protection	8
Living Marine Resources	69
Drug Interdiction	158
Migrant Interdiction	8
Other Law Enforcement	99
Ports, Waterways & Coastal Security	103
Defense Readiness	25
Mission-Program Allocation Total:	600

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 2012 Congressional Justification
(Dollars in Thousands)

Direct Personnel Costs **\$109,592**

Project Description, Justification and Scope

This request funds the salaries, compensation, and support costs for personnel who manage, execute, and administer multi-year funded projects within the Acquisition, Construction and Improvements (AC&I) Program. The requested funding level will support 794 FTE and it includes cost savings anticipated as a result of the 2011-2012 civilian federal employee pay-freeze. 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, within budget, and in compliance with performance requirements.

The request also includes a \$2.3 million increase in support of the Administration's *Acquisition Workforce Initiative*, as described below:

The President's March 4, 2009 memorandum on Government Contracting required agencies to improve acquisition practices and performance by maximizing competition and value, minimizing risk, and reviewing the ability of the acquisition workforce to develop, manage, and oversee acquisitions appropriately.

The funds allocated towards this initiative will help ensure future programmatic growth requirements for training, recruitment, and retention activities while helping the Coast Guard attract and hire qualified members of the acquisition workforce as defined by the Office of Federal Procurement Policy Act. This funding will increase the size of the acquisition workforce by 9 FTE / 17 FTP in the fields of program management, systems engineering, testing and evaluation, and logistics.

Significant Changes

No significant change.

Note: A full-year FY 2011 appropriation was not enacted at the time the budget was prepared; thus the FY 2011 appropriation, obligation, and expenditure values are not included in the tables below.

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 2012					
Direct Personnel Costs			FY12:Q1	FY12:Q4	109,592

U. S. Coast Guard - FY 2012 Congressional Justification

Direct Personnel Costs

\$109,592

Schedule of Project Funding

	Project Funds			<u>Total</u>
	<u>FY 2009 & Prior</u>	<u>FY 2010</u>	<u>FY 2011</u>	
Appropriation	571,387	104,700	109,592	785,679
Obligation	559,557	104,700	109,592	773,849
Expenditure	559,557	104,700	109,592	773,849
<hr/>				
<u>Breakdown of Project Expenditures</u>				
Direct Personnel Costs	559,557	104,700	109,592	773,849

Cost Estimate Detail & Changes

<u>Funding Requirement Description</u>	<u>FY 2012 Cost Estimate</u>
<u>Other Costs</u>	
Direct Personnel Costs	109,592
FY 2012 Cost Estimate Project Total:	109,592

Budget Allocation to Mission-Program

<u>U. S. Coast Guard Mission-Program</u>	<u>Budget Allocation FY 2012</u>
Search and Rescue	13,952
Marine Safety	3,417
Aids to Navigation	5,923
Ice Operations	678
Marine Environmental Protection	1,502
Living Marine Resources	12,581
Drug Interdiction	28,841
Migrant Interdiction	1,542
Other Law Enforcement	17,682
Ports, Waterways & Coastal Security	18,810
Defense Readiness	4,664
Mission-Program Allocation Total:	109,592

Compliance with Public Laws, Regulations, Standards & Executive Orders

This funding request facilitates compliance with Appropriations Law and the Chief Financial Officer Act.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Vessels
Funding Schedule
(Dollars in Thousands)**

Vessels & Critical Infrastructure		2010 Actual	2011 C.R.	2012 Request	2011 - 2012 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	6,822	17,977	7,133	(10,844)
22.0	Transportation of things	1,133	2,986	1,185	(1,801)
23.1	GSA rent	-	-	-	-
23.2	Other rent	438	1,153	458	(695)
23.3	Communication, utilities, and misc charges	853	2,247	892	(1,355)
24.0	Printing and reproduction	6	15	6	(9)
25.1	Advisory and assistance services	96,653	254,677	101,054	(153,623)
25.2	Other services	113,563	299,235	118,734	(180,501)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	213	562	223	(339)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	202	532	211	-
26.0	Supplies and materials	47,347	124,759	49,503	(75,256)
31.0	Equipment	257,153	677,592	268,864	(408,728)
32.0	Land and structures	36,670	96,627	38,339	(58,288)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 561,053	\$ 1,478,362	\$ 586,602	\$ (891,760)
Unobligated balance, start of year		(570,406)	(889,366)	(261,884)	
Unobligated balance, end of year		889,366	261,884	317,282	
Recoveries		-	-	-	
Total Requirements		\$ 880,013	\$ 850,880	\$ 642,000	

Summary Justification and Explanation of Changes

Travel

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 6,822	\$ 17,977	\$ 7,133	\$ (10,844)

Travel includes all costs of transportation of persons, subsistence of travelers and incidental travel expenses in accordance with Federal travel regulations. Specifically, funds transport of personnel in support of training, project management and oversight of the In Service Cutter Sustainment Project, Survey and Design, Response Boat - Medium Project, National Security Cutter, Offshore Patrol Cutter, Fast Response Cutter, Cutter Boats and Medium Endurance Cutter Sustainment. Funding in FY 2012 reflects the anticipated need.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 1,133	\$ 2,986	\$ 1,185	\$ (1,801)

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. Funding in FY 2012 reflects the anticipated need.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 438	\$ 1,153	\$ 458	\$ (695)

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.). Funding in FY 2012 reflects the anticipated need.

Communication, utilities, and misc charges

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 853	\$ 2,247	\$ 892	\$ (1,355)

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. Funding in FY 2012 reflects the anticipated need.

Advisory and assistance services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 96,653	\$	254,677	\$	101,054	\$	(153,623)

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.) and other agencies within the Federal Government. Funding in FY 2012 reflects the anticipated need.

Other services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 113,563	\$	299,235	\$	118,734	\$	(180,501)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2012 reflects the anticipated need.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 47,347	\$	124,759	\$	49,503	\$	(75,256)

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. Funding in FY 2012 reflects the anticipated need.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 257,153	\$	677,592	\$	268,864	\$	(408,728)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2012 reflects the anticipated need.

Land and structures

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 36,670	\$	96,627	\$	38,339	\$	(58,288)

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. Funding in FY 2012 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		2010 Actual	2011 C.R.	2012 Request	2011 - 2012 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	3,639	2,957	2,871	(86)
22.0	Transportation of things	605	491	477	(14)
23.1	GSA rent	-	-	-	-
23.2	Other rent	232	189	183	(6)
23.3	Communication, utilities, and misc charges	455	370	359	(11)
24.0	Printing and reproduction	4	3	3	-
25.1	Advisory and assistance services	51,532	41,871	40,652	(1,219)
25.2	Other services	60,549	49,198	47,766	(1,432)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	112	91	89	-
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	107	87	85	-
26.0	Supplies and materials	25,244	20,512	19,915	(597)
31.0	Equipment	137,106	111,403	108,160	(3,243)
32.0	Land and structures	19,551	15,886	15,422	(464)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Other Objects		299,137	243,058	235,982	(7,072)
Total Direct Obligations		\$ 299,136	\$ 243,058	\$ 235,982	\$ (7,072)
Unobligated balance, start of year		(221,514)	(226,695)	(252,637)	
Unobligated balance, end of year		226,695	252,637	306,555	
Recoveries		-	-	-	
Total Requirements		\$ 304,318	\$ 269,000	\$ 289,900	

Summary Justification and Explanation of Changes

Travel

2010	2011	2012	2011 - 2012
Actual	C.R.	Request	Change
\$ 3,639	\$ 2,957	\$ 2,871	\$ (86)

Travel includes all costs of transportation of persons, subsistence of travelers and incidental travel expenses in accordance with Federal travel regulations. Specifically, funds transport of personnel in support of training, project management and oversight of the aircraft replacement, Maritime Patrol Aircraft, HH-60 Conversion Projects, HH-65 Conversion /Sustainment Projects, and HC-130H Conversion/Sustainment Projects. Funding in FY 2012 reflects the anticipated need.

Transportation of things

2010	2011	2012	2011 - 2012
Actual	C.R.	Request	Change
\$ 605	\$ 491	\$ 477	\$ (14)

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. Funding in FY 2012 reflects the anticipated need.

Other rent

2010	2011	2012	2011 - 2012
Actual	C.R.	Request	Change
\$ 232	\$ 189	\$ 183	\$ (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, hangar facilities, equipment storage and maintenance facilities, etc.). Funding in FY 2012 reflects the anticipated need.

Communication, utilities, and misc charges

2010	2011	2012	2011 - 2012
Actual	C.R.	Request	Change
\$ 455	\$ 370	\$ 359	\$ (11)

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 facility utilities, fuel requirements, and postal costs. Funding in FY 2012 reflects the anticipated need.

Advisory and assistance services

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	51,532	\$	41,871	\$	40,652	\$	(1,219)

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.) and other agencies within the Federal Government. Funding in FY 2012 reflects the anticipated need.

Other services

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	60,549	\$	49,198	\$	47,766	\$	(1,432)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2012 reflects the anticipated need.

Supplies and materials

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	25,244	\$	20,512	\$	19,915	\$	(597)

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 aircraft, and supporting computer and communication systems, fuel required to conduct Coast Guard operations, janitorial materials, subsistence and administrative supplies. Funding in FY 2012 reflects the anticipated need.

Equipment

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	137,106	\$	111,403	\$	108,160	\$	(3,243)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2012 reflects the anticipated need.

Land and structures

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
	\$ 19,551	\$	15,886	\$	15,422	\$	(464)

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. Funding in FY 2012 reflects the anticipated need.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Other
Funding Schedule
(Dollars in Thousands)**

Other Equipment		2010	2011	2012	2011 - 2012
		Actual	C.R.	Request	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	3,470	2,068	1,367	(701)
22.0	Transportation of things	576	344	227	(117)
23.1	GSA rent	-	-	-	-
23.2	Other rent	223	133	88	(45)
23.3	Communication, utilities, and misc charges	434	258	171	(87)
24.0	Printing and reproduction	3	2	1	(1)
25.1	Advisory and assistance services	49,156	29,296	19,360	(9,936)
25.2	Other services	57,756	34,422	22,747	(11,675)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	108	65	43	(22)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	103	61	40	(21)
26.0	Supplies and materials	24,080	14,351	9,484	(4,867)
31.0	Equipment	130,783	77,946	51,510	(26,436)
32.0	Land and structures	18,650	11,115	7,345	(3,770)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Other Objects		285,340	170,061	112,383	(57,678)
Total Direct Obligations		\$ 285,342	\$ 170,061	\$ 112,383	\$ (57,678)
Unobligated balance, start of year		(188,267)	(205,549)	(319,588)	
Unobligated balance, end of year		205,549	319,588	373,345	
Recoveries		-			
Total Requirements		\$ 302,622	\$ 284,100	\$ 166,140	

Summary Justification and Explanation of Changes

Travel

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 3,470	\$ 2,068	\$ 1,367	\$ (701)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2012 reflects the anticipated need.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 576	\$ 344	\$ 227	\$ (117)

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 in FY 2012 reflects the anticipated need.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 223	\$ 133	\$ 88	\$ (45)

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.). Funding in FY 2012 reflects the anticipated need.

Communication, utilities, and misc charges

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 434	\$ 258	\$ 171	\$ (87)

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. Funding in FY 2012 reflects the anticipated need.

Advisory and assistance services

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 49,156	\$ 29,296	\$ 19,360	\$ (9,936)

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.) and other agencies within the Federal Government. Funding in FY 2012 reflects the anticipated need.

Other services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 57,756	\$	34,422	\$	22,747	\$	(11,675)

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 in support of GPRA and other performance measurement initiatives. Funding in FY 2012 reflects the anticipated need.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 24,080	\$	14,351	\$	9,484	\$	(4,867)

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. Funding in FY 2012 reflects the anticipated need.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 130,783	\$	77,946	\$	51,510	\$	(26,436)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2012 reflects the anticipated need.

Land and structures

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 18,650	\$	11,115	\$	7,345	\$	(3,770)

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. Funding in FY 2012 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		2010 Actual	2011 C.R.	2012 Request	2011 - 2012 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	559	3,120	3,052	(68)
22.0	Transportation of things	93	518	507	(11)
23.1	GSA rent	-	-	-	-
23.2	Other rent	36	200	196	(4)
23.3	Communication, utilities, and misc charges	70	390	381	(9)
24.0	Printing and reproduction	-	3	3	-
25.1	Advisory and assistance services	7,918	44,199	43,233	(966)
25.2	Other services	9,304	51,932	50,797	(1,135)
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	17	97	95	(2)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	17	92	90	-
26.0	Supplies and materials	3,879	21,652	21,179	(473)
31.0	Equipment	21,068	117,596	115,026	(2,570)
32.0	Land and structures	3,004	16,771	16,403	(368)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Other Objects		45,965	256,570	250,962	(5,606)
Total Direct Obligations		\$ 45,965	\$ 256,570	\$ 250,962	\$ (5,608)
Unobligated balance, start of year		(309,465)	(286,740)	(57,270)	
Unobligated balance, end of year		286,740	57,270	-	
Recoveries		-	-	-	
Total Requirements		\$ 23,240	\$ 27,100	\$ 193,692	

Summary Justification and Explanation of Changes

Travel

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$	559	\$	3,120	\$	3,052	\$ (68)

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2012 reflects the anticipated need.

Transportation of things

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$	93	\$	518	\$	507	\$ (11)

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 in FY 2012 reflects the anticipated need.

Other rent

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$	36	\$	200	\$	196	\$ (4)

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 in FY 2012 reflects the anticipated need.

Communication, utilities, and misc charges

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$	70	\$	390	\$	381	\$ (9)

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. Funding in FY 2012 reflects the anticipated need.

Advisory and assistance services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$	7,918	\$	44,199	\$	43,233	\$ (966)

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.) and other agencies within the Federal Government. Funding in FY 2012 reflects the anticipated need.

Other services

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 9,304	\$	51,932	\$	50,797	\$	(1,135)

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2012 reflects the anticipated need.

Supplies and materials

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 3,879	\$	21,652	\$	21,179	\$	(473)

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. Funding in FY 2012 reflects the anticipated need.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 21,068	\$	117,596	\$	115,026	\$	(2,570)

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2012 reflects the anticipated need.

Land and structures

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 3,004	\$	16,771	\$	16,403	\$	(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. Funding in FY 2012 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)**

Shore Facilities & Aids To Navigation		2010 Actual	2011 C.R.	2012 Request	2011 - 2012 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	-	-	243	243
22.0	Transportation of things	-	-	40	40
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	16	16
23.3	Communication, utilities, and misc charges	-	-	30	30
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	-	-	3,445	3,445
25.2	Other services	-	-	4,048	4,048
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	-	-	8	8
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	7	-
26.0	Supplies and materials	-	-	1,688	1,688
31.0	Equipment	-	-	9,167	9,167
32.0	Land and structures	-	-	1,308	1,308
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Other Objects		-	-	20,000	19,993
Total Direct Obligations		\$ -	\$ -	\$ 20,000	\$ 20,000
Unobligated balance, start of year		-	-	-	
Unobligated balance, end of year		-	-	-	
Recoveries		-	-	-	
Total Requirements		\$ -	\$ -	\$ 20,000	

Summary Justification and Explanation of Changes

Travel

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ -	243	\$ 243

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2012 reflects the anticipated need.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ -	40	\$ 40

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 in FY 2012 reflects the anticipated need.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ -	16	\$ 16

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 in FY 2012 reflects the anticipated need.

Communication, utilities, and misc charges

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ -	30	\$ 30

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. Funding in FY 2012 reflects the anticipated need.

Advisory and assistance services

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ -	\$ -	3,445	\$ 3,445

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.) and other agencies within the Federal Government. Funding in FY 2012 reflects the anticipated need.

Other services

	2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$	-	\$	-	\$ 4,048

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2012 reflects the anticipated need.

Supplies and materials

	2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$	-	\$	-	\$ 1,688

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. Funding in FY 2012 reflects the anticipated need.

Equipment

	2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$	-	\$	-	\$ 9,167

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2012 reflects the anticipated need.

Land and structures

	2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$	-	\$	-	\$ 1,308

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. Funding in FY 2012 reflects the anticipated need.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Personnel & Management
Funding Schedule
(dollars in thousands)**

Personnel & Related Support		2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
Object Classes					
11.1	Full-time permanent	39,451	42,938	44,720	1,782
11.3	Other than full-time permanent	207	235	235	-
11.5	Other personnel compensation	960	981	981	-
11.7	Military personnel	32,744	38,333	38,928	595
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	10,351	11,196	11,663	467
12.2	Military personnel benefits	4,011	5,421	5,505	84
13.0	Benefits-former	-	-	-	-
21.0	Travel	165	74	99	25
22.0	Transportation of things	27	12	16	4
23.1	GSA rent	-	-	-	-
23.2	Other rent	11	5	6	1
23.3	Communication, utilities, and misc charges	21	9	12	3
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	2,336	1,050	1,406	356
25.2	Other services	2,745	1,234	1,652	418
25.3	Purchases of goods & svcs. from gov't accounts	-	-	-	-
25.4	Operation & maintenance of facilities	-	-	-	-
25.5	Research and development	5	2	3	1
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	5	2	3	1
26.0	Supplies and materials	1,144	514	689	175
31.0	Equipment	6,215	2,794	3,740	946
32.0	Land and structures	886	398	533	135
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
	Total Other Objects	13,560	6,096	8,160	4,993
Total Direct Obligations		\$ 101,284	\$ 105,200	\$ 110,192	\$ 4,992
	Unobligated balance, start of year	(721)	-	-	
	Unobligated balance, end of year	-	-	-	
	Recoveries	-	-	-	
	Total Requirements	\$ 100,563	\$ 105,200	\$ 110,192	

Summary Justification and Explanation of Changes

Salaries and Benefits

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 87,724	\$ 99,104	\$ 102,032	\$ 2,928

Currently, all salaries, benefits, and support for the military and civilian personnel who administer AC&I contracts are funded by the AC&I appropriation, whereas 97 percent of the Coast Guard's personnel is funded from the OE appropriation. AC&I has a specific annual appropriation to fund "personnel compensation and benefits and government program management 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. Funding includes the proposed pay raise (1.6 percent for military and 0.0 percent for civilians), medical benefits, other mandatory personnel entitlements.

Travel

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 165	\$ 74	\$ 99	\$ 25

Travel funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. Funding in FY 2012 reflects the anticipated need.

Transportation of things

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 27	\$ 12	\$ 16	\$ 4

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. Funding in FY 2012 reflects the anticipated need.

Other rent

2010 Actual	2011 C.R.	2012 Request	2011 - 2012 Change
\$ 11	\$ 5	\$ 6	\$ 1

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.). Funding in FY 2012 reflects the anticipated need.

Communication, utilities, and misc charges

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	21	\$	9	\$	12	\$	3

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. Funding in FY 2012 reflects the anticipated need.

Advisory and assistance services

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	2,336	\$	1,050	\$	1,406	\$	356

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.) and other agencies within the Federal Government. Funding in FY 2012 reflects the anticipated need.

Other services

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	2,745	\$	1,234	\$	1,652	\$	418

Other services include report contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Specifically, funding supports contracted consultant services such as training manuals, architectural and engineering services, independent/third-party analysis of Coast Guard programs in support of GPRA and other performance measurement initiatives. Funding in FY 2012 reflects the anticipated need.

Supplies and materials

	2010		2011		2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	1,144	\$	514	\$	689	\$	175

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. Funding in FY 2012 reflects the anticipated need.

Equipment

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 6,215	\$	2,794	\$	3,740	\$	946

This object class covers the purchase of capitalized and non-capitalized assets. Funding in FY 2012 reflects the anticipated need.

Land and structures

	2010 Actual		2011 C.R.		2012 Request		2011 - 2012 Change
	\$ 886	\$	398	\$	533	\$	135

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. Funding in FY 2012 reflects the anticipated need.

I. Changes in Full-Time Equivalents

Department of Homeland Security
U. S. Coast Guard
Acquisition, Construction and Improvements
Changes in Full-Time Equivalents

	FY 2010	FY 2011	FY 2012
BASE: Year-end FTE from Prior Year	685	735	735
INCREASES:			
Increase #1: AC&I personnel management.	50	0	59
Description: Management and oversight of AC&I projects.			
Subtotal, Increases:	50	0	59
DECREASES:			
Decrease #1: AC&I personnel management.	0	0	0
Description: Management and oversight of AC&I projects.			
Subtotal, Decreases:	0	0	0
Year-end Enacted / Estimated FTEs	735	735	794
Net Change from prior year base to Budget Year Estimate:	50	0	59

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

Department of Homeland Security

United States Coast Guard

Alteration of Bridges



Fiscal Year 2012

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 for Alteration of Bridges 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 2012.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges
 Summary of FY 2012 Budget Estimates by Program/Project Activity
 (Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Alteration of Bridges	-	\$ 21,000	-	\$ 4,000	-	\$ -	-	\$ (4,000)	-	\$ -	-	\$ (4,000)
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 21,000	-	\$ 4,000	-	\$ -	-	\$ (4,000)	-	\$ -	-	\$ (4,000)
Less Adjustments for Other Funding Sources:												
Rescinded of unobligated balances pursuant to P.L. 111-212		[\$5,911]										
Net, Enacted Appropriations & Budget Estimates	-	\$ 21,000	-	\$ 4,000	-	\$ -	-	\$ (4,000)	-	\$ -	-	\$ (4,000)

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
2010 Actual	\$21,000
2011 C.R.	4,000
2012 Adjustments-to-Base			(\$4,000)
2012 Current Services
2012 Program Change
2012 Request

The Coast Guard does not request funding for this activity in FY 2012.

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 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 declared by the Coast Guard to be unreasonable obstructions to navigation. Under the Federal-Aid to Highways Program, unreasonably obstructive highway bridges may be eligible for funding.

Significant accomplishments in FY 2010 include:

In FY 2009, the Alteration of Bridges program received \$142 million for “executable” bridge alteration projects through the American Recovery and Reinvestment Act (ARRA) of 2009. The ARRA funds allowed the Coast Guard to authorize bridge owners to award construction contracts for four bridge projects. ARRA and FY 2010 appropriated funding contributed to the following significant accomplishments related to these four projects:

- CSXT Railroad Bridge across the Mobile River in Mobile, Alabama: Construction work started. Contractor mobilized, prepared shop drawings, ordered material, completed the foundation work, and started the construction of the sub-structure.
- EJ&E Railroad Bridge across Illinois Waterways in Divine, Illinois: Construction work started. Contractor mobilized, prepared shop drawings, ordered material, completed the foundation work, and started the construction of the sub-structure.

- Burlington Northern Santa Fe Railroad Bridge across the Upper Mississippi River in Burlington, Iowa: Construction work started. Contractor mobilized, prepared shop drawings, ordered material, completed the foundation work, and started the construction of the sub-structure.
- Galveston Railroad Bridge across the Gulf Intracoastal Waterway in Galveston, Texas: Construction work started. Contractor mobilized, prepared shop drawings, ordered material, and started the foundation work.

In addition, design work progresses for the following project:

- Canadian Pacific Railroad Bridge across the Upper Mississippi River in Lacrosse, Wisconsin: Completed 90 percent of the design of the new bridge.

In addition to the four bridge projects under construction listed above, there are currently eight bridges, including the above Canadian Pacific Railroad Bridge, that the Coast Guard has determined to be unreasonable obstructions to navigation and has issued orders to alter. These projects are pending availability of funding.

The Coast Guard has deemed an additional 32 bridges as potentially unreasonable obstructions to navigation. These bridges will require a detailed Truman-Hobbs eligibility investigation to definitively determine whether they are unreasonably obstructive.

B. FY 2011 to FY 2012 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Alteration of Bridges
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	-	-	21,000
FY 2011 C.R.¹	-	-	4,000
Adjustments-to-Base			
Decreases			
Total Decreases	-	-	(4,000)
Total Adjustments-to-Base	-	-	(4,000)
FY 2012 Current Services	-	-	-
FY 2012 Request	-	-	-
2011 to 2012 Total Change	-	-	(4,000)

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 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	21,000	4,000	-	(4,000)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes		\$ 21,000	\$ 4,000	\$ -	(4,000)
Total, Direct Obligations		\$ 21,000	\$ 4,000	\$ -	\$ (4,000)
Unobligated balance, start of year		(2,003)	-	-	
Unobligated balance, end of year		-	-	-	
Recoveries		(20,908)	-	-	
Total Requirements*		\$ (1,911)	\$ 4,000	\$ -	

*Total FY 2010 requirement of (\$1,911) includes \$4,000 appropriated in Public Law 111-83 and \$5,911 rescinded in Public Law 111-212.

Note: Total direct obligations does not include advances and reimbursements.

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011-2012 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	21,000	4,000	-	(4,000)
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total Direct Obligations		\$ 21,000	\$ 4,000	\$ -	\$ (4,000)
Full Time Equivalents		-	-	-	-
Unobligated balance, start of year		(2,003)	-	-	-
Unobligated balance, end of year		-	-	-	-
Recoveries		(20,908)	-	-	-
Total Requirements*		\$ (1,911)	\$ 4,000	\$ -	

*Total FY 2010 requirement of (\$1,911) includes \$4,000 appropriated in Public Law 111-83 and \$5,911 rescinded in Public Law 111-212.

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

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011-2012 Change
\$ 21,000	\$ 4,000	\$ -	\$ (4,000)

Land and structures includes the costs for land and interests in land, buildings and other structures, roads, addition to buildings, nonstructural (or resource) improvements such as fences and landscaping, and fixed equipment additions and replacements when acquired under contract or by capital lease. The Coast Guard is not requesting funding for Alteration of Bridges in FY 2012.

Department of Homeland Security

United States Coast Guard

Research, Development, Test and Evaluation



Fiscal Year 2012

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 Research and Development Program (R&D) 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 supports risk-reduction expertise and services in the pre-acquisition process of major and non-major acquisition projects.

B. Budget Activities:

The 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 professionals in the public and private sectors, such as University Affiliated Research Centers (UARC) and Federally Funded Research & Development Centers (FFRDC). These agreements 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 missions.

C. Budget Request Summary:

The Coast Guard requests \$19.8 million in FY 2012. This request includes an increase of \$140,000 for annualization of the FY 2011 military pay raise, FY 2012 military pay raise, and FY 2012 non-pay inflation. This request also reflects termination of one-time costs (-\$5.0 million) and a reduction in program support for modeling and simulation software (-\$100,000). RDT&E funding requested in FY 2012 will be used to develop technologies and systems that 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 Coast Guard missions.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation**
Summary of FY 2012 Budget Estimates by Program/Project Activity

(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	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	96	\$ 24,519	101	\$ 24,745	101	\$ 19,779	-	\$ (4,966)	-	\$ -	-	\$ (4,966)
Subtotal, Enacted Appropriations and Budget Estimates	96	\$ 24,519	101	\$ 24,745	101	\$ 19,779	-	\$ (4,966)	-	\$ -	-	\$ (4,966)
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	96	\$ 24,519	101	\$ 24,745	101	\$ 19,779	-	\$ (4,966)	-	\$ -	-	\$ (4,966)

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
2010 Actual	101	96	24,519
2011 C.R.	101	101	24,745
2012 Adjustments-to-Base	...	...	(4,966)
2012 Current Services	101	101	19,779
2012 Program Change	...	...	...
2012 Request	101	101	19,779

The Coast Guard requests \$19.8 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The RDT&E Appropriation funds foundational work for decision-makers of acquisition, operations, regulatory, and support initiatives before long-term commitments are made through the Acquisition, Construction & Improvements or Operating Expenses 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 2010 included:

- Unmanned Aerial Systems (UAS)
Provided consolidated results of all Advanced Concept Demonstrations conducted to determine the most effective UAS for the Coast Guard's National Security Cutter (NSC). Completed the final recommendation for NSC-based UAS capabilities and configuration report that will support the Acquisition Concept and Technology Demonstration Phase activities. Completed preparation of engineering documentation to support the installation of the Navy's Fire Scout UAS on board a NSC.
- Oil Spill Detection/Response

Selected three heavy oil full recovery systems for further development, including capabilities such as remotely operated vehicles and manned submersibles as well as utilization of commercially available pumps and dredge systems.

- Ballast Water Treatment (BWT) Systems
Provided a step-by-step protocol to enable automated zooplankton analyses by ballast water test facility operators and other researchers. Selected a candidate BWT System for full-scale testing. Coordinated with other government agencies in the further development of BWT systems suitable for fresh water ecosystems.
- Arctic Operations
Demonstrated proof-of-concept for the Arctic Tactical Modeling Environment, a prototype simulation model that measures the relative effectiveness of various force deployment options in the Arctic Region.

With FY 2011 funding, the Coast Guard RDT&E Program will update and certify critical modeling and simulation tools and stand up both engagement and campaign-level modeling and simulation capability; support aviation platform performance testing and evaluation, while maintaining a core competency in UAS; as well as conduct R&D in the following areas: prevention, response management and mitigation of oil spills; prevention and mitigation of aquatic invasive species; sensor optimization, automation, and visualization for aviation, surface, and shore assets; exploration of key technologies for surface-fleet assets, including energy/green technologies; and exploration of concepts and technologies supporting Coast Guard operations in the Arctic regions.

FY 2011 planned accomplishments (based on an annualized CR funding estimate) include:

Infrastructure and Capability Investment

- Modeling & Simulation
Improve the RDT&E Program's in-house analysis capability by enhancing the Coast Guard's modeling & simulation tools. Perform analyses for acquisition, operational, and regulatory issues to support 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 development of a Command, Control, Computers, Communications, Intelligence, Surveillance, and Reconnaissance (C4ISR) modeling and simulation capability to improve the Coast Guard's ability to predict operational impact and converting existing Coast Guard campaign-modeling algorithms to a next-generation simulation environment. Modeling and simulation (M&S) is key to properly understanding risk and forecasting performance and outcomes for Coast Guard missions and assets. Currently, the campaign-level modeling and simulation tool resides on severely outdated hardware and operating system.

Refine existing tactical and system models and accredit these tools. Verification, Validation, and Accreditation efforts ensure the application of modeling and simulation

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 M&S 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.

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 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 M&S 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. In FY 2011, the Program will begin development of a new Sensor/Target/Environment model, summarizing the various sensors, targets, environment, and platforms.

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 incidents involving oil spills that could potentially threaten sensitive maritime and coastal environments or critical coastal infrastructure.

Continue to develop systems and operational processes to address performance gaps in heavy, viscous oil recovery. The focus in FY 2011 is to evaluate the options for selecting vendors to pursue the development of a prototype system for recovering heavy oil on the bottom of the sea floor. Evaluation of the most promising of those capabilities and techniques would follow in future years.

Great Lakes Restoration Initiative

- Invasive Species and BWT Systems

The Coast Guard will continue to coordinate with the Environmental Protection Agency (EPA), U.S. Fish and Wildlife Service, and Maritime Administration to fund the further development of up to five BWT systems suitable for fresh water ecosystems by supporting the use of laboratory and shipboard testing, verification of treatment technologies, and coordination with the maritime industry.

Complete investigation and development of rigorous and defensible test procedures. Based on credible performance data, recommend procedures and techniques for routine shipboard BWT compliance testing to support Coast Guard decisions on certifying commercial BWT systems.

Continue investments and partnerships with entities conducting BWT 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 (NIS) invasion (e.g., zebra mussels) through vectors such as ballast-water.

With FY 2012 funding, the Coast Guard RDT&E Program will conduct R&D in the following areas: command center operations and intelligence; prevention, response management and mitigation of oil spills; prevention and mitigation of aquatic invasive species; sensor optimization, automation, and visualization for aviation, surface, and shore assets; exploration of key technologies for surface-fleet assets, including energy/green technologies; and exploration of concepts and technologies supporting Coast Guard operations in the Arctic regions.

FY 2012 planned accomplishments include:

Acquisition Program Support

- Pre-Acquisition Exploration for the Surface Fleet
In FY 2012, the RDT&E Program will continue its analysis of modern, “green” technology areas, continuing to build knowledge and experience crucial to reducing risk of future major acquisitions of cutters.

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 M&S tools by providing the real-world data needed to improve accuracy, and (3) enhance the understanding of the results through updated visualization techniques. In FY 2012, the program will provide an updated analysis of detection and search methodology for incorporation into the overall sensor optimization concept and validate all models using field data, including validation of sensor performance prediction and area search performance metric estimation using available test data.
- Intelligence
Conduct R&D to improve Coast Guard Intelligence capabilities, while reducing long-term costs and risks. Improve the effectiveness of collecting intelligence information and data; process and integrate the data into operationally-valued and assured information;

and analyze, evaluate, and/or interpret the available intelligence information into actionable knowledge to enhance maritime domain and situational awareness within maritime areas of U.S. interest. The RDT&E Program will support the Coast Guard Intelligence Directorate (CG-2) in the intelligence disciplines of Signals Intelligence and Law Enforcement Technical Collection, focusing on dark targets, advanced analytical tools, airborne tactical intelligence, and specific emitter identification from Coast Guard afloat/ashore/airborne assets.

Long-term objectives include broad support to the Intelligence Directorate and the Coast Guard Cryptologic Group by employing advanced sensor testing against the non-cooperative target set, to assist in protecting critical infrastructure from accidental or deliberate spoofing, counter-measures, detectability of non-emitting targets, and other items of national and localized data collection issues or law enforcement missions.

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 incidents involving oil spills that could potentially threaten sensitive maritime and coastal environments or critical coastal infrastructure. This work will benefit regulatory program managers in the area of oil spill prevention, detection, and response.

Consistent with recommendations from the President's Oil Spill Commission report, the FY 2012 RDT&E Program will address capability gaps for hazardous materials spills in the maritime environment. The intent is to reduce the costs and risks associated with acquiring, implementing, and operating new spill response capabilities. FY 2012 research areas include: (a) Spill response in the Arctic region and (b) Submerged (deepwater) spill response.

The Program will also complete development of 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 2012 is to develop prototype designs and test prototypes for the recovery of submerged oil. The results of these tests will provide the foundation for recommendations for use by Federal On-Scene Coordinators. Reports will provide product information and specifications that will be used to identify techniques that can be utilized in the field during a heavy oil spill response.

- BWT Systems
The FY 2012 RDT&E appropriation will provide support and funding to mitigate the economic and environmental risk posed by the introduction of NIS, including developing and testing shipboard testing protocols to verify BWT system capabilities; and developing and testing shipboard verification protocols and tools for Coast Guard

operators to verify compliance with BWT standards. The FY 2012 appropriation will provide resources needed to complete research in support of Phase I BWT Standards.

Methodologies are also needed to test and certify design criteria for BWT 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

This research area will address operational capability gaps in the Arctic region by conducting analyses and performing advanced concept technology demonstrations. The RDT&E Program will continue focus on three FY 2012 research areas that have unique characteristics/problems in the Arctic region: communications capabilities, sensor capabilities, and ship/small boat operations capabilities.

FY 2012 deliverables include: Communication Advanced Concept Technology Demonstrations (ACTD) preparation, sensor data assessments and ACTD preparation, analysis of small craft operations, and tactical small craft M&S tools.

Asset Support Manager Support

- Alternative Energy/Environmental Analysis

RDT&E resources will be leveraged to develop and implement energy alternatives that are either currently not available or have not been adapted to Coast Guard use. RDT&E investments in alternative and renewable energy, energy conservation, and carbon footprint reduction for mobile units will significantly reduce the risk of technology implementation and will dramatically increase the probability of success in meeting Coast Guard energy goals while improving mission performance.

The focus in FY 2012 and beyond will be to modify and test an existing Coast Guard vessel to operate using an alternate fuel, based on the decision matrix developed in FY 2011 and the suitability of the platforms analyzed. The carbon footprint measurement method developed in FY 2011 will be used to evaluate the effectiveness of the alternative fuel and associated vessel modifications.

Great Lakes Restoration Initiative

- Invasive Species

The Coast Guard will continue to coordinate with the EPA, U.S. Fish and Wildlife Service, and Maritime Administration to fund the further development of up to five BWT systems suitable for fresh water ecosystems by supporting the use of laboratory and shipboard testing, verification of treatment technologies, and coordination with the maritime industry.

- Oil in Ice

Typical Arctic conditions such as extreme temperature, unstable ice, safety and poor visibility create a significant response gap that hinders oil spill prevention and clean up

efforts. Arctic conditions can impact both the probability that a spill will occur from oil and gas operations and the consequences of such a spill. To address the potential for a major marine spill, a system of spill prevention, contingency planning, and response readiness is necessary to mitigate or combat oil spills from Arctic exploration, production, storage, and transportation operations.

In FY 2012, the Program will continue development of equipment and techniques that can be used successfully to detect, track, and recover oil in ice filled waters in all conditions. Tasks will include applied research and methodology testing. Post-FY 2012 follow-on efforts would include full-scale exercises, including an exercise in the ice on the Great Lakes to evaluate mechanical recovery. Funds from EPA and other partners, as well as related research and partnerships with Canada and the European Union, will be leveraged to fund and advance this effort.

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; \$19,779,000, 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, testing, and evaluation.

Note.—A full-year 2011 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 111–242, as amended). The amounts included for 2011 reflect the annualized level provided by the continuing resolution.

B. FY 2011 to FY 2012 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	101	96	\$24,519
FY 2011 C.R. ¹	101	101	24,745
Adjustments-to-Base			
Increases			
Annualization of FY 2011 Military Pay Raise	-	-	8
FY 2012 Military Pay Raise	-	-	26
Non-Pay Inflation	-	-	106
Total Increases	-	-	140
Decreases			
Termination of one-time funding	-	-	(5,000)
Support Reduction	-	-	(106)
Total Decreases	-	-	(5,106)
Total Adjustments-to-Base	-	-	(4,966)
FY 2012 Current Services	101	101	19,779
FY 2012 Request	101	101	19,779
FY 2011 to 2012 Total Change	-	-	(4,966)

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

C. Summary of Requirements

Department of Homeland Security
U. S. Coast Guard
Research, Development, Test and Evaluation
Summary of Requirements
(Dollars in Thousands)

	2012 Request		
	Pos.	FTE	Amount
FY 2010 Actual	101	96	24,519
FY 2011 C.R.	101	101	24,745
Adjustments-to-Base (See "FY 2011 to FY 2012 Budget Change" for details)			
Transfers	-	-	-
Increases	-	-	140
Decreases	-	-	(5,106)
Total Adjustments-to-Base	-	-	(4,966)
FY 2012 Current Services	101	101	19,779
Program Changes (See "FY 2011 to FY 2012 Budget Change" for details)	-	-	-
FY 2012 Total Request	101	101	19,779
2011 to 2012 Total Change	-	-	(4,966)

Estimates by Program/Project Activity	FY 2011 C.R.			FY 2012 Adjustments-to-Base			FY 2012 Program Change			FY 2012 Request			2011 to 2012 Total Change		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
I. Research, Development, Test and Evaluation	101	101	24,745	-	-	(4,966)	-	-	-	101	101	19,779	-	-	(4,966)
Total	101	101	24,745	-	-	(4,966)	-	-	-	101	101	19,779	-	-	(4,966)

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	FY 2010 Actual		FY 2011 Revised Estimate		2012 Estimate		Increase/Decrease		
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	
Department of Homeland Security	-	-	-	1,000	-	-	-	1,000	-
Department of the Navy	-	-	260	2,500	-	-	-	2,500	-
Joint Non-Lethal Weapons Directorate	-	-	888	500	-	-	-	1,000	500
Department of Army	-	-	-	2,000	-	-	-	1,500	(500)
Other Federal Agencies	-	-	117	1,000	-	-	-	1,500	500
Total Budgetary Resources	-	-	1,265	7,000	-	-	-	7,500	500

Obligations by Program/Project Activity	FY2010 Actual		FY 2011 Revised Estimate		2012 Estimate		Increase/Decrease		
	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	Pos.	FTE Amount	
Visitation Tools	-	-	415	2,450	-	-	-	2,950	500
Unambiguous Warning Device	-	-	340	583	-	-	-	583	-
Secure Tactical Connectivity	-	-	300	1,750	-	-	-	1,750	-
Underwater Imaging	-	-	90	1,167	-	-	-	1,167	-
Contract Support	-	-	70	525	-	-	-	525	-
Fire Safety Test Detachment/Naval Research Lab Island Support	-	-	50	525	-	-	-	525	-
Total Obligations	-	-	1,265	7,000	-	-	-	7,500	500

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
11.1	Full-time permanent	7,557	7,626	7,626	-
11.3	Other than full-time permanent	149	178	178	-
11.5	Other personnel compensation	333	195	195	-
11.7	Military personnel	1,784	1,843	1,874	31
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,972	1,962	1,962	-
12.2	Military personnel benefits	218	261	264	3
13.0	Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits		\$ 12,013	\$ 12,065	\$ 12,099	\$ 34
Other Objects Classes:					
21.0	Travel	1,147	3,205	793	(2,412)
21.7	Lease of Vehicles	15	42	10	(32)
22.0	Transportation of things	56	156	39	(117)
23.1	GSA rent	-	-	-	-
23.2	Other rent	40	112	28	(84)
23.3	Communication, utilities, and misc charges	278	1,615	400	(1,215)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	4,194	11,712	2,899	(8,813)
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	4,831	9,779	2,420	(7,359)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,931	4,372	1,081	(3,291)
31.0	Equipment	14	39	10	(29)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes		\$ 12,506	\$ 31,032	\$ 7,680	\$ (23,352)
Total, Research, Development, Test, & Evaluation		\$ 24,519	\$ 43,097	\$ 19,779	\$ (23,318)
Unobligated balance, start of year		(14,017)	(18,352)	-	
Unobligated balance, end of year		18,352	-	-	
Recoveries		(417)	-	-	
Total Requirements		\$ 28,437	\$ 24,745	\$ 19,779	

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
Research, Development, Test, and Evaluation - Military
Permanent Positions by Grade**

Grade	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R. 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	-	-	-	-
CWO	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	-	-	-	-
Total Perm. Employment EOY	21	21	21	-
FTE*	21	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**	\$ 110,989	\$ 114,441	\$ 118,689	\$ 4,248
Average Grade, Officer Positions	4	4	4	-
Average Salary, Enlisted Positions**	\$ 66,057	\$ 67,912	\$ 67,604	\$ (308)
Average Grade, Enlisted Positions	6	6	6	-

* 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	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R. 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	5	2	2	-
Total Perm. Employment (Filled Positions) EOY	75	78	78	-
FTE	75	80	80	-
Headquarters	13	5	5	-
U.S. Field	67	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**	\$ 124,454	\$ 128,878	\$ 132,897	\$ 4,019
Average Grade, GS Positions	12	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.

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
Object Classes					
11.1	Full-time permanent	7,557	7,626	7,626	-
11.3	Other than full-time permanent	149	178	178	-
11.5	Other personnel compensation	333	195	195	-
11.7	Military personnel	1,784	1,843	1,874	31
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	1,972	1,962	1,962	-
12.2	Military personnel benefits	218	261	264	3
13.0	Benefits-former	-	-	-	-
21.0	Travel	1,147	3,205	793	(2,412)
21.7	Lease of Vehicles	15	42	10	(32)
22.0	Transportation of things	56	156	39	(117)
23.1	GSA rent	-	-	-	-
23.2	Other rent	40	112	28	(84)
23.3	Communication, utilities, and misc charges	278	1,615	400	(1,215)
24.0	Printing and reproduction	-	-	-	-
25.1	Advisory and assistance services	4,192	11,712	2,899	(8,813)
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	4,831	9,779	2,420	(7,359)
25.6	Medical care	-	-	-	-
25.7	Operation and maintenance of equipment	-	-	-	-
25.8	Subsistence and support of persons	-	-	-	-
26.0	Supplies and materials	1,933	4,372	1,081	(3,291)
31.0	Equipment	14	39	10	(29)
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	-	-	-	-
42.0	Insurance claims and indemnity	-	-	-	-
Total, Research, Development, Test, & Evaluation		\$ 24,519	\$ 43,097	\$ 19,779	\$ (23,318)
Unobligated balance, start of year		(14,017)	(18,352)	-	
Unobligated balance, end of year		18,352	-	-	
Recoveries		(417)		-	
Total Requirements		\$ 28,437	\$ 24,745	\$ 19,779	

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

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 12,013	\$ 12,065	\$ 12,099	\$ 34

The increase of \$34,000 in FY 2012 includes funding for the proposed pay raise (1.6 percent for military and 0 percent for civilians), medical benefits, other mandatory personnel entitlements.

Travel

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 1,147	\$ 3,205	\$ 793	\$ (2,412)

The decrease in funding of \$2,412,000 reflects reduced travel costs of Coast Guard military service members, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2012 request also reflects the reduced need for R&D project related travel.

Lease of Vehicles

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 15	\$ 42	\$ 10	\$ (32)

The decrease of \$32,000 in FY 2012 is the anticipated reduction for government vehicles leases.

Transportation of things

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 56	\$ 156	\$ 39	\$ (117)

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 2012 request reflects the reduction of \$117,000 for transportation of things related to R&D research projects.

Other Rent

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 40	\$ 112	\$ 28	\$ (84)

Payments to a non-Federal source for rental space, land, and structures. The FY 2012 request reflects the reduction of \$84,000 for payments to non-Federal sources.

Communication, utilities, and misc charges

	FY 2010		FY 2011		FY 2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	278	\$	1,615	\$	400	\$	(1,215)

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 2012 decrease of \$1,215,000 reflects the anticipated reduction for R&D related projects.

Advisory and Assistance

	FY 2010		FY 2011		FY 2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	4,192	\$	11,712	\$	2,899	\$	(8,813)

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 funding request in FY 2012 reflects decreases in project funding for technology demonstrations, testing and evaluations and their progress, including termination of one-time costs (-\$5 million).

Research and development

	FY 2010		FY 2011		FY 2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	4,831	\$	9,779	\$	2,420	\$	(7,359)

The decreased funding of \$7,359,000 in FY 2012 reflects obligation of funding carried over from FY 2010 in FY 2011.

Supplies and materials

	FY 2010		FY 2011		FY 2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	1,933	\$	4,372	\$	1,081	\$	(3,291)

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 2012 request reflects a reduction of \$3,291,000 for the decreased need for R&D projects.

Equipment

	FY 2010		FY 2011		FY 2012		2011 - 2012
	Actual		C.R.		Request		Change
\$	14	\$	39	\$	10	\$	(29)

This object class covers the purchase of R&D materials for technology demonstrations, testing and evaluations and their progress. The FY 2012 request reflects a reduction of \$29,000 for the decreased 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 2010	FY 2011	FY 2012
Base: Year-end FTE from Prior Year	102	101	101
INCREASES			
Increase #1:	0	0	0
Description:			
Subtotal, Increases:	0	0	0
DECREASES:			
Decrease #1: RDT&E Personnel Management	-1	0	0
Description: Implementation of OMB Circular A-76 Reorganization			
Subtotal, Decreases:	-1	0	0
Year-end Enacted / Estimated FTEs	101	101	101
Net Change from prior year base to Budget Year Estimate:	-1	0	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 2012
Congressional Justification

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K. DHS Balanced Workforce Initiative.....	N/A

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 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 \$261.9 million will be paid to the DoD Medicare-Eligible Retiree Health Care Fund in FY 2012 to support the benefits outlined above. The annual budget estimate for Medicare-Eligible Retiree Health Care Fund Contribution is calculated by multiplying the projected end strength (FTE) by DoD actuary projected cost rates. Despite an increased projected end strength in FY 2012, the total adjustment to the base is a decrease of \$3.5 million, due to reduced DoD actuary projections.

II. Summary of FY 2012 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 2012 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I Medicare-Eligible Retiree Health Care Fund Contribution	-	\$ 263,789	-	\$ 265,321	-	\$ 261,871	-	\$ (3,450)	-	\$ -	-	\$ (3,450)
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 263,789	-	\$ 265,321	-	\$ 261,871	-	\$ (3,450)	-	\$ -	-	\$ (3,450)
Less: Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 263,789	-	\$ 265,321	-	\$ 261,871	-	\$ (3,450)	-	\$ -	-	\$ (3,450)

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: MEDICARE-ELIGIBLE RETIREE HEALTH CARE FUND CONTRIBUTION

	Perm Pos	FTE	Amount
2010 Actual	\$263,789
2011 C.R.	265,321
2012 Adjustments-to-Base			(3,450)
2012 Current Services	261,871
2012 Program Change
2012 Request	261,871

The Coast Guard requests \$261.9 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

The Medicare-Eligible Retiree Health Care Fund Contribution 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.

B. FY 2011 to FY 2012 Budget

**Department of Homeland Security
U. S. Coast Guard
Medicare-Eligible Retiree Health Care Fund Contribution
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	-	-	263,789
FY 2011 C.R.¹	-	-	265,321
Technical Adjustments	-	-	(3,450)
Total Decreases	-	-	(3,450)
Total Adjustments-to-Base	-	-	(3,450)
FY 2012 Current Services	-	-	261,871
FY 2012 Request	-	-	261,871
FY 2011 to FY 2012 Total Change	-	-	(3,450)

1) FY 2011 C.R. funding level amounts are not constrained by the fiscal year 2010 rate for operations per Sec. 101, P.L. 111-242 (as amended).

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	FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 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	263,789	265,321	261,871	(3,450)
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 263,789	\$ 265,321	\$ 261,871	\$ (3,450)
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	\$ 263,789	\$ 265,321	\$ 261,871	\$ (3,450)
Unobligated balance, start of year	-	-	-	
Unobligated balance, end of year	-	-	-	
Total Requirements	\$ 263,789	\$ 265,321	\$ 261,871	

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		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 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	263,789	265,321	261,871	(3,450)
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		\$ 263,789	\$ 265,321	\$ 261,871	\$ (3,450)
Unobligated balance, start of year		-	-	-	
Unobligated balance, end of year		-	-	-	
Total Requirements		\$ 263,789	\$ 265,321	\$ 261,871	

PPA Mission Statement

The Medicare-Eligible Retiree Health Care Fund Contribution 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

FY 2010	FY 2011	FY 2012	2011 - 2012
Actual	C.R.	Request	Change
\$ 263,789	\$ 265,321	\$ 261,871	\$ (3,450)

Salaries and Benefits include the annual contribution to the military Medicare-Eligible Retiree Health Care Fund. The FY 2012 request reflects a decrease of \$3,450,000 in actuarial projections.

Department of Homeland Security

United States Coast Guard

Retired Pay



Fiscal Year 2012

Congressional Justification

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K. DHS Balanced Workforce Initiative.....	N/A

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 \$1.4 billion in FY 2012 to support the benefits outlined above. The Coast Guard also requests that any FY 2012 funding remain available until expended. The Retired Pay appropriation is scored as a mandatory appropriation.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

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

Summary of FY 2012 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Retired Pay	-	\$ 1,288,249	-	\$ 1,400,700	-	\$ 1,440,157	-	\$ 39,457	-	\$ -	-	\$ 39,457
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 1,288,249	-	\$ 1,400,700	-	\$ 1,440,157	-	\$ 39,457	-	\$ -	-	\$ 39,457
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 1,288,249	-	\$ 1,400,700	-	\$ 1,440,157	-	\$ 39,457	-	\$ -	-	\$ 39,457

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
2010 Actual	\$1,288,249
2011 C.R.	1,400,700
2012 Adjustments-to-Base			39,457
2012 Current Services	1,440,157
2012 Program Change
2012 Request	1,440,157

The Coast Guard requests \$1.4 billion for this activity.

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.

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, \$1,440,157,000, to remain available until expended.

Note.—A full-year 2011 appropriation for this account was not enacted at the time the budget was prepared; therefore, this account is operating under a continuing resolution (P.L. 111–242, as amended). The amounts included for 2011 reflect the annualized level provided by the continuing resolution.

B. FY 2011 to FY 2012 Budget

**Department of Homeland Security
U. S. Coast Guard
Retired Pay
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	-	-	1,288,249
FY 2011 C.R.¹	-	-	1,400,700
Actuarial Adjustments	-	-	39,457
Total Increases	-	-	39,457
Total Adjustments-to-Base	-	-	39,457
FY 2012 Current Services	-	-	1,440,157
FY 2012 Request	-	-	1,440,157
2011 to 2012 Total Change	-	-	39,457

1) FY 2011 C.R. funding level amounts are not constrained by the fiscal year 2010 rate for operations per Sec. 101, P.L. 111-242 (as amended).

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	FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 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	1,051,195	1,143,500	1,238,280	94,780
Total, Personnel Comp. & Benefits	\$ 1,051,195	\$ 1,143,500	\$ 1,238,280	\$ 94,780
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	237,054	227,000	252,715	25,715
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	\$ 237,054	\$ 227,000	\$ 252,715	\$ 25,715
Total Direct Obligations	\$ 1,288,249	\$ 1,370,500	\$ 1,490,995	\$ 120,495
Unobligated balance, start of year	(2,713)	(75,809)	(106,009)	
Unobligated balance, end of year*	75,809	106,009	55,171	
Recoveries	(100)			
Total Requirements**	\$ 1,361,245	\$ 1,400,700	\$ 1,440,157	

*Unobligated balance for the March 4, 2011 Continuing Resolution (annualized) is based on actuary projections.

**Total requirements in FY 2010 includes resources available from prior year recoveries.

Total requirements in FY 2012 are based on actuary projections and the obligation of \$50.8 million of the projected March 4, 2011 Continuing Resolution (annualized) unobligated balance.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Retired Pay
PPA I
Funding Schedule
(Dollars in Thousands)

Retired Pay		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011-2012 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	1,051,195	1,143,500	1,238,280	94,780
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	237,054	227,000	252,715	25,715
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		\$ 1,288,249	\$ 1,370,500	\$ 1,490,995	\$ 120,495
Unobligated balance, start of year		(2,713)	(75,809)	(106,009)	
Unobligated balance, end of year*		75,809	106,009	55,171	
Recoveries		(100)			
Total Requirements**		\$ 1,361,245	\$ 1,400,700	\$ 1,440,157	

*Unobligated balance for the March 4, 2011 Continuing Resolution (annualized) is based on actuary projections.

**Total requirements in FY 2010 includes resources available from prior year recoveries.

Total requirements in FY 2012 are based on actuary projections and the obligation of \$50.8 million of the projected March 4, 2011 Continuing Resolution (annualized) unobligated balance.

PPA Mission Statement

Retired Pay 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

	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		2011-2012 Change
	\$ 1,051,195	\$	1,143,500	\$	1,238,280	\$	94,780

Requested increase of \$94,780,000 accounts for cost-of-living adjustments for all retirement and most survivor annuities, benefits authorized by the National Defense Authorization Act, and also accounts for the obligation of \$50,838,000 of the projected unobligated balance based on the 2011 estimate (annualized C.R.).

Medical care

	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		2011-2012 Change
	\$ 237,054	\$	227,000	\$	252,715	\$	25,715

Increase of \$25,715,000 accounts for the projections for retiree medical benefits costs. Once a member becomes eligible for Medicare, the Medicare-Eligible Retiree Health Care Fund is responsible for these benefits. This request also accounts for a projected \$2,435,280 in savings associated with increased Tricare enrollment fees for retirees and savings associated with pharmacy co-pay policy changes.

Department of Homeland Security

United States Coast Guard

Boat Safety



Fiscal Year 2012

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 Maritime Prevention Program by promoting safe and enjoyable use of public U.S. waterways.

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:

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 2012 funding will be a percentage of FY 2011 trust fund receipts). These amounts are available until expended, but are limited in purpose and amount in accordance with existing statutes.

The FY 2012 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 2011 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 2012 is \$120.8 million. Of that amount, \$5.5 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 expenses to administer State RBS programs. Two additional FTE, reimbursed via The Boating Safety trust fund for grant management services, are reflected in the FY 2012 request.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security

U. S. Coast Guard

Boat Safety

Summary of FY 2012 Budget Estimates by Program/Project Activity

(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Total Changes		Increase (+) or Decrease (-) For FY 2012		Adjustments-to-base	
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Boat Safety*	8	\$ 130,180	8	\$ 117,699	10	\$ 120,752	2	\$ 3,053	2	\$ 3,053	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	8	\$ 130,180	8	\$ 117,699	10	\$ 120,752	2	\$ 3,053	2	\$ 3,053	-	\$ -
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	8	\$ 130,180	8	\$ 117,699	10	\$ 120,752	2	\$ 3,053	2	\$ 3,053	-	\$ -

*Reflects addition of two FTE reimbursed via the Boating Safety trust fund for grant management services.

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
2010 Actual	8	8	\$130,180
2011 C.R.	8	8	117,699
2012 Adjustments-to-Base	...	...	...
2012 Current Services	8	8	117,699
2012 Program Change	2	2	3,053
2012 Request	10	10	120,752

The Coast Guard requests \$120.8 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Significant accomplishments in FY 2010 included:

- Conducted national observation studies that measured life jacket wear. Continued 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 northern Mississippi and central California. Results from USACE in northern Mississippi indicated significant increases in life jacket wear rates. The Coast Guard studied these results and consulted 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 26 or 21 feet in length). The Coast Guard is now awaiting recommendations from the Council before considering a plan of action.
- Continued the boating under the influence (BUI) initiative (Operation Dry Water) to reduce the number of casualties where the use of alcohol was a cause of the accident.
- Initiated new innovative national marketing measures that have proven effective in Minnesota over an extended period. The Coast Guard's new initiative is called "Don't Wreck Your Summer."

FY 2011 planned accomplishments (based on an annualized CR funding estimate) include:

- Continue to measure effectiveness of a USACE-project to mandate life jacket wear by all boaters aboard certain sized boats on USACE waters in northern Mississippi and central California. If continued testing in northern Mississippi coupled with central California testing initiated in FY 2011 continues to result in a substantial increase in life jacket wear, the Coast Guard will work with the National Boating Safety Advisory Council to consider initiating mandatory requirements for life jacket usage in high-risk areas (i.e., operating boats less than 26 or 21 feet in length).
- Continue the boating safety/boating under the influence (BUI) initiatives (Operation Dry Water and “Don’t Wreck Your Summer” and voluntary boat operator skill training courses) to reduce the number of casualties where reckless operation or lack of adequate operator skills or the use of alcohol by a boat’s occupants is a cause of the accident.
- Complete the Propeller Guard Test Protocol Project and implement the results. Continue developing and promulgating regulations that require installation and wear of emergency cut-off devices (mechanical or wireless) on vessels under a certain length, as well as require operators to turn off the vessel when a swimmer is in the water and in close proximity to the stern of the vessel (propeller).

FY 2012 planned accomplishments include:

- Increase support of voluntary skill training courses provided to the recreational boating public by various organizations.
- If marketing measures prove effective, continuation of additional elements of the national outreach and awareness initiative, “Don’t Wreck Your Summer.”
- Progress in promulgating regulations that require life jacket wear in high-risk recreational boating activities if voluntary measures fail to achieve an acceptable wear rate.
- Continue the BUI initiative (Operation Dry Water) to reduce the number of casualties where the use of alcohol is 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).

- Continue to assure manufacturer compliance with recreational boat safety construction standards through the Factory Visit and Boat Testing Programs with emphasis on identifying boats and manufacturers whose boats are involved in accidents where carbon monoxide, flotation, capacity, or fuel systems are causal factors.

B. FY 2011 to FY 2012 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Boat Safety
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	8	8	130,180
FY 2011 C.R.¹	8	8	117,699
Total Adjustments-to-Base	-	-	0
2012 Current Services	8	8	117,699
Program Changes			
Program Increase ²	2	2	3,053
Total Program Changes	2	2	3,053
			-
2012 Request	10	10	120,752
2011 to 2012 Total Change	2	2	3,053

1) FY 2011 C.R. funding level amounts are not constrained by the fiscal year 2010 rate for operations per Sec. 101, P.L. 111-242 (as amended).

2) Reflects addition of two FTE reimbursed via The Boating Safety trust fund for grant management services.

C. Summary of Requirements

Department of Homeland Security
U. S. Coast Guard
Boat Safety

Summary of Requirements
(Dollars in Thousands)

	FY 2010 Actual			FY 2011 C.R.			FY 2012 Request		
	Pos.	FTE	Amount	Pos.	FTE	Amount	Pos.	FTE	Amount
Adjustments-to-Base (See "FY 2011 to FY 2012 Budget Change" for details)									
Transfers									
Increases	-	-	-	-	-	-	-	-	-
Decreases	-	-	-	-	-	-	-	-	-
Total Adjustments-to-Base	-	-	-	-	-	-	-	-	-
FY 2012 Current Services	8	8	117,699	8	8	117,699	8	8	117,699
Program Changes*									
FY 2012 Request	10	10	120,752	10	10	120,752	10	10	120,752
2011 to 2012 Total Change	2	2	3,053	2	2	3,053	2	2	3,053

Estimates by Program/Project Activity	FY 2011 C.R.		FY 2012 Adjustments-to-Base		FY 2012 Program Change		FY 2012 Request		2011 to 2012 Total Change	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
I. Boat Safety	8	8	-	-	2	2	10	10	2	2
Total	8	8	-	-	2	2	10	10	2	2

*Reflects addition of two FTE reimbursed via The Boating Safety trust fund for grant management services.

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	FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
11.1 Full-time permanent	831	802	1,052	250
11.3 Other than full-time permanent	-	-	-	-
11.5 Other personnel compensation	14	11	11	-
11.7 Military personnel	-	-	-	-
11.8 Special service pay	-	-	-	-
12.1 Civilian personnel benefits	205	202	282	80
12.2 Military personnel benefits	-	-	-	-
13.0 Benefits-former	-	-	-	-
Total, Personnel Comp. & Benefits	\$ 1,050	\$ 1,015	\$ 1,345	\$ 330
Other Objects Classes:				
21.0 Travel	-	217	172	(45)
22.0 Transportation of things	-	3	2	(1)
23.1 GSA rent	-	-	-	-
23.2 Other rent	-	-	-	-
23.3 Communication, utilities, and misc charges	-	-	-	-
24.0 Printing and reproduction	82	99	78	(21)
25.1 Advisory and assistance services	-	984	780	(204)
25.2 Other services *	32,012	3,993	3,156	(837)
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	34	96	76	(20)
31.0 Equipment	-	-	-	-
32.0 Land and structures	-	-	-	-
41.0 Grants, subsidies and contributions	97,002	145,697	115,143	(30,554)
42.0 Insurance claims and indemnity	-	-	-	-
Total, Other Object Classes	\$ 129,130	\$ 151,089	\$ 119,407	\$ (31,682)
Total Direct Obligations	\$ 130,180	\$ 152,104	\$ 120,752	\$ (31,352)
Unobligated balance, start of year	(34,132)	(34,405)	-	-
Unobligated balance, end of year	34,405	-	-	-
Recoveries	(1,514)	-	-	-
Total Requirements	\$ 128,939	\$ 117,699	\$ 120,752	\$ (31,352)

* In FY 2010, \$26 million was incorrectly obligated to object class 25.2 (Other Services) instead of object class 41 (Grants).

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	FY 2010	FY 2011	FY 2012	2011 - 2012
	Actual Pos.	C.R. Pos.	Request * Pos.	Change Pos.
Total, SES	-	-	-	-
Total, EX	-	-	-	-
GS-15	-	-	1	1
GS-14	3	3	3	-
GS-13	4	4	5	1
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	8	8	10	2
Unfilled Positions EOY	-	-	-	-
Total Perm. Employment (Filled Positions) EOY	8	8	10	2
FTE	8	8	10	2
Headquarters	8	8	8	-
U.S. Field	-	-	2	2
Foreign Field	-	-	-	-
Total Permanent Positions	8	8	10	2
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 126,813	\$ 133,663	\$ 144,020	\$ 10,357
Average Grade, GS Positions	13	13	13	0

*Reflects addition of two FTE reimbursed via The Boating Safety trust fund for grant management services.

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.

H. PPA Budget Justifications

Department of Homeland Security
U. S. Coast Guard
Boat Safety
PPA I
Funding Schedule
(Dollars in Thousands)

Boat Safety		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
Object Classes					
11.1	Full-time permanent	831	802	1,052	250
11.3	Other than full-time permanent				-
11.5	Other personnel compensation	14	11	11	-
11.7	Military personnel	-	-	-	-
11.8	Special service pay	-	-	-	-
12.1	Civilian personnel benefits	205	202	282	80
12.2	Military personnel benefits	-	-	-	-
13.0	Benefits-former	-	-	-	-
21.0	Travel	-	217	172	(45)
22.0	Transportation of things	-	3	2	(1)
23.1	GSA rent	-	-	-	-
23.2	Other rent	-	-	-	-
23.3	Communication, utilities, and misc charges	-	-	-	-
24.0	Printing and reproduction	82	99	78	(21)
25.1	Advisory and assistance services	-	984	780	(204)
25.2	Other services *	32,012	3,993	3,156	(837)
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	34	96	76	(20)
31.0	Equipment	-	-	-	-
32.0	Land and structures	-	-	-	-
41.0	Grants, subsidies and contributions	97,002	145,697	115,143	(30,554)
42.0	Insurance claims and indemnity	-	-	-	-
Total, Boat Safety		\$ 130,180	\$ 152,104	\$ 120,752	\$ (31,352)
Unobligated balance, start of year		(34,132)	(34,405)	-	
Unobligated balance, end of year		34,405	-	-	
Recoveries		(1,514)			
Total Requirements		\$ 128,939	\$ 117,699	\$ 120,752	

* In FY 2010, \$26 million was incorrectly obligated to object class 25.2 (Other Services) instead of object class 41 (Grants).

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 RBS 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 2012 funding will be a percentage of FY 2011 trust fund receipts).

Summary Justification and Explanation of Changes

Salaries and Benefits

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 1,050	\$ 1,015	\$ 1,345	\$ 330

The FY 2012 request includes funding for mandatory personnel entitlements for the two new civilian FTE.

Travel

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ -	\$ 217	\$ 172	\$ (45)

Transportation funds cover the travel costs of Coast Guard employees, while in an authorized travel status, either directly or by reimbursing the traveler. The FY 2012 request reflects the anticipated need for Coast Guard personnel traveling for the RBS program activities.

Transportation of Things

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ -	\$ 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. The FY 2012 request reflects the anticipated need for transportation of things for the RBS program activities.

Printing and reproduction

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 82	\$ 99	\$ 78	\$ (21)

The FY 2012 request reflects the anticipated need for printing and reproduction of the RBS program activities.

Advisory and assistance services

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ -	\$ 984	\$ 780	\$ (204)

The FY 2012 request reflects the anticipated need for advisory and assistance services, including 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

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 32,012	\$ 3,993	\$ 3,156	\$ (837)

Other services include reported contractual services with non-Federal sources that are not otherwise classified under Object Class 25. Decreased funding in FY 2012 reflects changes in the revenues from trust fund receipts. Non-Federal services for boating safety activities will be decreased across all States.

Supplies and materials

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 34	\$ 96	\$ 76	\$ (20)

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 2012 request reflects the anticipated need for supplies and materials for the National RBS Program activities.

Grants, Subsidies and Contributions

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 Change
\$ 97,002	\$ 145,697	\$ 115,143	\$ (30,554)

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. The request reflects the estimated share for FY 2012.

I. Changes in Full-Time Equivalents

Department of Homeland Security
U. S. Coast Guard
Boat Safety
Changes in Full-Time Equivalents

	FY 2010	FY 2011	FY 2012
Base: Year-end FTE from Prior Year	8	8	8
INCREASES			
Increase #1: Boat Safety Personnel Management	0	0	2
Description: FTE reimbursed via the Boating Safety trust fund for grant management services			
Subtotal, Increases:	0	0	2
DECREASES:			
Decrease #1:	0	0	0
Description:			
Subtotal, Decreases:	0	0	0
Year-end Enacted / Estimated FTEs	8	8	10
Net Change from prior year base to Budget Year Estimate:	0	0	2

Department of Homeland Security

United States Coast Guard

Maritime Oil Spill Program



Fiscal Year 2012

Congressional Justification

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U. S. Coast Guard
Maritime Oil Spill Program

I. Appropriation Overview

A. Mission Statement for Maritime Oil Spill Program:

The Maritime Oil Spill 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 Maritime Oil Spill Program directly supports the Coast Guard's Marine Environmental Protection mission and Maritime Response Program, which accomplish 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 Assessments (NRDA).
- Administers the OSLTF.

C. Budget Request Summary:

The Coast Guard estimates that expenditures from this account will total \$101.0 million in FY 2012, an increase of \$9.0 million above the FY 2011 Continuing Resolution due to a projected increase in claims for FY 2012. These estimated expenditures consist of a \$50.0 million expenditure transfer for immediate Federal oil spill response, an estimated \$1.0 million payment to the Prince William Sound Oil Spill Recovery Institute, and \$50.0 million to compensate claimants for uncompensated OPA removal costs and damages including natural resources damages.

II. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program**

Summary of FY 2012 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Request		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. Maritime Oil Spill Program	-	\$ 708,063	-	\$ 92,000	-	\$ 101,000	-	\$ 9,000	-	\$ -	-	\$ 9,000
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 708,063	-	\$ 92,000	-	\$ 101,000	-	\$ 9,000	-	\$ -	-	\$ 9,000
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 708,063	-	\$ 92,000	-	\$ 101,000	-	\$ 9,000	-	\$ -	-	\$ 9,000

III. Current Services Program Description by PPA

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program
Program Performance Justification
(Dollars in Thousands)**

PPA I: MARITIME OIL SPILL PROGRAM

	Perm Pos	FTE	Amount
2010 Actual	\$708,063
2011 C.R.	92,000
2012 Adjustments-to-Base			9,000
2012 Current Services	101,000
2012 Program Change
2012 Request	101,000

The Coast Guard requests \$101.0 million for this activity.

CURRENT SERVICES PROGRAM DESCRIPTION:

Title I of OPA, as amended, provides for the use of the 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 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 for the interest on a portion of the OSLTF balance.

Significant accomplishments in FY 2010 included:

- Oversaw execution of approximately \$665.0 million in funding for Federal response for approximately 500 oil spills. Of this total, \$601.6 million was for the Deepwater Horizon Incident.
- Executed payment of \$226,000 to the Oil Spill Recovery Institute.
- Executed payment of \$42.3 million in claims for uncompensated removal costs and damages, which included natural resource damages, resulting from oil spills.

FY 2011 planned accomplishments (based on an annualized CR funding estimate) include:

- Oversee execution of \$50.0 million in funding for Federal response to an estimated 500 oil spills, including the continued response to the Deepwater Horizon oil incident.
- Execute payment of an estimated \$1.2 million to the Oil Spill Recovery Institute.
- Pay \$40.8 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.

FY 2012 planned accomplishments include:

- Oversee execution of \$50.0 million in funding for Federal response to an estimated 500 oil spills, including the continued response to the Deepwater Horizon oil incident.
- Oversee payment of an estimated \$1.0 million to the Oil Spill Recovery Institute.
- Oversee payment of \$50.0 million in claims for uncompensated removal costs and damages, including natural resource damages, resulting from oil spills.

B. FY 2011 to FY 2012 Budget Change

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program
FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)**

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	-	-	708,063
FY 2011 C.R.¹	-	-	92,000
Increases	-	-	9,000
Total Adjustments-to-Base	-	-	9,000
FY 2012 Current Services	-	-	101,000
Program Changes			
Total Program Changes	-	-	-
FY 2012 Request	-	-	101,000
2011 to 2012 Total Change	-	-	9,000

1) FY 2011 C.R. funding level amounts are not constrained by the fiscal year 2010 rate for operations per Sec. 101, P.L. 111-242 (as amended).

E. Summary of Requirements by Object Class

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program**
Summary of Requirements by Object Class
(Dollars in Thousands)

Object Classes	FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011 - 2012 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	708,063	92,000	101,000	9,000
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	\$ 708,063	\$ 92,000	\$ 101,000	\$ 9,000
Total, Direct Obligations	\$ 708,063	\$ 92,000	\$ 101,000	\$ 9,000
Unobligated balance, start of year				
Unobligated balance, end of year				
Total Requirements	\$ 708,063	\$ 92,000	\$ 101,000	

Note: Total direct obligations does not include advances and reimbursements.

H. PPA Budget Justifications

**Department of Homeland Security
U. S. Coast Guard
Maritime Oil Spill Program
PPA I
Funding Schedule
(Dollars in Thousands)**

Maritime Oil Spill Program		FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011-2012 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	708,063	92,000	101,000	9,000
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, Maritime Oil Spill Program		\$ 708,063	\$ 92,000	\$ 101,000	\$ 9,000
Unobligated balance, start of year					
Unobligated balance, end of year					
Total Requirements		\$ 708,063	\$ 92,000	\$ 101,000	

PPA Mission Statement

The Maritime Oil Spill Program 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

FY 2010 Actual	FY 2011 C.R.	FY 2012 Request	2011-2012 Change
\$ 708,063	\$ 92,000	\$ 101,000	\$ 9,000

The FY 2012 Maritime Oil Spill Program request represents an increase of \$9,000,000 as a result of a projected increase in claims.

Department of Homeland Security

United States Coast Guard

Miscellaneous Funds



Fiscal Year 2012

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 in bequests from various sources to the General Gift Fund in FY 2012.

U.S. Coast Guard General Gift Fund
(Dollars in Thousands)

	<u>Amount</u>
2010 Actual	\$1,810
2011 C.R.	80
2012 Estimated Bequests	80
Total Change 2011-2012	-

U. S. Coast Guard
Miscellaneous Funds

II. Yard Fund Overview

A. Mission Statement for Yard Fund

Coast Guard Yard contributes to all 11 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, commissioning provisions, stores, materials, and fuel. These activities indirectly support Coast Guard missions.

C. Budget Request Summary:

Not Applicable

III. Summary of FY 2012 Budget Estimates by Program/Project Activity (PPA)

Department of Homeland Security
U. S. Coast Guard
Gift Fund

Summary of FY 2012 Budget Estimates by Program/Project Activity
(Dollars in Thousands)

Program/Project Activity	FY 2010 Actual		FY 2011 C.R.		FY 2012 Requests		Increase (+) or Decrease (-) For FY 2012					
	FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT	Total Changes		Program Changes		Adjustments-to-base	
							FTE	AMOUNT	FTE	AMOUNT	FTE	AMOUNT
I. General Gift Fund	-	\$ 1,810	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
Subtotal, Enacted Appropriations and Budget Estimates	-	\$ 1,810	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -
Less Adjustments for Other Funding Sources:												
Net, Enacted Appropriations & Budget Estimates	-	\$ 1,810	-	\$ 80	-	\$ 80	-	\$ -	-	\$ -	-	\$ -

B. FY 2011 to FY 2012 Budget Change

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

FY 2011 to FY 2012 Budget Change
(Dollars in Thousands)

	<u>Pos.</u>	<u>FTE</u>	<u>Amount</u>
FY 2010 Actual	-	-	1,810
FY 2011 C.R. ¹	-	-	80
Adjustments-to-Base			
Total Adjustments-to-Base	-	-	-
FY 2012 Estimated Bequests	-	-	80
FY 2012 Bequests	-	-	80
2011 to 2012 Total Change	-	-	-

1) FY 2011 C.R. funding level equals the FY 2010 Enacted.

D. Summary of Reimbursable Resources (applies only to Yard Fund)

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

Summary of Reimbursable Resources
(Dollars in Thousands)

Collections by Source	FY 2010 Actual		FY 2011 Revised Estimate		FY 2012 Estimate		Increase/Decrease	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
U.S. Coast Guard	585	524	606	517	606	517	-	-
Total Budgetary Resources	585	524	606	517	606	517	-	-

Obligations by Program/Project Activity	FY 2010 Actual		FY 2011 Revised Estimate		FY 2012 Estimate		Increase/Decrease	
	Pos.	FTE	Pos.	FTE	Pos.	FTE	Pos.	FTE
Coast Guard Yard Projects	585	524	606	517	606	517	-	-
Total Obligations	585	524	606	517	606	517	-	-

F. Permanent Positions by Grade

**Department of Homeland Security
U. S. Coast Guard
CG Yard Fund - Reimbursable Military
Permanent Positions by Grade**

Grade	FY 2010	FY 2011	FY 2012	2011 to 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change 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	-	-	-	-
CWO	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	1	-	-	-
Total Perm. Employment EOY	11	12	12	-
FTE*	11	12	12	-
Headquarters	-	-	-	-
U.S. Field	12	12	12	-
Foreign Field	-	-	-	-
Total Permanent Positions	12	12	12	-
Position Data:				
Average Salary, Officer Positions**	\$ 92,273	\$ 95,145	\$ 115,611	\$ 20,466
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
CG Yard Fund - Reimbursable Civilian
Permanent Positions by Grade**

Grade	FY 2010	FY 2011	FY 2012	2011 to 2012
	Actual Pos.	C.R. Pos.	Request Pos.	Change 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	53	63	63	-
Total Perm. Employment (Filled Positions) EOY	520	531	531	-
FTE	513	505	505	-
Headquarters	7	7	-	(7)
U.S. Field	566	587	594	7
Foreign Field	-	-	-	-
Total Permanent Positions	573	594	594	-
<u>Position Data:</u>				
Average Personnel Costs, ES Positions	n/a	n/a	n/a	n/a
Average Personnel Costs, GS Positions	\$ 89,798	\$ 96,288	\$ 98,901	\$ 2,613
Average Grade, GS Positions	10	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.