U.S. Department
of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2027

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

SUBMITTED FOR THE USE OF
THE COMMITTEES ON APPROPRIATIONS

U.S. DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
FY 2027 BUDGET REQUEST

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Great Lakes St. Lawrence Seaway Development Corporation
FY 2027 Budget
Administrator's Overview

The Great Lakes St. Lawrence Seaway Development Corporation (GLS or Corporation), a wholly owned government corporation, is responsible for the operations, maintenance, and infrastructure renewal of the U.S. portion of the St. Lawrence Seaway between Montreal and Lake Erie. This principally includes operating and maintaining the two U.S. Seaway locks (Eisenhower and Snell) located in Massena, N.Y., and performing vessel traffic control operations in areas of the St. Lawrence River and Lake Ontario.

GLS activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes/Seaway region. In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every $1 appropriated to GLS produces $127 in U.S. economic benefits.[1]

For Fiscal Year (FY) 2027, GLS requests an appropriation of $50.0 million, which is a $12 million increase from FY 2026 enacted. The GLS budget supports two programs – the Seaway Operations program and the Seaway Infrastructure Program (SIP).

Seaway Operations and Maintenance – GLS requests $25.0 million to provide the financial and personnel resources necessary to perform operational, maintenance, and administrative activities to maintain the waterway's historically high reliability rate of operation. GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Having moved 37.0 million metric tons of cargo in 2025, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain. The request supports 128 full-time equivalent employees, which is crucial for maintaining GLS's roster of skilled occupations including crane operators, electricians, and mechanics among others.

Seaway Infrastructure Program (SIP) – GLS requests $25.0 million to support on-going capital investments as well as to break ground on critical overdue projects. The SIP serves as the GLS capital plan and addresses the needs of capital infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, vehicles, tugboats, and equipment. Global commercial trade moving on the Seaway is dependent on GLS's safe, efficient, and operational infrastructure, making the SIP integral to the operation and mission of GLS. Included in the SIP request is:

- **$7.5 million** to rehabilitate the 65-year-old electrical power distribution infrastructure at the GLS's Maintenance Base site. The project would increase power reliability, including by installing backup generators, and enable future critical capital improvements

[1] *Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*. Calculation based on 37.7 million metric tons moving through GLS's locks in 2023 and GLS's FY 2024 enacted appropriation ($40.3 million).

at this location.

- **$6.0 million** for the replacement or rehabilitation of operational facilities on the north side of Snell Lock as part of a multi-year Facility Master Plan that addresses GLS's obsolete workplace and storage facilities in Massena, N.Y.
- **$3.6 million** for the construction of a centralized warehouse that consolidates operations and maintenance inventory from outlying buildings into a single location.
- **$2.4 million** to relocate and replace an existing obsolete facility with a modern Marine Services building, which will provide specialized maintenance areas in a waterfront-adjacent location and optimize the efficiency of tugboat and navigation aid repairs.
- **$1.4 million** and **$900,000** respectively for the restoration of concrete and stop logs at both U.S. Seaway locks.

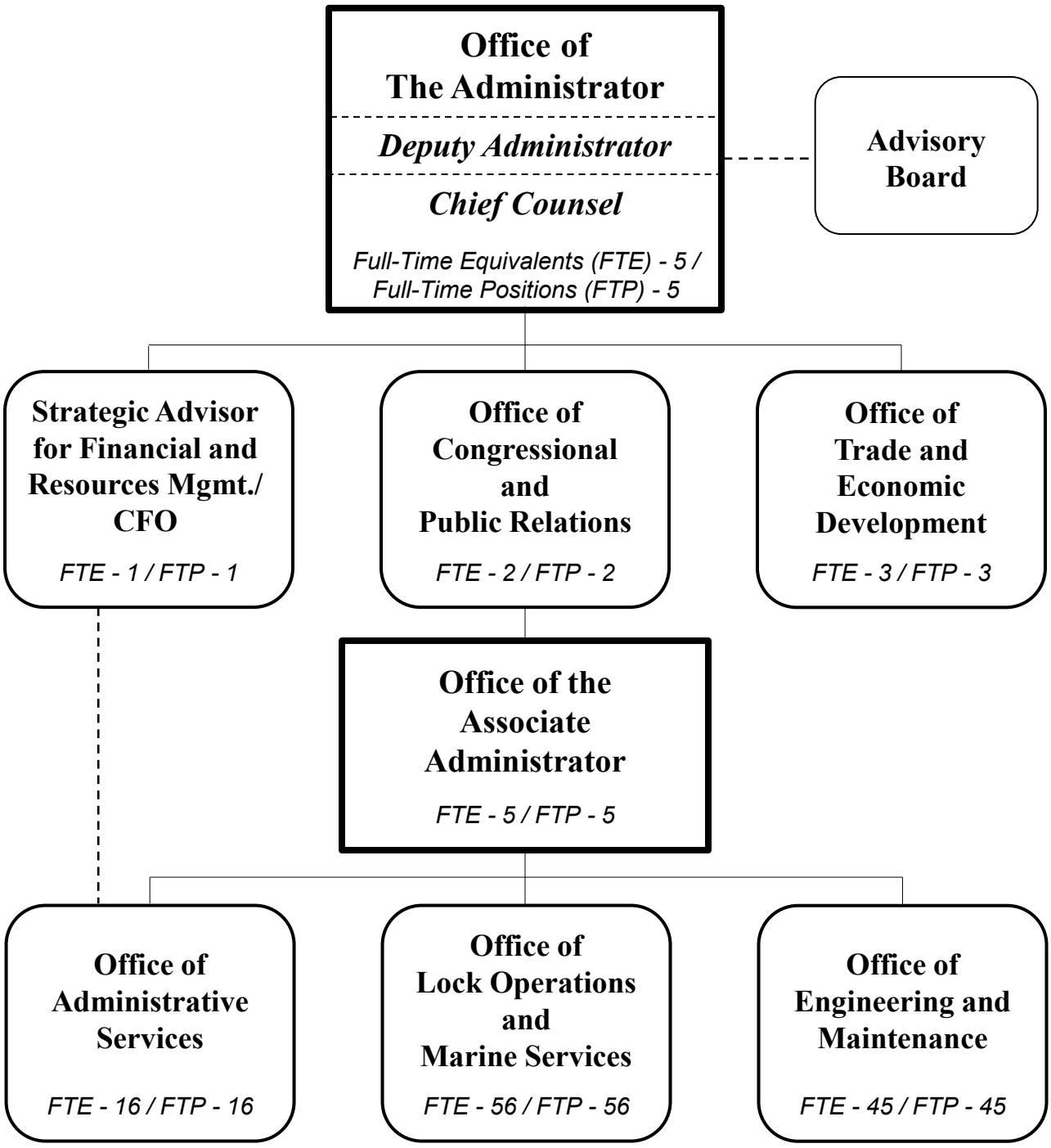
During the 2024 navigation season, GLS recorded 20 hours, 58 minutes of lock downtime, which was due to malfunctioning lock equipment, resulting in a lock availability rate of 99.70 percent for the 297-days 2025 season. The successful planning and execution of the SIP is a key reason for the achievement of the near-perfect reliability rate.

The SIP program is consistent with corresponding efforts by our Canadian counterparts, as well as broader industry initiatives to improve maritime infrastructure throughout the Great Lakes Seaway System. In December 2023, GLS released the results of an industry survey detailing U.S. and Canadian public and private sector investments in capital infrastructure related to Great Lakes/Seaway maritime activity, including the SIP. The survey conservatively estimates $8.4 billion in existing and planned Great Lakes/Seaway maritime infrastructure investments between 2018-2027.[2]

[2] *Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System*, Martin Associates, December 2023.

Exhibit I-1a

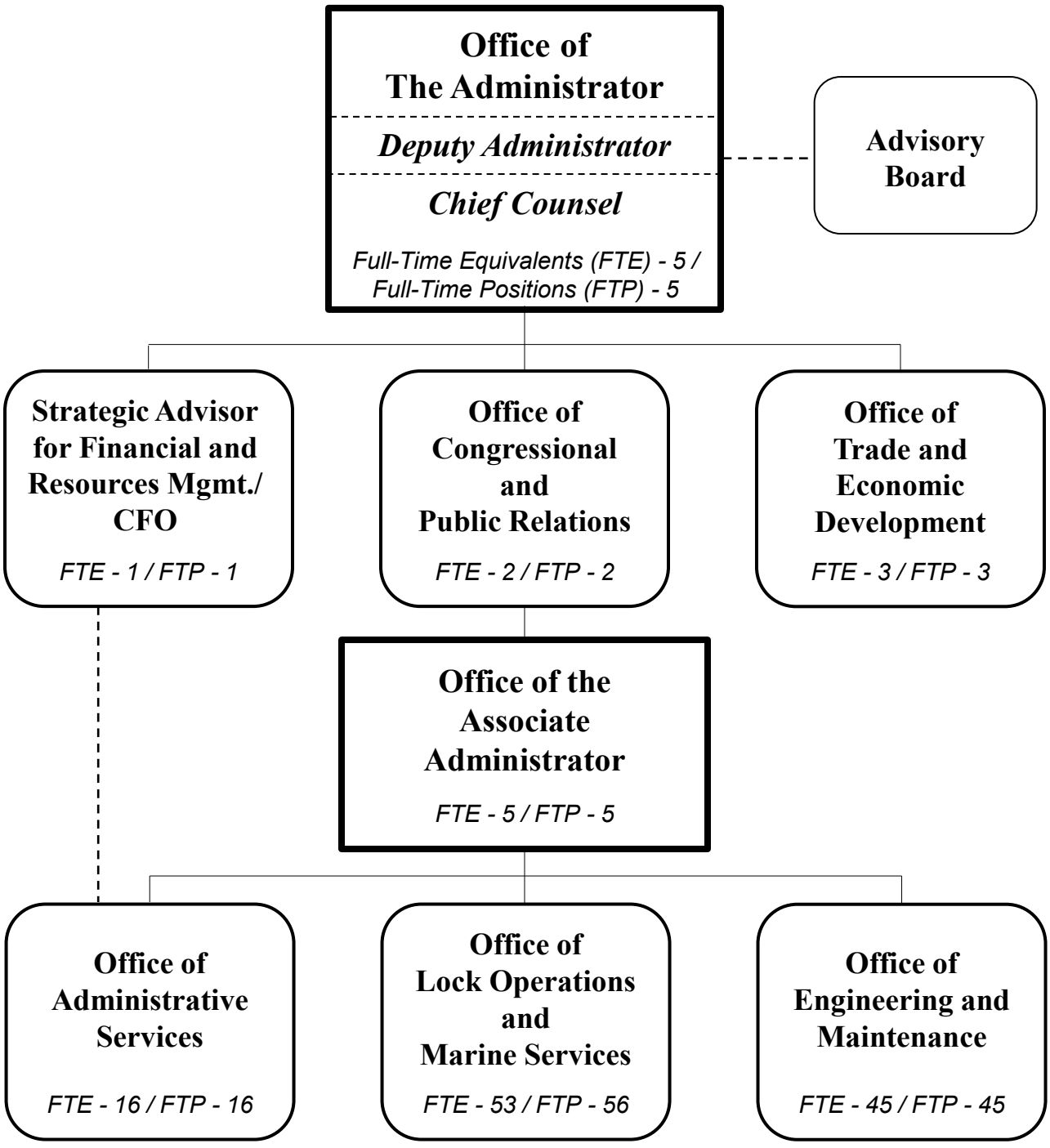
Great Lakes St. Lawrence Seaway Development Corporation
Organization Chart
FY 2026 FTE/FTP Estimates



Note: GLS finance staff in the Office of Administrative Services report into the CFO on all financial and budgetary matters.

Exhibit I-1b

Great Lakes St. Lawrence Seaway Development Corporation
Organization Chart
FY 2027 FTE/FTP Estimates



Note: GLS finance staff in the Office of Administrative Services report into the CFO on all financial and budgetary matters.

EXHIBIT II-1
FY 2027 BUDGET AUTHORITY
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
($000)

ACCOUNT NAME	M / D	(A) FY 2025 ACTUAL	(B) FY 2026 ENACTED	(C) FY 2027 PRESIDENT'S BUDGET
Great Lakes St. Lawrence Seaway Development Corporation	**D**	$ 40,288	$ 38,080	$ 50,000
Seaway Operations and Maintenance Program		$ 23,988	$ 22,130	$ 25,000
Seaway Infrastructure Program		$ 16,300	$ 15,950	$ 25,000
Gross New Budget Authority		**$ 40,288**	**$ 38,080**	**$ 50,000**
Rescissions		**$ -**	**$ -**	$ -
Transfers		**$ -**	**$ -**	$ -
Offsets		**$ -**	**$ -**	$ -
NET NEW BUDGET AUTHORITY REQUESTED:	**D**	**$ 40,288**	**$ 38,080**	**$ 50,000**

EXHIBIT II-2
FY 2027 TOTAL BUDGETARY RESOURCES BY APPROPRIATION ACCOUNT
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

ACCOUNT NAME	M / D	(A) FY 2025 ACTUAL	(B) FY 2026 ENACTED	(C) FY 2027 PRESIDENT'S BUDGET
Great Lakes St. Lawrence Seaway Development Corporation	**D**	$ 40,288	$ 38,080	$ 50,000
Seaway Operations and Maintenance Program		$ 23,988	$ 22,130	$ 25,000
Seaway Infrastructure Program		$ 16,300	$ 15,950	$ 25,000
Gross New Budgetary Resources		$ 40,288	$ 38,080	$ 50,000
Rescissions		$ -	$ -	$ -
Transfers		$ -	$ -	$ -
Offsets		$ -	$ -	$ -
TOTAL BUDGETARY RESOURCES:		**$ 40,288**	**$ 38,080**	**$ 50,000**

EXHIBIT II-4
FY 2027 OUTLAYS
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
($000)

ACCOUNT TITLE	M / D	(A) FY 2025 ACTUAL	(B) FY 2026 ENACTED	(C) FY 2027 PRESIDENT'S BUDGET
Great Lakes St. Lawrence Seaway Development Corporation	M	$ 33,359	$ 38,080	$ 50,000
TOTAL:	**M**	**$ 33,359**	**$ 38,080**	**$ 50,000**

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Appropriations, Obligation Limitations, and Exempt Obligations
($000)

			Baseline Changes							
Great Lakes St. Lawrence Seaway Development Corporation	**FY 2025 Enacted**	**FY 2026 Enacted**	**Annualization of Prior Pay Raises**	**Annualization of new FY 2026 FTE**	**FY 2027 Pay Raises**	**WCF Increase/ Decrease**	**Inflation and other adjustments to base**	**FY 2027 Baseline Estimate**	**Program Increases/ Decreases**	**FY 2027 President's Budget**
PERSONNEL RESOURCES (FTE)	**126**	**125**		**3**			**0**	**128**		**128**
Direct FTE	126	125		3			0	128		128
FINANCIAL RESOURCES										
ADMINISTRATIVE EXPENSES										
Salaries and Benefits	18,020	15,840	116	210	64		2,007	18,237	-	18,237
Travel	120	203					97	300	-	300
Transportation	5	5					-	5	-	5
GSA Rent	-	-					-	-	-	-
Communications, & Utilities	280	250					10	260	-	260
Printing	50	100					-	100	-	100
Other Services:	2,639	3,281					288	3,569	-	3,569
-WCF	1,874	1,874				5	-	1,879	-	1,879
Supplies	1,000	577					73	650	-	650
Equipment	800	300					-	300	20	320
Land Structures	15,500	15,650					-	15,650	9,030	24,680
Total	**40,288**	**38,080**	**116**	**210**	**64**	**5**	**2,475**	**40,950**	**9,050**	**50,000**
PROGRAMS										
Operations and Maintenance	23,988	22,130	116	210	64	5	2,475	25,000	-	25,000
Seaway Infrastructure (not less than)	16,300	15,950	-	-	-	-	-	15,950	9,050	25,000
Programs Subtotal	**40,288**	**38,080**	**116**	**210**	**64**	**5**	**2,475**	**40,950**	**9,050**	**50,000**
BASE PROGRAMS TOTAL	**40,288**	**38,080**	**116**	**210**	**64**	**5**	**2,475**	**40,950**	**9,050**	**50,000**

EXHIBIT II-6
WORKING CAPITAL FUND
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
($000)

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 PRESIDENT'S BUDGET
DIRECT:			
Great Lakes St. Lawrence Seaway Development Corporation	**1,874**	$ 1,874	$ 1,879
TOTAL, Base programs	**$ 1,874**	**$ 1,874**	**$ 1,879**

EXHIBIT II-7
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
PERSONNEL RESOURCE -- SUMMARY
TOTAL FULL-TIME EQUIVALENTS

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 PRESIDENT'S BUDGET
DIRECT FUNDED BY APPROPRIATION			
Great Lakes St. Lawrence Seaway Development Corporation	126	125	128
TOTAL FTEs	**126**	**125**	**128**

EXHIBIT II-8
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
RESOURCE SUMMARY – STAFFING
FULL-TIME PERMANENT POSITIONS

	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 PRESIDENT'S BUDGET
DIRECT FUNDED BY APPROPRIATION			
Great Lakes St. Lawrence Seaway Development Corporation	124	128	128
TOTAL POSITIONS	**124**	**128**	**128**

EXHIBIT II-9
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
10-YEAR HISTORY OF APPROPRIATIONS
OPERATIONS AND MAINTENANCE (69X8003)
(HARBOR MAINTENANCE TRUST FUND)

FISCAL YEAR	REQUEST	ENACTED
2018	$28,346,000	$40,000,000
2019	$28,837,000	$36,000,000
2020	$28,000,000	$38,000,000
2021	$30,700,000	$38,000,000
2022	$37,700,000	$38,000,000
2023	$38,500,000	$38,500,000
2024	$40,288,000	$40,288,000
2025	$40,605,000	$40,288,000
2026	$41,000,000	$38,080,000
2027	$50,000,000	---

APPROPRIATIONS LANGUAGE

DEPARTMENT OF TRANSPORTATION

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

The Great Lakes St. Lawrence Seaway Development Corporation is hereby authorized to make such expenditures, within the limits of funds and borrowing authority available to the Corporation, and in accord with law, and to make such contracts and commitments without regard to fiscal year limitations as provided by section 9104 of title 31, United States Code, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

OPERATIONS AND MAINTENANCE

(Harbor Maintenance Trust Fund)

For necessary expenses to conduct the operations, maintenance, and capital infrastructure activities on portions of the St. Lawrence Seaway owned, operated, and maintained by the Great Lakes St. Lawrence Seaway Development Corporation, *$50,000,000* to be derived from the Harbor Maintenance Trust Fund, pursuant to section 210 of the Water Resources Development Act of 1986 (33 U.S.C. 2238): Provided, that of the amounts made available under this heading, not less than *$25,000,000* shall be for the Seaway Infrastructure Program.

EXHIBIT III-1

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
SUMMARY BY PROGRAM ACTIVITY
Appropriations
($000)

Program Activity	FY 2025 ACTUAL	FY 2026 ENACTED	FY 2027 PRESIDENT'S BUDGET
Seaway Operations and Maintenance	$23,988	$22,130	$25,000
Seaway Infrastructure	16,300	15,950	25,000
Total	**$40,288**	**$38,080**	**$50,000**
FTEs (Directly Funded)	**126**	**125**	**128**

Program and Performance Statement

The FY 2027 GLS budget request is $50.0 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two GLS programs – Seaway Operations and Maintenance ($25.0 million) and Seaway Infrastructure Program ($25.0 million).

GLS activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes region. In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every $1 appropriated to GLS produces approximately $127 in U.S. economic benefits.[1]

GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Moving 37 million metric tons of cargo in 2024, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain.

GLS remains dedicated to safely and efficiently operating the U.S. portion of the St. Lawrence Seaway, while also promoting the economic and environmental benefits of the marine mode, attracting new cargoes to the Seaway to spur economic growth and job creation, and leveraging technology and innovation to enhance the system's performance and safety.

[1] *Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*.

EXHIBIT III-1a

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
SUMMARY ANALYSIS OF CHANGE FROM FY 2026 TO FY 2027
Appropriations
($000)

	Change from FY 2026 Enacted to FY 2027 President's Budget ($000)	Change from FY 2026 Enacted to FY 2027 President's Budget (FTE)
FY 2026 ENACTED	**$38,080**	**125**
ADJUSTMENTS TO BASE:		
Salaries and Benefits Adjustment	$ 2,007	
Annualization of Prior Pay Raise(s)	116	
Annualization of new FY 2026 FTE	210	3
FY 2027 Pay Raise	64	
DOT Working Capital Fund	5	
Non-Pay Inflation	468	
SUBTOTAL, ADJUSTMENTS TO BASE	**$ 2,870**	**+3**
PROGRAM INCREASES:		
Seaway Infrastructure Program (SIP)	9,050	
SUBTOTAL, PROGRAM DECREASES	**$ 9,050**	**0**
FY 2027 REQUEST	**$50,000**	**128**

Detailed Program Justification for Seaway Operations and Maintenance

FY 2027 PROGRAM BUDGET REQUEST
Seaway Operations and Maintenance Program

Program Activity	FY 2025 Actual	FY 2026 Enacted	FY 2027 President's Budget
Seaway Operations and Maintenance	$23,988	$22,130	$25,000
Total	**$23,988**	**$22,130**	**$25,000**
FTE	**133**	**125**	**128**

What Is the Program and What Does This Funding Level Support?

GLS's Seaway Operations and Maintenance program consists of all Corporation activities, except for Seaway Infrastructure Program projects and activities. GLS operational activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes/Seaway region.

The Great Lakes Seaway System commercial maritime trade supports 147,350 U.S. jobs and generates associated annual U.S. economic benefits of $26 billion in economic activity, $14 billion in personal income and local consumption expenditures, and $4 billion in federal, state, and local tax revenue.[1] In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every $1 appropriated to GLS produces $127 in U.S. economic benefits.[2] GLS operates and maintains the U.S. infrastructure and waters of the St. Lawrence Seaway, while performing trade development focused on driving economic activity for the Great Lakes Seaway System. Its mission is to serve the marine transportation industries by providing a safe, reliable, and efficient deep draft international waterway, in cooperation with the Canadian St. Lawrence Seaway Management Corporation (SLSMC).

The Great Lakes Seaway System offers safe and reliable access at competitive costs to and from the Midwest portion of the United States and North America, so it is critical that the U.S. Seaway waters, locks, and infrastructure maintained by GLS be continuously open and navigable during each navigation season (historically late March to late December/early January).

GLS operations and maintenance activities have resulted in a near-perfect reliability and efficiency rate of 99 percent for commercial users for more than 60 years. Having moved 37.0 million metric tons of cargo in 2025, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain.

[1] *Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*.
[2] Ibid.

Primary operational and programmatic activities as part of this program include:

- Lock Operations, Vessel Traffic Control, and Marine Services – Lock operations and vessel traffic control on the St. Lawrence Seaway are conducted on a 24-hour day, 7-day week basis throughout the shipping season (historically late March to late December/ early January each year). Marine operations consist of commissioning and decommissioning aids to navigation, channel dredging and maintenance, tugboat, and other floating equipment services, as well as vessel safety inspections and ballast water examinations.

- Engineering and Maintenance – GLS infrastructure must be maintained in efficient operating condition. Facilities include: locks and guide walls; an international bridge; a highway tunnel; channels; public use facilities; navigation aids; buildings, grounds, and utilities; roads and office buildings; and permanent operating equipment, including trucks, cranes, and tugboats.

- Trade and Economic Development – GLS engages in activities designed to increase public and commercial awareness of the Great Lakes Seaway System and encourage trade and economic development throughout the Great Lakes region.

- Administration – Executive management and administration of GLS includes legal, financial management, acquisitions, information technology, human resources, labor relations, budget, performance; external relations; and the operations of the Seaway Visitor Center at Eisenhower Lock.

Operational Safety

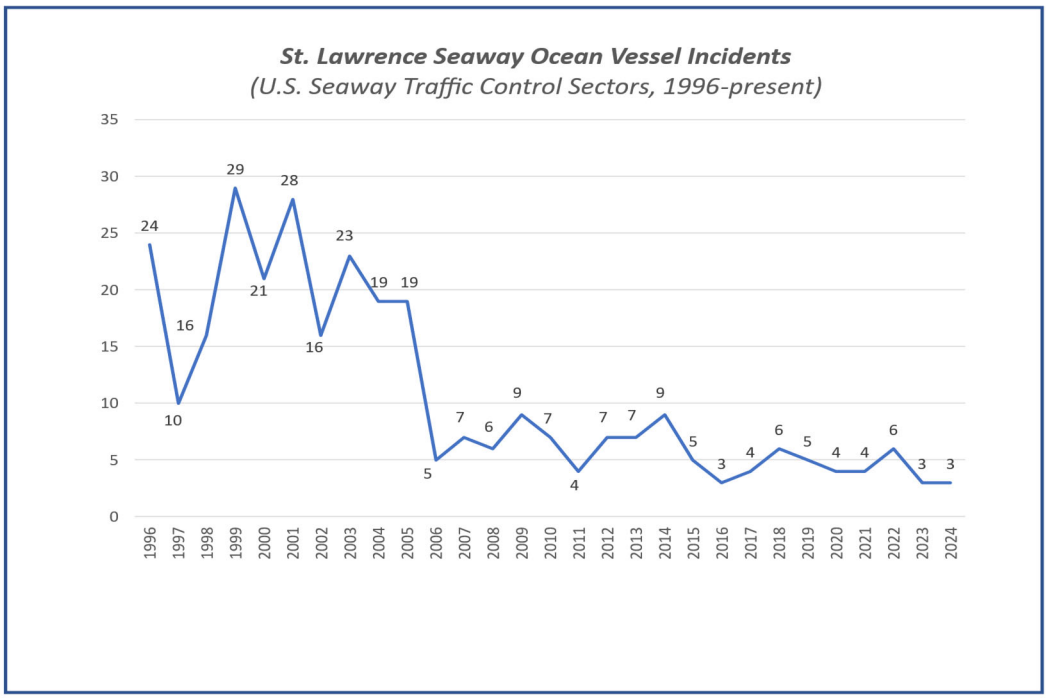
The St. Lawrence Seaway is one of the world's safest waterway systems. The FY 2027 budget request provides funding for the continuation of GLS safety programs.

Since the St. Lawrence Seaway's opening in 1959, GLS has consistently maintained a 99 percent reliability rate for its locks and the U.S. sector of the waterway. This high mark of success is due primarily to GLS's safe and efficient management, operations, and maintenance of the locks and control of vessel traffic. Global customers from more than 50 countries return each year to use the Seaway because of the waterway's strong safety record, efficient operations, and near-perfect reliability rate.

Over the past 29 navigation seasons, the average number of vessel incidents in the Seaway requiring GLS inspectors has decreased significantly. From 1996-2009, the average number of incidents was 16.6 per year. However, from 2010-2024, the average number of incidents declined to only 5.1 per year. During the 2024 Seaway navigation season, there were only three ocean vessel incidents.

The reduction in incidents can be attributed to several factors, including GLS's Enhanced Ship Inspection program to ensure all foreign-flag commercial vessels meet the Seaway's strict safety requirements, the use of the Seaway's Automatic Identification System (AIS) vessel traffic management technology, the use of the Seaway's hands-free mooring system, and the well-

trained and skilled GLS lock operations and maintenance staff. The FY 2027 budget request will fund operational safety activities that will continue to advance the positive safety trends experienced over the past two decades.



Workplace Safety

Additionally, GLS continues to excel in executing its Occupational Safety and Health (OSH) program for its workers, in accordance with Occupational Safety and Health Administration (OSHA)-related laws, regulations, and Executive Orders (EOs). As an operational entity, the majority of GLS employees perform a variety of potentially hazardous work activities, including working on or near water, repairing and installing electrical and mechanical equipment, and operating cranes, tugboats, barges, and other heavy equipment.

GLS's OSH program consists of policies, procedures, and practices that serve to protect the safety and health of all employees. The goal of the program is to provide a safe and healthy workplace that mitigates hazards, avoids accidents and injuries, and educates employees about safe work practices. All employees including management are responsible for knowing and complying with the OSH program in support of GLS's mission.

GLS conducts weekly toolbox talks during which safety and health issues are reviewed with staff. Employees are also involved in job hazard analyses for daily work activities. These discussions are interactive, and employees are encouraged to ask questions, provide recommendations, and discuss pertinent safety and health issues. GLS Safety Committee meets monthly to review and discuss ongoing safety and health issues presented by both management and union representatives.

The FY 2027 budget request will allow GLS to continue proactively managing and executing its successful workplace OSH program with a goal of eliminating work-related accidents and incidents and increasing workplace satisfaction and operational efficiencies.

Trade and Economic Development

Since the St. Lawrence Seaway opened to global commercial waterborne trade in 1959, GLS has actively promoted the entire Great Lakes St. Lawrence Seaway System, consisting of the five Great Lakes and the St. Lawrence River, to increase trade, which ultimately results in job creation and economic activity.

GLS is widely recognized by the Great Lakes Seaway System stakeholder community as a trusted and effective federal resource in supporting Great Lakes regional trade and economic development.

GLS's trade and economic development efforts have supported commercial trade growth in numerous commodity sectors as well as cargo diversification. GLS promotes trade in the region by researching trade flows, organizing international and domestic trade missions, exhibiting at major trade and transportation conferences, educating current and potential users of the waterway's competitive advantages, conducting trade and traffic analyses, working with the Canadian SLSMC and public and private stakeholders, and creating educational materials that promote the entire binational waterway.

Anticipated FY 2026 Activities

In FY 2026, GLS workforce will continue to perform program activities intended to:

- Provide a safe and efficient commercial trade route with a reliability rate of 99 percent or greater through vessel traffic control operations and infrastructure maintenance.

- Continue close coordination and involvement with the Canadian SLSMC in all aspects of Seaway operations and trade and economic development to ensure consistent practices and greater economies of scale.

- Promote regional trade and economic development through activities and initiatives aimed at increasing economic growth and job creation in the Great Lakes region.

- Manage Seaway vessel traffic control and lock transits more efficiently, utilizing Automatic Identification System (AIS) and hands-free mooring technologies.

FY 2027 Budget Request

GLS requests $25.0 million for the Seaway Operations and Maintenance program, which is $2.9 million more than FY 2026 enacted. Changes include annualization of FY 2026 pay raises, annualization of new FY 2026 FTEs, FY 2027 wage grade pay raise, and an adjustment to base for salaries and expenses. It also reflects an increase for DOT Working Capital Fund expenses

and inflation for non-pay object class expenditures.

This program request includes $21.0 million to support safety and includes GLS lock operations, marine services, engineering, and maintenance activities. The remaining $4.0 million is for GLS programs and activities that lead to economic growth in the region through its efforts to grow commercial trade, promote the Seaway System to commercial customers, and create jobs and positive economic impacts.

Overall, the FY 2027 budget request for the Seaway Operations and Maintenance program will provide GLS with the financial and personnel resources necessary to perform operational, maintenance, and administrative activities including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, and trade and economic development. It provides GLS with the resources necessary to maintain its high rate of operational and organizational performance and maintain the waterway's historically high reliability rate.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

Since the binational Seaway's opening in 1959, GLS has performed operational and maintenance activities, safety programs, and trade and economic development functions to ensure a safe, efficient, reliable, and cost-competitive commercial waterborne transportation route while also facilitating commercial trade and economic growth.

The Seaway's importance for national security and the Nation's transportation supply chain lies in its (a) strategic location connecting the Great Lakes region of North America to the Atlantic Ocean, (b) economic significance supporting economic growth, job creation, and trade, while enabling efficient transportation of goods and reducing shipping costs and congestion on alternative routes, (c) role in defense and security in the transportation of goods, equipment, and supplies necessary for military operations, including the movement of naval vessels, and (d) supply chain resilience as an alternative transportation route in the event of disruptions or congestion at other ports or transportation corridors.

GLS's long-standing and proven-effective operation of the St. Lawrence Seaway has produced significant benefits for the Nation in terms of economic growth, fuel efficiency, and congestion mitigation. Since 1959, more than 3 billion metric tons of cargo valued at over $500 billion have moved through the St. Lawrence Seaway.[3] GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users.

GLS remains dedicated to safely and efficiently operating the U.S. portion of the St. Lawrence Seaway, while also promoting the economic and environmental benefits of commercial maritime transportation, attracting new cargoes to the Seaway to spur economic growth and job creation, and leveraging technology and innovation to enhance the system's performance and safety.

[3] Seaway Traffic Reports.

Detailed Program Justification for Seaway Infrastructure Program

FY 2027 PROGRAM BUDGET REQUEST
Seaway Infrastructure Program

Program Activity	FY 2025 Actual	FY 2026 Enacted	FY 2027 President's Budget
Seaway Infrastructure Program	$16,300	$15,950	$25,000
Total	**$16,300**	**$15,950**	**$25,000**

What Is the Program and What Does This Funding Level Support?

The Seaway Infrastructure Program (SIP) addresses the needs of the GLS's infrastructure assets in Massena, NY, which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment.

GLS's role as a waterway and lock operator requires continual, proactive capital investments in the Seaway's assets to ensure the waterway's safe, reliable, and efficient commercial operations. Since 1959, over 3 billion metric tons of cargo valued at more than $500 billion have moved through the Seaway.[1] Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on GLS's safe, efficient, and operational infrastructure.

Commercial trade produces significant economic benefits to the Great Lakes region and the Nation. An economic impact study completed in 2023 concluded that maritime commerce on the Great Lakes Seaway System supports 147,350 U.S. jobs and generates associated annual U.S. economic benefits of $26.0 billion in economic activity, $14.0 billion in personal income and local consumption expenditures, and $4.0 billion in federal, state, and local tax revenue.[2]

The SIP program is consistent with corresponding efforts by our Canadian counterparts, as well as broader industry initiatives to improve maritime infrastructure throughout the Great Lakes Seaway System. In December 2023, GLS released the results of an industry survey detailing U.S. and Canadian public and private sector investments in capital infrastructure related to Great Lakes Seaway System maritime activity, including the SIP. The survey conservatively estimates $8.4 billion in Great Lakes/Seaway maritime infrastructure investments from all stakeholders between 2018-2027.[3] The survey quantifies recent and ongoing, and planned investments in the binational navigation system that help support long-term planning and the achievement of economic development goals, while also building confidence in the Great Lakes Seaway System's future viability.

During the 2025 navigation season, GLS recorded 20 hours, 58 minutes of lock downtime, which

[1] *Seaway Traffic Reports*.
[2] *Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*.
[3] *Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System*.

was due to malfunctioning lock equipment, resulting in a lock availability rate of 99.70 percent for the 297-days 2025 season.

From FY 2009-2025, GLS obligated $235 million on 69 separate infrastructure-related projects. GLS's infrastructure investments demonstrate the Nation's commitment to the long-standing agreement with Canada to jointly operate and maintain the binational St. Lawrence Seaway for commerce.

GLS's SIP plan is developed annually by Corporation engineering, maintenance, lock operations, and policy officials following annual winter preventative maintenance work and inspections. This capital planning process ensures that aging machinery, equipment, and parts are rehabilitated or replaced; that buildings for employees and the public, grounds, and utilities are sufficiently maintained, refurbished, or replaced; and that commercial trade continues to move on the Seaway safely and without interruption or delays. In preparing its budget requests, GLS categorizes its infrastructure investments under eight infrastructure categories:

Seaway Infrastructure Program (SIP) Categories / Descriptions	
Locks and Associated Structures	*Includes the structures at Eisenhower and Snell Locks and those structures that are required for the operation and/or maintenance of the locks*
Lock Equipment	*Includes the equipment at Eisenhower and Snell Locks that is used to transit vessels through the locks and the controls for that equipment*
Utilities	*Includes utilities infrastructure for electricity, fuel, potable water, wastewater, raw water, and compressed air*
O&M Equipment and Work Vehicles	*Includes heavy and light mobile equipment, shop equipment, and Massena-based work vehicles*
Buildings and Grounds	*Includes construction of and improvements to GLS-owned buildings, roadways, work areas, parking areas, and grounds*
Dredging, Navigation Aids, and Floating Plant	*Includes projects that improve the safety and efficiency of navigation and improvements to and replacement of GLS's floating plant*
Seaway International Bridge	*Includes capital improvements to the South Channel Span of the Seaway International Bridge (GLS owns 68 percent of the South Channel Span)*
IT and Communications	*Includes improvements to GLS mission-related IT network and systems as well as CCTV, cameras, and communication improvements*

Anticipated FY 2026 Activities

In FY 2026, GLS plans to obligate funds for 13 SIP projects from FY 2026 and prior year resources. Major planned projects include:

- $7.7575 million for construction and rehabilitation of operational facilities on the north side of Eisenhower Lock including the Vessel Traffic Control building
- $13.0 million for the relocation and construction of a new Administration building
- $2.5 million for concrete rehabilitation at both U.S. Seaway locks
- $1.5 million for the replacement of paving and drainage infrastructure
- $1.5 million for the rehabilitation of stop logs at both locks
- $1.2 million to upgrade of the Seaway Vessel Traffic Control System
- $1 million for the replacement of heavy and light equipment and vehicles.

Additionally, GLS's Office of Engineering and Maintenance will complete engineering specifications and plans, permitting and environmental studies, and contractual obligations for FY 2026 infrastructure projects. GLS will also manage and perform oversight of on-site infrastructure construction/installation work, acquisitions, and reporting.

FY 2027 Budget Request

For FY 2027, GLS requests not less than $25.0 million for 18 GLS SIP projects, an increase of $9.05 million from the FY 2026 Enacted amount.

Following the direction set in its FY 2022 Facility Master Plan (FMP), GLS is focusing on rehabilitating and replacing its facilities that are used for employee workspace and storage. Starting with the construction of the new Administration building in Massena NY, GLS aims to bring its numerous buildings and facilities up to date. Most of its structures have reached the end of their useful life and do not meet current building standards. GLS uses a multi-phased approach to developing each project to ensure annual funding produces usable, distinct, and tangible segments and avoids incremental funding, in accordance with Office of Management and Budget (OMB) Circular A-11.

GLS requests funding for the following projects, but may modify the execution of the Seaway Infrastructure Program budget as needs arise and as the cost and timing of projects shift.

SEAWAY INFRASTRUCTURE PROGRAM (SIP)		
Seaway Infrastructure Category	**Seaway Infrastructure Project**	**FY 2027 Request**
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	$700,000
	Rehabilitation of Concrete at Snell Lock	$700,000
	Rehabilitation of Stop Logs at Both Locks	$900,000
	Upgrade of Fendering on Approach Walls and Miter Gates at Both Locks	$100,000
Lock Equipment	Upgrade of Miter Gate Machinery at Both Locks	$500,000
	Rehabilitation of Hands-Free Mooring Equipment at Both Locks	$100,000
Utilities	Upgrade of Electrical Distribution Equipment	$200,000
	Rehabilitation of Electrical Power Distribution Infrastructure at Maintenance Base	$7,500,000
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment and Vehicles	$500,000
Buildings and Grounds	Rehabilitation/Replacement of Massena, N.Y. Facilities – Snell Lock Operations Buildings	$6,000,000
	Replacement of Paving and Drainage Infrastructure	$500,000
	Repair/Replacement of Security Fencing	$100,000
	Rehabilitation of Eisenhower Lock Highway Tunnel	$200,000
	Rehabilitation/Replacement of Massena, N.Y. Facilities – Supply Warehouse	$3,600,000
	Rehabilitation/Replacement of Massena, N.Y. Facilities – Marine Services Bldg.	$2,400,000
Seaway Int'l Bridge	Capital Improvements at the South Channel Span	$400,000
IT and Communications	Upgrade of Seaway Vessel Traffic Control System	$500,000
	Upgrade of Communications Systems	$100,000
	TOTAL (18 projects)	**$25,000,000**

Project Descriptions:

Locks and Associated Structures – Rehabilitation of Concrete at Eisenhower and Snell Locks ($1.4 million) – This annual project (estimated $700,000 for each lock) replaces deteriorated or damaged concrete at Eisenhower and Snell Locks, including concrete that was of poor quality when placed during original construction in the 1950s as well as concrete that has been damaged by freeze-thaw cycles and by vessel impacts. The damaged concrete includes the

mass concrete that forms the locks walls, floors, and ceilings of the filling and emptying culverts and the gate sills. GLS has used shotcrete to replace concrete in the culverts and lock walls to depths ranging between 8 to 24 inches and plans to replace compromised concrete in other similar locations in future years.

Locks and Associated Structures – Rehabilitation of Stop Logs at Both Locks ($900,000) - This multi-year project is to rehabilitate GLS's 34 stop logs, which are truss-framed steel structures that span the 80-foot-wide locks and have steel plates installed on one vertical side. The stop logs are stacked at each end of both locks to create temporary dams allowing the locks to be dewatered for inspection of the underwater surfaces and components during the winter maintenance season and repaired if needed. These structures are more than 60 years old and need to be reconditioned on a regular basis to ensure continued reliability.

Locks and Associated Structures – Upgrade of Fendering on Approach Walls and Miter Gates at Both Locks ($100,000) – This multi-year project is to replace wood fendering on the approach walls at both locks with rubber fenders to protect both transiting vessels and approach walls. The cost of the wood fenders has increased, and the rubber fenders have become a cost-effective solution and have performed well at other sites.

Lock Equipment – Upgrade of Miter Gate Machinery at Both Locks ($500,000) – This project is to continue replacing and upgrading the miter gate machinery at both Eisenhower and Snell Locks to ensure continued reliability. This machinery is critical to the operation of the lock gates that open and close with each vessel transit. Previous project work was completed in FY 2014 and FY 2015 and focused on the rehabilitation of the primary and spare gearboxes and new bull gear pins and center bushings. The FY 2027 request is to focus on continuing the phasing of modernizing the motors for the bull gears at the eight locations.

Lock Equipment – Rehabilitation of Hands-Free Mooring Equipment at Both Locks ($100,000) – This project is the annual rehabilitation and upgrade to one of the seven Hands-Free Mooring (HFM) units (three at each of the two locks, plus one auxiliary unit). This technology allows commercial ships to transit more safely and efficiently through the lock system without the use of mooring lines while also enhancing workplace safety and improving operational efficiency. GLS's upkeep plan is to perform maintenance on one unit each year, which meets the manufacturer's maintenance recommendations, maximizes the cycle of the equipment, and is in line with ongoing HFM rehabilitative work being conducted by the Canadian SLSMC at their locks. GLS annually substitutes the auxiliary unit for the unit under maintenance as part of the rotational process to ensure six operational HFM units at the two U.S. Seaway locks.

Utilities – Upgrade Electrical Distribution Equipment ($200,000) – This project is to install power distribution equipment at facilities in Massena, N.Y. This work is part of a multi-year project to upgrade electrical distribution equipment, some of which is over 60 years old, at both Eisenhower and Snell Locks and at the Maintenance and Marine Base Facility. GLS anticipates replacing electrical panels, wiring, and power feeds and transformers at multiple locations to ensure the continued reliability of the power distribution system for ongoing GLS operations.

Utilities – Rehabilitate of Electrical Power Distribution Infrastructure at Maintenance Base ($7.5 million) – This critical project, listed in the GLS's FMP will significantly upgrade the 65-year-old electrical infrastructure at the Maintenance Base to improve the on-site power distribution system. The project offers two benefits:

- First, it will reduce risk of power failure at GLS Maintenance Base location, where GLS fabricates and repairs lock replacement parts, maintains equipment and vehicles, and stores parts and supplies. Power failures occur at the Maintenance Base today, and GLS relies on portable generators for backup electrical power. This project would include installing updated emergency generators to replace the original generators that are at the end of their useful life. Maintenance Base is the only GLS site that does not already have permanent backup generators.
- Second, it will provide the foundation for new construction and capital improvements at Maintenance Base. The onsite electrical grid must be upgraded to support the higher demand for power of new facilities, including the proposed new supply warehouse and marine services buildings, which are described below.

O&M Equipment and Work Vehicles – Replacement of Heavy and Light Equipment and Vehicles ($500,000) – This annual project is to replace heavy and light equipment, work vehicles, and shop equipment as they become worn out and unserviceable. Heavy and light equipment include cranes, dump trucks, snowplows, backhoes, graders, front-end loaders, and assorted shop equipment. Equipment and vehicles are inspected regularly, and their replacement is prioritized based on the results of those inspections. In FY 2027, GLS anticipates continuing to replace fleet work vehicles.

Buildings and Grounds – Rehabilitation or Replacement of Massena, N.Y. Facilities – Snell Lock Operations Buildings ($6.0 million) – This project is to replace operational facilities on the north side of Snell Lock. The project will focus on the replacement or rehabilitation of the lock operations building and the upstream and downstream control towers and is part of the GLS FMP to address antiquated infrastructure at GLS facilities. This project mirrors the rehabilitation of the Eisenhower Lock operational facilities, which Congress funded in FY 2026. Both locks have operational facilities that are crewed 24/7 but are no longer cost effective to maintain. These projects will improve working conditions for the lock crew and bring the buildings into a state of good repair.

Buildings and Grounds – Replacement of Paving and Drainage Infrastructure ($500,000) – This is an ongoing project to repair the pavement and drainage along lock approach walls as well as the roadways, public parking, and work areas at all GLS facilities. In FY 2027, GLS plans to address paving and drainage for the main parking lot area at Maintenance Base. This would include improvements to the stormwater drainage infrastructure. In upstate New York, the damage to pavement caused by winter conditions is significant. If repairs are not made before the damage is too severe, complete replacement of the pavement down to and often including the base materials is required at a much higher cost.

Buildings and Grounds – Repair/Replacement of Security Fencing ($100,000) – In 2001 GLS installed miles of security fencing along its property lines and around its locks and

operational facilities in Massena, N.Y. The FY 2027 request will fund the rehabilitation or replacement of damaged and deteriorated fencing posts and chain-link fabric as well as upgrades to gate and operator equipment. This is a multi-year project that is anticipated to be completed during the winter work of FY 2027 and FY 2028.

Buildings and Grounds – Rehabilitation of Eisenhower Lock Highway Tunnel ($200,000) - This multi-year project is to rehabilitate the Eisenhower Lock Highway Tunnel structure which facilitates a public roadway crossing through Eisenhower Lock. The tunnel is original to the construction of Eisenhower Lock and needs regular maintenance to ensure continued service. In FY 2027, GLS plans to replace the tunnel's deteriorating ceramic tiling and drainage infrastructure.

Buildings and Grounds – Supply Warehouse ($3.6 million) – This project is to construct a new centralized warehouse to consolidate supply and spare parts into one facility. Currently, GLS has six separate buildings used to store inventory and supplies. This situation has contributed to the GLS auditor's identifying significant deficiencies around inventory controls and tracking. The proposed building would improve the security, efficiency, and reliability of stored spares parts and supplies. It will have improved systems for the tracking and distribution of supplies and parts, as well as increased storage space that will allow for a full range of lock and property maintenance support. Relocating the warehouse in proximity to the location where supply staff manage large-scale inventory will allow easier and faster retrieval of supplies and spare parts and result in increased operational efficiencies. The current GLS storage building was built in 1973, is unheated, and inefficient for the increased GLS supply space needs to address a full range of lock and property maintenance

Buildings and Grounds – Marine Services Building ($2.4 million) – This new project would relocate and replace the Marine Services building used by GLS work crews that are responsible for tug operations, emergency response, and navigation aid repairs. The new building will be positioned closer to the water where maintenance is performed and provide adequate office, storage, and workbench areas for GLS Marine Services employees, and be brought up to current building standards, improving GLS efficiency. The project would also create inside repair shop and storage space for GLS's smaller watercraft over the winter months, reducing wear and tear on those boats. Relocating the building allows GLS additional land use for future FMP projects related to the maintenance facilities. The existing Marine Services Building was built in the early 1960s and does not meet current building standards or GLS needs.

Seaway International Bridge – Capital Improvements at South Channel Span ($400,000) – This capital infrastructure project is for planned repairs and substructure rehabilitation on the South Channel Span of the Seaway International Bridge, which is co-owned by GLS and the Canadian federal government and operated and managed by the Seaway International Bridge Corporation (SIBC). The cost split for capital infrastructure work on the South Channel Span is currently 68 percent U.S./32 percent Canada.

IT and Communications – Upgrade of Seaway Vessel Traffic Control System ($500,000) – This project continues the development and implementation of an expansion and upgrade of the binational Seaway vessel traffic control system. GLS and Canadian SLSMC have been

developing a new system called the Voyage Information System (VIS) that is a collaborative data sharing and decision-making environment and will greatly enhance the safety and efficiency of maritime navigation in the Great Lakes St. Lawrence Seaway System. The cloud migration development phase initiated in FY 2026 will continue through early FY 2027 with the final release of the system's cloud-based platform expected in mid to late FY 2027.

IT and Communications – Upgrade of Communications Systems ($100,000) -This multi-year project is to upgrade and replace radio communication equipment and infrastructure that is nearing end of life as technical support and service parts become unavailable. The use of modern technology in shore-to-ship radio communication is critical to ensure safe maritime navigation in the Great Lakes St. Lawrence Seaway System.

What Benefits Will Be Provided to the American Public Through This Request and Why Is This Program Necessary?

The Great Lakes St. Lawrence Seaway System is a binational waterway connecting world markets to the Great Lakes region. The goal of GLS's SIP is to ensure the long-term structural integrity and reliability of the Seaway infrastructure, which is a critical component of the economic strength of the eight-state region and the Nation. Without safe, modern, reliable, and efficient locks and waterways, the St. Lawrence Seaway will lose its competitive advantage for the movement of raw, bulk, and project cargoes to and from the Heartland of North America.

Without GLS's continued efforts to modernize the U.S. Seaway infrastructure, commercial users could consider alternative, more dependable modes and routes to move goods to and from the region. This shift could result in fewer economic benefits to the region and the Nation, increased road and rail congestion leading to supply chain issues, and an increase in cost for consumer goods and products

INFORMATION TECHNOLOGY
U.S. DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
BUDGET AUTHORITY
($000)

Budget Account	FY 2025 Actual	FY 2026 Full-Year Cont. Res.	FY 2027 President's Budget
Operations and Maintenance (69X8003)	**$3,388**	**$3,863**	**$3,412**
Shared Services WCF	$1,335	$1,531	$1,531
Modal IT	$2,053	$2,332	$1,881
Total	**$3,388**	**$3,863**	**$3,412**

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) is requesting **$3.4 million** from the Operations and Maintenance account (69X8003) for information technologies (IT) that support the full spectrum of GLS programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

IT Shared Services through the Working Capital Fund (WCF)

OCIO will continue to provide all modes Commodity IT Shared Services in FY 2027 to achieve economies of scale and increase consistency of cybersecurity protections across the Department. Commodity IT Shared Services include IT functions and activities dedicated to basic support services, including network operations, end-user computing, telecommunications services, and server operations.

- The GLS request includes **$1.5 million** from the Operations and Maintenance account (69X8003) for IT Shared Services. The GLS share was based on actual commodity IT consumption in prior years as well as planned future consumption. OCIO, in collaboration with the GLS, assumed a one-to-one cost estimate to transition all commodity IT to OCIO. The GLS will only be charged for services rendered.

Modal IT

The following major mission-critical IT systems will be maintained by the GLS in FY 2027. This list represents those IT systems that support the GLS and are reported in OMB's Corporate Investment Management System (CIMS).

Financial/Accounting System – The GLS requests **$600,000** from the Operations and Maintenance account (69X8003) for the operations and maintenance (O&M) expenses related to its access and usage of the Delphi financial management system and Prism Information & Digital Services at the Enterprise Services Center (ESC), which is a

Federal Shared Service Provider. The GLS utilizes this system for all its financial and accounting transactional and reporting requirements.

- **Development and Support for Seaway Vessel Traffic Management System** – The GLS requests **$850,000** from the Operations and Maintenance account (69X8003) for annual O&M costs ($100,000) related to the Automatic Identification System (AIS)-based vessel traffic management system as well as ongoing development costs ($750,000) for the Voyage Information System (VIS) component of the vessel traffic management system. The VIS will allow the GLS to improve the way it manages, schedules, and predicts vessel traffic in the Great Lakes Seaway System. It will provide for safer and more efficient transits, first through the Seaway, and then, ultimately, the entire Great Lakes.

- **PC&B for IT Operations Staff** – The GLS requests **$267,000** from the Operations and Maintenance account (69X8003) for the personnel compensation and benefits (PC&B) costs for its 2.0 FTEs responsible for IT operations for mission systems.

- **PC&B for Cybersecurity Staff** – The GLS requests **$142,000** from the Operations and Maintenance account (69X8003) for the PC&B costs of its 1.0 FTE responsible for cybersecurity for mission systems.

- **CASTLE Time and Attendance System** – The GLS requests **$22,000** from the Operations and Maintenance account (69X8003) for its annual expenses for FAA's CASTLE time and attendance application.

Great Lakes St. Lawrence Seaway Development Corporation

Seaway Infrastructure Program (SIP)

FY 2024 Project Update

Summary and Background

The St. Lawrence Seaway comprises perpetual assets (locks, channels, an international bridge, a highway tunnel, and accompanying facilities and equipment), which require capital reinvestment to continue to operate safely, reliably, and efficiently. Without sufficient investment in GLS's perpetual assets, the future availability and reliability of the U.S. section of the St. Lawrence Seaway would be at risk. GLS has maintained a 99 percent reliability rate over its history and the SIP is necessary to continue accomplishing this level in the future.

Over its history, more than 3 billion metric tons of cargo valued at more than $500 billion have moved through the St. Lawrence Seaway. This binational commercial transportation route impacts more than 241,000 U.S. and Canadian jobs and generates annual binational economic benefits of $36 billion in economic activity, $17.8 billion in personal income and local consumption expenditures, and $6.3 billion in Federal, State/Provincial, and local tax revenue.[1]

In Fiscal Year (FY) 2024, GLS obligated $3.3 million using contracts for 26 SIP projects including $619,000 in personnel costs in FY 2024 for SIP-related staff activities. Through the first 16 years of dedicated Seaway infrastructure funding (FYs 2009–2024), GLS has obligated $228 million on 67 separate infrastructure-related projects *(see pages 15–16)*. These projects included maintenance dredging in the U.S. portion of the Seaway navigation channel, lock miter gate and culvert valve machinery upgrades, culvert valve replacements, hands-free mooring installation at the locks, upgrades to our heavy lift crane barge, capital improvements at the Seaway International Bridge, miter gate rehabilitation, and acquisition of newly constructed tugboats, as well as various other structural and equipment repairs and/or replacements.

GLS's SIP has resulted not only in modernized infrastructure and new equipment to ensure the long-term reliability of the St. Lawrence Seaway, but it is also having a positive and significant impact on the Upstate New York economy. In fact, more than 55 percent of the SIP funds obligated during the Program's first 16 years, totaling nearly $126 million, were awarded to contractors within that region.

These significant investments clearly demonstrate the Federal commitment to the long-term health and vitality of the binational waterway, complementing infrastructure investments being made by other Great Lakes Seaway System stakeholders, including ports, terminals, and carriers.

SIP projects and estimates focus on eight infrastructure categories:

- Locks and Associated Structures – Includes the structures at Eisenhower and Snell Locks and those structures that are required for the operation and maintenance of the locks.
- Lock Equipment – Includes the equipment at Eisenhower and Snell Locks that is used to transit vessels through the locks and the controls for that equipment.
- Utilities – Includes utilities infrastructure for electricity, fuel, potable water, raw water, and compressed air.

[1] *Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*, Martin Associates, July 2023.

- Operations & Maintenance (O&M) Equipment and Work Vehicles – Includes mobile heavy and light equipment, shop equipment, and Massena-based work vehicles.

- Buildings and Grounds – Includes construction of and improvements to GLS-owned buildings, roadways, work areas, parking areas, and grounds.

- Dredging, Navigation Aids, and Floating Plant – Includes projects that improve the safety and efficiency of navigation, as well as improvements to and replacement of GLS's floating plant.

- Seaway International Bridge – Includes capital improvements to the South Channel Span of the Seaway International Bridge (GLS owns 68 percent of the South Channel Span).

- Information Technology (IT) and Communications – Includes improvements to GLS's Non-Common Operating Environment (COE) IT network and systems, as well as CCTV, cameras, and communication improvements.

As background, beginning in FY 2023, GLS, through its SIP, continued to address its core infrastructure asset needs related to moving commercial trade safely and efficiently, as well as began work on a multiyear effort to rebuild or rehabilitate its aging buildings and work areas in Massena, New York. Most of the buildings and facilities at that site, owned and operated by GLS and built at the time of the Seaway's construction in the 1950s, have reached the end of their useful life and do not meet Americans with Disabilities Act (ADA) and other current building standards.

To address these concerns, GLS contracted in FY 2022 with an architectural engineering firm for a Facility Master Plan (FMP) to include a review of the entire GLS's Massena building and workplace inventory. The FMP is used to assess current conditions, address needed maintenance and rehabilitation to meet current workplace standards, and provide cost estimates for new capital improvement projects that will replace outdated, inefficient buildings and workspaces.

The original FMP identified 20 capital improvement projects totaling $50 million. The SIP five-year capital planning process ensures that aging machinery, equipment, and parts are rehabilitated or replaced; buildings, grounds, and utilities are sufficiently maintained or refurbished; and commercial trade continues to move on the Seaway safely with minimum interruption or delay. GLS's SIP complies with the August 2025 update of OMB Circular A-11, specifically adhering to the Full Funding policy for capital assets. Each project phase is structured as a distinct, useful segment designed to deliver independent programmatic value, ensuring that the SIP remains viable and compliant within the framework of annual appropriations.

This update also includes a preliminary forward-looking project plan for the FY 2026 to FY 2030 period. This 5-year projection totals $92.0 million and reflects the direction set in the original FMP. Dollar amounts for SIP projects are "project feasibility" estimates that can vary by an industry recognized 20-30 percent.

FY 2024 Seaway Infrastructure Program (SIP) Project Updates

GLS completed 26 SIP projects in FY 2024. The following update covers the largest 18 SIP projects that each cost at least $25,000.[2] GLS continues to use contracts that are consistent with the Buy American Act and promote small and disadvantaged businesses, as well as Federal contract programs offered by the General Services Administration, including e-Buy, AutoChoice, and the Federal Supply Schedule, whenever possible. Of GLS's FY 2024 SIP contracts, 43 percent were awarded to small businesses and 43 percent to small businesses.

1) LOCK AND ASSOCIATED STRUCTURES – UPGRADE OF FENDERING ON APPROACH WALLS AT BOTH LOCKS

GLS work crews perform fendering replacement along the lower guidewall at Eisenhower Lock.

General Description: This project is to replace wood fendering on the approach walls at the two U.S.-controlled and maintained locks with rubber fenders to protect both transiting vessels and the approach walls. The cost of the wood fenders is increasing such that rubber fenders have become cost-competitive. The rubber fenders that have been installed to date have performed well and tend to hold vessels in place better than wooden fenders.

FY 2024 Obligations:[3] $680,667

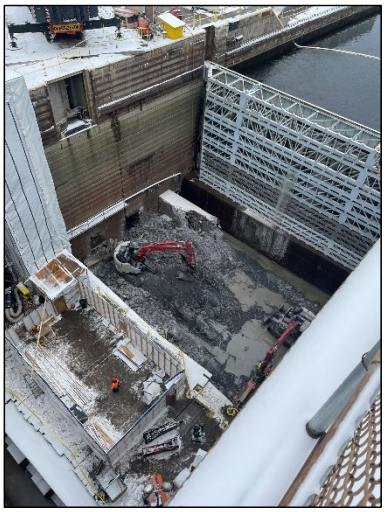
Total Obligations *(FY 2009–2024)*: $2,056,076

Project Update *(as of September 30, 2024)*: In FY 2024, GLS made purchases for supplies and equipment necessary for the GLS workforce to complete repairs to damaged ship fendering at the two U.S. Seaway locks. The purchases included 1,000 linear feet of rubber trapezoidal approach wall fendering and the associated steel brackets from DS Imports LLC, Galveston, Texas, for $637,245. In addition, GLS purchased installation supplies and hardware required for the fendering installation from Fastenal Co., Winona, Minnesota, for $21,103. The fendering work was completed by GLS's maintenance workforce, and this is a regular and recurring project based on fendering damage. Most of the fendering purchased in FY 2024 was installed during FY 2024.

[2] There were eight SIP projects with FY 2024 obligations below $25,000 that are not reported in the project update section: (1) IT and Communications – Upgrade of Communications Systems ($660); (2) IT and Communications – Upgrade of Networks and IT Security ($5,834); (3) Lock Equipment – Upgrade of Miter Gate Machinery at Both Locks ($6,725); (4) Lock Equipment – Upgrade of Drainage Infrastructure in Galleries and Recesses at Both Locks ($9,405); (5) IT and Communications – Upgrade/Replacement of Operational CCTVs ($10,568); (6) IT and Communications – Upgrade of Lock Controls ($12,113); (7) Lock and Associated Structures – Rehabilitation of Concrete at Eisenhower Lock ($12,736); and (8) Lock and Associated Structures – Installation of Marine Base Boat Launch Ramp ($24,286).

[3] The "FY 2024 Obligations" amount includes all GLS obligations incurred related to the Project during FY 2024. It includes contracts and labor hours.

(2) LOCKS AND ASSOCIATED STRUCTURES – REHABILITATION OF DIFFUSERS AT SNELL LOCK



During the winter of 2024, contractors completed the replacement of the three upstream diffusers at Snell Lock.

General Description: This project is to replace deteriorated or damaged concrete in the diffusers at the Snell Lock. The work is needed due to poor-quality concrete used during original construction of the locks as well as concrete damaged by freeze and thaw cycles. Diffusers are the outlet structures used to dampen the flow of water when the lock is emptied.

FY 2024 Obligations: $255,887

Total Obligations *(FY 2009–2024)*: $7,962,199

Project Update *(as of September 30, 2024)*: In FY 2024, GLS awarded a modification to the contract for $116,215 to Kubricky Construction Corp., Gansevoort, New York, related to the completion of the contract for the replacement of the concrete diffusers at Snell Lock. In addition, GLS awarded a contract for $62,687 to Bergmann Associates, Architects, Engineers, Landscape Architects & Surveyors, D.P.C., Rochester, New York, for technical oversight and inspection of the FY 2024 winter work for this project. The work for this project began in FY 2023 following the completion of the 2022 navigation season with most of the work being completed in the winter of 2024.

3) LOCKS AND ASSOCIATED STRUCTURES – REHABILITATION OF STOP LOGS AT BOTH LOCKS

General Description: This multiyear project is for rehabilitating GLS's 34 stop logs, which are truss-framed steel structures that span the 80-foot-wide locks and have steel plates installed on one vertical side. The stop logs are stacked at each end of both locks to create temporary dams, allowing the locks to be dewatered for inspection or repair of the underwater surfaces and components during the winter maintenance season. These structures are more than 60 years old and need to be rehabilitated on a regular basis to ensure continued reliability.

FY 2024 Obligations: $108,835

Total Obligations *(FY 2009–2024)*: $382,979

Project Update *(as of September 30, 2024)*: GLS awarded DS Imports LLC, Galveston, Texas, $45,591 to purchase replacement rubber seals for the stop logs at both locks. GLS crews completed the work that included blasting and painting of the stop logs, replacement of seals and hardware, as well as structural repairs. GLS expects to complete 1-2 stop log rehabilitations each year.

4) LOCKS AND ASSOCIATED STRUCTURES – REPLACEMENT OF RECESS COVERS AT BOTH LOCKS

An example of one of the new personnel access hatches along the lock wall to keep water out of recesses and provide improved safety for GLS personnel.

General Description: This is a multiyear project to replace steel and steel/concrete composite covers that are used to access the lock operating machinery located in the galleries and recesses at both locks. Many of these recess covers are original and will be over 60 years old when they are replaced. They have deteriorated due to the use of salt to keep covered areas clear of ice, and they have been further damaged by trucks and heavy equipment driving over them. GLS will replace the covers with more durable and repairable materials designed for greater loads.

FY 2024 Obligations: $271,939

Total Obligations *(FY 2009–2024)*: $1,770,306

Project Update *(as of September 30, 2024)*: GLS fabricated and installed covers for the bullgear machinery recesses to keep water out of recesses and provide improved safety for GLS personnel going in and out of lock recesses for inspections and maintenance. The bullgear machinery is used to open and close miter gates. In FY 2024, material was ordered for the fabrication of the covers for the four bullgear locations at Snell Lock, and installation was completed at two of those locations. Multiple contracts were awarded to purchase steel, paint, and hardware including with Kodiak Manufacturing, Allison, Pennsylvania, for $46,505; Airtec Corporation, Detroit, Michigan, for $47,212; and J&S Steel, Plattsburgh, New York, for $22,210.

5) LOCKS AND ASSOCIATED STRUCTURES – UPGRADE OF LIGHTING AT BOTH LOCKS

General Description: This project is to replace stringed incandescent lighting with fixed, brighter, and more efficient LED lighting below grade at both locks in the cable galleries and other work areas.

FY 2024 Obligations: $52,048

Total Obligations *(FY 2009–2024)*: $252,747

Project Update *(as of September 30, 2024)*: GLS awarded several contracts, including $36,129 to Graybar Electric Company, St. Louis, Missouri, for LED lighting and installation equipment and supplies. GLS crews completed installation of the lighting in the riser sections at both ends of both locks and replaced several lighting panels at the Maintenance and Marine Base facilities in

FY 2024.

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(6) LOCK EQUIPMENT – REPAIR/REPLACEMENT OF PIPING AND VALVES AT BOTH LOCKS

General Description: This is a multiyear maintenance project to repair or replace air and water piping, fittings, valves, and monitoring equipment at the Eisenhower and Snell Locks. The lock facilities have extensive air and water distribution systems that are continuously subject to corrosion damage. Repairs are needed to restore or replace deteriorated piping and appurtenances to maintain these critical utilities.

FY 2024 Obligations: $51,616

Total Obligations *(FY 2009–2024)*: $262,611

Project Update *(as of September 30, 2024)*: GLS awarded several contracts totaling $32,592 for parts and supplies to replace over 200 linear feet of compressed air lines in the cable galleries at the upstream end of Eisenhower Lock. GLS is replacing the original carbon steel piping with reinforced polypropylene piping for improved operability, durability, and suitability to the damp environment.

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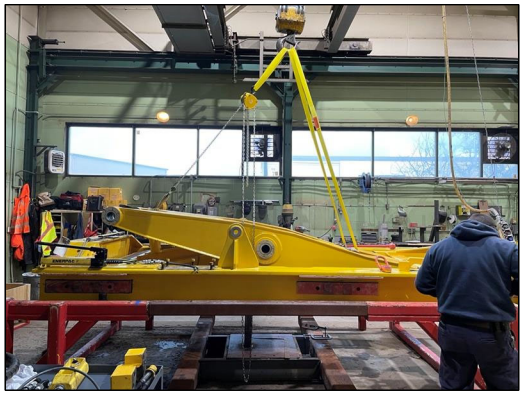
7) LOCK EQUIPMENT – REHABILITATE HANDS-FREE MOORING SYSTEM UNITS



GLS crews perform rehabilitation maintenance on an out-of-service unit of the hands-free mooring system in Massena.

General Description: Hands-Free Mooring (HFM) technology is used at the U.S. locks and most of the Canadian locks within the St. Lawrence Seaway to move commercial vessels through the system. The technology allows commercial ships to transit safely and more efficiently without the use of mooring lines while also enhancing workplace safety and improving operational efficiency. Each year, GLS removes one of the six operating units used at the two locks and replaces various parts including seals, hydraulic cylinders, bushings, and bearings. A fully operational spare unit is used in place of each unit pulled for maintenance.

FY 2024 Obligations: $123,080

Total Obligations *(FY 2009–2024)*: $236,842

Project Update *(as of September 30, 2024)*: GLS continued its HFM maintenance program in FY 2024 with multiple contracts totaling $65,927 for parts, equipment, and supplies to repair and

replace worn parts proactively and repaint one of GLS's six operating HFM units. GLS crews completed the inspection and rebuild work.

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8) LOCK EQUIPMENT – REHABILITATE VERTICAL LIFT GATE

General Description: The Vertical Lift Gate is located at the upstream end of Eisenhower Lock and is original to the lock's construction. The function of the Vertical Lift Gate is to serve as an emergency dam to stop the uncontrolled release of water from the St. Lawrence River in the event of a major miter gate failure at Eisenhower Lock.

FY 2024 Obligations: $37,223

Total Obligations *(FY 2009–2024)*: $37,223

Project Update *(as of September 30, 2024)*: In FY 2024, GLS awarded equipment and hardware purchases totaling $31,546 to multiple vendors. This award was related to improvements of instrumentation used to ensure the Vertical Lift Gate raises and lowers properly and into the correct positions in the event of an emergency. GLS crews completed the installation work.

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9) UTILITIES – UPGRADE OF POWER SUPPLY INFRASTRUCTURE FROM MOSES-SAUNDERS DAM TO BOTH LOCKS AND ADJACENT FACILITIES

General Description: This project is for upgrading the infrastructure that supplies power to the Eisenhower and Snell Locks and to the Corporation's Maintenance Facility. The power is provided directly from the Moses-Saunders Power Dam over infrastructure that is 60 years old.

FY 2024 Obligations: $25,497

Total Obligations *(FY 2009–2024)*: $805,801

Project Update *(as of September 30, 2024)*: In FY 2024, the New York Power Authority (NYPA) continued its ongoing rehabilitation of the infrastructure that supplies power to GLS for operations and maintenance activities. This is a recurring annual SIP project with expenditures dependent on NYPA plans. In FY 2024, GLS paid $25,497 to NYPA, White Plains, New York, for its work on GLS power-related infrastructure rehabilitation, which included work to make upgrades on the transmission lines connected to GLS facilities.

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10) UTILITIES – UPGRADE OF ELECTRICAL DISTRIBUTION EQUIPMENT

General Description: This project is for upgrading electrical distribution equipment at the Eisenhower and Snell Locks and at the Maintenance Facility to ensure continued reliability. Much of this equipment is 60 years old.

FY 2024 Obligations: $77,996

Total Obligations *(FY 2009–2024)*: $4,778,393

Project Update *(as of September 30, 2024)*: In FY 2024, GLS maintenance crews completed various upgrades to buried electrical and fiber utility feeds to multiple facilities on the north side of Eisenhower Lock, including at the Vessel Traffic Control building.

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11) O&M EQUIPMENT AND WORK VEHICLES – REPLACEMENT OF HEAVY AND LIGHT EQUIPMENT AND VEHICLES

General Description: This is an ongoing project to replace heavy and light equipment, vehicles, and shop equipment as it became worn out and unserviceable. Heavy and light equipment includes such items as a crane, dump truck, snowplow, backhoe, grader, front-end loader, air compressor, forklift, and welder. Shop equipment includes such items as a lathe, drill press, vehicle hoist, and milling machine. Equipment and vehicles are inspected regularly, and their replacement is prioritized based on the results of those inspections.

GLS's new heavy-duty precision lathe in Massena.

FY 2024 Obligations: $161,187

Total Obligations *(FY 2009–2024)*: $5,686,751

Project Update *(as of September 30, 2024)*: In FY 2024, GLS purchased a band saw for metal cutting from Gladwin Machinery Solutions, Minneapolis, Minnesota, for $72,215. In addition, GLS purchased a precision lathe from Reinen Machine Sales, Bedminster, New Jersey, for $75,949. GLS crews completed the installation of new power feeds needed for these machines, as well as the commissioning required.

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12) BUILDING AND GROUNDS – REPLACEMENT OF PAVING AND DRAINAGE INFRASTRUCTURE

General Description: This project is for improving the pavement and drainage along lock approach walls as well as the roadways, public parking, and work areas at all Corporation facilities. In Upstate New York, the damage to pavements caused by winter conditions is significant.

FY 2024 Obligations: $45,145

Total Obligations *(FY 2009–2024)*: $4,210,024

Project Update *(as of September 30, 2024)*: In FY 2024, GLS awarded a contract modification to LaVack's Custom Builders, Inc., Massena, New York, for $14,950 to complete a paving and

drainage replacement and improvement project at GLS's Maintenance and Marine Base. Additional drainage replacement and improvement work was completed by GLS maintenance workers at various locations for GLS facilities in Massena.

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13) BUILDING AND GROUNDS – REHABILITATION OF EISENHOWER LOCK HIGHWAY TUNNEL

General Description: This is an ongoing project to maintain and upgrade the highway tunnel that goes through the upper sill area of Eisenhower Lock, providing the only access to the north sides of both Eisenhower and Snell Locks, to the New York Power Authority's Robert Moses Power Project, and to the New York State Park on Barnhart Island. This project includes grouting to limit the water leaking into the tunnel, improving the drainage, replacing the roadway surface, replacing deteriorated/damaged gratings and railings, and routinely clearing tunnel drains. Since this tunnel is the only means of access to these facilities, any problems that would make it necessary to close the tunnel for repair would have very significant impacts, including closure of the Robert Moses State Park and creating limited-to-no-access for New York Power Authority staff and contractors working at the Moses-Saunders Power Dam.

FY 2024 Obligations: $34,864

Total Obligations *(FY 2009–2024)*: $1,893,149

Project Update *(as of September 30, 2024)*: In FY 2024, GLS awarded a contract modification to Dow Electric, Inc., Malone, New York, for $14,382 to complete the project for the installation of new steel for the drainage structure and concrete roadway repairs in the Eisenhower Lock Highway Tunnel. The work was completed in late FY 2024. The tunnel and its roadway are used by the public and are an important transportation infrastructure asset for Upstate New York tourism, GLS operations, and New York Power Authority employees.

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14) BUILDING AND GROUNDS – REPLACEMENT OF WINDOWS AND DOORS AND REPAIR BUILDING FACADES

General Description: This project is for replacing corroded/worn windows and doors with more efficient units and for repairing brick and stone facades.

FY 2024 Obligations: $79,806

Total Obligations *(FY 2009–2024)*: $200,633

Project Update *(as of September 30, 2024)*: GLS awarded multiple contracts in FY 2024 to make improvements to existing GLS facilities in Massena. GLS awarded a contract to Structural Wood Corporation, St. Paul, Minnesota, for $30,450 for replacement doors that access multiple below-ground utility locations at both locks. In addition, GLS awarded a contract to Triple A Lumber, Inc., Canton, New York, for $19,062 for windows at the control towers at both locks. All

installation work was completed by GLS crews in FY 2024.

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15) BUILDINGS AND GROUNDS – REPLACEMENT OF SEAWAY VISITOR CENTER AT EISENHOWER LOCK

General Description: In FY 2019, the U.S. Department of Transportation announced that a new Seaway Visitor Center at Eisenhower Lock in Massena would be constructed to replace the original center built in the early 1960s. The old center was limited to outdoor observation decks; however, it was an important attraction for Upstate New York tourism hosting more than 60,000 visitors each year. The new facility has improved upon the limitations of the old center and included the addition of two interior floors of interactive exhibits and accessibility for people with disabilities.

GLS's Seaway Visitor Center at Eisenhower Lock was completed in early FY 2024 and opened to the public in May 2024.

FY 2024 Obligations: $420,737

Total Obligations *(FY 2009–2024)*: $11,172,231

Project Update *(as of September 30, 2024)*: In FY 2024, GLS awarded additional contract modifications totaling $214,419 to Con Tech Building Systems, Inc., Gouverneur, New York, for the completion of the construction of the new 7,500-square-foot Seaway Visitor Center at Eisenhower Lock. The construction was completed by Con Tech in early FY 2024 at a final cost of $8.7 million, and the grand opening took place in May 2024.

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16) BUILDINGS AND GROUNDS – REHABILITATION/REPLACEMENT OF MASSENA FACILITIES

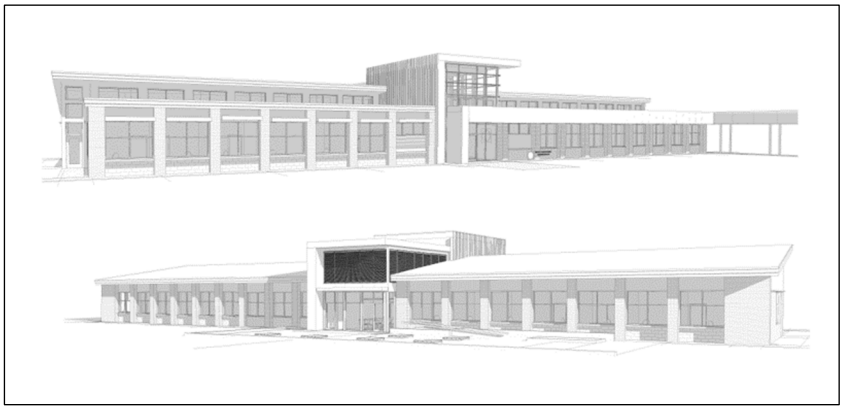
General Description: This is a multiyear project to replace and rehabilitate GLS buildings and structures in Massena that are outdated. As a Federal Government corporation, GLS owns and is responsible for 34 operational, administrative, maintenance, and storage buildings. Many of these buildings include workspace for GLS employees. Nearly every GLS building in Massena was built during the Seaway's construction in the 1950s and needs to be replaced or brought up to current construction standards.

FY 2024 Obligations: $231,216

Total Obligations *(FY 20092024)*: $1,633,168

Project Update *(as of September 30, 2024)*: In FY 2023, GLS awarded a contract for $935,182 to

WSP USA, Inc., Buffalo, New York, for the conceptual design, construction design, and the construction administration and oversight of GLS's new Administration Building to be constructed on the south side of Eisenhower Lock. The existing 30,800-square-foot building constructed in the late 1950s will be replaced with the construction of a new, smaller 13,000-square-foot facility. This new construction contract is anticipated to be awarded early FY 2026 and is currently estimated at $13 million.



Engineering drawings (top image is front of building; bottom image is rear of building) of the new GLS Administration Building to be located on the south side of Eisenhower Lock.

The new GLS Administration Building is the first project of a multi-year effort to rehabilitate or replace its various buildings and facilities in Massena that are used for employee workspace and storage.

In FY 2022, GLS contracted with an architectural/engineering firm for a Facility Master Plan (FMP) to include a review of GLS's entire Massena building/workplace inventory to assess current conditions, address needed maintenance and/or rehabilitation to meet current workplace and energy standards, and provide cost estimates for new, more space-efficient workspace. The FMP identified 20 capital improvement projects with a current projected cost of $50 million.

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17) DREDGING, NAVIGATION AIDS, AND FLOATING PLANT – REPLACEMENT OF FLOATING NAVIGATION AIDS / UPGRADE TO ALL-SEASON BUOYS

General Description: This is an ongoing program to replace floating navigational aids/buoys and winter markers that have been damaged over the years and to upgrade the lights on the buoys. GLS is responsible for 101 buoys (with one light per unit) and 59 winter markers along a 120-mile portion of the Seaway.

FY 2024 Obligations: $306,402

Total Obligations *(FY 2009–2024)*: $3,205,214

Project Update *(as of September 30, 2024)*: In FY 2023, GLS awarded a contract to UMS Metal Fabricators, Inc., Mobile, Alabama, for $1.8 million to purchase 72 all-season buoys to be fabricated and delivered over four years, from FY 2023 and FY 2026. This purchase completes GLS's needs to convert all its navigation aids to all-season buoys.

Unlike traditional Seaway navigation aids, each all-season buoy will not have to be lifted out of the water unless it is found off-station or it needs a mooring inspection. This approach reduces

the number of conventional buoys that must be commissioned and decommissioned, thus saving GLS time and money. In addition, all-season buoys will provide economic savings to the Seaway's commercial users by eliminating double pilotage costs for several weeks at the beginning and end of each navigation season when traditional navigation aids are not in the water.

GLS has received and deployed 33 of the 72 all-season buoys. GLS continued fitting the buoys in FY 2024 and awarded a contract to Rope Corp., Tampa, Florida, for $112,555 for marine-grade navigation lights for 20 buoys. GLS awarded another contract to Mathews Associates, Sanford, Florida, for $38,768 for marine-grade rechargeable batteries to power the navigational lights, for 20 buoys. GLS awarded multiple purchases to procure chains and concrete materials to fabricate anchors for the buoys.

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18) IT AND COMMUNICATIONS – UPGRADE OF SEAWAY VESSEL TRAFFIC MANAGEMENT SYSTEM

General Description: This project is to expand the use of the Seaway's Global Positioning System (GPS) and Automatic Identification System (AIS) navigation technologies, which are incorporated into the Seaway's binational Traffic Management System (TMS). Future upgrades will further improve the safety for vessels transiting the Seaway and increase time management efficiencies for Great Lakes Seaway System commercial users and stakeholders.

FY 2024 Obligations: $213,772

Total Obligations *(FYs 2009–2024)*: $1,729,288

Project Update *(as of September 30, 2024)*: In FY 2024, GLS entered into an agreement for FY 2024 with the Canadian St. Lawrence Seaway Management Corporation (SLSMC) to contribute up to $211,938 for the continued work on the development and design of the Seaway's Voyage Information System (VIS). VIS will serve as the next generation of vessel traffic control and will greatly enhance the safety and efficiency of maritime navigation in the St. Lawrence Seaway and ultimately the Great Lakes. GLS and SLSMC continue to collaborate with the Volpe National Transportation Systems Center, Cambridge, Massachusetts, on the VIS project.

The U.S. and Canadian Seaway corporations intend to pursue additional phases for the VIS project. At a minimum, this effort will result in a new marine connectivity platform to improve the safety and efficiency of Seaway vessel traffic management, including transits and lockages. The system could be further enhanced to incorporate port, carrier, and pilot data, which would enable stakeholders across the Seaway and Great Lakes to better sequence vessel and cargo arrivals, thereby creating opportunities for efficiencies across a myriad of supply chains.

GLS Seaway Infrastructure Program (SIP) Obligations (FYs 2009-2024)

Infrastructure Category	SIP Project Description	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Locks and Associated Structures	Upgrade of Fendering on Approach Walls at Both Locks	$245,494	$34,930	$0	$0	$0	$188,725	$140	$0	$0
Locks and Associated Structures	Rehabilitation of Downstream Miter Gates at Both Locks	$0	$0	$3,548,985	$17,543	$3,033,060	$223,730	$0	$0	$0
Locks and Associated Structures	Rehabilitation of Mooring Buttons, Pins, and Concrete Along Guidewalls and Guardwalls at Both Locks	$952,015	$51,501	$0	$395	$0	$0	$0	$0	$0
Locks and Associated Structures	Rehabilitation of Culvert Valve Machinery Hydraulics at Both Locks	$4,135,197	$441,150	$4,010,108	$609,971	$262,687	$4,602	$0	$0	$0
Locks and Associated Structures	Rehabilitation of Winter Maintenance Lock Covers at Both Locks	$66,362	$19,470	$77,446	$69,380	$68,470	$88,636	$12,127	$0	$0
Locks and Associated Structures	Replacement of Culvert Valves with Single Skin Valves at Both Locks	$2,155	$331,356	$111,059	$306,898	$8,745	$1,385,149	$177,157	$44,634	$2,382
Locks and Associated Structures	Structural Repairs to Grout Leaks in Galleries and Recesses at Both Locks	$38,799	$0	$0	$2,812	$0	$0	$0	$0	$0
Locks and Associated Structures	Rehabilitation of Concrete at Snell Lock	$0	$0	$0	$0	$0	$0	$0	$0	$0
IT and Communications	Upgrade of Communications Systems	$0	$0	$0	$0	$0	$163	$35,847	$40,561	$36,453
Locks and Associated Structures	Rehabilitation of Upstream Miter Gates at Both Locks	$2,207,523	$2,497,234	$391,013	$47,113	$521	$0	$0	$0	$0
Locks and Associated Structures	Rehabilitation of Diffusers at Eisenhower Lock	$0	$0	$0	$0	$0	$0	$0	$0	$0
Locks and Associated Structures	Structural Rehabilitation of Miter Gates at Both Locks	$0	$0	$0	$9,940	$2,906,116	$3,758,337	$8,372	$0	$0
Locks and Associated Structures	Rehabilitation of Diffusers at Snell Lock	$0	$0	$0	$0	$0	$0	$0	$0	$0
Locks and Associated Structures	Installation of Lock Wall Guardrails at Both Locks	$0	$0	$0	$0	$0	$0	$393,802	$19,680	$0
Locks and Associated Structures	Rehabilitation of Stop Logs at Both Locks	$0	$0	$0	$0	$0	$0	$0	$0	$0
Locks and Associated Structures	Replacement of Recess Covers at Both Locks	$0	$0	$0	$0	$0	$0	$23,805	$38,375	$35,489
Locks and Associated Structures	Upgrade of Lighting at Both Locks	$0	$0	$0	$0	$0	$0	$0	$0	$0
IT and Communications	Upgrade of Networks and IT Security	$0	$0	$170,633	$19,478	$8,687	$0	$0	$0	$0
Lock Equipment	Upgrade/Replacement of Compressed Air Systems at Both Locks	$22,123	$828,924	$23,393	$2,792	$33	$0	$4,381	$0	$0
Lock Equipment	Installation of Vessel Self Spotting Equipment at Both Locks	$0	$483	$0	$563	$3,975	$503,659	$8,834	($63,174)	$6,839
Lock Equipment	Installation of Handi-Free Mooring System at Both Locks	$0	$0	$0	$0	$0	$705,140	$10,795,599	$1,703,212	$8,205,661
Lock Equipment	Replacement of Vertical Lift Gate Wire Ropes at Eisenhower Lock	$1,458	$496,528	$134,194	$311,286	$0	$0	$0	$0	$0
Lock Equipment	Upgrade of Ice Flushing System at Eisenhower Lock	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lock Equipment	Upgrade of Miter Gate Machinery at Both Locks	$0	$0	$133,901	$7,754	$3,256	$3,785,656	$1,644,855	$76,166	($270)
Lock Equipment	Improvements to Ice Control at Both Locks	$0	$13,518	$0	$0	$0	$0	$28	$0	$0
Lock Equipment	Upgrade of Dewatering Pumps at Both Locks	$0	$0	$0	$196,196	$46,840	$33,905	$21,759	$0	$0
Lock Equipment	Installation of Ice Flushing System at Snell Lock	$0	$1,453	$282,027	$11,548,762	$1,660,795	$139,238	$162,233	$11,096	$3,173
Lock Equipment	Upgrade of Drainage Infrastructure in Galleries and Recesses at Both Locks	$0	$0	$0	$542	$15,351	$314,642	$743	$0	$0
Lock Equipment	Upgrade of Ship Arrestor Machinery at Both Locks	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lock Equipment	Rehabilitation of Stiffleg Derricks at Both Locks	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lock Equipment	Rehabilitation of Access to and Machinery in Crossovers and Recesses at Both Locks	$0	$0	$0	$0	$0	$0	$724,686	$15,360	$0
Lock Equipment	Repair/Replacement of Piping and Valves at Both Locks	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lock Equipment	Rehabilitate Handi-Free Mooring System Units	$0	$0	$0	$0	$0	$0	$0	$0	$0
Lock Equipment	Rehabilitate Vertical Lift Gate	$0	$0	$0	$0	$0	$0	$0	$0	$0
Utilities	Upgrade of Power Supply Infrastructure from Moses-Saunders Dam to Both Locks and Adjacent Facilities	$19,594	$232,079	$97,979	$28,003	$17,099	$38,320	$0	$1,442	$7,572
Utilities	Upgrade of Electrical Distribution Equipment	$0	$782,793	$379,980	$55,253	$2,687	$720	$7,384	$0	$0
Utilities	Upgrade/Replacement of Emergency Generators	$0	$0	$0	$0	$1,784,280	$380,327	$63,406	$1,334	$0
Utilities	Improvements to Facility and Underground Utilities	$0	$0	$0	$0	$0	$0	$0	$0	$0
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment and Vehicles	$1,577,143	$488,592	$122,469	$81,623	$137,393	$227,151	$141,124	$18,486	$117,162
Buildings and Grounds	Replacement of Roofs at Facilities	$146,481	$494	$9,740	$96,894	$45,240	$0	$285,581	$34,852	($142)
Buildings and Grounds	Replacement of Paving and Drainage Infrastructure	$0	$1,839,051	$115,588	$0	$3,622	$0	$0	$0	$0
Buildings and Grounds	Rehabilitation of Eisenhower Lock Highway Tunnel	$32,184	$284,465	$102,394	$9,020	$953	$1,164,656	$61,275	$30,955	$0
Buildings and Grounds	Upgrade/Replacement of Fire Alarm/Protection Systems	$25,409	$624	$31,298	$0	$0	$0	$0	$0	$0
Buildings and Grounds	Upgrade of Storage for Lock Spare Parts and Equipment	$0	$421,778	$29,188	$143	$1,124,640	$32,475	$2,751	$0	$0
Buildings and Grounds	Replace of Windows and Doors and Repair Building Facades	$0	$35,635	$8,725	$13,422	$4,715	$0	$2,655	$0	$0
Buildings and Grounds	Rehabilitation of Spare Gate Storage and Assembly Area at Snug Harbor	$0	$13,661	$351,644	$16,692	$2,115,326	$94,340	$4,295	$0	$0
Buildings and Grounds	Upgrade of Physical Security to Meet HSPD-12 Requirements	$0	$26,656	$22,775	$365,896	$41,979	$24,852	$4,065	$0	$0
Buildings and Grounds	Replacement of Seaway Visitor Center at Eisenhower Lock	$0	$0	$14,318	$0	$309,098	$815,730	$9,479	$2,183	($768)
Buildings and Grounds	Replacement of Elevator at Administration Building	$0	$0	$145,381	$0	$0	$0	$0	$0	$0
Buildings and Grounds	Replacement of Fuel Tanks at Maintenance Facility	$0	$0	$192,277	$13,655	$0	$0	$0	$0	$0
Buildings and Grounds	Upgrade of Security Fencing	$0	$0	$18,489	$0	$0	$0	$0	$0	$0
Buildings and Grounds	Upgrades to Facilities to Meet Sustainability and Energy Goals	$0	$0	$72,311	$82,641	$39,976	$28,678	$37,414	$12,348	($271)
Buildings and Grounds	Upgrade of Lock Structures Maintenance Building	$0	$0	$0	$0	$0	$0	$0	$0	$0
Buildings and Grounds	Rehabilitation/Replacement of Massena, N.Y. Facilities	$0	$0	$0	$0	$0	$0	$0	$0	$0
Dredging, Navigation Aids, and Floating Plant	Replacement of Floating Navigational Aids/Upgrade to All-Season Buoys	$61,254	$54,576	$0	$0	$32,273	$68,149	$126,064	$1,969	$2,198
Dredging, Navigation Aids, and Floating Plant	Rehabilitation of Fixed Navigational Aids	$66	$29,173	$18,454	$23,311	$33,397	$14,199	$26,638	$8,323	($43)
Dredging, Navigation Aids, and Floating Plant	Upgrade/Replacement of Floating Plant/Tugs	$763,960	$1,638,737	$1,997,992	$2,189,954	$893,713	$609,459	$318,600	$9,228,567	$9,826,516
Dredging, Navigation Aids, and Floating Plant	Maintenance Dredging of U.S. Sectors to Maintain Design Grade and Dispose of Sediments	$4,296,696	$13,359	$3,675,679	$118,885	$4,936	$465	$21,771	$695	$0
Seaway International Bridge	Rehabilitation of South Channel Span Structure and Corrosion Prevention	$3,104,251	$5,680,775	$0	$0	$0	$0	$0	$0	$0
IT and Communications	Upgrade of Seaway Vessel Traffic Management System	$106,167	$83,232	($1,730)	$10,000	$6,350	$0	$0	$0	$0
IT and Communications	Upgrade/Replacement of Operational CCTVs	$0	$0	$0	$0	$0	$0	$0	$0	$0
IT and Communications	Upgrade of Financial Management System	$0	$2,251	$3,576	$0	$0	$0	$0	$0	$0
IT and Communications	Upgrade of Lock Controls	$31,207	$162,661	$114,248	$134,044	$202,941	$157,659	$173,819	$143,268	$68,326
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	$0	$214,227	$0	$0	$452	$0	$0	$0	$817,884
Locks and Associated Structures	Installation of Marine Base Boat Launch Ramp	$0	$0	$0	$0	$0	$0	$0	$0	$0
IT and Communications	Upgrade of Massena-Based Telephone System	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Miscellaneous Expenses (non project-specific expenses and administrative PC&B costs)	$113,774	$153,370	$160,384	$119,656	$97,762	$119,458	$70,158	$28,908	$855
	SIP – TOTAL OBLIGATIONS	**$17,951,311**	**$16,874,735**	**$16,565,915**	**$16,510,519**	**$14,917,365**	**$14,908,222**	**$15,570,849**	**$11,399,239**	**$19,129,017**
	Other Than Personnel SIP Costs (contracts, inventory, equipment, supplies)	$17,587,027	$16,339,760	$15,783,117	$15,838,805	$14,242,887	$14,189,526	$14,912,827	$10,921,469	$18,706,379
	GLS SIP Project-Specific Personnel Compensation and Benefits (PC&B)	$364,284	$534,975	$782,798	$671,714	$674,478	$718,696	$658,022	$477,770	$422,638
	Miscellaneous SIP Costs (non project-specific expenses and administrative PC&B costs)	$113,774	$153,370	$160,384	$119,656	$97,762	$119,458	$70,158	$28,908	$855

GLS Seaway Infrastructure Program (SIP) Obligations (FYs 2009-2024)

Infrastructure Category	SIP Project Description	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	16-YEAR TOTAL
Locks and Associated Structures	Upgrade of Fendering on Approach Walls at Both Locks	$0	$190,258	$162,246	$9,865	$264,844	$278,907	$680,667	$2,056,076
Locks and Associated Structures	Rehabilitation of Downstream Miter Gates at Both Locks	$0	$0	$0	$0	$0	$0	$0	$6,823,318
Locks and Associated Structures	Rehabilitation of Mooring Buttons, Pins, and Concrete Along Guidewalls and Guardwalls at Both Locks	$0	$0	$0	$0	$0	$0	$0	$1,003,911
Locks and Associated Structures	Rehabilitation of Culvert Valve Machinery Hydraulics at Both Locks	$0	$0	$0	$0	$0	$0	$0	$9,463,715
Locks and Associated Structures	Rehabilitation of Winter Maintenance Lock Covers at Both Locks	$0	$0	$0	$0	$0	$0	$0	$401,891
Locks and Associated Structures	Replacement of Culvert Valves with Single Skin Valves at Both Locks	$0	$226,746	$50,639	$59,348	$0	$0	$0	$2,706,268
Locks and Associated Structures	Structural Repairs to Grout Leaks in Galleries and Recesses at Both Locks	$0	$169,116	$244,795	$512	$0	$0	$0	$456,034
Locks and Associated Structures	Rehabilitation of Concrete at Snell Lock	$0	$357,500	$724,220	$605,245	$8,185	$1,900	$0	$1,697,050
IT and Communications	Upgrade of Communications Systems	$0	$5,394	$30,567	$248,709	$15,398	$13,075	$660	$426,827
Locks and Associated Structures	Rehabilitation of Upstream Miter Gates at Both Locks	$0	$0	$0	$0	$0	$0	$0	$3,143,404
Locks and Associated Structures	Rehabilitation of Diffusers at Eisenhower Lock	$0	$0	$71,665	$6,279,687	$153,498	$0	$0	$6,504,850
Locks and Associated Structures	Structural Rehabilitation of Miter Gates at Both Locks	$0	$0	$0	$0	$0	$0	$0	$6,682,765
Locks and Associated Structures	Rehabilitation of Diffusers at Snell Lock	$0	$0	$56,111	$0	$21,524	$7,628,677	$255,887	$7,962,199
Locks and Associated Structures	Installation of Lock Wall Guardrails at Both Locks	$0	$192,617	$12,542	$0	$0	$0	$0	$818,640
Locks and Associated Structures	Rehabilitation of Stop Logs at Both Locks	$0	$0	$0	$83,524	$39,491	$151,129	$108,835	$382,979
Locks and Associated Structures	Replacement of Recess Covers at Both Locks	$70,323	$255,252	$317,682	$83,757	$137,510	$536,175	$271,939	$1,770,306
Locks and Associated Structures	Upgrade of Lighting at Both Locks	$0	$0	$0	$0	$104,358	$96,341	$52,048	$252,747
IT and Communications	Upgrade of Networks and IT Security	$0	$0	$411,279	$217,042	$36,021	$0	$5,834	$868,974
Lock Equipment	Upgrade/Replacement of Compressed Air Systems at Both Locks	$0	$0	$0	$0	$0	$0	$0	$881,646
Lock Equipment	Installation of Vessel Self Spotting Equipment at Both Locks	$4,501	$0	$0	$0	$0	$0	$0	$465,681
Lock Equipment	Installation of Hands-Free Mooring System at Both Locks	$2,069,631	$1,142,835	$650,911	($4,949)	$0	$0	$0	$25,268,041
Lock Equipment	Replacement of Vertical Lift Gate Wire Ropes at Eisenhower Lock	$0	$0	$0	$0	$0	$0	$0	$943,466
Lock Equipment	Upgrade of Ice Flushing System at Eisenhower Lock	$0	$7,082	$14,448	$1,600	$0	$0	$0	$23,130
Lock Equipment	Upgrade of Miter Gate Machinery at Both Locks	$0	$0	$0	$0	$0	$0	$6,725	$5,658,043
Lock Equipment	Improvements to Ice Control at Both Locks	$0	$0	$0	$0	$0	$0	$0	$13,545
Lock Equipment	Upgrade of Dewatering Pumps at Both Locks	$0	$153,295	$53,186	$21,299	$244,207	$62,805	$0	$833,493
Lock Equipment	Installation of Ice Flushing System at Snell Lock	$1,320	$661,764	$2,282,764	$94,123	$21,296	$0	$0	$16,870,045
Lock Equipment	Upgrade of Drainage Infrastructure in Galleries and Recesses at Both Locks	$0	$0	$90,381	$0	$76	$0	$9,405	$431,140
Lock Equipment	Upgrade of Ship Arrestor Machinery at Both Locks	$0	$714,604	$713,776	$2,987	$0	$6,855	$0	$1,438,222
Lock Equipment	Rehabilitation of Stiffleg Derricks at Both Locks	$0	$121,786	$899,596	$17,381	$0	$0	$0	$1,038,763
Lock Equipment	Rehabilitation of Access to and Machinery in Crossovers and Recesses at Both Locks	$0	$0	$0	$0	$0	$0	$0	$740,045
Lock Equipment	Repair/Replacement of Piping and Valves at Both Locks	$0	$154,240	$125	$0	$45,702	$10,928	$51,616	$262,611
Lock Equipment	Rehabilitate Hands-Free Mooring System Units	$0	$0	$0	$0	$34,238	$79,524	$123,080	$236,842
Lock Equipment	Rehabilitate Vertical Lift Gate	$0	$0	$0	$0	$0	$0	$37,223	$37,223
Utilities	Upgrade of Power Supply Infrastructure from Moses-Saunders Dam to Both Locks and Adjacent Facilities	$23,200	$147,920	$20,000	$33,007	$62,652	$51,437	$25,497	$805,801
Utilities	Upgrade of Electrical Distribution Equipment	$75,000	$163,297	$1,198,793	$314,604	$665,791	$1,054,095	$77,996	$4,778,393
Utilities	Upgrade/Replacement of Emergency Generators	$0	$0	$0	$0	$0	$0	$0	$2,229,347
Utilities	Improvements to Facility and Underground Utilities	$51,076	$0	$4,585	$0	$0	$0	$0	$55,661
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment and Vehicles	$156,648	$1,011,310	$1,040,321	$8,409	$16,151	$381,582	$161,187	$5,686,751
Buildings and Grounds	Replacement of Roofs at Facilities	$0	$0	$0	$0	$0	$0	$0	$619,140
Buildings and Grounds	Replacement of Paving and Drainage Infrastructure	$250,000	$1,487,603	$75,706	$89,419	($1,919)	$305,809	$45,145	$4,210,024
Buildings and Grounds	Rehabilitation of Eisenhower Lock Highway Tunnel	$0	$34,013	$82	$53,180	$0	$85,109	$34,864	$1,893,149
Buildings and Grounds	Upgrade/Replacement of Fire Alarm/Protection Systems	$0	$0	$0	$0	$0	$0	$0	$57,332
Buildings and Grounds	Upgrade of Storage for Lock Spare Parts and Equipment	$0	$0	$0	$0	$0	$0	$0	$1,610,975
Buildings and Grounds	Replace of Windows and Doors and Repair Building Facades	$0	$4,176	$17,324	$0	$0	$34,176	$79,806	$200,633
Buildings and Grounds	Rehabilitation of Spare Gate Storage and Assembly Area at Snug Harbor	$0	$0	$0	$0	$0	$0	$0	$2,595,958
Buildings and Grounds	Upgrade of Physical Security to Meet HSPD-12 Requirements	$0	$0	$0	$0	$0	$0	$0	$486,225
Buildings and Grounds	Replacement of Seaway Visitor Center at Eisenhower Lock	$0	$129	$0	$362,969	$8,981,152	$257,206	$420,737	$11,172,231
Buildings and Grounds	Replacement of Elevator at Administration Building	$0	$0	$0	$0	$0	$0	$0	$145,381
Buildings and Grounds	Replacement of Fuel Tanks at Maintenance Facility	$0	$0	$0	$0	$0	$0	$0	$205,932
Buildings and Grounds	Upgrade of Security Fencing	$0	$0	$0	$0	$0	$0	$0	$18,489
Buildings and Grounds	Upgrades to Facilities to Meet Sustainability and Energy Goals	$0	$0	$1,416	$0	$0	$0	$0	$274,513
Buildings and Grounds	Upgrade of Lock Structures Maintenance Building	$0	$0	$14,915	$297	$0	$0	$0	$15,212
Buildings and Grounds	Rehabilitation/Replacement of Massena, N.Y. Facilities	$0	$0	$77,143	$336,320	$46,375	$941,914	$231,216	$1,633,168
Dredging, Navigation Aids, and Floating Plant	Replacement of Floating Navigational Aids/Upgrade to All-Season Buoys	$190,544	$20,996	$26,466	$37,090	$437,044	$1,840,189	$306,402	$3,205,214
Dredging, Navigation Aids, and Floating Plant	Rehabilitation of Fixed Navigational Aids	$4,198	$157,760	$528	$2	$0	$0	$0	$316,006
Dredging, Navigation Aids, and Floating Plant	Upgrade/Replacement of Floating Plant/Tugs	$4,600,729	$431,719	$6,132,291	$444,870	$2,623,027	$338,340	$0	$42,038,474
Dredging, Navigation Aids, and Floating Plant	Maintenance Dredging of U.S. Sectors to Maintain Design Grade and Dispose of Sediments	$6,566	$92,337	$2,366,016	$566,472	$1,251,240	$0	$0	$12,417,118
Seaway International Bridge	Rehabilitation of South Channel Span Structure and Corrosion Prevention	$0	$0	$0	$0	$0	$0	$0	$8,785,026
IT and Communications	Upgrade of Seaway Vessel Traffic Management System	$0	$420,275	$4,399	$0	$426,483	$460,340	$213,772	$1,729,288
IT and Communications	Upgrade/Replacement of Operational CCTVs	$0	$0	$0	$14,516	$0	$0	$10,568	$25,084
IT and Communications	Upgrade of Financial Management System	$0	$0	$0	$0	$0	$0	$0	$5,827
IT and Communications	Upgrade of Lock Controls	$0	$11,242	$38,142	$0	$2,455	$114,769	$12,113	$1,366,892
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	$604,926	$309,217	$864,478	$947,360	$3,149,293	$1,211,983	$12,736	$8,132,556
Locks and Associated Structures	Installation of Marine Base Boat Launch Ramp	$0	$0	$0	$0	$61,374	$0	$24,286	$85,660
IT and Communications	Upgrade of Massena-Based Telephone System	$0	$0	$0	$16,943	$4,229	$0	$0	$21,172
	Miscellaneous Expenses (non project-specific expenses and administrative PC&B costs)	$0	$3,833	$0	$0	$0	$3,062	$0	$871,220
	SIP – TOTAL OBLIGATIONS	**$8,108,662**	**$8,648,316**	**$18,669,538**	**$10,945,788**	**$18,851,695**	**$15,946,327**	**$3,260,244**	**$228,257,740**
	Other Than Personnel SIP Costs (contracts, inventory, equipment, supplies)	$7,848,121	$7,616,990	$17,656,877	$10,360,204	$18,315,618	$15,215,716	$2,640,775	$218,176,096
	GLS SIP Project-Specific Personnel Compensation and Benefits (PC&B)	$260,541	$1,031,326	$1,012,661	$585,584	$536,077	$730,611	$619,469	$10,081,644
	Miscellaneous SIP Costs (non project-specific expenses and administrative PC&B costs)	$0	$3,833	$0	$0	$0	$3,062	$0	$871,220

GLS Seaway Infrastructure Program (SIP)
FY 2026-2030 Estimated Project Plan

INFRASTRUCTURE CATEGORY	PROJECT TITLE	FY 2026 REQUEST / ENACTED	FY 2027 BUDGET REQUEST	FY 2028 ESTIMATE	FY 2029 ESTIMATE	FY 2030 ESTIMATE	FIVE-YEAR ESTIMATES
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	$1,000,000	$700,000	$1,000,000	$1,000,000	$1,000,000	**$4,700,000**
Locks and Associated Structures	Rehabilitation of Concrete at Snell Lock	$1,000,000	$700,000	$1,000,000	$1,000,000	$1,000,000	**$4,700,000**
Locks and Associated Structures	Replacement of Recess Covers at Both Locks	---		---	---	$300,000	**$300,000**
Locks and Associated Structures	Rehabilitation of Stop Logs at Both Locks	$1,000,000	$900,000	---	---	$150,000	**$2,050,000**
Locks and Associated Structures	Upgrade of Fendering on Approach Walls and Miter Gates at Both Locks	$200,000	$100,000	$200,000	$100,000	$150,000	**$750,000**
Lock Equipment	Upgrade of Miter Gate Machinery at Both Locks	$500,000	$500,000	$2,000,000	$1,000,000	$1,000,000	**$5,000,000**
Lock Equipment	Rehabilitation of Hands-Free Mooring Equipment at Both Locks	$150,000	$100,000	$150,000	$150,000	$150,000	**$700,000**
Utilities	Upgrade of Electrical Distribution Equipment	$300,000	$200,000	$300,000	$300,000	$350,000	**$1,450,000**
Utilities	Rehabilitation of Electrical Power Distribution Infrastructure at Maintenance Base	---	$7,500,000	---	---	---	**$7,500,000**
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment and Vehicles	$1,000,000	$500,000	$750,000	$750,000	$700,000	**$3,700,000**
Buildings and Grounds	Replacement of Paving and Drainage Infrastructure	$1,500,000	$500,000	$1,000,000	$1,000,000	$1,500,000	**$5,500,000**
Buildings and Grounds	Rehabilitation/Replacement of Massena, N.Y. Facilities	$7,750,000	$12,000,000	$8,900,000	$10,500,000	$10,000,000	**$49,150,000**
Buildings and Grounds	Rehabilitation of Eisenhower Lock Highway Tunnel	---	$200,000	$200,000	$200,000	$200,000	**$800,000**
Buildings and Grounds	Repair/Replacement of Security Fencing	$400,000	$100,000	---	---	---	**$500,000**
Seaway International Bridge	Capital Improvements at the South Channel Span	$550,000	$400,000	$400,000	$400,000	$400,000	**$2,150,000**
IT and Communications	Upgrade of Seaway Vessel Traffic Control System	$600,000	$500,000	$400,000	$400,000	$400,000	**$2,300,000**
IT and Communications	Upgrade of Lock Controls	---		$100,000	$100,000	$100,000	**$300,000**
IT and Communications	Upgrade of Communications Systems	---	$100,000	$100,000	$100,000	$100,000	**$400,000**
	TOTAL	**$15,950,000**	**$25,000,000**	**$16,500,000**	**$17,000,000**	**$17,500,000**	**$91,950,000**

Note: Dollar amounts for SIP projects are, in most cases, "project feasibility" estimates that can vary by an industry-recognized 20-30 percent.
Funding for each year of the SIP is constrained to annual funding targets as approved by the Secretary and OMB and subject to annual appropriations.