



U.S. Department
of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2022

**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 2022 BUDGET REQUEST**

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Great Lakes St. Lawrence Seaway Development Corporation Budget Overview

The Great Lakes St. Lawrence Seaway Development Corporation (GLS or Corporation) (*formerly the Saint Lawrence Seaway Development 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 includes maintaining and operating 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.

For Fiscal Year (FY) 2022, the President's Budget requests an appropriation of \$37.7 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund the GLS's operations and maintenance of the U.S. portion of the St. Lawrence Seaway, as well as capital infrastructure projects to rehabilitate and modernize the GLS's perpetual assets and associated equipment. The request represents a decrease of \$300,000 from the FY 2021 enacted level.

The budget request includes two programs – (1) Seaway Operations and Maintenance and (2) Seaway Infrastructure. The funding requested supports the Administration's priorities of safety (40 percent of the total GLS request or \$15 million), job creation/economic growth (100 percent; \$37.7 million), and transformational infrastructure investments (38 percent; \$14.5 million).

The GLS, through international agreements, coordinates its activities with its Canadian counterpart, the St. Lawrence Seaway Management Corporation (SLSMC), particularly with respect to rules and regulations, overall day-to-day waterway and lock operations, traffic management, and trade and economic development programs.

GLS programs and activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Commercial trade transiting the GLS's locks and channels in 2020 (approximately 38 million metric tons) produced \$124 in U.S. economic benefits for each dollar appropriated to the GLS.

Seaway Operations and Maintenance – For FY 2022, the President's Budget requests an appropriation from the HMTF of \$23.2 million for the Seaway Operations and Maintenance program and 143 full-time equivalents (FTEs). The FY 2022 President's Budget request for this program is \$300,000 below the FY 2021 enacted level with no changes to the FTE level.

Overall, the FY 2022 request for the Seaway Operations and Maintenance program will provide the GLS with the financial and personnel resources necessary to perform the operational, maintenance, and administrative functions of the Corporation, including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, and trade promotion and economic development.

The FY 2022 President’s Budget request for the GLS’s Operations and Maintenance program includes \$1.5 million for the U.S. portion of operations and maintenance costs for the binational Seaway International Bridge, which addresses the Executive Order related to economic recovery and pandemic response. The GLS also has an ownership interest with Canada in the binational South Channel Span of the Seaway International Bridge. Due to the pandemic and the associated cross-border restrictions currently enforced between the United States and Canada, paid car and truck traffic on the bridge has dramatically decreased by 80-90 percent of average levels, resulting in significant toll revenue reductions (70-75 percent). The request level was developed based on the assumption that the current bridge toll levels remain constant in FY 2022. Federal funding from the Canadian Government has kept the bridge open and operational since the start of the cross-border restrictions in March 2020.

Seaway Infrastructure – The Seaway Infrastructure program serves as the GLS capital plan and addresses the needs of the organization’s capital infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, vehicular bridge and tunnel, roadways, utilities, vehicles, and equipment. The GLS’s role as a waterway and lock operator requires continual, proactive capital investments in the Seaway’s perpetual assets to ensure the waterway’s safe, reliable, and efficient commercial operations.

The President’s Budget requests \$14.5 million for this program in FY 2022 for 11 infrastructure-related capital projects, including \$6.5 million for rehabilitation of the diffusers at Snell Lock used to dampen the flow of water when the lock is emptied; \$3 million to replace deteriorated and damaged concrete at Eisenhower Lock and Snell Lock; \$1.5 million to upgrade electrical distribution equipment at the GLS locks and maintenance facility; and \$1 million to upgrade the GLS’s machine shop facility for hands free mooring maintenance. The Seaway Infrastructure program request is equal to the FY 2021 enacted level and supports the Administration’s priority of improving our Nation’s infrastructure.

Since the St. Lawrence Seaway’s opening in 1959, the GLS has performed operational and maintenance activities, safety and environmental programs, infrastructure renewal, and trade/economic development functions to ensure a safe, efficient, reliable, environmentally-friendly, and cost-competitive commercial transportation route while also promoting trade and economic growth in the eight-state Great Lakes region.

The 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.

JUSTICE40

Executive Order 14008, issued on January 27, 2021, created a government-wide “Justice40” Initiative with the goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities and tracking performance toward the goal through an Environmental Justice Scorecard.

The Justice40 Initiative has the potential to deliver benefits that could include increased access to renewable energy and energy efficiency improvements, public transit, water infrastructure, climate-resilient affordable housing, training and workforce development, reductions in legacy pollution, and equitable and just community development, among others. There are important considerations in the development, implementation, and evaluation of such a wide-reaching and complex initiative. To advance Justice40 goals the Department is considering options in areas such as, but not limited to, incorporating criteria in the Department’s discretionary grant programs, developing implementable definitions for “investment benefit” and “disadvantaged communities” as it relates to programmatic activities, public engagement strategies with stakeholders to define and further understand “investment benefits” that can be targeted for disadvantaged and underserved communities, and developing a Department-wide Environmental Justice Scorecard.

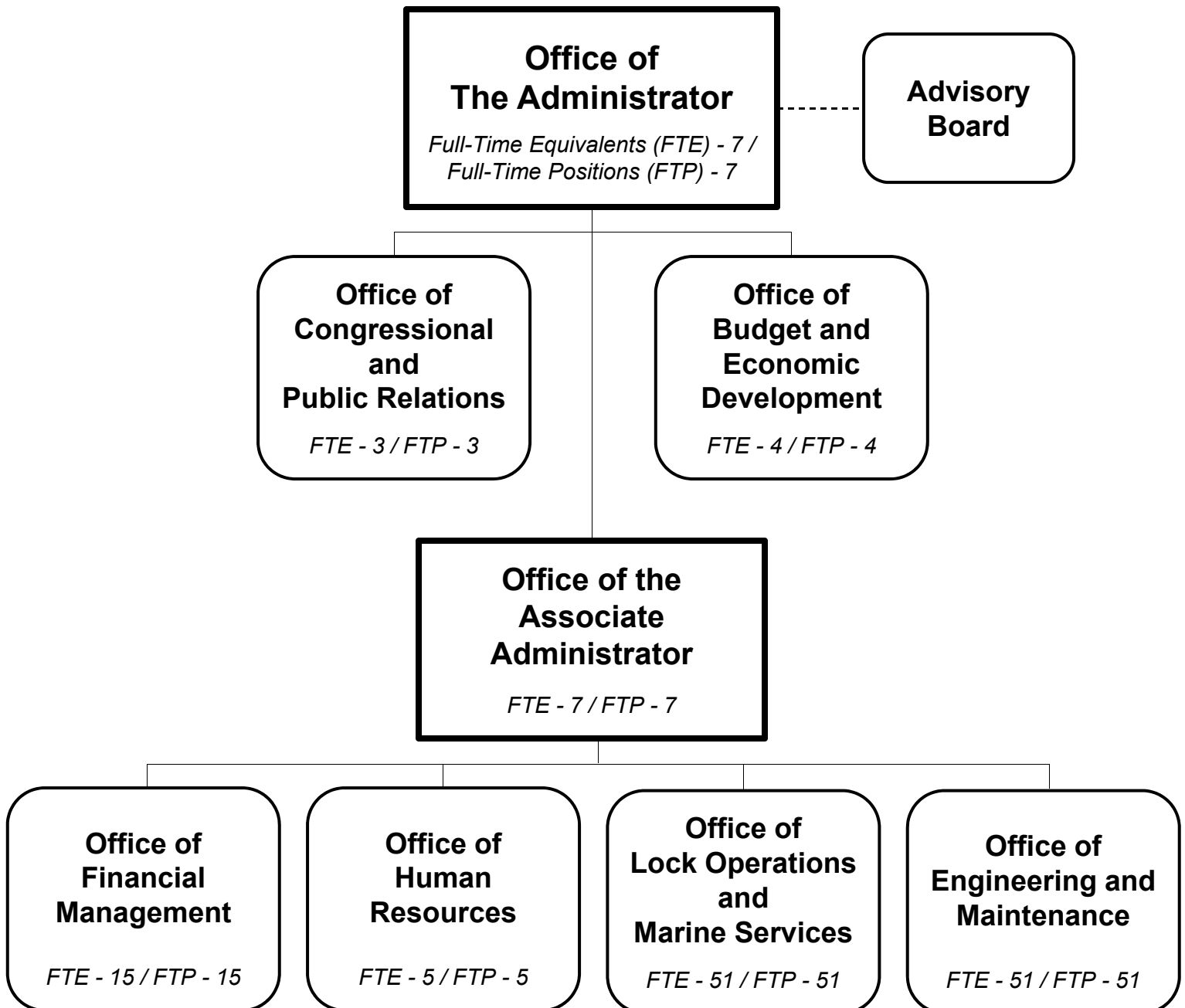
In the coming months, the Department will be working to ensure that subsequent programs, targets, and metrics fulfill the ambition of the Justice40 Initiative to deliver meaningful and measurable benefits to disadvantaged and underserved communities.

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Great Lakes St. Lawrence Seaway Development Corporation

Organization Chart

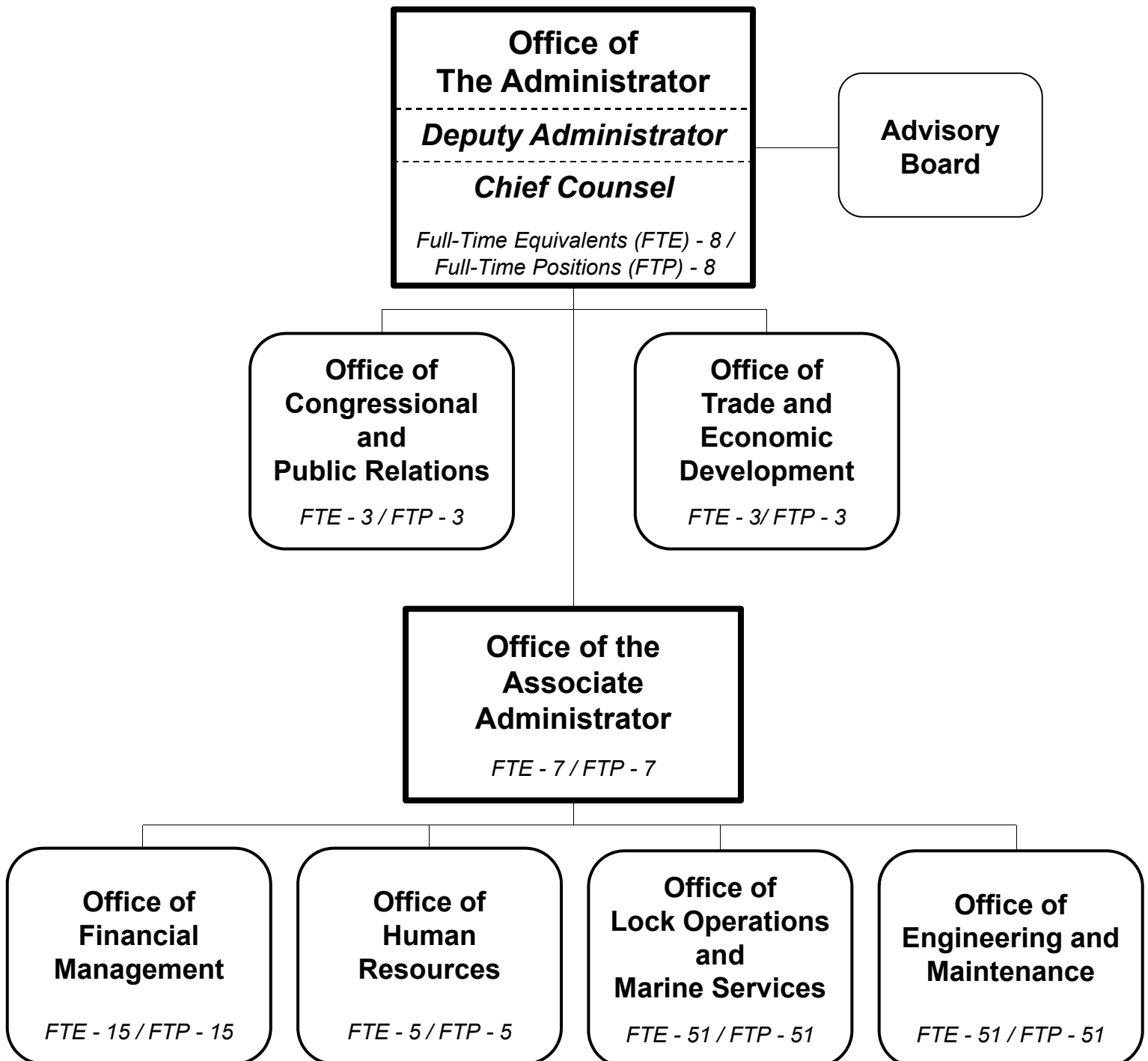
FY 2021 FTE/FTP Estimates



Great Lakes St. Lawrence Seaway Development Corporation

Organization Chart

FY 2022 FTE/FTP Estimates



Budget Summary Tables

EXHIBIT II-1
FY 2022 BUDGET AUTHORITY
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

ACCOUNT NAME	M/D	(A) FY 2020 ACTUAL	(B) FY 2020 CARES ACT	(C) FY 2021 ENACTED	(D) FY 2021 CRRSA	(E) FY 2021 AMERICAN RESCUE PLAN	(F) FY 2022 PRESIDENT'S BUDGET
Operations and Maintenance - HMTF (69-8003)	D	\$38,000	\$0	\$38,000	\$0	\$0	\$37,700
TOTALS							
Gross New Budget Authority		\$38,000	\$0	\$38,000	\$0	\$0	\$37,700
Rescissions		\$0	\$0	\$0	\$0	\$0	\$0
Transfers		\$0	\$0	\$0	\$0	\$0	\$0
Offsets		\$0	\$0	\$0	\$0	\$0	\$0
NET NEW BUDGET AUTHORITY:	D	\$38,000	\$0	\$38,000	\$0	\$0	\$37,700

EXHIBIT II-2
FY 2022 TOTAL BUDGETARY RESOURCES BY APPROPRIATIONS ACCOUNT
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Appropriations
(\$000)

ACCOUNT NAME	M/D	(A) FY 2020 ACTUAL	(B) FY 2020 CARES ACT	(C) FY 2021 ENACTED	(D) FY 2021 CRRSA	(E) FY 2021 AMERICAN RESCUE PLAN	(F) FY 2022 PRESIDENT'S BUDGET
Operations and Maintenance - HMTF (69-8003)	D	\$38,000	\$0	\$38,000	\$0	\$0	\$37,700
TOTALS							
Gross New Budget Authority		\$38,000	\$0	\$38,000	\$0	\$0	\$37,700
Rescissions		\$0	\$0	\$0	\$0	\$0	\$0
Transfers		\$0	\$0	\$0	\$0	\$0	\$0
Offsets		\$0	\$0	\$0	\$0	\$0	\$0
TOTAL BUDGETARY RESOURCES:	D	\$38,000	\$0	\$38,000	\$0	\$0	\$37,700

EXHIBIT II-4
FY 2022 OUTLAYS
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

ACCOUNT NAME	M/D	(A) FY 2020 ACTUAL	(B) FY 2020 CARES ACT	(C) FY 2021 ENACTED	(D) FY 2021 CRRSA	(E) FY 2021 AMERICAN RESCUE PLAN	(F) FY 2022 PRESIDENT'S BUDGET
GLS Fund (69x4089)	M	\$35,048	\$0	\$48,000	\$0	\$0	\$35,700
TOTAL:	M	\$35,048	\$0	\$48,000	\$0	\$0	\$35,700
[Discretionary] (Operations and Maintenance-HMTF – 69-8003)							
[Mandatory] (SLSDC Fund – 69x4089)							
		\$38,000	\$0	\$38,000	\$0	\$0	\$37,700
		(\$2,952)	\$0	\$10,000	\$0	\$0	(\$2,000)

EXHIBIT II-5
SUMMARY OF REQUESTED FUNDING CHANGES FROM BASE
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Appropriations
(\$000)

	FY 2020 Actual	FY 2021 Enacted	Annualization of Prior Pay Raises	Annualization of New FY 2021 FTEs	FY 2022 Pay Raises	BASELINE CHANGES				FY 2022 Baseline Estimate	Program Increases/ Decreases (Net)	FY 2022 President's Budget
						Adjustment for Compensable Days	Washington Office Rent Estimate	Working Capital Fund	Inflation and Other Adjustments			
Operations and Maintenance - HMTF (69-8003)												
PERSONNEL RESOURCES	129	143										
Direct FTEs	129	143	-	-	-	-	-	-	-	143	-	143
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$3,820	\$3,952	\$5	\$0	\$41	\$0	\$0	\$0	\$125	\$4,123	\$0	\$4,123
Travel	\$54	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54	\$0	\$54
Transportation of Things	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2	\$0	\$2
Washington Office Rent Estimate	\$508	\$542	\$0	\$0	\$0	\$0	\$22	\$0	\$0	\$564	\$0	\$564
DOI Financial System (FPPS)	\$804	\$835	\$0	\$0	\$0	\$0	\$0	\$0	\$35	\$870	\$0	\$870
Communications, Rent, and Utilities	\$41	\$41	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41	\$0	\$41
Printing	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10	\$0	\$10
Working Capital Fund (WCF)	\$929	\$1,241	\$0	\$0	\$0	\$0	\$0	(\$130)	\$0	\$1,111	\$0	\$1,111
Supplies	\$25	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25	\$0	\$25
Equipment	\$6	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6	\$0	\$6
Administrative Subtotal	\$6,199	\$6,708	\$5	\$0	\$41	\$0	\$22	(\$130)	\$160	\$6,806	\$0	\$6,806
PROGRAMS												
Seaway O&M (non-Administrative)	\$15,801	\$16,792	\$10	\$0	\$85	\$0	\$22	\$0	\$52	\$16,961	(\$567)	\$16,394
Seaway Infrastructure	\$16,000	\$14,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500	\$0	\$14,500
Programs Subtotal	\$31,801	\$31,292	\$10	\$0	\$85	\$0	\$22	\$0	\$52	\$31,461	(\$567)	\$30,894
TOTAL	\$38,000	\$38,000	\$15	\$0	\$126	\$0	\$44	(\$130)	\$212	\$38,267	(\$567)	\$37,700

* All GLS "Administrative Expenses" listed above include only those administrative expenses included in the Seaway Operations and Maintenance program; there are no administrative expenses in the Seaway Infrastructure program. The GLS has historically measured and tracked administrative expenses as a percentage of total operating costs to ensure funding is prioritized toward mission-related operational expenses.

** GLS wage grade pay rates for FY 2022 are undetermined at the time of this submission. The GLS and its employee union (AFGE Local 1968) remain in negotiations over a new Collective Bargaining Agreement that includes wage rates for approximately 70 wage grade employees.

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

ACCOUNT NAME	FY 2020 ACTUAL	FY 2021 ENACTED	FY 2022 PRESIDENT'S BUDGET
DIRECT:			
Operations and Maintenance - HMTF (69-8003)	\$929	\$1,241	\$1,111
TOTAL	\$929	\$1,241	\$1,111

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

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2022 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Maintenance - HMTF (69-8003)	129	143	143
<u>CARES Act</u>			
Operations and Maintenance - HMTF (69-8003)	0	0	0
<u>CRRSA</u>			
Operations and Maintenance - HMTF (69-8003)	0	0	0
<u>American Rescue Plan</u>			
Operations and Maintenance - HMTF (69-8003)	0	0	0
TOTAL FTEs	129	143	143

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

	FY 2019 ACTUAL	FY 2020 ENACTED	FY 2022 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Maintenance - HMTF (69-8003)	127	143	143
<u>CARES Act</u>			
Operations and Maintenance - HMTF (69-8003)	0	0	0
<u>CRRSA</u>			
Operations and Maintenance - HMTF (69-8003)	0	0	0
<u>American Rescue Plan</u>			
Operations and Maintenance - HMTF (69-8003)	0	0	0
TOTAL POSITIONS	127	143	143

NOTES:

The GLS also hires several temporary and seasonal employees throughout each year, which are not reflected in FTE/FTP counts.

EXHIBIT II-9
10-YEAR HISTORY OF APPROPRIATIONS
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
OPERATIONS AND MAINTENANCE (69-8003)
(HARBOR MAINTENANCE TRUST FUND)

FISCAL YEAR	PRESIDENT'S BUDGET	ENACTED
2012	\$33,996,000	\$32,259,000
2013	\$33,000,000	\$30,572,000
2014	\$32,855,000	\$31,000,000
2015	\$31,500,000	\$32,042,000
2016	\$36,400,000	\$28,400,000
2017	\$36,028,000	\$36,028,000
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	---

NOTE:

The FY 2013 enacted amount includes a 0.2% across-the-board rescission of \$64,518, pursuant to P.L. 113-6, Division G, Title VIII, Section 3004(c)(1) and a sequestration reduction in the amount of \$1,622,821.

**Budget Request
by Appropriation**

Operations and Maintenance (69-8003)

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APPROPRIATIONS LANGUAGE

DEPARTMENT OF TRANSPORTATION GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

TRUST FUNDS

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, \$37,700,000, 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 \$14,500,000 shall be for the Seaway infrastructure program and not more than \$1,500,000 shall be for operations and maintenance expenses of the Seaway International Bridge.

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EXHIBIT III-1

OPERATIONS AND MAINTENANCE – HMTF (69-8003) SUMMARY BY PROGRAM ACTIVITY

Appropriations (\$000)

	(A)	(B)	(C)	(D)	(E)	(F)
	FY 2020 ACTUAL	FY 2020 CARES ACT	FY 2021 ENACTED	FY 2021 CRRSA	FY 2021 AMERICAN RESCUE PLAN	FY 2022 PRESIDENT'S BUDGET
Program Activity						
Seaway Operations and Maintenance	\$22,000	\$0	\$23,500	\$0	\$0	\$23,200
Seaway Infrastructure	\$16,000	\$0	\$14,500	\$0	\$0	\$14,500
Total	\$38,000	\$0	\$38,000	\$0	\$0	\$37,700
FTEs	129	0	143	0	0	143

Program and Performance Statement

The FY 2022 President's Budget request for the GLS includes \$37.7 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two programs – Seaway Operations and Maintenance (\$23.2 million) and Seaway Infrastructure (\$14.5 million).

The funding requested supports the Administration's priorities of safety (40 percent of the total GLS request or \$15 million), job creation/economic growth (100 percent; \$37.7 million), and transformational infrastructure investments (38 percent; \$14.5 million).

GLS programs and activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Commercial trade transiting the GLS's locks and channels in 2020 (approximately 38 million metric tons) produced \$124 in U.S. economic benefits for each dollar appropriated to the GLS.

The 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.

EXHIBIT III-1a

OPERATIONS AND MAINTENANCE – HMTF (69-8003)
SUMMARY ANALYSIS OF CHANGE FROM FY 2021 TO FY 2022
Appropriations
(\$000)

<u>ITEM</u>	Change from FY 2021 to FY 2022 (\$000)	Change from FY 2021 to FY 2022 (FTE)
FY 2021 ENACTED	\$38,000	143
BASELINE ADJUSTMENTS:		
Federal Employees Retirement System (FERS) Increase	\$ 125	
GS Proposed Pay Raise (2.7%)	125	
Non-Pay Inflation (1.0%)	52	
Washington Office Rent Estimate	44	
U.S. Department of the Interior Financial Mgmt. System	35	
Annualization of FY 2021 GS Pay Raise	15	
DOT Working Capital Fund	<u>(130)</u>	
SUBTOTAL, BASELINE ADJUSTMENTS	\$ 266	0
PROGRAM INCREASES:		
Seaway International Bridge O&M Expenses	<u>\$ 1,500</u>	
SUBTOTAL, PROGRAM INCREASES	\$ 1,500	0
PROGRAM DECREASES:		
Trade and Economic Development	(\$ 2,000)	
Supplies and Materials	<u>(\$ 66)</u>	
SUBTOTAL, PROGRAM DECREASES	(\$ 2,055)	0
FY 2022 REQUEST	\$37,700	143

Detailed Program Justification for Seaway Operations and Maintenance

FY 2022 PROGRAM BUDGET REQUEST
Seaway Operations and Maintenance
Operations and Maintenance – HMTF (69-8003)
(\$000)

Program Activity	FY 2020 Actual	FY 2021 Enacted	FY 2022 President's Budget
Seaway Operations and Maintenance	\$22,000	\$23,500	\$23,200
Total	\$22,000	\$23,500	\$23,200
FTE	129	143	143

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

The GLS's Seaway Operations and Maintenance program consists of all Corporation activities, except for the capital infrastructure activities highlighted in the Seaway Infrastructure program.

The 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 St. Lawrence Seaway System. Its mission is to serve the marine transportation industries by providing a safe, reliable, efficient, environmentally-friendly, and competitive deep draft international waterway, in cooperation with the Canadian St. Lawrence Seaway Management Corporation (SLSMC).

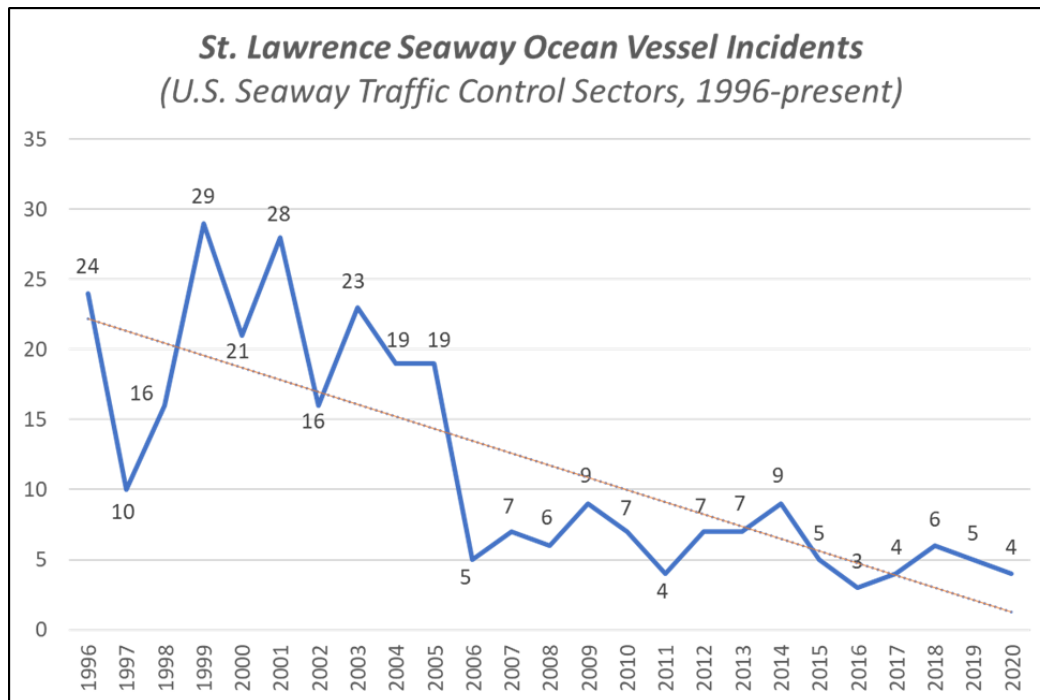
The Great Lakes Seaway System offers safe and reliable access at competitive costs to and from the Midwest portion of the United States and North America, so it is critical that the U.S. Seaway waters, locks, and infrastructure maintained by the GLS be continuously open and navigable during each navigation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

Since the Seaway's opening in 1959, the 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 the GLS's safe and efficient management, operations, and maintenance of the locks and control of vessel traffic. Global customers from nearly 50 countries return each year to use the Seaway because of the waterway's strong safety record, efficient operations, and near-perfect reliability rate.

The St. Lawrence Seaway is one of the world's safest waterway systems and that safety record continues to improve. The President's Budget request for FY 2022 supports this improvement in Seaway safety through funded operational initiatives.

Over the past 25 years, the average number of vessel incidents in the Seaway requiring GLS inspectors has decreased significantly. From 1996-2006, the average number of incidents was 19 per year. However, from 2007-2020, the average number of incidents declined to only 6 per year. This positive development can be attributed to several factors, including the U.S.-Canadian

Enhanced Ship Inspection Program, the use of the Seaway's Automatic Identification System (AIS) vessel traffic management technology beginning in 2002, the use of the Seaway's hands free mooring system beginning in 2018, the well-trained and skilled GLS lock operations and maintenance staff, and a major fleet renewal program implemented by many of the Seaway's commercial customers.



Anticipated FY 2021 Accomplishments

In FY 2021, the 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.
- Perform safety inspections and ballast water exams of all foreign-flag vessels entering the St. Lawrence Seaway in Montréal, Québec, prior to entering U.S. waters.
- Promote regional trade and economic development through traditional marketing efforts, new initiatives, and activities aimed at increasing economic growth and job creation in the Great Lakes region.
- Use and enhance technologies to more efficiently manage vessel traffic control and lock transits.

FY 2022 Budget Request

For FY 2022, the President's Budget requests an appropriation of \$23.2 million for the GLS's Seaway Operations and Maintenance program from the HMTF and 143 full-time equivalents (FTEs). The FY 2022 request for this program is \$300,000 below the FY 2021 enacted level with no changes to the FTE level.

The request supports the Administration's priorities of safety (\$15 million for safety-related activities and expenses related to Seaway operations) and job creation/economic growth (\$23.2 million for all Seaway operations activities and expenses resulting in the movement of commercial trade).

FY 2022 baseline increases for the Seaway Operations and Maintenance program, which total \$266,000 (net), include:

- Estimated increase related to the Federal Employees Retirement System (FERS) (\$125,000);
- Proposed FY 2022 GS pay raise (2.7 percent) (\$125,000);
- Estimated 1.0 percent inflation increase for non-pay object class expenditures (\$52,000);
- Estimated increase for GLS's Washington, D.C., office rent (\$44,000);
- Estimated increase in financial management system expenses with the Federal Shared Service Provider at the U.S. Department of the Interior (\$35,000);
- Estimated annualization of FY 2021 GS pay raise (\$15,000); and
- Estimated reduction in DOT Working Capital Fund (WCF) expenses (-\$130,000).

The FY 2022 President's Budget request for this program also includes a program increase of \$1.5 million for the U.S. portion of operations and maintenance costs for the binational Seaway International Bridge, which supports the Administration's priorities of economic recovery and response to the pandemic. The GLS has an ownership interest with Canada in the binational South Channel Span of the Seaway International Bridge.

The Seaway International Bridge opened to car and truck traffic in 1962 and is currently operated and managed by the Seaway International Bridge Corporation (SIBC), a subsidiary of the Canadian Federal Bridge Corporation Ltd. (FBCL) and a Canadian Crown corporation. The bridge was established to operate as a self-sufficient operation through car and truck tolls and annually accommodates more than 2.5 million passenger vehicle transits and over 70,000 commercial truck transits.

Due to the pandemic and the associated cross-border restrictions currently enforced between the United States and Canada, paid car and truck traffic on the bridge has dramatically decreased by 80-90 percent of average levels, resulting in significant toll revenue reductions (70-75 percent). The

request level was developed based on the assumption that the current bridge toll levels remain constant in FY 2022. Federal funding from the Canadian Government has kept the bridge open and operational since the start of the cross-border restrictions in March 2020. This request provides U.S. federal funding to supplement Canadian federal funding to ensure bridge operations.

Overall, the FY 2022 President's Budget request for the Seaway Operations and Maintenance program will provide the GLS with the financial and personnel resources necessary to perform the operational, maintenance, and administrative functions of the Corporation, including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, trade promotion and economic development, and the Seaway International Bridge.

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 (typically late March to late December 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 – The GLS's infrastructure must be maintained in efficient operating condition. Facilities include: locks and guidewalls; roads; an international bridge; a highway tunnel; channels; public use facilities, such as the Eisenhower Lock Visitors' Center; navigation aids; buildings, grounds, and utilities; and permanent operating equipment, including trucks, cranes, and tugboats.
- Administration – Executive management and administration of the GLS includes legal, EEO, civil rights, financial management, procurement, information technology, human resources, labor relations, budget, performance, and external relations.
- Trade and Economic Development – The 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.
- Seaway International Bridge – The GLS co-owns the South Channel Span of the Seaway International Bridge with the Canadian Government. The bridge is managed and operated by the Seaway International Bridge Corporation, a Canadian Crown corporation, on behalf of the two owners. GLS staff serve on the SIBC Board of Directors.

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

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

Over that time, more than 3 billion metric tons of cargo valued at more than \$450 billion has 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. During the 2020 navigation season (April 1-December 30), 37.7 million metric tons of cargo moved through the binational waterway. The GLS workforce ably operated and maintained the waterway and lock system in 2020 with a system reliability rate of 99.3 percent and lock availability rate of 99.96 percent, all while managing the impacts of the global pandemic.

Cargoes include bulk cargo such as iron ore for the steel industry, petroleum for power generation, stone and cement for construction, and agricultural products for domestic and overseas consumption. Additionally, general cargoes such as machinery, steel, containerized goods, oversized and project cargoes, and bagged food products are moved on the Seaway each year.

The GLS's long-standing and proven-effective operation of the St. Lawrence Seaway has produced significant benefits for the Nation in terms of economic conditions, fuel efficiency and congestion mitigation, and commercial transportation safety. These benefits support the Administration's priorities of safety, climate resiliency, and economic growth.

- Economic Impacts – GLS operational and capital infrastructure initiatives supporting Great Lakes Seaway System commercial trade supports 147,500 U.S. jobs and generates associated annual economic benefits of \$26 billion in economic activity, \$11 billion in personal income and local consumption expenditures, and \$5 billion in federal, state, and local tax revenue. For just the global commerce that transits the GLS's locks and channels near Massena, N.Y. (approximately 38 million metric tons), every \$1 appropriated to the GLS produces \$124 in U.S. economic benefits.⁴
- Fuel Efficiency and Congestion Mitigation – In terms of fuel efficiency and congestion mitigation, the Great Lakes Seaway System commercial fleet is nearly 7 times more fuel-efficient than trucks and 1.14 times more fuel-efficient than rail. Moreover, it would take 3 million railcars or 7.1 million trucks to carry the total cargo transported by the Great Lakes/Seaway fleet.⁵
- Transportation Safety – Great Lakes Seaway System shipping has an outstanding safety record. Marine shipping is least disruptive to the public, has fewer accidents, and has fewer workplace injuries. The Seaway's outstanding safety record is the consequence of a pervasive safety culture, a well-trained and licensed workforce, robust regulatory oversight, and the use of advanced navigation technology.

The 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.

³ [Seaway Traffic Reports](#).

⁴ [Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region](#).

⁵ [Environmental and Social Impacts of Marine Transport in the Great Lakes-St. Lawrence Seaway Region](#), Research and Traffic Group, January 2013.

The President's Budget request for FY 2022 will sustain existing Seaway Operations and Maintenance program activities and afford the GLS opportunities to enhance its efforts in the areas of safety, operations, and trade/economic development, while maintaining the waterway's historic near-perfect reliability rate.

Detailed Program Justification for Seaway Infrastructure

FY 2022 PROGRAM BUDGET REQUEST
Seaway Infrastructure
Operations and Maintenance – HMTF (69-8003)
(\$000)

Program Activity	FY 2020 Actual	FY 2021 Enacted	FY 2022 President's Budget
Seaway Infrastructure	\$16,000	\$14,500	\$14,500
Total	\$16,000	\$14,500	\$14,500
FTE	0	0	0

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

The Seaway Infrastructure program addresses the needs of the organization's infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, vehicular bridge and tunnel, roadways, utilities, vehicles, and equipment. The program supports the Administration's priority of job creation/economic growth and transformational infrastructure investments.

The 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, more than 3 billion metric tons of cargo valued at more than \$450 billion has moved through the Seaway. This commercial trade is dependent on the Seaway's safe, efficient, and operational infrastructure.

This commercial trade produces significant economic benefits to the Great Lakes region and the Nation. In fact, an economic impact study completed in 2018 concluded that maritime commerce on the Great Lakes Seaway System supports 147,500 U.S. jobs and generates associated annual economic benefits of \$26 billion in economic activity, \$11 billion in personal income and local consumption expenditures, and \$5 billion in tax revenue.⁸

From FY 2009-2020, the GLS spent \$179 million on 59 infrastructure-related projects. Major infrastructure projects completed over that time period 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, gatelifter upgrades, miter gate rehabilitation, and tugboat replacements, as well as various other structural and equipment repairs and/or replacements. The GLS's infrastructure investments demonstrate the Nation's commitment to the long-standing agreement to jointly operate and maintain the binational St. Lawrence Seaway for commerce.

⁸ [*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region.*](#)

In FY 2021, the GLS began requesting its annual appropriation a request for infrastructure projects as part of a recurring five-year capital plan. The GLS Seaway Infrastructure program 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/ replaced; that buildings for employees and the public, grounds, and utilities are sufficiently maintained/refurbished; and that commercial trade continues to move on the Seaway safely and without interruption or delays. In preparing its budget requests, the GLS categorizes its infrastructure investments under eight infrastructure categories:

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

Anticipated FY 2021 Accomplishments

In FY 2021, the GLS expects to fund and/or complete several infrastructure projects, including \$2.5 million for concrete rehabilitation at Eisenhower Lock, \$6.2 million to replace the concrete diffusers at Eisenhower Lock, \$2 million for rehabilitation of the Eisenhower Lock emergency virtual lift gate, and \$500,000 million for concrete rehabilitation at Snell Lock.

Additionally, the GLS's Office of Engineering and Maintenance will complete engineering specifications and plans, permitting and environmental studies (*as applicable*), and contractual obligations for FY 2021 infrastructure projects. In addition, the GLS will manage and perform oversight of on-site infrastructure construction/installation work, acquisitions, and reporting.

FY 2022 Budget Request

Seaway Infrastructure Category	Seaway Infrastructure Project	FY 2022 Request
Locks and Associated Structures	Rehabilitation of Diffusers at Snell Lock	\$6,500,000
Locks and Associated Structures	Rehabilitation of Concrete at Snell Lock	2,000,000
Utilities	Upgrade Electrical Distribution Equipment	1,500,000
Buildings and Grounds	Upgrade Machine Shop Facility for HFM Maintenance	1,000,000
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	1,000,000
Seaway International Bridge	Replacement of Rocker Arms on South Channel Span	625,000
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment, Maintenance Vehicles, and Shop Equipment	550,000
Dredging, Navigation Aids, and Floating Plant	Upgrade Floating Navigation Aids to All-Season Buoys	475,000
IT and Communications	Development of Seaway Vessel Traffic Flow Management System	400,000
Lock Equipment	Installation of Self Spotting Equipment	250,000
Lock Equipment	Upgrade Fendering on Approach Walls and Miter Gates	200,000
Totals (11 projects)		\$14,500,000

The FY 2022 President's Budget request for the Seaway Infrastructure program of \$14.5 million for 11 infrastructure projects is equal to the FY 2021 enacted level. The request supports the Administration's priority to improve our Nation's infrastructure.

Dollar amounts for Seaway Infrastructure program projects are "project feasibility" estimates that can vary by an industry-recognized 20-30 percent. While many Seaway infrastructure projects have received funding over several years, the 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.

- **Locks and Associated Structures – Rehabilitation of Diffusers at Snell Lock (\$6.5 million)** – This project is to replace deteriorated/damaged concrete in the diffusers at Snell Lock. This includes poor quality concrete used during original construction of the locks as well as concrete that was damaged by freeze-thaw cycles. The diffusers are the outlet structures used to dampen the flow of water when the lock is emptied. This new investment in FY 2022 would provide the first year of funding for this two-year, two-phase project at Snell Lock.
- **Lock and Associated Structures – Rehabilitation of Concrete at Snell Lock (\$2 million)** – This ongoing project is to replace deteriorated/damaged concrete at Snell Lock. This includes concrete that was of poor quality when placed during original construction and concrete that has been damaged by freeze-thaw cycles and by vessel impacts. This deteriorated/damaged concrete includes the mass concrete that forms the locks walls, floors, and ceilings of the filling and emptying culverts and the gate sills. This project includes replacing concrete to depths ranging between approximately 8 inches and 24 inches. The GLS has used shotcrete to replace concrete in the culverts and plans to replace deteriorated/damaged concrete on the lock walls in future years.
- **Utilities – Upgrade Electrical Distribution Equipment (\$1.5 million)** – This multi-project is for upgrading electrical distribution equipment, some of which is over 60 years old, at both Eisenhower and Snell Locks and at the Maintenance Facility to insure continued reliability. The GLS anticipates completing arc flash analyses, replacing electrical panels and wiring at both locks, and replacing power feeds and transformers at its Maintenance Facility and Snug Harbor (storage area for GLS tugs and gatelifter). The FY 2022 request will address new transformers and electrical system upgrades at Snug Harbor needed to provide shoreside electrical power to the GLS's new tugboats at berth while the main and auxiliary engines are shut down.
- **Buildings and Grounds – Upgrade Machine Shop Facility for HFM Maintenance (\$1 million)** – The GLS completed the installation and commissioning of the hands free mooring (HFM) system at Eisenhower Lock on September 19, 2018, and at Snell Lock on June 6, 2019. The new technology allows commercial ships to transit safely and efficiently without the use of mooring lines while also enhancing workplace safety and improving operational efficiency. During the 2020 navigation season, 99.2 percent of commercial transits on the Seaway utilized the GLS's HFM system. Facilities are needed for the

recurring overhaul maintenance program needed to ensure the continued reliability of the HFM operating equipment. The FY 2022 request will fund an expansion of the existing machine shop facility including the installation of an overhead crane.

- **Lock and Associated Structures – Rehabilitation of Concrete at Eisenhower Lock (\$1 million)** – This ongoing project is to replace deteriorated/damaged concrete at Snell Lock. This includes concrete that was of poor quality when placed during original construction and concrete that has been damaged by freeze-thaw cycles and by vessel impacts. This deteriorated/damaged concrete includes the mass concrete that forms the locks walls, the walls, floors and ceilings of the filling and emptying culverts and the gate sills. This project includes replacing concrete to depths ranging between approximately 8 inches and 24 inches. The GLS has used shotcrete to replace concrete in the culverts and plans to replace deteriorated/damaged concrete on the lock walls in future years.
- **Seaway International Bridge – Replacement of Rocker Arms on South Channel Span (\$625,000)** – The South Channel Span of the Seaway International Bridge, opened to vehicular traffic between the United States and Canada in 1962, began showing structural integrity issues with its rocker arms starting in 2016.

The bridge rocker arms provide vertical support to the ends of the stiffening truss/deck system at the main towers. The rocker arms allow the stiffening truss/deck system to move back and forth horizontally with respect to the towers without inducing horizontal loads into the towers. A complete failure of a rocker arm would result in loss of vertical support of one corner of the stiffening truss/deck system but the applied loadings can be redistributed to the adjacent hangers making even a localized collapse of the deck unlikely. However, once a failure occurs, the bridge would need to be closed to traffic until a temporary jacking system was installed (2-3 days) and then the bridge could only be opened to single lane alternating traffic until a replacement rocker arm could be fabricated (12-15 weeks).

There are eight rocker arms on the bridge. In 2017, the GLS and the Canadian Federal Bridge Corporation Ltd. (FBCL) (Canadian government co-owner of the bridge) co-funded the replacement of one rocker arm using owner funds held at the bridge at a total cost of \$180,000 (including engineering design, fabrication of rocker arm, equipment rental, and installation).

In 2020, bridge maintenance crews addressed short-term concerns by re-greasing the older rocker arm bearings but recommended replacement of the seven rocker arms over the next several years to ensure the long-term physical integrity of the bridge. The SIBC estimates \$920,000 in equipment (seven rocker arms for replacement and purchase of one spare unit in the event of a future failure) and installation costs. Of the total estimate, the GLS would be responsible for 68 percent of the total cost (approx. \$625,000), while the Canadian FBCL would be financial responsible for the remaining 32 percent (approx. \$295,000). The new rocker arms are better designed to avoid similar problems in the future.

- **O&M Equipment and Work Vehicles – Replacement of Heavy and Light Equipment, Maintenance Vehicles, and Shop Equipment (\$550,000)** – This annual project is to replace heavy and light equipment, vehicles, and shop equipment as they become worn out and unserviceable. Heavy and light equipment include such items as 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 2022, the GLS anticipates replacing six fleet vehicles for operational use in Massena, N.Y. (\$150,000), a telescopic bucket truck (\$150,000), a front-end loader (\$150,000), and a towable aerial lift (\$100,000).
- **Dredging, Navigation Aids, and Floating Plant – Upgrade Floating Navigational Aids to All-Season Buoys (\$475,000)** – This ongoing project is to replace traditional floating navigational aids/buoys with all-season buoys. The GLS is responsible for 101 buoys (one light per unit) along a 120-mile portion of the St. Lawrence Seaway. Over the past several years, the GLS successfully tested several types of all-season buoys and determined, in consultation with the U.S. Coast Guard, a foam all-season buoy as the most effective solution. The GLS has purchased eight steel all-season and six foam buoys for testing in recent years and intend to keep them deployed in various sections of the St. Lawrence River. For FY 2022, the GLS requests \$475,000 to purchase 20-23 all-season buoys and anticipates completing this buoy upgrade project in FY 2027 with similar annual purchases.

Replacing current buoys with all-season buoys will enhance the efficiency of the system by allowing U.S. and Canadian Great Lakes/Seaway pilotage authorities to remain in single pilotage at closing and opening periods. This, in turn, will save shipping companies added pilotage fees and operational costs due to delays waiting for pilots to get proper rest. Additionally, all-season buoys should reduce GLS operational costs associated with the commissioning and decommissioning of buoys each spring and winter.

- **IT and Communications – Development of Vessel Traffic Flow Management System (\$400,000)** – For the past two years, the GLS, along with its Canadian partner (SLSMC) and other U.S. and Canadian Seaway System stakeholders, has been working with the Volpe National Transportation Systems Center to develop a new vessel traffic flow management system 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 to better inform and improve efficiencies in those extended Seaway stakeholder groups, like existing systems at European port regions.

Phase One of the new system's development, which is complete, focused on vessel transit data analysis for the Montreal-Lake Ontario section of the Seaway (where the GLS's two locks are located), development of a presentation prototype, and initial discussions with the U.S., Canadian, and International stakeholder communities to include ports, carriers, and pilots.

Phase Two (estimated for completion in spring 2022) is underway and focuses on analyzing vessel transit data for the Canadian Welland Canal (the other section of the Seaway) and developing requirements for a production system to be used by the two Seaway

Corporations, while Phase Three (estimated at 12-18 months) will focus on system development and production for use by the two Seaway Corporations. Based on the current schedule, the FY 2022 funding request will support the GLS's involvement in Phase Three.

- **Lock Equipment – Installation of Self Spotting Equipment (\$250,000)** – This project is for installing equipment at the U.S. Seaway locks such that transiting vessels can spot/locate themselves in the lock. This new technology, once fully implemented, will eliminate the need for Lock Operations' personnel to spot vessels in a lock. The GLS will leverage the research, development, and testing for this project led by the Canadian SLSMC over the past several years and move directly to implementation at the U.S. locks. Initial funding for this project was included in the FY 2021 President's Budget request for one of the two U.S. Seaway locks. This request addresses the second lock.
- **Lock Equipment – Upgrade Fendering on Approach Walls and Miter Gates (\$200,000)** – This project is to replace wood fendering on the approach walls at both locks with rubber fenders to protect both the transiting vessels and the approach walls. The cost of the wood fenders is increasing such that the rubber fenders have become cost competitive. The rubber fenders that have been installed to date have performed well. The FY 2022 funding request will continue supporting the multi-year transition that began in FY 2019 from wood to rubber fendering at both locks.

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 the GLS's Seaway Infrastructure program is to ensure the long-term structural integrity and reliability of the Seaway infrastructure, which is a critical component of the economic vitality of the eight-state region and the Nation. Without safe, modern, reliable, and efficient locks and waters, 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 the GLS's continued efforts to modernize the U.S. Seaway infrastructure, commercial users would consider alternative, more dependable modes and routes to move goods to and from the region, which could result in fewer economic benefits to the Nation, as well as increased road/rail congestion and consumer costs for goods and products.

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GLS Fund

(69x4089)

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APPROPRIATIONS LANGUAGE

**DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION**

FEDERAL FUNDS

Public enterprise funds:

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 104 of the Government Corporation Control Act, as amended, as may be necessary in carrying out the programs set forth in the Corporation's budget for the current fiscal year.

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*The Research, Development, and Technology section of the
FY 2022 budget request is not applicable to the GLS*

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**INFORMATION TECHNOLOGY
U.S. DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Budget Authority
(\$000)**

Budget Account	FY 2020 Actual	FY 2021 Enacted	FY 2022 President's Budget
Operations and Maintenance (69-8003)	\$2,284	\$2,229	\$2,556
<i>Commodity IT SS WCF</i>	<i>\$628</i>	<i>\$883</i>	<i>\$756</i>
<i>Modal IT</i>	<i>\$1,656</i>	<i>\$1,346</i>	<i>\$1,800</i>
Total	\$2,284	\$2,229	\$2,556

The FY 2022 President's Budget request for the GLS includes **\$2.56 million** 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).

Commodity IT Shared Services (SS) through the Working Capital Fund

OCIO will continue to provide all modes Commodity IT Shared Services in FY 2022 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 President's Budget request includes **\$756,000** from the GLS's Operations and Maintenance account (69-8003) for Commodity 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 2022. This list represents those IT systems that support the GLS and are reported in OMB's Corporate Investment Management System (CIMS).

- **Financial/Accounting System – \$870,000** for the operations and maintenance (O&M) expenses related to its access and usage of the Oracle-based financial management system at the U.S. Department of the Interior, 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 Tracking System – \$500,000** for the continued development of the vessel traffic flow management system component (\$400,000) to the binational Seaway traffic management system as well as annual O&M costs to the AIS-based vessel tracking system (\$100,000).
- **PC&B for IT Operations Staff – \$340,000** for the personnel compensation and benefits (PC&B) costs for its 2.5 FTEs responsible for IT operations for mission systems.
- **PC&B for Cybersecurity Staff – \$75,000** for the PC&B costs of its 0.5 FTE responsible for cybersecurity for mission systems.
- **CASTLE Time and Attendance System – \$15,000** for its annual expenses for FAA’s CASTLE time and attendance application.