



U.S. Department
of Transportation

BUDGET ESTIMATES

FISCAL YEAR 2023

**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 2023 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.

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.

For Fiscal Year (FY) 2023, the GLS requests an appropriation of \$38.50 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two programs – Seaway Operations and Maintenance (\$23.70 million) and Seaway Infrastructure (\$14.80 million). The request represents an increase of \$500,000 above the FY 2022 Continuing Resolution (CR) level.

GLS operational and infrastructure 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, supporting the Secretary's Safety, Economic Strength, Equity, and Climate and Sustainability strategic priorities. Every \$1 appropriated to the GLS produces nearly \$125 in U.S. economic benefits resulting from the movement of commercial trade through the St. Lawrence Seaway.¹

Seaway Operations and Maintenance – For FY 2023, the GLS requests an appropriation from the HMTF of \$23.70 million for the Seaway Operations and Maintenance program and 143 full-time equivalents (FTEs). The FY 2023 request for this program is \$200,000 above the FY 2022 CR funding level with no changes to the FTE ceiling level.

The FY 2023 request for the GLS's Operations and Maintenance program includes \$1 million for the U.S. portion of operations and maintenance costs for the binational Seaway International Bridge. The GLS has an ownership interest with Canada in the binational South Channel Span of the Seaway International Bridge and supporting bridge operations addresses President Biden's Executive Order related to economic recovery and pandemic response (Executive Order 14002).

Due to the pandemic and the associated cross-border restrictions enforced between the United States and Canada, paid car and truck traffic on the bridge has dramatically decreased by 70-75 percent of pre-pandemic average levels, resulting in significant toll revenue reductions (60 percent below pre-pandemic average). The FY 2023 request was developed based on the assumption that bridge toll levels slowly improve leading into FY 2023 but remain below normal

¹ [*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*](#), Martin Associates, July 2018.

levels throughout the year. Federal funding from the Canadian Government kept the bridge open and operational from the start of the cross-border restrictions through March 2022. The GLS's FY 2022 enacted appropriations included authorization and direction to use up to \$1.5 million from its unobligated balance to support bridge operations and offset toll shortfalls.

Overall, the FY 2023 request for the Seaway Operations and Maintenance program will provide the GLS with the financial and personnel resources necessary to perform operational, maintenance, and administrative functions including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, trade promotion and economic development, as well as fund operations and maintenance expenses at the Seaway International Bridge.

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, a vehicular bridge and tunnel, roadways, utilities, vehicles, tugboats, and equipment.

The GLS requests \$14.80 million for this program in FY 2023 for 18 infrastructure-related capital projects, an increase of \$300,000 above the FY 2022 CR funding level. This program request supports the Secretary's strategic priority of Economic Strength/High-Performing Core Assets. Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on the GLS's safe, efficient, and operational infrastructure.

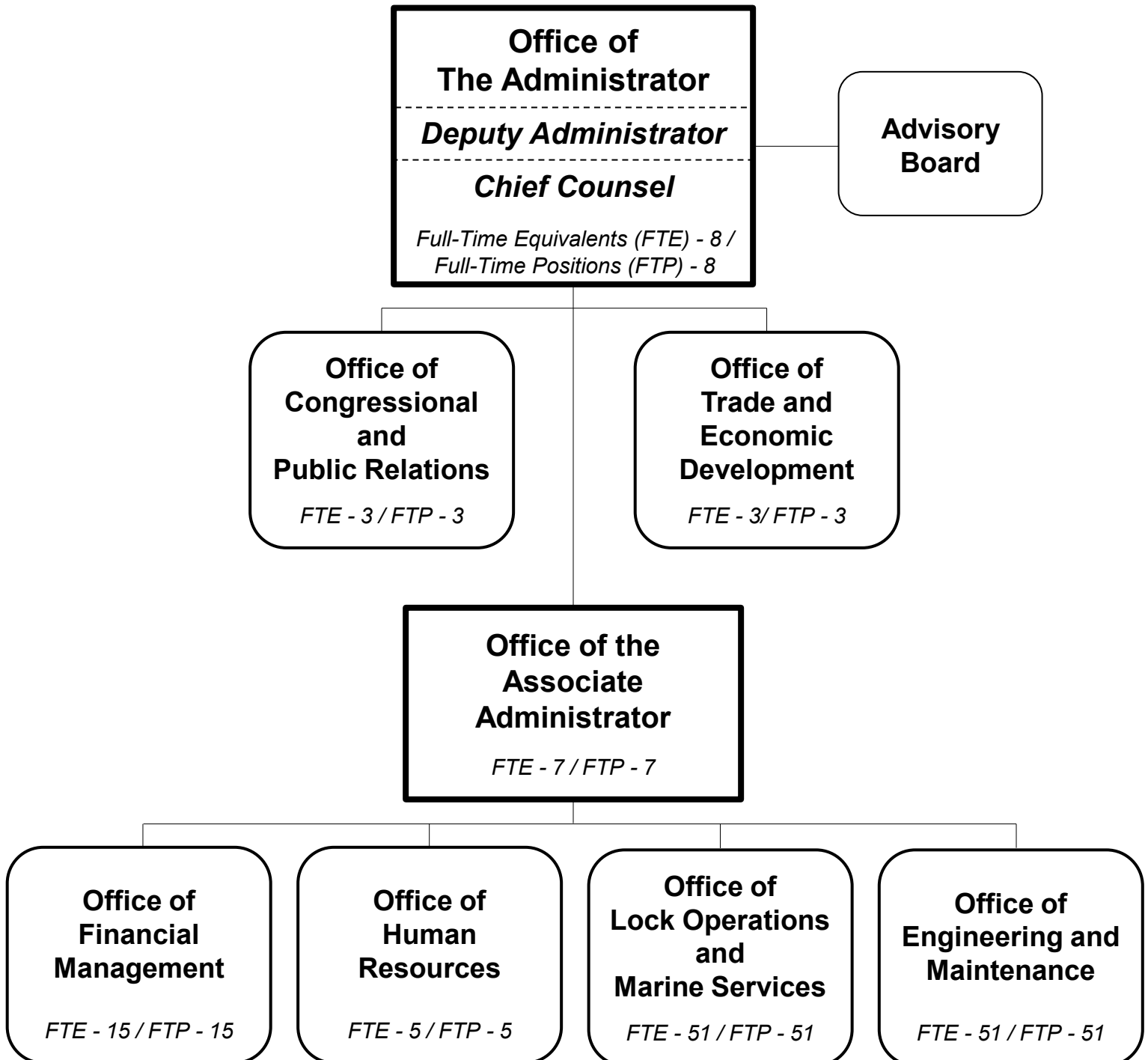
Project funding requests for FY 2023 include \$3 million for rehabilitation of concrete at both locks, \$2 million to upgrade the ice flushing system at Eisenhower Lock, \$1.5 million to upgrade the miter gate machinery at both locks, \$1 million to complete the rehabilitation of concrete at Snell Lock, and \$1 million to rehabilitate the culvert valve machinery hydraulics at both locks.

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 and 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.

Great Lakes St. Lawrence Seaway Development Corporation

Organization Chart

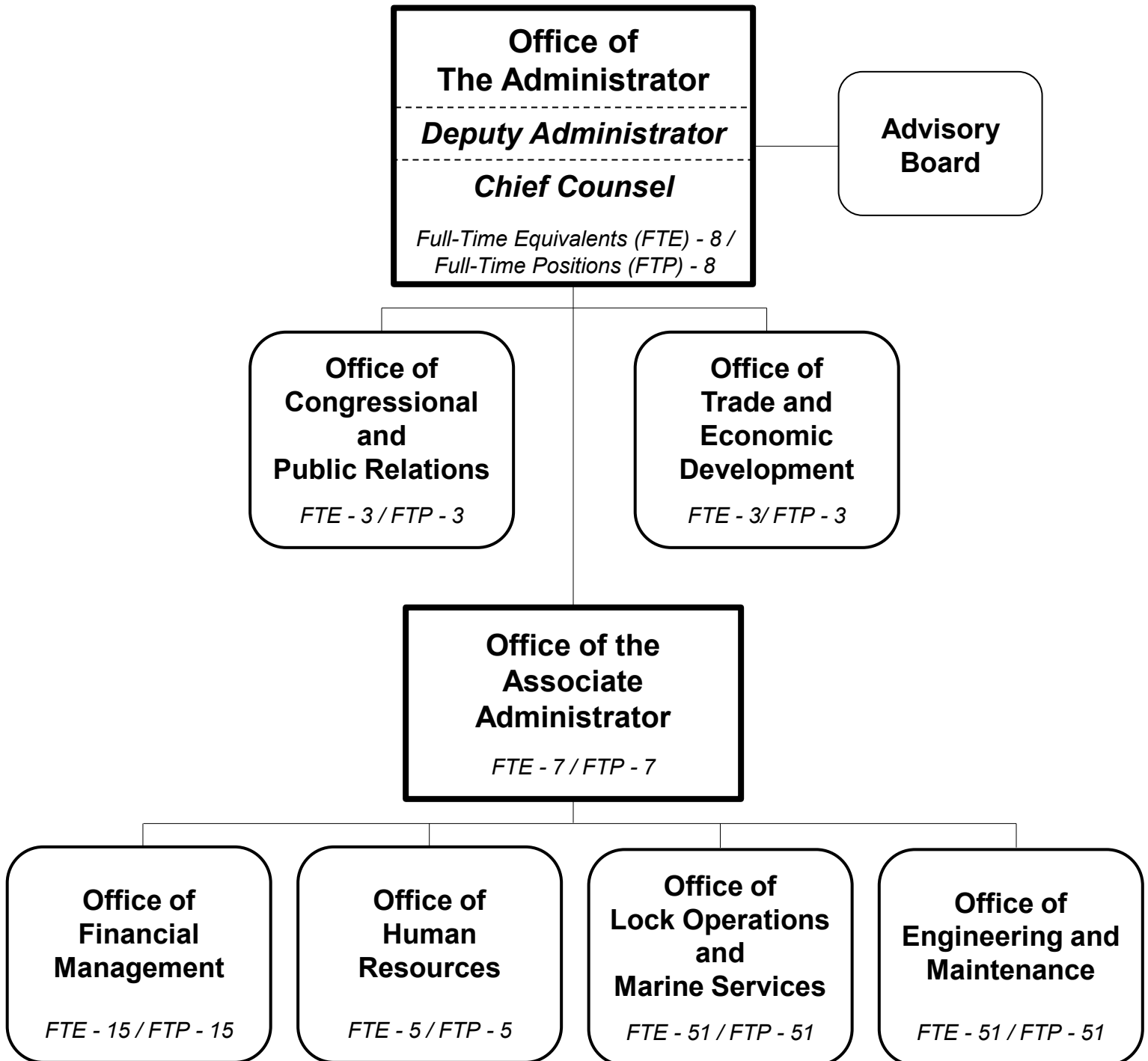
FY 2022 FTE/FTP Estimates



Great Lakes St. Lawrence Seaway Development Corporation

Organization Chart

FY 2023 FTE/FTP Estimates



Budget Summary Tables

EXHIBIT II-1
FY 2023 BUDGET AUTHORITY
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

		(A)	(B)	(C)	(D)
<u>ACCOUNT NAME</u>	<u>M/D</u>	<u>FY 2021 ENACTED</u>	<u>FY 2022 CONTINUING RESOLUTION</u>	<u>FY 2022 ENACTED</u>	<u>FY 2023 REQUEST</u>
Operations and Maintenance - HMTF (69-8003)	D	\$38,000	\$38,000	\$38,000	\$38,500
TOTALS					
Gross New Budget Authority		\$38,000	\$38,000	\$38,000	\$38,500
Rescissions		\$0	\$0	\$0	\$0
Transfers		\$0	\$0	\$0	\$0
Offsets		\$0	\$0	\$0	\$0
NET NEW BUDGET AUTHORITY:	D	\$38,000	\$38,000	\$38,000	\$38,500

EXHIBIT II-2
FY 2023 TOTAL BUDGETARY RESOURCES BY APPROPRIATIONS ACCOUNT
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Appropriations
(\$000)

		(A)	(B)	(C)	(D)
ACCOUNT NAME	M/D	FY 2021 ENACTED	FY 2022 CONTINUING RESOLUTION	FY 2022 ENACTED	FY 2023 REQUEST
Operations and Maintenance - HMTF (69-8003)	D	\$38,000	\$38,000	\$38,000	\$38,500
TOTALS					
Gross New Budget Authority		\$38,000	\$38,000	\$38,000	\$38,500
Rescissions		\$0	\$0	\$0	\$0
Transfers		\$0	\$0	\$0	\$0
Offsets		\$0	\$0	\$0	\$0
NET NEW BUDGET AUTHORITY:	D	\$38,000	\$38,000	\$38,000	\$38,500

EXHIBIT II-3
FY 2023 BUDGET REQUEST BY DOT STRATEGIC AND ORGANIZATIONAL GOALS
Appropriations
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

	SAFETY	ECONOMIC STRENGTH	EQUITY	CLIMATE AND SUSTAINABILITY	TRANSFORMATION	ORGANIZATIONAL EXCELLENCE	TOTAL
Operations and Maintenance - HMTF (69-8003)	\$ 15,000	\$ 22,400	\$ 200	\$ 900	\$ -	\$ -	\$ 38,500
Seaway Operations and Maintenance	\$ 15,000	\$ 7,600	\$ 200	\$ 900	\$ -	\$ -	\$ 23,700
Seaway Infrastructure	\$ -	\$ 14,800	\$ -	\$ -	\$ -	\$ -	\$ 14,800
TOTAL	\$ 15,000	\$ 22,400	\$ 200	\$ 900	\$ -	\$ -	\$ 38,500

Safety: Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.

Economic Strength and Global Competitiveness: Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.

Equity: Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.

Climate and Sustainability: Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.

Transformation: Design for the future. Invest in purpose-driven research and innovation to meet the challenge of the present and modernize a transportation system of the future that serves everyone today and in the decades to come.

Organizational Excellence: Strengthen our world class organization. Advance the Department's mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

EXHIBIT II-4
FY 2023 OUTLAYS
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

		(A)	(B)	(C)
ACCOUNT NAME	M/D	FY 2021 ENACTED	FY 2022 CONTINUING RESOLUTION	FY 2023 REQUEST
GLS Fund (69x4089)	M	\$37,000	\$43,000	\$40,000
TOTAL:	M	\$37,000	\$43,000	\$40,000
[Discretionary] (Operations and Maintenance-HMTF – 69-8003)		\$38,000	\$38,000	\$38,500
[Mandatory] (SLSDC Fund – 69x4089)		(\$1,000)	\$5,000	\$1,500

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

	FY 2021 Enacted	FY 2022 Continuing Resolution	BASELINE CHANGES							FY 2023 Baseline Estimate	Program Increases/ Decreases (Net)	FY 2023 Request
			Annualization of Prior Pay Raises	Annualization of New FY 2022 FTEs	FY 2023 Pay Raises	Adjustment for Compensable Days	GSA Rent Estimate	Working Capital Fund	Inflation and Other Base Adjustments			
Operations and Maintenance - HMTF (69-8003)												
PERSONNEL RESOURCES	143	143										
Direct FTEs	143	143								143	-	143
FINANCIAL RESOURCES												
ADMINISTRATIVE EXPENSES												
Salaries and Benefits	\$3,952	\$3,952	\$16	\$0	\$149	(\$15)	\$0	\$0	\$0	\$4,102	\$0	\$4,102
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	\$542	\$542	\$0	\$0	\$0	\$0	\$94	\$0	\$0	\$636	\$0	\$636
DOI Financial System (PPPS)	\$835	\$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)	\$1,241	\$1,111	\$0	\$0	\$0	\$0	\$0	\$452	\$0	\$1,563	\$0	\$1,563
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	\$6,708	\$6,578	\$16	\$0	\$149	(\$15)	\$94	\$452	\$35	\$7,309	\$0	\$7,309
PROGRAMS												
Seaway O&M (non-Administrative)	\$16,792	\$16,022	\$31	\$0	\$303	(\$30)	\$0	\$0	(\$145)	\$17,081	(\$690)	\$16,391
Seaway Infrastructure	\$14,500	\$14,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,500	\$300	\$14,800
Programs Subtotal	\$31,292	\$31,422	\$31	\$0	\$303	(\$30)	\$0	\$0	(\$145)	\$31,581	(\$390)	\$31,191
TOTAL	\$38,000	\$38,000	\$47	\$0	\$452	(\$45)	\$94	\$452	(\$110)	\$38,590	(\$390)	\$38,500

* 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.

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

ACCOUNT NAME	FY 2021 ENACTED	FY 2022 CONTINUING RESOLUTION	FY 2023 REQUEST
DIRECT:			
Operations and Maintenance - HMTF (69-8003)	\$1,241	\$1,111	\$1,563
TOTAL	\$1,241	\$1,111	\$1,563

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

	FY 2021 ACTUAL	FY 2022 CONTINUING RESOLUTION	FY 2023 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Maintenance - HMTF (69-8003)	124	143	143
TOTAL FTEs	124	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-8
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
RESOURCE SUMMARY -- STAFFING
FULL-TIME PERMANENT POSITIONS

	FY 2021 ACTUAL	FY 2022 CONTINUING RESOLUTION	FY 2023 REQUEST
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Maintenance - HMTF (69-8003)	126	143	143
TOTAL POSITIONS	126	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
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
10-YEAR HISTORY OF APPROPRIATIONS
OPERATIONS AND MAINTENANCE (69-8003)
(HARBOR MAINTENANCE TRUST FUND)

FISCAL YEAR	REQUEST	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	\$38,000,000
2023	\$38,500,000	---

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.

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**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, \$38,500,000 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 \$14,800,000 shall be for the Seaway infrastructure program and not more than \$1,000,000 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)

<u>Program Activity</u>	<u>FY 2021 ENACTED</u>	<u>FY 2022 CONTINUING RESOLUTION</u>	<u>FY 2023 REQUEST</u>
Seaway Operations and Maintenance	\$23,500	\$23,500	\$23,700
Seaway Infrastructure	14,500	14,500	14,800
Total	\$38,000	\$38,000	\$38,500
FTEs	124	143	143

Program and Performance Statement

The FY 2023 GLS budget request is \$38.50 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two programs – Seaway Operations and Maintenance (\$23.70 million) and Seaway Infrastructure (\$14.80 million).

GLS operational and infrastructure 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, supporting the Secretary’s Safety, Economic Strength, Equity, and Climate and Sustainability strategic priorities. Every \$1 appropriated to the GLS produces nearly \$125 in U.S. economic benefits resulting from the movement of commercial trade through the St. Lawrence Seaway.²

The Seaway Infrastructure Program (SIP) addresses the needs of the organization’s infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment. This program supports the Secretary’s strategic priority of Economic Strength/High-Performing Core Assets. Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on the GLS’s safe, efficient, and operational infrastructure.

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.

² [*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region.*](#)

EXHIBIT III-1a

OPERATIONS AND MAINTENANCE – HMTF (69-8003)
SUMMARY ANALYSIS OF CHANGE FROM FY 2022 TO FY 2023
Appropriations
(\$000)

<u>ITEM</u>	Change from FY 2022 CR Level to FY 2023 Request (\$000)	Change from FY 2022 CR Level to FY 2023 Request (FTE)
FY 2022 CONTINUING RESOLUTION (CR)	\$38,000	143
ADJUSTMENTS TO BASE:		
DOT Working Capital Fund	\$ 452	
Proposed Pay Raise (4.6%)	452	
Non-Pay Inflation (2.0%)	155	
GSA Rent Estimate	94	
Annualization of FY 2022 GS Pay Raise	47	
U.S. Department of the Interior Financial Mgmt. System	35	
One Less Compensable Day	(45)	
FY22 President's Budget Request vs. Full-Year CR Level	<u>(300)</u>	
SUBTOTAL, ADJUSTMENTS TO BASE	\$ 890	0
PROGRAM INCREASES:		
Seaway Infrastructure Program (SIP)	<u>\$ 300</u>	
SUBTOTAL, PROGRAM INCREASES	\$ 300	0
PROGRAM REDUCTIONS:		
Seaway International Bridge O&M Expenses	(\$ 500)	
Non-mission critical program reductions	<u>(190)</u>	
SUBTOTAL, PROGRAM REDUCTIONS	(\$ 690)	0
FY 2023 REQUEST	\$38,500	143

Detailed Program Justification for Seaway Operations and Maintenance

FY 2023 PROGRAM BUDGET REQUEST Seaway Operations and Maintenance Operations and Maintenance – HMTF (69-8003) (\$000)

Program Activity	FY 2021 Enacted	FY 2022 Continuing Resolution	FY 2023 President's Budget
Seaway Operations and Maintenance	\$23,500	\$23,500	\$23,700
Total	\$23,500	\$23,500	\$23,700
FTE	124	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. 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 region, supporting the Secretary's Safety, Economic Strength, Equity, and Climate and Sustainability strategic priorities. Every \$1 appropriated to the GLS produces nearly \$125 in U.S. economic benefits resulting from the movement of commercial trade through the St. Lawrence Seaway.³

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).

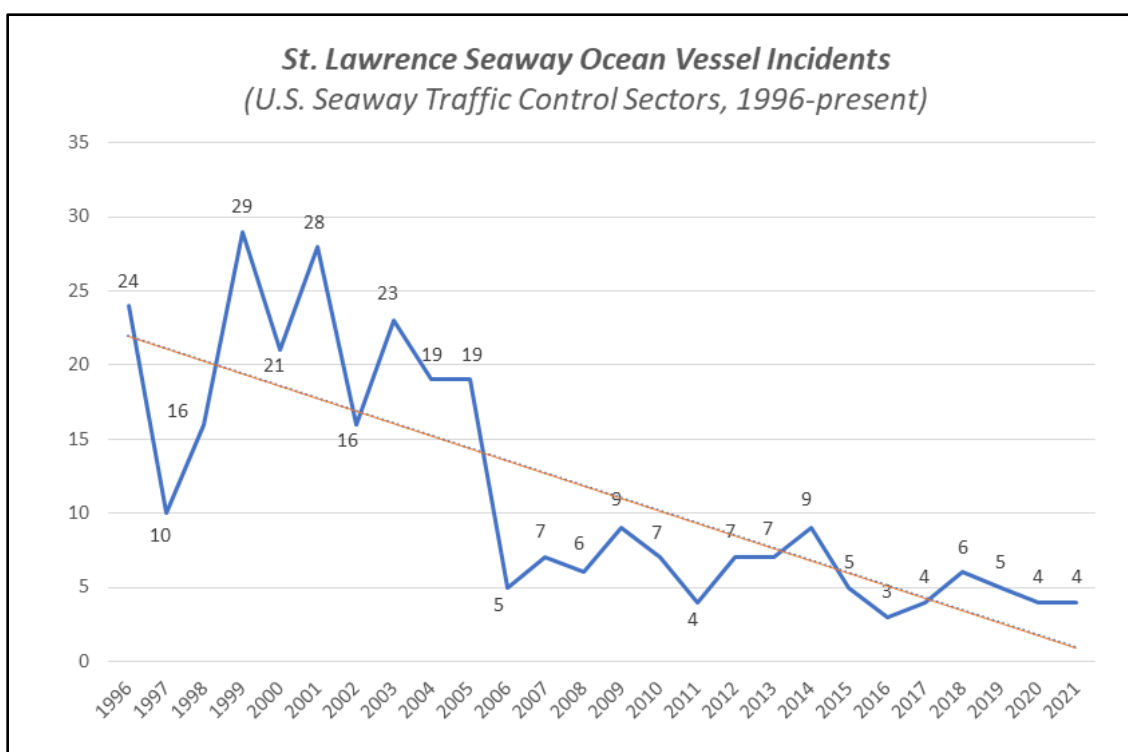
The Great Lakes Seaway System offers safe and reliable access at competitive costs to and from the Midwest portion of the United States and North America, so it is critical that the U.S. Seaway waters, locks, and infrastructure maintained by the GLS be continuously open and navigable during each navigation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

³ [*Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region*](#). Calculation based on 37.7 million metric tons moving through the GLS's locks in 2020 and the GLS's FY 2021 enacted appropriation (\$38 million).

The St. Lawrence Seaway is one of the world's safest waterway systems and that safety record continues to improve. The FY 2023 budget request supports this improvement in Seaway safety through funded operational initiatives and supports the Secretary's Safety strategic priority.

Over the past 26 seasons, the average number of vessel incidents in the Seaway requiring GLS inspectors has decreased significantly. From 1996-2008, the average number of incidents was 17 per year. However, from 2009-2021, 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.



The GLS also continues to advocate for strict ballast water management efforts to prevent any new introductions of aquatic invasive species (AIS) via commercial vessels entering Seaway waters. In 2008, the GLS implemented regulations requiring all ships with no ballast in their tanks to conduct saltwater flushing of their empty ballast water tanks before arriving in the Seaway.

The GLS, along with other U.S. and Canadian partners, have enforced ballast water inspections of all vessels to ensure these regulations are carried out. In 2021, 100 percent of international cargo vessels bound for Great Lakes Seaway System ports received a ballast water or ballast tank exam. Ships that fail to properly manage their ballast tanks are required to either retain the ballast water and residuals on board, treat the ballast water in an environmentally sound and approved manner, or return to sea to conduct a ballast water exchange.

The Great Lakes Aquatic Nonindigenous Species Information System, maintained by the National Oceanic and Atmospheric Administration (NOAA), documents that Seaway regulations have dramatically decreased the risk of aquatic invasive species introductions by international vessels transiting the Seaway (only 2 possible introductions since 2006 compared to 15 for 1991-2006). The FY 2023 request provides funding to continue performing the GLS's ballast water management activities.

Anticipated FY 2022 Accomplishments

In FY 2022, 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 2023 Budget Request

For FY 2023, the GLS requests an appropriation of \$23.70 million for its Seaway Operations and Maintenance program from the HMTF and 143 full-time equivalents (FTEs). The FY 2023 request for this program is \$200,000 above the FY 2022 Continuing Resolution (CR) funding level with no changes to the FTE ceiling level.

For more than 60 years, the GLS has performed its core mission activities with an understanding of the larger national economic impacts that are directly impacted by its operations. While the Secretary's Economic Strength strategic priority is the primary outcome of GLS's operations and maintenance program in terms of job creation and global economic competitiveness, ancillary activities also address the Secretary's Safety, Equity, and Climate and Sustainability strategic priorities.

The FY 2023 budget request for this program includes \$15 million to support the Safety strategic goal, representing the GLS's lock operations, marine services, engineering, and maintenance activities. Additionally, this request includes \$200,000 for increased civil rights/equity training for staff and leadership as well as existing resource costs for the GLS's civil rights program. Finally, \$900,000 is included in the FY 2023 request related to the Secretary's Climate and Sustainability strategic priority.

GLS climate-related activities include \$850,000 for the GLS's existing educational and promotional activities highlighting the use of maritime transportation on the Great Lakes Seaway System as an environmentally advantageous mode of commercial transportation, when compared to other transportation modes, and \$50,000 for its involvement with the Green Marine initiative. Since 2007, the GLS has been an active member of the Green Marine initiative – an internationally-recognized marine industry partnership program aimed at demonstrating and communicating the maritime industry's commitment to improving its environmental performance.

FY 2023 baseline increases for the Seaway Operations and Maintenance program, which total \$890,000 (net), include:

- Estimated increase in DOT Working Capital Fund (WCF) expenses (\$452,000)⁴;
- Estimated FY 2023 GS pay raise (4.6 percent) (\$452,000);
- Estimated 2.0 percent inflation increase for non-pay object class expenditures (\$155,000);
- Estimated increase for GLS's Washington, D.C., office rent (\$94,000);
- Estimated increase for annualization of FY 2022 GS pay raise (\$47,000);
- Estimated increase in financial management system expenses with the Federal Shared Service Provider at the U.S. Department of the Interior (\$35,000);
- Estimated decrease for one less compensable day in FY 2023 (-\$45,000); and
- Estimated decrease to base to account for FY 2022 full-year Continuing Resolution level vs. FY 2022 President's Budget request comparisons (-\$300,000).

The FY 2023 request for this program also includes \$1 million (\$500,000 below the FY 2022 President's Budget request) for the estimated U.S. portion of operations and maintenance costs for the binational South Span of the Seaway International Bridge, which addresses President Biden's Executive Order related to economic recovery and pandemic response (Executive Order 14002). The GLS has an ownership interest with Canada in the binational South Channel Span of the Seaway International Bridge.

The Seaway International Bridge, connecting New York and Ontario, 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, prior to the COVID-19 pandemic, annually accommodated more than 2.5 million passenger vehicle transits and over 70,000 commercial truck transits. The bridge also serves as a critical transportation asset for members of the Mohawk Nation communities in Ontario and Upstate New York.

⁴ The GLS's WCF increase includes \$125,000 for services provided to DOT Operating Administrations at the DOT Headquarters Building; the GLS moved back to the building in late 2021 and WCF-related charges are expected to begin in FY 2023.

Starting in March 2020, the COVID-19 pandemic prompted U.S./Canadian border crossing restrictions. As a result, paid car and truck traffic on the bridge has dramatically decreased by 70-75 percent of pre-pandemic average levels, resulting in significant toll revenue reductions (60 percent below pre-pandemic average). This loss of revenue has made it untenable for the bridge to continue operating solely on car and truck tolls for day-to-day operational expenses without U.S. or Canadian federal funding.

Federal funding from the Canadian Government kept the bridge open and operational from the start of the cross-border restrictions through March 2022. The GLS's FY 2022 enacted appropriations included authorization and direction to use up to \$1.5 million from its unobligated balance to support bridge operations and offset toll shortfalls. The FY 2023 request of \$1.0 million was developed based on the assumption that bridge toll levels slowly improve leading into FY 2023 but remain below normal levels throughout the year.

In addition to the \$500,000 reduction in the request for bridge operations, the GLS's request also includes \$190,000 in other non-mission critical program reductions related to supplies and equipment.

Overall, the FY 2023 request for the Seaway Operations and Maintenance program will provide the GLS with the financial and personnel resources necessary to perform operational, maintenance, and administrative functions 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; office buildings; 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 binational Seaway International Bridge with the Canadian Government. The bridge is managed and operated by the SIBC 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 and 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 have moved through the St. Lawrence Seaway.⁵ GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users.

During the 2021 navigation season (March 22 to December 31), 38.1 million metric tons of cargo moved through the binational waterway. The GLS workforce ably operated and maintained the waterway and lock system in 2021 with a system reliability rate of 99.5 percent and lock availability rate of 99.87 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, including wind energy equipment, 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 growth, fuel efficiency and congestion mitigation, and commercial transportation safety.

- Economic Impacts – GLS operational initiatives supporting Great Lakes Seaway System commercial trade of more than 140 million metric tons support 147,500 U.S. jobs and generates associated annual U.S. 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.⁶
- 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.⁷

⁵ [Seaway Traffic Reports](#).

⁶ [Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region](#).

⁷ [Environmental and Social Impacts of Marine Transport in the Great Lakes-St. Lawrence Seaway Region](#), Research and Traffic Group, January 2013.

- 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 as compared with other modes of transportation. 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.⁸

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.

The FY 2023 request will sustain existing Seaway Operations and Maintenance program activities and afford the GLS opportunities to enhance its efforts in the areas of safety, operations, environmental protection and sustainability, and trade/economic development, while maintaining the waterway’s historically high reliability rate.

⁸ [*Safety Profile of the Great Lakes St. Lawrence Seaway System*](#), Research and Traffic Group, March 2014.

Detailed Program Justification for Seaway Infrastructure

FY 2023 PROGRAM BUDGET REQUEST
Seaway Infrastructure
Operations and Maintenance – HMTF (69-8003)
(\$000)

Program Activity	FY 2021 Enacted	FY 2022 Continuing Resolution	FY 2023 President's Budget
Seaway Operations and Maintenance	\$14,500	\$14,500	\$14,800
Total	\$14,500	\$14,500	\$14,800
FTE	0	0	0

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

The Seaway Infrastructure Program (SIP) addresses the needs of the organization's infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment. This program supports the Secretary's strategic priority of Economic Strength/High-Performing Core Assets. Global commercial trade moving on the St. Lawrence Seaway to and from American and Canadian markets in the Great Lakes region is dependent on the GLS's safe, efficient, and operational infrastructure.

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, over 3 billion metric tons of cargo valued at more than \$450 billion have moved through the Seaway.⁹

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 U.S. economic benefits of \$26 billion in economic activity, \$11 billion in personal income and local consumption expenditures, and \$5 billion in tax revenue.¹⁰

From FY 2009-2021, the GLS obligated \$190 million on 62 separate 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.

⁹ [Seaway Traffic Reports.](#)

¹⁰ [Economic Impacts of Maritime Shipping in the Great Lakes-St. Lawrence Region.](#)

In FY 2021, the GLS transitioned from its initial Asset Renewal Program (ARP) to address long-overdue capital projects to a more proactive infrastructure program to maintain the GLS's capital assets as part of a recurring five-year capital plan. The GLS's SIP is developed annually by Corporation engineering, maintenance, lock operations, and policy officials following annual winter preventative maintenance work and inspections. This capital planning process, resulting in a recurring five-year capital plan, 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 Program (SIP) 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 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 2022 Accomplishments

In FY 2022, the GLS expects to fund and/or complete several SIP projects, including \$6.5 million to replace the concrete diffusers at Snell Lock, \$2 million for concrete rehabilitation at Snell Lock, \$1.5 million for upgrades to the GLS's electrical distribution equipment, and the completion and delivery of the GLS's new 60-foot tugboat *SEAWAY TRIDENT*.

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 2022 infrastructure projects. In addition, the GLS will manage and perform oversight of on-site infrastructure construction/installation work, acquisitions, and reporting.

FY 2023 Budget Request

The GLS's FY 2023 budget request for its SIP is \$14.80 million for 18 infrastructure projects, \$300,000 above the FY 2022 Continuing Resolution (CR) funding level. This program supports the Secretary's strategic priority of Economic Strength/High-Performing Core Assets.

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.

Seaway Infrastructure Category	Seaway Infrastructure Project	FY 2023 Request
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	\$2,000,000
Lock Equipment	Upgrade Eisenhower Lock Ice Flushing System	2,000,000
Lock Equipment	Upgrade Miter Gate Machinery at Both Locks	1,500,000
Locks and Associated Structures	Rehabilitation of Concrete at Snell Lock	1,000,000
Locks and Associated Structures	Rehabilitation of Diffusers at Snell Lock	1,000,000
Lock Equipment	Rehabilitate Culvert Valve Machinery Hydraulics at Both Locks	1,000,000
Buildings and Grounds	Replace Paving and Drainage Infrastructure	1,000,000
Utilities	Upgrade Electrical Distribution Equipment	750,000
Dredging, Navigation Aids, and Floating Plant	Upgrade Floating Navigation to All-Season Buoys	600,000
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment, Maintenance Vehicles, and Shop Equipment	600,000

Seaway Infrastructure Category	Seaway Infrastructure Project	FY 2023 Request
Buildings and Grounds	Rehabilitate Tunnel at Eisenhower Lock	600,000
Locks and Associated Structures	Rehabilitate Guidewalls at Both Locks	500,000
Buildings and Grounds	Upgrade Lock Structures Maintenance Building	500,000
IT and Communications	Upgrade Communications Systems	500,000
Seaway International Bridge	Rehabilitate South Channel Span South Approach Paving and Drainage	400,000
Lock Equipment	Upgrade Fendering on Approach Walls and Miter Gates	300,000
Buildings and Grounds	Repair/Replace Security Fencing	300,000
Lock Equipment	Rehabilitate Access to and Rehabilitate Machinery in Crossovers and Recesses at Both Locks	250,000
TOTAL (18 projects)		\$14,800,000

- Locks and Associated Structures – Rehabilitation of Concrete at Eisenhower Lock (\$2 million)** – This ongoing project is to replace deteriorated/damaged concrete at Eisenhower 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.
- Lock Equipment – Upgrade Eisenhower Lock Ice Flushing System (\$2 million)** – This project is for making improvements to the ice flushing system at Eisenhower Lock. This system was installed in the early 1980s and is utilized for flushing ice from the lock chamber to make room for a vessel and to prevent/minimize damage to the vessel and the lock structures and components. Planned work in FY 2023, which will be the first time this system has been upgraded, includes concrete demolition work, replacement of hydraulics, wiring, electrical distribution, controls, and valves, and replacement of concrete to protect system components. The FY 2023 funding request of \$2 million is expected to complete this project.
- Lock Equipment – Upgrade Miter Gate Machinery at Both Locks (\$1.5 million)** – This project is to continue replacing/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 FYs 2014 and 2015 and focused on the rehabilitation of the primary and spare gearboxes and new bull gear pins and center bushings. The FY 2023 request is expected to focus on the upgrades to the eight drive motors and controls at both locks.

- Lock and Associated Structures – Rehabilitation of Concrete at Snell 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, 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.
- Locks and Associated Structures – Rehabilitation of Diffusers at Snell Lock (\$1 million)** – This ongoing 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. The FY 2022 President’s Budget request included initial project funding; the FY 2023 funding request of \$1 million is expected to complete this project.
- Lock Equipment – Rehabilitate Culvert Valve Machinery Hydraulics at Both Locks (\$1 million)** – This new project will address the rehabilitation of the culvert valve machinery hydraulics that were installed in FYs 2009 and 2010 at the onset of the GLS’s infrastructure renewal program. This machinery is critical to the filling and emptying of each lock during vessel transits. This equipment is scheduled to be upgraded to insure its continued reliability. Failure of this equipment will cause delays to commercial shipping while repairs are made. FY 2023 work includes removing the eight hydraulic cylinders at both locks, rebuilding the hydraulic machinery, and reinstalling the cylinders.
- Buildings and Grounds – Replace Paving and Drainage Infrastructure (\$1 million)** – This ongoing 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. 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. In FY 2023, the GLS plans to address paving and drainage needs along access roads and at its Maintenance Base facility.
- Utilities – Upgrade Electrical Distribution Equipment (\$750,000)** – 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 ensure 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 2023 request will address the purchase of a new emergency generator, more shore power upgrades at the Maintenance Base, and power infrastructure improvements between the GLS locks and the Robert Moses-Robert H. Saunders Power Dam nearby that produces hydroelectric power supporting Seaway operations.

- **Dredging, Navigation Aids, and Floating Plant – Upgrade Floating Navigational Aids to All-Season Buoys (\$600,000)** – This ongoing project is to replace traditional floating navigational aids/buoys with all-season buoys. The GLS is responsible for 101 buoys (with 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, in consultation with the U.S. Coast Guard, determined a foam all-season buoy was the most effective solution. In recent years, the GLS purchased eight steel all-season buoys and six foam buoys for testing and intends to keep them deployed in various sections of the St. Lawrence River. Additionally, the FY 2022 President’s Budget request included \$475,000 to purchase 20-25 all-season buoys. For FY 2023, the GLS requests \$600,000 to purchase approximately 30 all-season buoys and anticipates completing this buoy upgrade project over the next several years 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 resulting from 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.

- **O&M Equipment and Work Vehicles – Replacement of Heavy and Light Equipment, Maintenance Vehicles, and Shop Equipment (\$600,000)** – 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 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 2023, the GLS anticipates replacing a 100-foot manlift with articulating boom (\$200,000), press brake (\$200,000) used to bend metal in the GLS’s maintenance shop, six fleet vehicles for operational and maintenance teams in Massena, N.Y. (\$150,000), and continuous concrete mixer (\$50,000) for in-house repairs and production of sinkers for all-season buoys.
- **Buildings and Grounds – Rehabilitate Tunnel at Eisenhower Lock (\$600,000)** – This ongoing project addresses the GLS’s highway tunnel which 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. The FY 2023 request provides funding for grouting to limit the water leaking into the tunnel, replacing damaged/missing tiles from the walls and ceiling, replacing deteriorated/damaged gratings and railings, stabilizing/repairing wingwalls at the tunnel approaches, and clearing tunnel drains.
- **Buildings and Grounds – Upgrade Lock Structures Maintenance Building (\$500,000)** – The GLS’s existing Lock Structures Maintenance Building is used to blast and paint large lock equipment, including stoplogs and culvert valves. Improvements are needed to improve operational efficiencies. The FY 2023 request provides funding for the reconfiguration of the facility’s work areas to include a new addition and ventilation system.

- **Locks and Associated Structures – Rehabilitate Guidewalls at Both Locks (\$500,000)** – This project is to rehabilitate/repair damaged concrete and mooring buttons along the guidewalls at both GLS locks. These walls are critical for transiting vessels entering the lock chambers. Since they were constructed, the concrete lifts/blocks have been dislodged and concrete damaged by vessel impacts and severe winter conditions. Additionally, some of the mooring buttons have become worn from mooring lines and have heaved or settled making them more difficult to use. The FY 2023 request includes funding to inspect components and replace deteriorated concrete and mooring buttons.
- **IT and Communications – Upgrade Communications Systems (\$500,000)** – GLS operations depend upon its dependable and effective communications systems. These include radio systems and data feeds from remote locations including weather and water level conditions along the St. Lawrence River. The FY 2023 request includes funding to develop a new digital radio system for the GLS’s marine and lock operations workforce to replace the existing analog system and address the communications link between the GLS and the Thousand Islands Bridge upriver. Replacing this equipment will improve the quality and reliability of these communications, which are critical to safe and efficient navigation in the Seaway.
- **Seaway International Bridge – Rehabilitate South Channel Span South Approach Paving and Drainage (\$400,000)** – The South Channel Span of the Seaway International Bridge, co-owned by the GLS and the Canadian federal government, opened to vehicular traffic between the United States and Canada. The cost split for capital infrastructure work on the South Channel Span is currently 68 percent U.S./32 percent Canada. The Seaway International Bridge Corporation (SIBC), which operates and manages the bridge on behalf of the U.S. and Canadian owners, is planning for the FY 2023 rehabilitation of the paving and drainage on the bridge’s south approach roadway. This \$400,000 request addresses the U.S. portion of the project cost.
- **Lock Equipment – Upgrade Fendering on Approach Walls and Miter Gates (\$300,000)** – 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 and are expected to remain the most cost effective method of upgrading fendering in the future. The rubber fenders that have been installed to date have performed well. The FY 2023 funding request will continue supporting the multi-year transition that began in FY 2019 from wood to rubber fendering at both locks.
- **Buildings and Grounds – Repair/Replace Security Fencing (\$300,000)** – Shortly after the September 11, 2001, terrorist attacks on America, the GLS installed miles of security fencing along its property lines and around its locks and operational facilities in Massena, N.Y. This fencing was recommended by federal security agencies following a post-9/11 assessment. The FY 2023 request will fund the rehabilitation and/or replacement of portions of damaged and deteriorated fencing posts and chain-link fabric as well as upgrades to gate and operator equipment.

- **Lock Equipment – Rehabilitate Access to and Rehabilitate Machinery in Crossovers and Recesses at Both Locks (\$250,000)** – This multi-year project to rehabilitate access to machinery recesses at both locks is critical to ensure the continued safe workplace for GLS’s maintenance crews. The FY 2023 request includes funding to repair/replace access ladders and fix access doors and hatches. Additionally, machinery in the crossovers and deep recesses will be inspected, repaired, cleaned, and painted.

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 strength 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 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.

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*The Research, Development, and Technology section of the
FY 2023 budget request is not applicable to the GLS*

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FY 2023 IT BUDGET REQUEST
INFORMATION TECHNOLOGY
U.S. DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
BUDGET AUTHORITY
(\$000)

Budget Account	FY 2021 Enacted	FY 2022 Continuing Resolution	FY 2023 Request
Operations and Maintenance (69-8003)	\$2,263	\$2,533	\$2,528
<i>Commodity IT SS WCF</i>	<i>\$883</i>	<i>\$733</i>	<i>\$1,068</i>
<i>Modal IT</i>	<i>\$1,380</i>	<i>\$1,800</i>	<i>\$1,460</i>
Total	\$2,263	\$2,533	\$2,528

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) is requesting **\$2.53 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 (WCF)

OCIO will continue to provide all modes Commodity IT Shared Services in FY 2023 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 **\$1.07 million** from the 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 2023. 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 **\$905,000** 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 Traffic Management System** – The GLS requests **\$100,000** for annual O&M costs to the AIS-based vessel traffic management system.
- **PC&B for IT Operations Staff** – The GLS requests **\$357,000** 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** – The GLS requests **\$85,000** for the PC&B costs of its 0.5 FTE responsible for cybersecurity for mission systems.
- **CASTLE Time and Attendance System** – The GLS requests **\$13,000** for its annual expenses for FAA’s CASTLE time and attendance application.