

**U.S. DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
FY 2026 BUDGET REQUEST**

TABLE OF CONTENTS

	<u>Page</u>
TAB 1: OVERVIEW	
Budget Overview	1
Organization Chart with FY 2025 FTE/FTP Estimates (Exhibit I-1a)	3
Organization Chart with FY 2026 FTE/FTP Estimates (Exhibit I-1b)	4
TAB 2: BUDGET SUMMARY TABLES	
FY 2026 Budget Authority (Exhibit II-1)	5
FY 2026 Total Budgetary Resources by Appropriations Account (Exhibit II-2)	6
FY 2026 Outlays (Exhibit II-4)	7
Summary of Requested Funding Changes from Base (Exhibit II-5)	8
Working Capital Fund (Exhibit II-6)	9
Personnel Resource – Summary (Exhibit II-7)	10
Resource Summary – Staffing (Exhibit II-8)	11
10-Year Funding History (Exhibit II-9)	12
TAB 3: BUDGET REQUEST BY ACCOUNT	
<u>GLS Fund (69X4089)</u>	
Appropriations Language	15
<u>Operations and Maintenance (69X8003)</u>	
Appropriations Language	19
Summary by Program Activity (Exhibit III-1)	21
Summary Analysis of Change (Exhibit III-1a)	22
Detailed Program Justification for Seaway Operations and Maintenance	23
Detailed Program Justification for Seaway Infrastructure Program (SIP)	29
TAB 4: INFORMATION TECHNOLOGY	
Information Technology Budget Request and Narrative	39

Note: The “Research, Development, and Technology” section is not applicable to the GLS.

Great Lakes St. Lawrence Seaway Development Corporation FY 2026 President's Budget Overview

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

GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users for more than 60 years. Having moved 37.0 million metric tons of cargo in 2024, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain.

For Fiscal Year (FY) 2026, the GLS requests an appropriation of \$41 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two programs – Seaway Operations and Maintenance (\$25.05 million) and the Seaway Infrastructure Program (SIP) (\$15.95 million). The FY 2026 request represents an increase of \$712,000 above the FY 2025 Full-Year Continuing Resolution.

GLS activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes/Seaway region and support the Department's Safety, Economic Strength and Global Competitive strategic goals. In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every \$1 appropriated to the GLS produces \$127 in U.S. economic benefits.¹

Seaway Operations and Maintenance – For FY 2026, the GLS requests an appropriation from the HMTF of \$25.05 million for the Seaway Operations and Maintenance program and 133 full-time equivalents FTEs.

Overall, the FY 2026 budget 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 activities and maintain the waterway's historically high reliability rate.

Seaway Infrastructure Program (SIP) – The SIP 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. Global commercial trade moving on the Seaway is dependent on the GLS's safe, efficient, and operational infrastructure.

¹ [*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 2023 and the GLS's FY 2024 enacted appropriation (\$40.3 million).

The GLS requests \$15.95 million for this program in FY 2026 for 13 infrastructure-related capital projects, a decrease of \$350,000 as compared to the FY 2025 Full-Year Continuing Resolution. This program request supports the Department's strategic goals of Economic Strength and Global Competitiveness.

The FY 2026 SIP program funding request includes \$7.8 million for the replacement and rehabilitation of operational facilities on the north side of Eisenhower Lock as part of a multi-year Facility Master Plan to renew and/or rehabilitate the GLS's aged workplace and storage facilities in Massena, N.Y. This project will address the replacement and/or rehabilitation of the lock operations building, GLS's Vessel Traffic Control building, upstream and downstream control towers. Additionally, the FY 2026 SIP request includes \$2 million for concrete rehabilitation at both U.S. Seaway locks, \$1.9 million for paving and drainage improvements, and \$1 million for the rehabilitation of stop logs at both locks.

During the 2024 navigation season, the GLS recorded 17 hours, 36 minutes of lock downtime, which was due to malfunctioning lock equipment, resulting in a lock availability rate of 99.72 percent for the 290-day 2024 season. The successful planning and execution of the SIP, which began in FY 2009, is a key reason for the achievement of the near-perfect reliability rate.

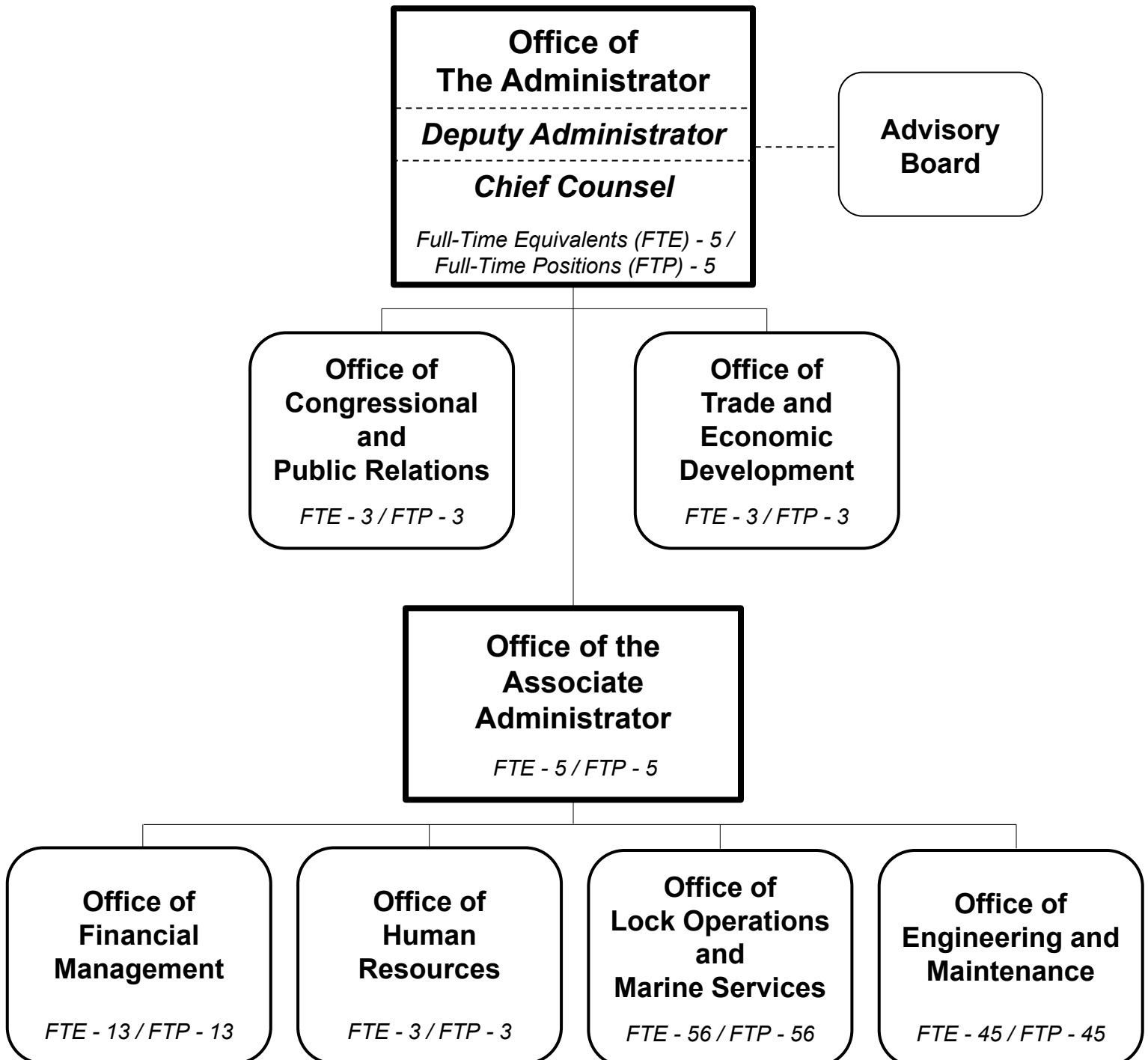
The SIP program is consistent with corresponding efforts by our Canadian counterparts, as well as broader industry initiatives to improve maritime infrastructure throughout the Great Lakes Seaway System. In December 2023, the GLS released the results of an industry survey detailing U.S. and Canadian public and private sector investments in capital infrastructure related to Great Lakes/Seaway maritime activity, including the SIP. The survey conservatively estimates \$8.4 billion in Great Lakes/Seaway maritime infrastructure investments between 2018-2027.²

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

Great Lakes St. Lawrence Seaway Development Corporation

Organization Chart

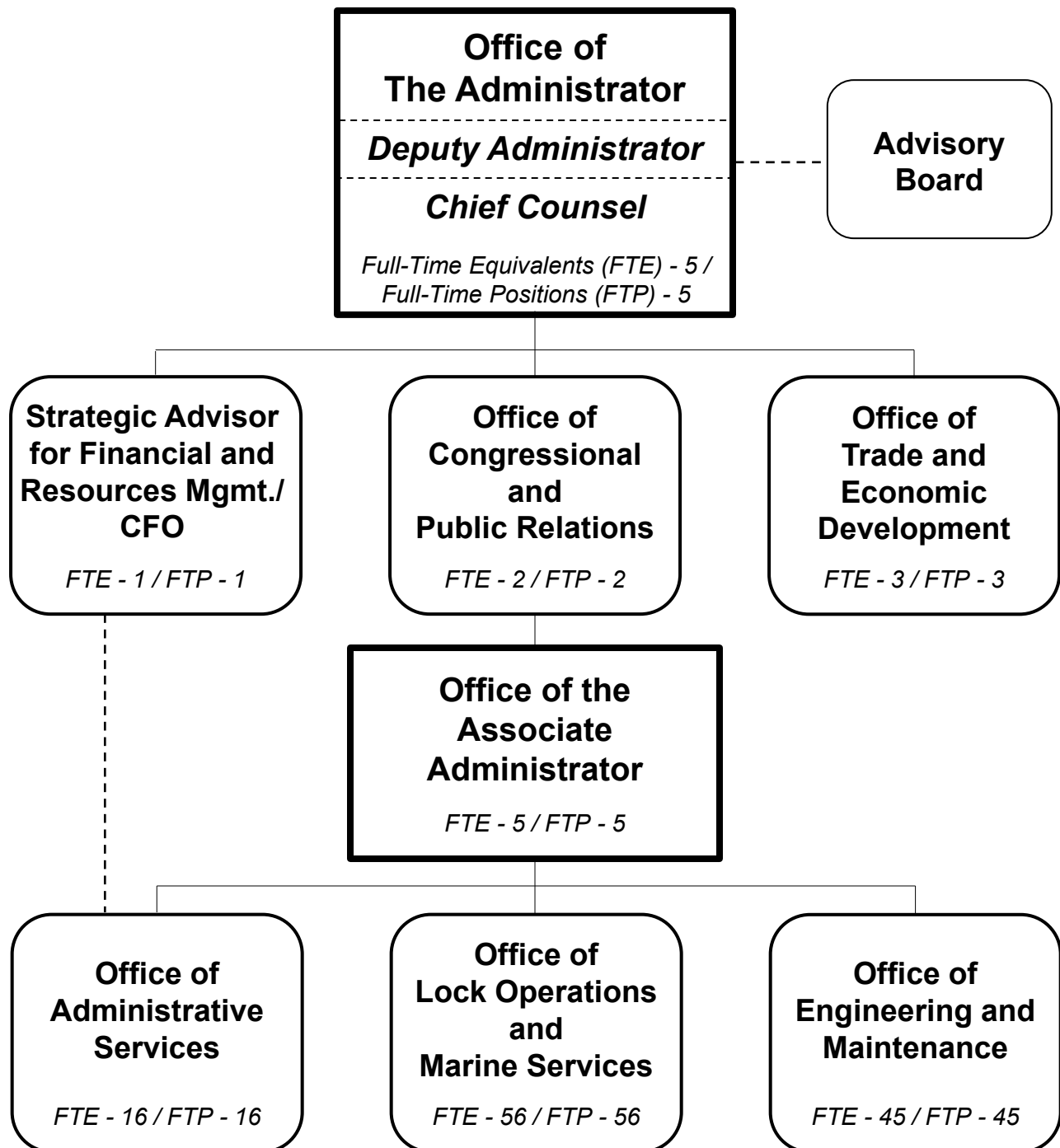
FY 2025 FTE/FTP Estimates



Great Lakes St. Lawrence Seaway Development Corporation

Organization Chart

FY 2026 FTE/FTP Estimates



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

EXHIBIT II-1
FY 2026 BUDGET AUTHORITY
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

ACCOUNT NAME	M/D	(A) FY 2024 ACTUAL	(B) FY 2025 FULL-YEAR CONT. RES.	(C) FY 2026 PRESIDENT'S BUDGET
Operations and Maintenance - HMTF (69X8003)	D	\$40,288	\$40,288	\$41,000
Seaway Operations and Maintenance	D	\$23,988	\$23,988	\$25,050
Seaway Infrastructure	D	\$16,300	\$16,300	\$15,950
Gross New Budget Authority		\$40,288	\$40,288	\$41,000
Rescissions		\$0	\$0	\$0
Transfers		\$0	\$0	\$0
Offsets		\$0	\$0	\$0
NET NEW BUDGET AUTHORITY REQUESTED:	D	\$40,288	\$40,288	\$41,000

EXHIBIT II-2
FY 2026 TOTAL BUDGETARY RESOURCES BY APPROPRIATIONS ACCOUNT
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
Appropriations, Obligation Limitations, and Exempt Obligations
(\$000)

ACCOUNT NAME	M/D	(A) FY 2024 ACTUAL	(B) FY 2025 FULL-YEAR CONT. RES.	(C) FY 2026 PRESIDENT'S BUDGET
Operations and Maintenance - HMTF (69X8003)	D	\$40,288	\$40,288	\$41,000
Seaway Operations and Maintenance		\$23,988	\$23,988	\$25,050
Seaway Infrastructure		\$16,300	\$16,300	\$15,950
	D	\$40,288	\$40,288	\$41,000
Gross New Budget Authority		\$40,288	\$40,288	\$41,000
Rescissions		\$0	\$0	\$0
Transfers		\$0	\$0	\$0
Offsets		\$0	\$0	\$0
TOTAL BUDGETARY RESOURCES	D	\$40,288	\$40,288	\$41,000

EXHIBIT II-4
FY 2026 OUTLAYS
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
(\$000)

		(A)	(B)	(C)
ACCOUNT NAME	M/D	FY 2024 ACTUAL	FY 2025 FULL-YEAR CONT. RES.	FY 2026 PRESIDENT'S BUDGET
GLS Fund (69X4089)	M	\$38,926	\$41,288	\$42,000
TOTAL:	M	\$38,926	\$41,288	\$42,000

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

	FY 2024 Actual	FY 2025 Full-Year Cont. Res.	BASELINE CHANGES					FY 2026 Baseline Estimate	Program Increases/ Decreases (Net)	FY 2026 President's Budget
			Annualization of Prior Pay Raises	Annualization of New FY 2024 FTEs	FY 2026 Pay Raises and Adjustments *	Working Capital Fund	Inflation and Other Base Adjustments			
PERSONNEL RESOURCES										
Direct FTEs	133	133	-	-	-	-	-	133	-	133
OBJECT CLASS BREAKDOWN										
Salaries and Benefits	\$18,228	\$18,681	\$91	-	-	-	-	\$18,772	-	\$18,772
Travel	\$375	\$375	-	-	-	-	-	\$375	-	\$375
Transportation of Things	\$5	\$5	-	-	-	-	-	\$5	-	\$5
Communications, Rent, and Utilities	\$250	\$250	-	-	-	-	-	\$250	-	\$250
Printing	\$100	\$100	-	-	-	-	-	\$100	-	\$100
Working Capital Fund (WCF)	\$1,874	\$1,874	-	-	-	\$440	-	\$2,314	-	\$2,314
Other Contractual Services	\$3,579	\$3,126	-	-	-	-	\$531	\$3,657	-	\$3,657
Supplies and Materials	\$577	\$577	-	-	-	-	-	\$577	-	\$577
Equipment	\$300	\$300	-	-	-	-	-	\$300	-	\$300
Lands and Structures	\$16,000	\$16,000	-	-	-	-	-	\$16,000	(\$350)	\$15,650
Subtotal	\$41,288	\$41,288	\$91	\$0	\$0	\$440	\$531	\$42,350	(\$350)	\$42,000
PROGRAM TOTALS										
Seaway Operations and Maintenance	\$24,988	\$24,988	\$91	-	-	\$440	\$531	\$26,050	-	\$26,050
Seaway Infrastructure	\$16,300	\$16,300	-	-	-	-	-	\$16,300	(\$350)	\$15,950
TOTAL	\$41,288	\$41,288	\$91	\$0	\$0	\$440	\$531	\$42,350	(\$350)	\$42,000

NOTES:

* Totals for this exhibit include two funding sources: (a) requested HMTF appropriations of \$41 million (69X8003) and (b) estimated offsetting collections of \$1 million (69X4089).

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

ACCOUNT NAME	FY 2024 ACTUAL	FY 2025 FULL-YEAR CONT. RES.	FY 2026 PRESIDENT'S BUDGET
DIRECT:			
Operations and Maintenance - HMTF (69X8003)	\$1,874	\$1,874	\$2,314
TOTAL, Base Programs	\$1,874	\$1,874	\$2,314

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

	FY 2024 ACTUAL	FY 2025 FULL-YEAR CONT. RES.	FY 2026 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Maintenance - HMTF (69X8003)	133	133	133
TOTAL FTEs	133	133	133

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

	FY 2024 ACTUAL	FY 2025 FULL-YEAR CONT. RES.	FY 2026 PRESIDENT'S BUDGET
<u>DIRECT FUNDED BY APPROPRIATION</u>			
Operations and Maintenance - HMTF (69X8003)	133	133	133
TOTAL POSITIONS	133	133	133

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

FISCAL YEAR	PRESIDENT'S BUDGET	ENACTED APPROPRIATIONS
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	\$38,500,000
2024	\$40,288,000	\$40,288,000
2025	\$40,605,000	\$40,288,000
2026	\$41,000,000	---

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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Operations and Maintenance (69X8003)

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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, \$41,000,000 to be derived from the Harbor Maintenance Trust Fund, pursuant to section 210 of the Water Resources Development Act of 1986 (33 U.S.C. 2238): Provided, That of the amounts made available under this heading, not less than \$15,950,000 shall be for the Seaway infrastructure program.

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EXHIBIT III-1

OPERATIONS AND MAINTENANCE – HMTF (69X8003)

SUMMARY BY PROGRAM ACTIVITY

Appropriations (\$000)

<u>Program Activity</u>	<u>FY 2024 ACTUAL</u>	<u>FY 2025 FULL-YEAR CONT. RES.</u>	<u>FY 2026 PRES. BUDGET</u>
Seaway Operations and Maintenance	\$23,988	\$23,988	\$25,050
Seaway Infrastructure	\$16,300	\$16,300	\$15,950
	-----	-----	-----
Total	\$40,288	\$40,288	\$41,000
FTEs (Directly Funded)	133	133	133

Program and Performance Statement

The FY 2026 President's Budget includes \$41.00 million from the user fee-based Harbor Maintenance Trust Fund (HMTF) to fund two GLS programs – Seaway Operations and Maintenance (\$25.05 million) and Seaway Infrastructure (\$15.95 million).

GLS activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes region and support the Department's Safety, Economic Strength and Global Competitiveness strategic goals. In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every \$1 appropriated to the GLS produces approximately \$127 in U.S. economic benefits.³

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

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

EXHIBIT III-1a

OPERATIONS AND MAINTENANCE – HMTF (69X8003)
SUMMARY ANALYSIS OF CHANGE FROM FY 2025 TO FY 2026
Appropriations
(\$000)

	Change from FY 2025 Full-Year CR to FY 2026 President's Budget (\$000)	Change from FY 2025 Full-Year CR to FY 2026 President's Budget (FTE)
FY 2025 FULL-YEAR CONTINUING RESOLUTION	\$40,288	133
ADJUSTMENTS TO BASE:		
Non-Pay Inflation (2.0%)	\$ 531	
DOT Working Capital Fund	\$ 440	
Annualization of FY 2025 Pay Raise	<u>\$ 91</u>	
SUBTOTAL, ADJUSTMENTS TO BASE	\$ 1,062	0
PROGRAM DECREASES:		
Seaway Infrastructure Program (SIP)	<u>(\$ 350)</u>	
SUBTOTAL, PROGRAM DECREASES	(\$ 350)	0
FY 2026 REQUEST	\$41,000	133

Detailed Program Justification for Seaway Operations and Maintenance

FY 2026 PROGRAM BUDGET REQUEST
Seaway Operations and Maintenance
Operations and Maintenance – HMTF (69X8003)
(\$000)

Program Activity	FY 2024 Actual	FY 2025 Full-Year Cont. Res.	FY 2026 President's Budget
Seaway Operations and Maintenance	\$23,988	\$23,988	\$25,050
Total	\$23,988	\$23,988	\$25,050
FTE	133	133	133

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 Seaway Infrastructure Program projects and activities. GLS operational activities directly impact the safe and efficient waterborne movement of commercial goods that result in significant economic benefits to eight U.S. states in the Great Lakes/Seaway region.

The Great Lakes Seaway System commercial maritime trade supports 147,350 U.S. jobs and generates associated annual U.S. economic benefits of \$26 billion in economic activity, \$14 billion in personal income and local consumption expenditures, and \$4 billion in federal, state, and local tax revenue.⁴ In terms of value created for the American taxpayer and the stakeholders engaged in the movement of commercial trade through the St. Lawrence Seaway, every \$1 appropriated to the GLS produces \$127 in U.S. economic benefits.⁵ 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 Seaway System. Its mission is to serve the marine transportation industries by providing a safe, reliable, efficient, and environmentally friendly 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/early January).

GLS operations and maintenance activities have resulted in a near-perfect reliability and efficiency rate of 99 percent for commercial users for more than 60 years, which is highlighted in the Department's Annual Performance Plan and Report under the Economic Strength and Global Competitiveness goal. Having moved 37.0 million metric tons of cargo in 2024, the St. Lawrence Seaway is recognized globally as a vital commercial transportation route supporting North America's supply chain.

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

⁵ Ibid.

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

- Lock Operations, Vessel Traffic Control, and Marine Services – Lock operations and vessel traffic control on the St. Lawrence Seaway are conducted on a 24-hour day, 7-day week basis throughout the shipping season (historically late March to late December/early January each year). Marine operations consist of commissioning and decommissioning aids to navigation, channel dredging and maintenance, tugboat, and other floating equipment services, as well as vessel safety inspections and ballast water examinations.
- Engineering and Maintenance – The GLS’s infrastructure must be maintained in an efficient operating condition. Facilities include: locks and guide walls; roads; office buildings; an international bridge; a highway tunnel; channels; public use facilities; navigation aids; buildings, grounds, and utilities; and permanent operating equipment, including trucks, cranes, and tugboats.
- 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.
- Administration – Executive management and administration of the GLS includes legal, financial management, acquisitions, information technology, human resources, labor relations, budget, performance; external relations; and the operations of the GLS’s new Seaway Visitor Center at Eisenhower Lock, which opened in May 2024.

The following Seaway Operations and Maintenance program activities are highlighted to both reflect their alignment with DOT/GLS goals and focus areas and show the measurable and meaningful results achieved with previous funding.

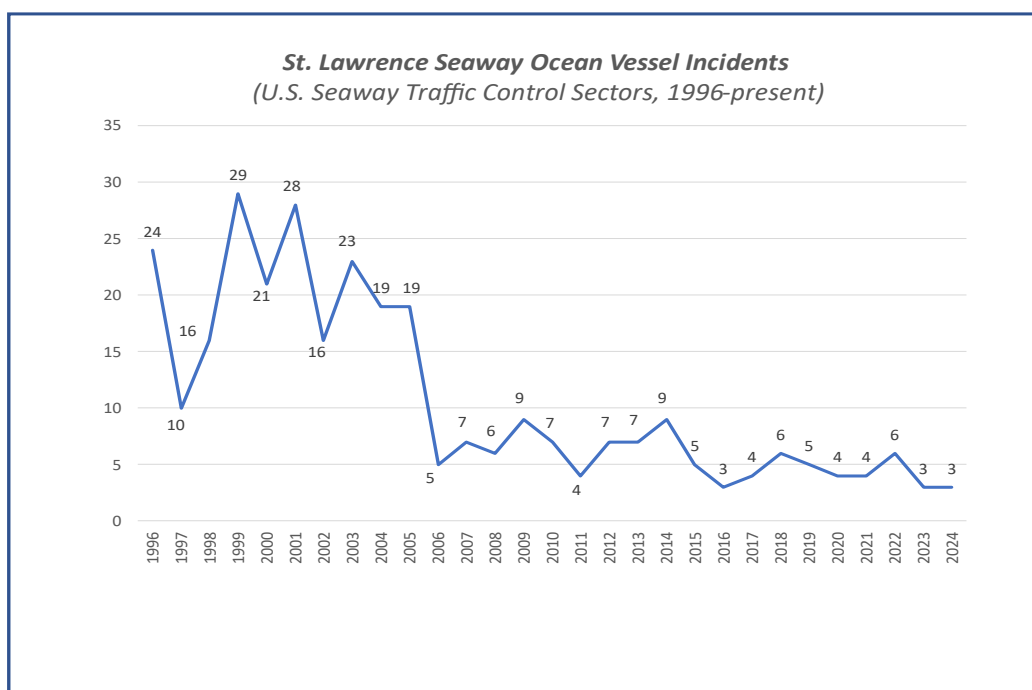
Operational Safety (Safety and Economic Strength and Global Competitiveness goals)

The St. Lawrence Seaway is one of the world’s safest waterway systems and that safety record continues to improve. The FY 2026 budget request provides funding for the continuation of GLS safety programs that support the Department’s Safety strategic goal.

Since the St. Lawrence 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 more than 50 countries return each year to use the Seaway because of the waterway’s strong safety record, efficient operations, and near-perfect reliability rate.

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

This positive development can be attributed to several factors, including the GLS’s Enhanced Ship Inspection program to ensure all foreign-flag commercial vessels meet the Seaway’s strict safety requirements, the use of the Seaway’s Automatic Identification System (AIS) vessel traffic management technology beginning in 2002, the use of the Seaway’s hands-free mooring system beginning in 2018, and the well-trained and skilled GLS lock operations and maintenance staff. The FY 2026 budget request will fund operational safety activities that will continue to advance the positive safety trends experienced over the past two decades.



Workplace Safety (Safety goal)

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

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

GLS also conducts weekly toolbox talks during which safety and health issues are reviewed with staff. Employees are also involved in job hazard analyses for daily work activities. These discussions are interactive, and employees are encouraged to ask questions, provide

recommendations, and discuss pertinent safety and health issues. The GLS Safety Committee meets monthly to review and discuss ongoing safety and health issues presented by both management and union representatives.

The FY 2026 budget request will allow the GLS to continue proactively managing and executing its successful workplace OSH program with a goal of eliminating work-related accidents and incidents and increasing workplace satisfaction and operational efficiencies.

Trade and Economic Development (Economic Strength and Global Competitiveness goal)

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

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

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

Anticipated FY 2025 Accomplishments

In FY 2025, 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.
- Promote regional trade and economic development through activities and initiatives aimed at increasing economic growth and job creation in the Great Lakes region.
- Manage Seaway vessel traffic control and lock transits more efficiently, utilizing Automatic Identification System (AIS) and hands-free mooring technologies.

FY 2026 Budget Request

The GLS requests \$25.05 million for the GLS's Seaway Operations and Maintenance program

from the HMTF. This program request is \$1.062 million above the FY 2025 Full-Year Continuing Resolution.

FY 2026 baseline changes for the GLS's Seaway Operations and Maintenance program, which total \$1.062 million, include annualization of the FY 2025 pay raise, inflation for non-pay object class expenditures (2.0 percent), financial management system expenses, and DOT Working Capital Fund (WCF) expenses.

This program request includes \$16.35 million to support the Department's Safety strategic goal, representing the GLS's lock operations, marine services, engineering, and maintenance activities. Most of the remaining FY 2026 request (\$8.7 million) focuses on GLS programs and activities that lead to economic growth through its efforts to grow commercial trade, promote the Seaway System to commercial customers, and, by extension, create jobs and positive economic impacts.

Overall, the FY 2026 budget 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 activities including lock operations, marine services, vessel traffic control, asset maintenance, ballast water management, safety and environmental inspections, and trade and economic development. Additionally, it provides the GLS with the resources necessary to maintain its high rate of operational and organizational performance. These activities afford the GLS opportunities to enhance its efforts in the areas of safety, operations, organizational improvements and efficiencies, and trade and economic development, while maintaining the waterway's historically high reliability rate.

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

Since the binational Seaway's opening in 1959, 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.

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

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. Since 1959, more than 3 billion metric tons of cargo valued at over \$500 billion have moved through the St. Lawrence Seaway.⁶ GLS operations and maintenance activities have resulted in a near-perfect reliability rate of 99 percent for commercial users.

⁶ [Seaway Traffic Reports](#).

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 commercial maritime transportation, attracting new cargoes to the Seaway to spur economic growth and job creation, and leveraging technology and innovation to enhance the system's performance and safety.

Detailed Program Justification for Seaway Infrastructure Program (SIP)

FY 2026 PROGRAM BUDGET REQUEST
Seaway Infrastructure Program (SIP)
Operations and Maintenance – HMTF (69X8003)
(\$000)

Program Activity	FY 2024 Actual	FY 2025 Full-Year Cont. Res.	FY 2026 President's Budget
Seaway Infrastructure Program (SIP)	\$16,300	\$16,300	\$15,950
Total	\$16,300	\$16,300	\$15,950

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

The Seaway Infrastructure Program (SIP) addresses the needs of the GLS's infrastructure assets in Massena, N.Y., which include vessel locks, buildings and grounds, a vehicular bridge and tunnel, roadways, utilities, tugboats, and equipment. This program supports the Department's strategic goal of Economic Strength and Global Competitiveness under the High-Performing Core Assets objective.

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 \$500 billion have moved through the Seaway.⁷ 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.

This commercial trade produces significant economic benefits to the Great Lakes region and the Nation. In fact, an economic impact study completed in 2023 concluded that maritime commerce on the Great Lakes Seaway System supports 147,350 U.S. jobs and generates associated annual U.S. economic benefits of \$26 billion in economic activity, \$14 billion in personal income and local consumption expenditures, and \$4 billion in federal, state, and local tax revenue.⁸

The SIP program is consistent with corresponding efforts by our Canadian counterparts, as well as broader industry initiatives to improve maritime infrastructure throughout the Great Lakes Seaway System. In December 2023, the GLS released the results of an industry survey detailing U.S. and Canadian public and private sector investments in capital infrastructure related to Great Lakes Seaway System maritime activity, including the SIP. The survey conservatively estimates \$8.4 billion in Great Lakes/Seaway maritime infrastructure investments from all stakeholders between 2018-2027.⁹

⁷ [Seaway Traffic Reports.](#)

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

⁹ [Infrastructure Investment Survey of the Great Lakes and St. Lawrence Seaway System.](#)

The survey quantifies recent and ongoing investments in the binational navigation system that help support long-term planning and the achievement of economic development goals, while also building confidence in the Great Lakes Seaway System’s future viability.

During the 2024 navigation season, the GLS recorded 17 hours, 36 minutes of lock downtime, which was due to malfunctioning lock equipment, resulting in a lock availability rate of 99.72 percent for the 290-day 2024 season. The successful planning and execution of the SIP, which began in FY 2009, is a key reason for the achievement of the near-perfect reliability rate.

From FYs 2009-2024, the GLS obligated \$228 million on 67 separate infrastructure-related projects. The GLS’s infrastructure investments demonstrate the Nation’s commitment to the long-standing agreement with Canada to jointly operate and maintain the binational St. Lawrence Seaway for commerce.

The GLS’s SIP plan is developed annually by Corporation engineering, maintenance, lock operations, and policy officials following annual winter preventative maintenance work and inspections. This capital planning process ensures that aging machinery, equipment, and parts are rehabilitated/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 2025 Accomplishments

In FY 2025, the GLS plans to obligate funding for 19 SIP projects totaling \$16.40 million, including: \$3.6 million for the construction of a new inventory warehouse and \$2.4 million for a new marine services building as part of a multi-year Facility Master Plan (FMP) to renew and/or rehabilitate the GLS's aged workplace and storage facilities in Massena, N.Y.; \$2.3 million for concrete rehabilitation at both U.S. Seaway locks; and \$1.5 million for upgrades to the Corporation's electrical distribution system.

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 2025 infrastructure projects. The GLS will also manage and perform oversight of on-site infrastructure construction/installation work, acquisitions, and reporting.

FY 2026 Budget Request

For FY 2026, the GLS requests \$15.95 million for 13 GLS SIP projects, \$350,000 below the FY 2025 Full-Year Continuing Resolution. This program request supports the Department's strategic goals of Economic Strength and Global Competitiveness (under the High-Performing Core Assets objective) and Transformation.

Dollar amounts for SIP projects are "project feasibility" estimates that can vary from the final construction estimates and bids. 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 PROGRAM (SIP)		
Seaway Infrastructure Category	Seaway Infrastructure Project	FY 2026 Request
Locks and Associated Structures	Rehabilitation of Concrete at Eisenhower Lock	\$ 1,000,000
	Rehabilitation of Concrete at Snell Lock	\$ 1,000,000
	Rehabilitation of Stop Logs at Both Locks	\$ 1,000,000
	Upgrade of Fendering on Approach Walls and Miter Gates at Both Locks	\$ 200,000
Lock Equipment	Upgrade of Miter Gate Machinery at Both Locks	\$ 500,000
	Rehabilitation of Hands-Free Mooring Equipment at Both Locks	\$ 150,000
Utilities	Upgrade of Electrical Distribution Equipment	\$ 300,000
O&M Equipment and Work Vehicles	Replacement of Heavy and Light Equipment and Vehicles	\$ 1,000,000
Buildings and Grounds	Rehabilitation/Replacement of Massena, N.Y. Facilities – Eisenhower Lock Operations Buildings	\$ 7,750,000
	Replacement of Paving and Drainage Infrastructure	\$ 1,500,000
	Repair/Replacement of Security Fencing	\$ 400,000
Seaway Int'l Bridge	Capital Improvements at the South Channel Span	\$ 550,000
IT and Communications	Upgrade of Seaway Vessel Traffic Control System	\$ 600,000
TOTAL (13 projects)		\$15,950,000

SIP Project Descriptions:

Locks and Associated Structures – Rehabilitation of Concrete at Eisenhower and Snell Locks (\$2 million) – This annual project is to replace deteriorated/damaged concrete at Eisenhower and Snell Locks. This includes concrete that was of poor quality when placed during original construction in the 1950s 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 Stop Logs at Both Locks (\$1 million) –

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

Locks and Associated Structures – Upgrade of Fendering on Approach Walls and Miter Gates at Both Locks (\$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.

Lock Equipment – Upgrade of Miter Gate Machinery at Both Locks (\$500,000) – 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 2026 request is expected to focus on the first phases of modernizing the motors for the bull gears.

Lock Equipment – Rehabilitation of Hands-Free Mooring Equipment at Both Locks (\$150,000) – The Seaway's Hands-Free Mooring (HFM) project, completed in 2019, was the first use of this technology for an inland waterway to move commercial vessels through a lock system. This technology allows commercial ships to transit more safely and more efficiently without the use of mooring lines while also enhancing workplace safety and improving operational efficiency. For FY 2026, the GLS requests \$150,000 to continue rehabilitating and improving one of its seven HFM units (three at each of the two locks, plus one spare unit). This annual schedule meets the manufacturer's maintenance recommendations, maximizes the cycle of this equipment, and is in line with the ongoing HFM rehabilitative work being conducted by the Canadian SLSMC at their locks. The GLS will use the spare unit in place of the unit under rehabilitation each year as part of the rotational process to ensure six operational HFM units at the two U.S. Seaway locks.

Utilities – Upgrade Electrical Distribution Equipment (\$300,000) – The FY 2026 request will address installing power distribution equipment at facilities in Massena, N.Y. This work is part of a multi-year project to upgrade electrical distribution equipment, some of which is over 60 years old, at both Eisenhower and Snell Locks and at the Maintenance/Marine Base Facility. The GLS anticipates replacing electrical panels, wiring, and power feeds and transformers at various locations to ensure the continued reliability of the power distribution system for ongoing GLS operations.

O&M Equipment and Work Vehicles – Replacement of Heavy and Light Equipment and Vehicles (\$1 million) – 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 2026, the GLS anticipates replacing fleet work trucks, a front-end loader, and a dump truck.

Buildings and Grounds – Rehabilitation/Replacement of Massena, N.Y. Facilities – Eisenhower Lock Operations Buildings (\$7.8 million) – Beginning in FY 2024, the GLS began a multi-year effort to rehabilitate and/or replace its various buildings and facilities in Massena, N.Y., that are used for both employee workspace and storage and were built during the construction of the U.S. assets of the St. Lawrence Seaway in the 1950s. All these buildings/facilities are owned and operated by the GLS. Most of these buildings/facilities have reached the end of their useful life and do not meet Americans with Disabilities Act or energy standards.

The GLS has begun working to improve many of its outdated workplace facilities that were built at the time of Seaway construction in the 1950s. In FY 2022, the GLS contracted with an architectural/engineering firm to develop its FMP. The firm reviewed the GLS's Massena building/workplace inventory to assess current conditions, identify needed maintenance and/or rehabilitation to meet current workplace and energy standards, and provide cost estimates for new, more energy- and space-efficient workspace. The FMP identified 20 capital improvement projects at the GLS's five current campus sites in Massena (Administration Building, Eisenhower Lock, Snell Lock, Maintenance/Marine Base, and Snug Harbor) with a current total projected cost of approximately \$50 million.

For FY 2026, the GLS is requesting \$7.8 million for the replacement of operational facilities on the north side of Eisenhower Lock. This project will address the replacement and/or rehabilitation of the lock operations building, GLS's Vessel Traffic Control building, and the upstream and downstream control towers.

Buildings and Grounds – Replacement of Paving and Drainage Infrastructure (\$1.5 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 2026, the GLS plans to address paving and drainage needs at the Maintenance/Marine Base, Snug Harbor, Snell Lock, and various access roads between facilities. This includes additional drainage structures and additional paved areas in the Maintenance/Marine Base.

Buildings and Grounds – Repair/Replacement of Security Fencing (\$400,000) – 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. The FY 2026 request will fund the rehabilitation and/or replacement of damaged and deteriorated fencing posts and chain-link fabric as well as upgrades to gate and operator equipment. This is a multi-year project projected to be completed in FYs 2027/28.

Seaway International Bridge – Capital Improvements at South Channel Span (\$550,000) –

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 in 1958. 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 substructure concrete rehabilitation on the South Channel Span. The \$550,000 request addresses the U.S. portion of the project costs.

IT and Communications – Upgrade of Seaway Vessel Traffic Control System (\$600,000) –

This project for the continued development and implementation of an expansion/upgrade to the binational Seaway vessel traffic control system, which supports the Department's Transformation strategic goal. Over the past several years, the GLS and Canadian SLSMC, in collaboration with the Department's Volpe National Transportation Systems Center (Volpe Center), have begun work on a new system called the Voyage Information System (VIS) that will greatly enhance the safety and efficiency of maritime navigation in the Great Lakes St. Lawrence Seaway System.

The VIS is a collaborative data sharing and decision-making environment that brings together the planning of resources required for a vessel's transit from origin to destination. The goal of VIS is to improve efficiency and increase value for all stakeholders through the sharing of information in a way that allows all interested parties to better plan and manage these resources. Knowing the vessels' voyage intentions will allow for the more efficient planning of locks, pilots, ports, docks, terminals, and more. VIS could help vessel operators build more efficient schedules and transit plans to optimize their vessel's performance when transiting the system.

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

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

Without 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, greenhouse gas emissions, and consumer costs for goods and products.

FY 2026 IT BUDGET REQUEST

INFORMATION TECHNOLOGY

U.S. DEPARTMENT OF TRANSPORTATION

GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION

BUDGET AUTHORITY

(\$000)

Budget Account	FY 2024 Actual	FY 2025 Full-Year Cont. Res.	FY 2026 President's Budget
Operations and Maintenance (69X8003)	\$3,680	\$3,388	\$3,863
<i>Commodity IT SS WCF</i>	<i>\$1,823</i>	<i>\$1,335</i>	<i>\$1,531</i>
<i>Modal IT</i>	<i>\$1,857</i>	<i>\$2,053</i>	<i>\$2,332</i>
Total	\$3,680	\$3,388	\$3,863

The Great Lakes St. Lawrence Seaway Development Corporation (GLS) is requesting **\$3.86 million** from the Operations and Maintenance account (69X8003) for information technologies (IT) that support the full spectrum of GLS programs as well as the Department's initiative to transform and consolidate the management of certain IT solutions centrally by the Office of the Chief Information Officer (OCIO).

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

OCIO will continue to provide all modes Commodity IT Shared Services in FY 2026 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 **\$1.53 million** from the Operations and Maintenance account (69X8003) 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 2026. 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 **\$1,040,000** from the Operations and Maintenance account (69X8003) 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 **\$700,000** from the Operations and Maintenance account (69X8003) for annual O&M costs (\$100,000) related to the Automatic Identification System (AIS)-based vessel traffic management system as well as ongoing development costs (\$600,000) for the Voyage Information System (VIS) component of the vessel traffic management system. The VIS will allow the GLS to improve the way it manages, schedules, and predicts vessel traffic in the Great Lakes Seaway System. It will provide for safer and more efficient transits, first through the Seaway, and then, ultimately, the entire Great Lakes.
- **PC&B for IT Operations Staff** – The GLS requests **\$321,000** from the Operations and Maintenance account (69X8003) 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 **\$251,000** from the Operations and Maintenance account (69X8003) for the PC&B costs of its 1.5 FTE responsible for cybersecurity for mission systems.
- **CASTLE Time and Attendance System** – The GLS requests **\$20,000** from the Operations and Maintenance account (69X8003) for its annual expenses for FAA’s CASTLE time and attendance application.

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FY 2026 IT BUDGET REQUEST
INFORMATION TECHNOLOGY
U.S. DEPARTMENT OF TRANSPORTATION
GREAT LAKES ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION
BUDGET AUTHORITY
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