

Department of Homeland Security

U.S. Coast Guard

Budget Overview



Fiscal Year 2021
Congressional Justification

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U.S. Coast Guard

Appropriation Organization Structure

| Organization Name | Level | Fund Type (* Includes Defense Funding) |
|---|-------------------------|---|
| U.S. Coast Guard | Component | |
| Operations and Support | Appropriation | |
| Military Pay and Allowances | PPA | Discretionary - Appropriation |
| Civilian Pay and Benefits | PPA | Discretionary - Appropriation |
| Training and Recruiting | PPA | Discretionary - Appropriation* |
| Operating Funds and Unit Level Maintenance | PPA | Discretionary - Appropriation* |
| Centrally Managed Accounts | PPA | Discretionary - Appropriation* |
| Intermediate and Depot Level Maintenance | PPA | Discretionary - Appropriation* |
| Reserve Training | PPA | Discretionary - Appropriation |
| Environmental Compliance and Restoration | PPA | Discretionary - Appropriation |
| Medicare-Eligible Retiree Health Care Fund Contribution | PPA | Discretionary - Appropriation |
| Procurement, Construction, and Improvements | Appropriation | |
| Vessels | PPA | |
| Survey and Design - Vessels and Boats | PPA Level II,Investment | Discretionary - Appropriation |
| In-Service Vessel Sustainment | PPA Level II,Investment | Discretionary - Appropriation |
| National Security Cutter | PPA Level II,Investment | Discretionary - Appropriation |
| Offshore Patrol Cutter | PPA Level II,Investment | Discretionary - Appropriation |
| Fast Response Cutter | PPA Level II,Investment | Discretionary - Appropriation |
| Cutter Boats | PPA Level II,Investment | Discretionary - Appropriation |
| Polar Security Cutter | PPA Level II,Investment | Discretionary - Appropriation |
| Waterways Commerce Cutter | PPA Level II,Investment | Discretionary - Appropriation |
| Polar Sustainment | Investment,PPA Level II | Discretionary - Appropriation |
| Aides to Navigation Boat - Large | PPA Level II,Investment | Discretionary - Appropriation |
| Aircraft | PPA | |
| HC-144 Conversion/Sustainment | PPA Level II,Investment | Discretionary - Appropriation |
| HC-27J Conversion/Sustainment | PPA Level II,Investment | Discretionary - Appropriation |
| HC-130J Acquisition/Conversion/Sustainment | PPA Level II,Investment | Discretionary - Appropriation |
| HH-65 Conversion/Sustainment | PPA Level II,Investment | Discretionary - Appropriation |
| MH-60T Sustainment | PPA Level II,Investment | Discretionary - Appropriation |
| Small Unmanned Aircraft Systems | PPA Level II,Investment | Discretionary - Appropriation |
| Long Range Command and Control Aircraft | PPA Level II,Investment | Discretionary - Appropriation |

| Organization Name | Level | Fund Type (* Includes Defense Funding) |
|--|-------------------------|--|
| MH-60T Conversions | PPA Level II,Investment | Discretionary - Appropriation |
| Other Acquisition Programs | PPA | |
| Other Equipment and Systems | PPA Level II,Investment | Discretionary - Appropriation |
| Program Oversight and Management | PPA Level II,Investment | Discretionary - Appropriation |
| C4ISR | PPA Level II,Investment | Discretionary - Appropriation |
| Coast Guard Logistics Information Management System | PPA Level II,Investment | Discretionary - Appropriation |
| Cyber and Enterprise Mission Platform | PPA Level II,Investment | Discretionary - Appropriation |
| Shore Facilities and Aids to Navigation (ATON) | PPA | |
| Major Shore, Housing, ATON, Survey and Design | PPA Level II,Investment | Discretionary - Appropriation |
| Major Acquisition Systems Infrastructure | PPA Level II,Investment | Discretionary - Appropriation |
| Minor Shore | PPA Level II,Investment | Discretionary - Appropriation |
| Personnel and Related Support Costs | PPA | Discretionary - Appropriation |
| Research and Development | Appropriation | |
| Unmanned Systems | R&D Project | Discretionary - Appropriation |
| Arctic Operations | R&D Project | Discretionary - Appropriation |
| Sensor Optimization, Automation, and Visualization | R&D Project | Discretionary - Appropriation |
| Intelligence and Cyber | R&D Project | Discretionary - Appropriation |
| Waterways Management and Environmental Response | R&D Project | Discretionary - Appropriation |
| Operational Performance Improvements and Modeling | R&D Project | Discretionary - Appropriation |
| Environmental Compliance and Restoration | Appropriation | Discretionary - Appropriation |
| Reserve Training | Appropriation | Discretionary - Appropriation |
| Medicare-Eligible Retiree Health Care Fund Contribution | Appropriation | Discretionary - Appropriation |
| Retired Pay | Appropriation | Mandatory - Appropriation |
| Boat Safety | Appropriation | Mandatory - Appropriation |
| Maritime Oil Spill Program | Appropriation | Mandatory - Appropriation |
| Funds | Appropriation | Mandatory - Appropriation |
| General Gift Fund | PPA | Mandatory - Appropriation |
| Yard Fund | PPA | Discretionary - Appropriation |
| Supply Fund | PPA | Discretionary - Appropriation |
| Housing Fund | PPA | Discretionary - Offsetting Fee |
| Overseas Contingency Operations (OCO)/Global War on Terrorism | Appropriation | Overseas Contingency Operations (OCO)* |

**U.S. Coast Guard
Strategic Context**

Component Overview

The strategic context presents the performance budget by tying together programs, or PPAs, and performance measures that gauge the delivery of results to our stakeholders. The Common Appropriation Structure (CAS) allows DHS to integrate the programmatic view and a significant portion of the Level 1 PPAs represent what DHS refers to as our mission programs. A mission program is a group of activities acting together to accomplish a specific high-level outcome external to DHS and includes operational processes, skills, technology, human capital, and other resources. The U.S. Coast Guard has one primary PPA known as Operations and Support to which it’s publicly reported measures align. These measures are presented in two measure sets – strategic and management measures – and listed under descriptions for the five U.S. Coast Guards mission programs. Strategic measures communicate results delivered for our agency goals and are considered our Government Performance and Results Act Modernization Act of 2010 (GPRAMA) measures. Additional management measures are displayed to provide a more thorough context of expected performance for the Component related to its budgetary plans. Measure tables that do not display previous year’s results are because the measure did not exist at that time.

Maritime Law Enforcement: The Maritime Law Enforcement program preserves America’s jurisdictional rights within our maritime borders. The U.S. Coast Guard is the lead federal maritime law enforcement agency for enforcing national and international law on the high seas, outer continental shelf, and inland from the U.S. Exclusive Economic Zone to inland navigable waters, including the Great Lakes. The following statutory missions contribute to the U.S. Coast Guard’s Maritime Law Enforcement program: Drug Interdiction; Migrant Interdiction; Living Marine Resources; and Other Law Enforcement.

Strategic Measures

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Fishing regulation compliance rate | | | | | | |
| Description: This measure gauges the percent of all fishing vessels boarded and inspected at sea by the U.S. Coast Guard, which had no documented violations of domestic fisheries regulations. The U.S. Coast Guard boards and inspects U.S. commercial and recreational fishing vessels in the waters of the United States; U.S. commercial and recreational fishing vessels in the U.S. Exclusive Economic Zone (EEZ); and U.S. commercial and recreational fishing vessels outside the U.S. EEZ. Compliance to fishing regulations impact the health and well-being of U.S. fisheries and marine protected species. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 96.5% | 97.0% | 97.0% | 97.0% | 97.0% | 97.0% |
| Result: | 96.8% | 97.1% | 97.8% | 98.0% | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Interdiction rate of foreign fishing vessels violating U.S. waters | | | | | | |
| Description: This measure reports the percent of detected incursions into the U.S. Exclusive Economic Zone (EEZ) by foreign fishing vessels that are interdicted by the Coast Guard. Preventing illegal foreign fishing vessels from encroaching on the Exclusive Economic Zone (EEZ) is a priority for the Coast Guard. Foreign fishing fleets steal a valuable resource, resulting in a total economic loss to the American public. Protecting the integrity of the nation’s maritime borders and ensuring the health of U.S. fisheries is a vital part of the Coast Guard mission. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | --- | --- | 18.0% | 18.0% | 35.0% | 35.0% |
| Result: | --- | --- | 31.3% | 46.0% | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Migrant interdiction effectiveness in the maritime environment | | | | | | |
| Description: This measure reports the percent of detected undocumented migrants of all nationalities who were interdicted by the U.S. Coast Guard and partners via maritime routes. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 74.0% | 74.5% | 75.0% | 75.0% | 75.0% | 75.0% |
| Result: | 79.3% | 83.0% | 72.0% | 86.1% | TBD | TBD |

Management Measures

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Number of undocumented migrants who attempt to enter the U.S. via maritime routes that are interdicted | | | | | | |
| Description: This measure is the total number of all undocumented migrants who are attempting to enter the U.S. by maritime means and who are interdicted by the U.S. Coast Guard and other law enforcement agencies. The other agencies include Customs and Border Protection, and foreign entities partnering with the U.S. Coast Guard for migrant interdiction operations. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <6,300 | <6,426 | <6,750 | <4,718 | <4,718 | <4,718 |
| Result: | 8,165 | 3,592 | 3,603 | 5,535 | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Removal rate for cocaine by the U.S. Coast Guard from non-commercial vessels in maritime transit zone | | | | | | |
| Description: This measure reports the amount of cocaine removed plus the estimated amount jettisoned or destroyed during interdiction efforts by the U.S. Coast Guard on non-commercial vessels based on a three-year average annual maritime flow of cocaine. Removing cocaine from non-commercial vessels helps ensure effective maritime law enforcement and border control. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 11.5% | 11.5% | 10.0% | 10.0% | 10.0% | 10.0% |
| Result: | 7.1% | 8.2% | 7.3% | 9.3% | TBD | TBD |

Maritime Prevention: The Maritime Prevention program mitigates the risk of human casualties and property losses, minimizes security risks, and protects the marine environment. The following statutory missions contribute to the U.S. Coast Guard’s Maritime Prevention program: Ports, Waterways, and Coastal Security; Marine Safety; and Marine Environmental Protection.

Strategic Measures

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Number of breaches at high-risk maritime facilities | | | | | | |
| Description: This measure reports the number of security breaches at facilities subject to the Maritime Transportation Security Act (MTSA) where no Transportation Security Incident has occurred, but established security measures have been circumvented, eluded or violated. MTSA facilities are a high-risk subset of the national waterfront facility population given the nature of their activities and/or the products they handle. As such, they pose a greater risk for significant loss of life, environmental damage, or economic disruption if attacked. MTSA regulated facilities constitute more than 3,400 high-risk subset of all waterfront facilities. They are facilities that handle certain dangerous cargoes, liquid natural gas, transfer oil, hazardous materials in bulk; or receive foreign cargo vessels greater than 100 gross tons, U.S. cargo vessels greater than 100 gross tons carrying certain dangerous cargoes, or vessels carrying more than 150 passengers. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | --- | --- | <=235 | <=307 | <=307 | <=306 |
| Result: | --- | --- | 320 | 331 | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Three-year average number of oil spills in the maritime environment | | | | | | |
| Description: This measure is an indicator of the U.S. Coast Guard Prevention Program's impact on significant oil spills. It is a moving average of U.S. Coast Guard investigated oil spills greater than 100 gallons discharged into navigable waters of the United States for the past 36 months, divided by the 3-year average annual foreign and domestic short tons (100 million) of oil and oil products shipped in U.S. waters. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <=11.0 | <=10.9 | <=10.3 | <=10.2 | <=10.1 | <=10.0 |
| Result: | 8.4 | 9.2 | 8.8 | 8.8 | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Three-year average number of serious marine incidents | | | | | | |
| Description: This measure reports the three-year average number of Serious Marine Incidents as defined by 46 CFR 4.03-2, which include: death or injury requiring professional treatment beyond first aid, reportable property damage greater than \$100,000, actual or constructive loss of certain vessels, discharge of oil of 10,000 gallons or more; or a discharge of a reportable quantity of a hazardous substance. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <=701 | <=698 | <=698 | <=689 | <=644 | <=686 |
| Result: | 688 | 684 | 705 | 748 | TBD | TBD |

Management Measures

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Annual Maritime Transportation Security Act (MTSA) Facility compliance rate with Transportation Worker Identification Credential (TWIC) regulations | | | | | | |
| Description: This measure reports the percent of Maritime Transportation Security Act (MTSA) regulated facilities that are found to be in compliance with the Transportation Worker Identification Card (TWIC) regulations during CG inspections. The Security and Accountability for Every (SAFE) Port Act of 2006 requires the Coast Guard to conduct at least two MTSA security inspections on regulated facilities each year; one announced and one unannounced. CG Inspectors randomly sample different areas of a facility (admin staff, security staff, dock workers, etc.) to check for TWIC compliance by ensuring workers have a valid and current TWIC card. Some infractions can be corrected on the spot, e.g., a trucker forgot his TWIC in his truck cab. Depending on the number and severity of TWIC infractions, the inspector/Capt of the Port may find the facility not in compliance. Statistical guidelines have been developed based on the size of the facility to aid inspectors, and to ensure random sampling. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 99% | 99% | 99% | 99% | 99% | 99% |
| Result: | 99% | 99% | 99% | 99% | TBD | TBD |

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Three-year average number of chemical discharge incidents in the maritime environment | | | | | | |
| Description: This measure is an indicator of the U.S. Coast Guard Program's impact on chemical discharge incidents. It is a moving average of U.S. Coast Guard investigated chemical discharge incidents into navigable waters of the United States for the past 36 months, divided by the 3-year average annual foreign and domestic short tons (100 million) of chemical and chemical products shipped in U.S. waters. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <=15.8 | <=15.5 | <=14.6 | <=14.5 | <=14.4 | <=14.3 |
| Result: | 10.4 | 8.0 | 8.2 | 8.1 | TBD | TBD |

Maritime Response: The Maritime Response program mitigates the consequences of marine casualties and disastrous events. The U.S. Coast Guard preparedness efforts ensure incident response and recovery resources are fully ready and capable to minimize impact of disasters to people, the environment, and the economy. The following statutory missions contribute to the U.S. Coast Guard’s Maritime Response program: Search and Rescue and Marine Environmental Protection.

Strategic Measures

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Percent of people in imminent danger saved in the maritime environment | | | | | | |
| Description: This measure gauges the lives saved by the U.S. Coast Guard on the oceans and other waterways expressed as a percentage of all people in imminent danger at the time the Service received notification. The measure excludes persons lost prior to notification and single incidents with 11 or more people. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 100.0% | 100.0% | 80.0% | 80.0% | 80.0% | 80.0% |
| Result: | 79.4% | 78.8% | 78.0% | 78.0% | TBD | TBD |

Management Measures

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Five-year average number of navigational accidents | | | | | | |
| Description: This measure evaluates the long-term trend of U.S. Coast Guard Waterways Management Program in preventing collisions, allisions (vessels striking fixed objects), and groundings. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <=1,900 | <=1,890 | <=1,749 | <=1,727 | <=1,704 | <=1,683 |
| Result: | 1,617 | 1,475 | 1,344 | 1,202 | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Percent of time rescue assets are on-scene within 2 hours | | | | | | |
| Description: Time on scene is calculated from the earliest time a Search and Rescue Unit (SRU) is requested to proceed until the earliest time of arrival on scene of an SRU. This includes readiness time, the 30 minutes of preparation time, that provides for underway preps (i.e. engine warm-ups, underway checklist, risk management evaluation, and mission planning) and the transit time, the 90 minutes from underway to on scene based on moderate environmental conditions which allow for operation of the SRUs at their top cruise speeds. To calculate the response times used in the measure, the Coast Guard uses the following equation: Time On Scene = First Sortie On Scene Time minus First Resource Requested Time. The Coast Guard established the 2-hour On Scene Standard in the 1970's and conducted a full review of the standard in 1992. The standard is based on survival expectations in the average weighted water temperatures. The weighting factors into the varying number of incidents occurring regionally. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 100% | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |
| Result: | 90.3% | 90.7% | 93.0% | 94.0% | TBD | TBD |

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Three-year average number of commercial mariner deaths and significant injuries | | | | | | |
| Description: This is a measure of the average annual number of reportable commercial mariner deaths and significant injuries over the past 12 quarters. It is an indicator of the long-term performance impact of the Coast Guard's Maritime Prevention Program on commercial mariner fatalities and injuries. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <=148 | <=142 | <=133 | <=132 | <=131 | <=131 |
| Result: | 120 | 119 | 126 | 113 | TBD | TBD |

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Three-year average number of commercial passenger deaths and significant injuries | | | | | | |
| Description: This is a measure of the average annual number of reportable commercial passenger deaths and significant injuries over the past 12 quarters. It is an indicator of the long-term performance impact of the Coast Guard's Maritime Prevention Program on commercial passenger fatalities and injuries. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | <=173 | <=172 | <=134 | <=132 | <=132 | <=127 |
| Result: | 115 | 97 | 92 | 123 | TBD | TBD |

| | | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Three-year average of recreational boating deaths | | | | | | |
| Description: This measure reports the three-year average of recreational boating deaths and removes the inclusion of injuries in the scope. Injuries tend to be larger in number but less meaningful in terms of reflecting meaningful maritime prevention efforts. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | --- | --- | <=605 | <=602 | <=599 | <=624 |
| Result: | --- | --- | 655 | 633 | TBD | TBD |

Maritime Security Operations: The Maritime Security Operations program encompasses activities to detect, deter, prevent, disrupt, and recover from terrorist attacks and other criminal acts in the maritime domain. It includes the execution of antiterrorism, response, and select recovery operations. This program conducts the operational element of the U.S. Coast Guard’s Ports, Waterways, and Coastal Security mission and complements the other two elements: the establishment and oversight of maritime security regimes, and maritime domain awareness.

Strategic Measures

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Percent risk reduction of coordinated anti-terrorism activities throughout the maritime transportation system | | | | | | |
| Description: This measure gauges risk reduction impact of maritime security and response operations (MSRO) conducted in and around ports in the 37 Captain of the Port (COTP) zones by the U.S. Coast Guard or federal, state, and local partners. MSRO include conducting vessel security boardings, providing vessel escorts, enforcing fixed security zones, and conducting surface and land patrols around ports based on available hours and assets. Security risks in the maritime environment include waterborne explosive device attacks, hijacked large vessel attacks, hostage taking, and terrorist assault teams. Executing planned MSRO helps detect, deter, prevent, disrupt, and recover from terrorist attacks and other criminal acts in the maritime domain. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | --- | --- | --- | --- | <=42.0% | <=43.0% |
| Result: | --- | --- | --- | --- | TBD | TBD |

Management Measures

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Percent of coordinated anti-terrorism activities contained in Port Tactical Activity Plans that were executed | | | | | | |
| Description: This measure gauges the percent of all planned Maritime Security and Response Operations (MSRO) contained in the 37 Captain of the Port (COTP) zone Port Tactical Activity Plans were executed by U.S. Coast Guard or federal, state, and local partners. Quarterly, COTPs use Risk-Based Maritime Security and Response Operations (RBMSRO) calculations of assessed vulnerabilities, historical maritime activity, and asset availability to produce their Tactical Activity Plans to specify the types of operations that will optimize reducing the risk to ports by terrorism and other criminal acts in the maritime domain. Operations include conducting vessel security boardings, providing vessel escorts, enforcing fixed security zones, and conducting surface and land patrols around ports based on available hours and assets. Security risks in the maritime environment include waterborne explosive device attacks, hijacked large vessel attacks, hostage taking, and terrorist assault teams. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | --- | --- | --- | --- | <=80.0% | <=80.0% |
| Result: | --- | --- | --- | --- | TBD | TBD |

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

Strategic Measures

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Availability of maritime navigation aids | | | | | | |
| Description: This measure indicates the hours that short-range federal Aids to Navigation are available. The aid availability rate is based on an international measurement standard established by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) (Recommendation O-130) in December 2004. A short-range Aid to Navigation is counted as not being available from the initial time a discrepancy is reported until the time the discrepancy is corrected. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 97.5% | 97.5% | 97.5% | 97.5% | 97.5% | 97.5% |
| Result: | 97.7% | 97.5% | 97.1% | 96.8% | TBD | TBD |

Management Measures

| | | | | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|
| Measure: Percent of time high priority waterways in the Great Lakes and along the eastern seaboard are open during ice season | | | | | | |
| Description: This measure is the percent of time Tier One Waterways, in the Great Lakes and along the eastern seaboard, are open to vessel transits during the icebreaking season as a percentage of the total. Tier One Waterways are those connecting waterways of the Marine Transportation System that waterways managers at Coast Guard District commands determine are highest-priority due to geographical location or importance of cargo to public health and safety. | | | | | | |
| Fiscal Year: | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
| Target: | 95.0% | 95.0% | 95.0% | 95.0% | 95.0% | 95.0% |
| Result: | 100% | 99.9% | 89.5% | 97.1% | TBD | TBD |

U.S. Coast Guard
Budget Comparison and Adjustments
Appropriation and PPA Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|--------------------|--------------------|-------------------------------|
| Operations and Support | \$7,643,201 | \$7,991,253 | \$8,377,740 |
| Military Pay and Allowances | \$3,864,816 | \$4,023,053 | \$4,157,388 |
| Civilian Pay and Benefits | \$939,707 | \$1,004,319 | \$1,103,051 |
| Training and Recruiting | \$189,983 | \$210,912 | \$230,901 |
| Operating Funds and Unit Level Maintenance | \$919,533 | \$929,895 | \$993,903 |
| Centrally Managed Accounts | \$161,441 | \$161,205 | \$93,451 |
| Intermediate and Depot Level Maintenance | \$1,436,494 | \$1,517,191 | \$1,654,587 |
| Reserve Training | \$117,758 | \$124,696 | \$130,714 |
| Environmental Compliance and Restoration | \$13,469 | \$19,982 | \$13,745 |
| Procurement, Construction, and Improvements | \$2,248,260 | \$1,772,506 | \$1,637,091 |
| Vessels | \$1,581,350 | \$994,000 | \$1,280,400 |
| Survey and Design - Vessels and Boats | \$5,500 | \$2,500 | \$2,000 |
| In-Service Vessel Sustainment | \$63,250 | \$91,400 | \$82,600 |
| National Security Cutter | \$72,600 | \$160,500 | \$31,000 |
| Offshore Patrol Cutter | \$400,000 | \$312,000 | \$546,000 |
| Fast Response Cutter | \$340,000 | \$260,000 | \$20,000 |
| Cutter Boats | \$5,000 | \$15,100 | \$3,800 |
| Polar Security Cutter | \$675,000 | \$135,000 | \$555,000 |
| Waterways Commerce Cutter | \$5,000 | \$2,500 | \$25,000 |
| Polar Sustainment | \$15,000 | \$15,000 | \$15,000 |
| Aircraft | \$356,000 | \$504,600 | \$153,600 |
| HC-144 Conversion/Sustainment | \$17,000 | \$17,000 | \$14,000 |
| HC-27J Conversion/Sustainment | \$80,000 | \$103,200 | \$64,000 |
| HC-130J Acquisition/Conversion/Sustainment | \$105,000 | \$105,000 | \$10,000 |
| HH-65 Conversion/Sustainment | \$28,000 | \$50,000 | \$45,000 |
| MH-60T Sustainment | \$120,000 | \$150,000 | \$20,000 |
| Small Unmanned Aircraft Systems | \$6,000 | \$9,400 | \$600 |
| Long Range Command and Control Aircraft | - | \$70,000 | - |

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|----------------------------|----------------------------|---------------------------------------|
| Other Acquisition Programs | \$56,000 | \$69,256 | \$56,360 |
| Other Equipment and Systems | \$3,500 | \$3,500 | \$3,500 |
| Program Oversight and Management | \$20,000 | \$20,000 | \$20,000 |
| C4ISR | \$23,300 | \$25,156 | \$15,260 |
| Coast Guard Logistics Information Management System | \$9,200 | \$6,400 | \$1,100 |
| Cyber and Enterprise Mission Platform | - | \$14,200 | \$16,500 |
| Shore Facilities and Aids to Navigation (ATON) | \$254,910 | \$204,650 | \$146,731 |
| Major Shore, Housing, ATON, Survey and Design | \$74,510 | \$77,550 | \$74,900 |
| Major Acquisition Systems Infrastructure | \$175,400 | \$122,100 | \$66,831 |
| Minor Shore | \$5,000 | \$5,000 | \$5,000 |
| Research and Development | \$20,256 | \$4,949 | \$5,276 |
| Research and Development | \$20,256 | \$4,949 | \$5,276 |
| Unmanned Systems | \$3,835 | \$1,213 | \$1,217 |
| Arctic Operations | \$2,129 | \$245 | \$88 |
| Sensor Optimization, Automation, and Visualization | \$2,993 | \$1,282 | \$449 |
| Intelligence and Cyber | \$2,179 | \$450 | \$1,317 |
| Waterways Management and Environmental Response | \$4,252 | \$1,257 | \$1,399 |
| Operational Performance Improvements and Modeling | \$4,868 | \$502 | \$806 |
| Medicare-Eligible Retiree Health Care Fund Contribution | \$199,360 | \$205,107 | \$215,787 |
| Retired Pay | \$1,739,844 | \$1,802,309 | \$1,869,704 |
| Boat Safety | \$117,261 | \$118,882 | \$118,002 |
| Maritime Oil Spill Program | \$101,000 | \$101,000 | \$101,000 |
| Funds | \$2,864 | \$2,864 | \$6,537 |
| General Gift Fund | \$2,864 | \$2,864 | \$2,537 |
| Housing Fund | - | - | \$4,000 |
| Overseas Contingency Operations (OCO)/Global War on Terrorism | \$165,000 | \$190,000 | - |
| Total | \$12,237,046 | \$12,188,870 | \$12,331,137 |

U.S. Coast Guard Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|---------------|---------------------|--------------------|---------------|---------------------|-------------------------------|---------------|---------------------|-------------------------------------|------------|------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Operations and Support | 50,141 | 48,791 | \$7,643,201 | 50,734 | 49,393 | \$7,991,253 | 51,151 | 49,837 | \$8,377,740 | 417 | 444 | \$386,487 |
| Procurement, Construction, and Improvements | - | - | \$2,248,260 | - | - | \$1,772,506 | - | - | \$1,637,091 | - | - | (\$135,415) |
| Research and Development | - | - | \$20,256 | - | - | \$4,949 | - | - | \$5,276 | - | - | \$327 |
| Medicare-Eligible Retiree Health Care Fund Contribution | - | - | \$199,360 | - | - | \$205,107 | - | - | \$215,787 | - | - | \$10,680 |
| Retired Pay | - | - | \$1,739,844 | - | - | \$1,802,309 | - | - | \$1,869,704 | - | - | \$67,395 |
| Boat Safety | 19 | 19 | \$117,261 | 19 | 19 | \$118,882 | 19 | 19 | \$118,002 | - | - | (\$880) |
| Maritime Oil Spill Program | - | - | \$101,000 | - | - | \$101,000 | - | - | \$101,000 | - | - | - |
| Funds | - | - | \$2,864 | - | - | \$2,864 | - | - | \$6,537 | - | - | \$3,673 |
| Overseas Contingency Operations (OCO)/Global War on | - | - | \$165,000 | - | - | \$190,000 | - | - | - | - | - | (\$190,000) |
| Total | 50,160 | 48,810 | \$12,237,046 | 50,753 | 49,412 | \$12,188,870 | 51,170 | 49,856 | \$12,331,137 | 417 | 444 | \$142,267 |
| Subtotal Discretionary - Appropriation | 50,141 | 48,791 | \$10,111,077 | 50,734 | 49,393 | \$9,973,815 | 51,151 | 49,837 | \$10,235,894 | 417 | 444 | \$262,079 |
| Subtotal Discretionary - Offsetting Fee | - | - | - | - | - | - | - | - | \$4,000 | - | - | \$4,000 |
| Subtotal Mandatory - Appropriation | 19 | 19 | \$1,960,969 | 19 | 19 | \$2,025,055 | 19 | 19 | \$2,091,243 | - | - | \$66,188 |
| Subtotal Overseas Contingency Operations (OCO) | - | - | \$165,000 | - | - | \$190,000 | - | - | - | - | - | (\$190,000) |

Component Budget Overview

The Fiscal Year (FY) 2021 President's Budget provides the U.S. Coast Guard (USCG) \$12.3B in total gross budget authority. This represents an increase of \$142.3M over the FY 2020 Enacted Appropriation.

The Coast Guard is a branch of the U.S. Armed Forces and the principal Federal agency responsible for maritime safety, security, and environmental stewardship in U.S. ports and inland waterways, along more than 95,000 miles of U.S. coastline, throughout the 4.5 million square miles of U.S. Exclusive Economic Zone (EEZ), and on the high seas. A military service, a law enforcement organization, a regulatory agency, a member of the U.S. Intelligence Community, and a first responder, the Coast Guard supports Department of Defense (DOD) Combatant Commanders on all seven continents, secures U.S. maritime borders, combats transnational criminal organizations, and safeguards the \$5.4 trillion U.S. maritime economy. The Service leverages an expansive array of military, interagency, international, and industrial relationships, capabilities, and authorities to maximize strategic effect and support DHS and National priorities.

The FY 2021 President's Budget sustains the most critical Coast Guard operations and continues the Service's highest priority recapitalization efforts for cutters, boats, aircraft, systems, and infrastructure. The Budget includes 51,170 positions; 49,856 FTE; and funding for all 11 statutory Coast Guard missions. In FY 2021, the Coast Guard continues to efficiently allocate budgetary resources to optimize performance across all Coast Guard mission programs and activities.

FY 2021 funding continues efforts on the Polar Security Cutter (PSC) program to meet growing demands in the Polar Regions by fully funding construction of the second Polar Security Cutter. Furthermore, the Budget supports construction of the third Offshore Patrol Cutters (OPC) and Long Lead Time Material (LLTM) for the fourth. In addition to surface recapitalization efforts, FY 2021 funding continues sustainment and conversion work on in-service fixed and rotary wing aircraft, including missionization of the C-27J aircraft received from the Air Force.

The FY 2021 President's Budget resources the Coast Guard to conduct today's highest priority operations in support of National objectives, while restoring Service readiness. In FY 2021, the Coast Guard will accept delivery of more capable, modernized assets. The Budget provides the resources to operate and maintain these new assets including operations and maintenance of one National Security Cutter, crew of the first OPC, and two Fast Response Cutters. The Budget also makes significant investments to begin rebuilding Coast Guard readiness in information technology infrastructure, workforce readiness, and aviation readiness. Funding is also provided to address National Security priorities, including cybersecurity, overseas support to DOD, Oceania, and efforts to combat Transnational Criminal Organizations (TCOs).

The Department intends to continue implementation of the Common Appropriations Structure for Coast Guard, specifically implementing a restructuring of the Program, Project, or Activity (PPA) categories under the O&S account. The Department's intent is to more effectively reflect the Coast Guard's programs and missions, while simultaneously preserving necessary programming flexibility. Though the Congressional Justification does not request appropriations for FY 2021 under a new PPA structure, the Department intends to transmit to the Appropriations Committees a proposal and a crosswalk of how the FY 2021 Budget would appear under that new structure. The purpose of that transmittal is to begin a conversation with the Appropriations Committees to determine an appropriate and acceptable structure for future Fiscal Years, rather than intending the FY 2021 Budget to be appropriated under this new structure.

U.S. Coast Guard Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|---------------------|---------------------|---------------------|
| Enacted/Request | \$12,237,046 | \$12,188,870 | \$12,331,137 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$3,363,822 | \$3,357,412 | \$2,469,555 |
| Rescissions to Current Year/Budget Year | (\$31,170) | - | (\$70,000) |
| Net Sequestered Resources | \$665 | \$529 | \$12,973 |
| Reprogrammings/Transfers | (\$16,531) | - | - |
| Supplementals | \$525,732 | - | - |
| Total Budget Authority | \$16,079,564 | \$15,546,811 | \$14,743,665 |
| Collections – Reimbursable Resources | \$400,450 | \$558,903 | \$652,290 |
| Total Budget Resources | \$16,480,014 | \$16,105,714 | \$15,395,955 |
| Obligations (Actual/Estimates/Projections) | \$13,117,538 | \$13,636,159 | \$13,556,418 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 50,160 | 50,753 | 51,170 |
| Enacted/Request FTE | 48,810 | 49,412 | 49,856 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 50,363 | 52,602 | 52,862 |
| FTE (Actual/Estimates/Projections) | 50,591 | 51,120 | 51,414 |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line. Rescissions to Current Year/Budget Year reflect the USCG portion of the \$12,000,000 DHS Operations and Support appropriations rescission required by Sec. 522 of the Consolidated Appropriations Act of 2019.

U.S. Coast Guard Collections - Reimbursable Resources

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Change | | |
|--|---------------|-----------------|-----|----------|-----------------|-----|-----------|----------------------------|-----|-----------|---------------------------|-----|-----------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Agriculture - Department of Agriculture | Source | 10 | 8 | \$1,172 | 4 | 2 | \$258 | - | - | - | (4) | (2) | (\$258) |
| Operations and Support | Location | 10 | 8 | \$1,172 | 4 | 2 | \$258 | - | - | - | (4) | (2) | (\$258) |
| Military Pay and Allowances | Location | 6 | 6 | \$887 | - | - | - | - | - | - | - | - | - |
| Civilian Pay and Benefits | Location | 4 | 2 | \$211 | 4 | 2 | \$211 | - | - | - | (4) | (2) | (\$211) |
| Training and Recruiting | Location | - | - | \$27 | - | - | - | - | - | - | - | - | - |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$33 | - | - | \$33 | - | - | - | - | - | (\$33) |
| Centrally Managed Accounts | Location | - | - | \$14 | - | - | \$14 | - | - | - | - | - | (\$14) |
| Department of Commerce - Department of Commerce | Source | 2 | 2 | \$1,741 | 10 | 10 | \$2,652 | 8 | 8 | \$3,320 | (2) | (2) | \$668 |
| Operations and Support | Location | 2 | 2 | \$1,741 | 10 | 10 | \$2,652 | 8 | 8 | \$3,320 | (2) | (2) | \$668 |
| Military Pay and Allowances | Location | - | - | - | 8 | 8 | \$905 | 7 | 7 | \$1,079 | (1) | (1) | \$174 |
| Civilian Pay and Benefits | Location | 2 | 2 | \$263 | 2 | 2 | \$263 | 1 | 1 | \$138 | (1) | (1) | (\$125) |
| Training and Recruiting | Location | - | - | \$35 | - | - | \$41 | - | - | \$60 | - | - | \$19 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$1,429 | - | - | \$1,429 | - | - | \$2,019 | - | - | \$590 |
| Centrally Managed Accounts | Location | - | - | \$14 | - | - | \$14 | - | - | - | - | - | (\$14) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$24 | - | - | \$24 |
| Department of Defense - Department of Defense | Source | 36 | 36 | \$78,657 | 593 | 579 | \$117,641 | 630 | 617 | \$172,588 | 37 | 38 | \$54,947 |
| Operations and Support | Location | 36 | 36 | \$78,657 | 593 | 579 | \$117,641 | 630 | 617 | \$172,588 | 37 | 38 | \$54,947 |
| Military Pay and Allowances | Location | 2 | 2 | \$186 | 559 | 545 | \$54,338 | 601 | 589 | \$64,420 | 42 | 44 | \$10,082 |
| Civilian Pay and Benefits | Location | 34 | 34 | \$5,305 | 34 | 34 | \$5,305 | 29 | 28 | \$4,923 | (5) | (6) | (\$382) |
| Training and Recruiting | Location | - | - | \$1,570 | - | - | \$1,552 | - | - | \$2,104 | - | - | \$552 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$70,511 | - | - | \$55,361 | - | - | \$99,273 | - | - | \$43,912 |
| Centrally Managed Accounts | Location | - | - | \$1,085 | - | - | \$1,085 | - | - | - | - | - | (\$1,085) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$1,868 | - | - | \$1,868 |

Department of Homeland Security

U.S. Coast Guard

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Change | | |
|--|---------------|-----------------|-----|----------|-----------------|-----|----------|----------------------------|-----|----------|---------------------------|-------|------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Health and Human Services - Department Wide | Source | 583 | 579 | \$61,761 | 22 | 16 | \$944 | 6 | 6 | \$866 | (16) | (10) | (\$78) |
| Operations and Support | Location | 583 | 579 | \$61,761 | 22 | 16 | \$944 | 6 | 6 | \$866 | (16) | (10) | (\$78) |
| Military Pay and Allowances | Location | 567 | 567 | \$60,775 | 6 | 4 | - | 1 | 1 | \$196 | (5) | (3) | \$196 |
| Civilian Pay and Benefits | Location | 16 | 12 | \$905 | 16 | 12 | \$905 | 5 | 5 | \$642 | (11) | (7) | (\$263) |
| Training and Recruiting | Location | - | - | \$15 | - | - | \$4 | - | - | \$10 | - | - | \$6 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$43 | - | - | \$12 | - | - | - | - | - | (\$12) |
| Centrally Managed Accounts | Location | - | - | \$23 | - | - | \$23 | - | - | - | - | - | (\$23) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$18 | - | - | \$18 |
| Department of Homeland Security - Department of Homeland Security | Source | 163 | 163 | \$34,444 | 308 | 308 | \$40,990 | 151 | 148 | \$77,537 | (157) | (160) | \$36,547 |
| Operations and Support | Location | 163 | 163 | \$34,444 | 308 | 308 | \$40,990 | 151 | 148 | \$77,537 | (157) | (160) | \$36,547 |
| Military Pay and Allowances | Location | 2 | 2 | \$246 | 147 | 147 | \$6,871 | 51 | 50 | \$7,526 | (96) | (97) | \$655 |
| Civilian Pay and Benefits | Location | 161 | 161 | \$15,702 | 161 | 161 | \$15,702 | 100 | 98 | \$11,515 | (61) | (63) | (\$4,187) |
| Training and Recruiting | Location | - | - | \$371 | - | - | \$292 | - | - | \$356 | - | - | \$64 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$17,729 | - | - | \$17,729 | - | - | \$57,692 | - | - | \$39,963 |
| Centrally Managed Accounts | Location | - | - | \$396 | - | - | \$396 | - | - | - | - | - | (\$396) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$448 | - | - | \$448 |
| Independent Agency - Other Independent Agencies | Source | - | - | \$400 | - | - | \$750 | - | - | \$750 | - | - | - |
| Research and Development | Location | - | - | \$400 | - | - | \$750 | - | - | \$750 | - | - | - |
| Research and Development | Location | - | - | \$400 | - | - | \$750 | - | - | \$750 | - | - | - |
| Arctic Operations | Location | - | - | \$150 | - | - | \$450 | - | - | \$450 | - | - | - |
| Intelligence and Cyber | Location | - | - | \$250 | - | - | \$300 | - | - | \$300 | - | - | - |
| Department of Homeland Security - Federal Emergency Management Agency | Source | - | - | - | - | - | \$53,011 | - | - | - | - | - | (\$53,011) |
| Operations and Support | Location | - | - | - | - | - | \$53,011 | - | - | - | - | - | (\$53,011) |
| Operating Funds and Unit Level Maintenance | Location | - | - | - | - | - | \$53,011 | - | - | - | - | - | (\$53,011) |
| Department of Homeland Security - Science and Technology | Source | - | - | \$1,550 | - | - | \$1,750 | - | - | \$1,750 | - | - | - |
| Research and Development | Location | - | - | \$1,550 | - | - | \$1,750 | - | - | \$1,750 | - | - | - |

Department of Homeland Security

U.S. Coast Guard

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Change | | |
|---|---------------|-----------------|-----|----------|-----------------|-----|----------|----------------------------|-----|----------|---------------------------|-----|----------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Research and Development | Location | - | - | \$1,550 | - | - | \$1,750 | - | - | \$1,750 | - | - | - |
| Arctic Operations | Location | - | - | \$396 | - | - | \$250 | - | - | \$250 | - | - | - |
| Sensor Optimization, Automation, and Visualization | Location | - | - | \$585 | - | - | \$750 | - | - | \$750 | - | - | - |
| Intelligence and Cyber | Location | - | - | \$179 | - | - | \$250 | - | - | \$250 | - | - | - |
| Operational Performance Improvements and Modeling | Location | - | - | \$390 | - | - | \$500 | - | - | \$500 | - | - | - |
| Department of Commerce - National Oceanic and Atmospheric Administration | Source | - | - | \$50 | - | - | \$50 | - | - | \$50 | - | - | - |
| Funds | Location | - | - | \$50 | - | - | \$50 | - | - | \$50 | - | - | - |
| Yard Fund | Location | - | - | \$50 | - | - | \$50 | - | - | \$50 | - | - | - |
| Other Anticipated Reimbursables | Source | 8 | 8 | \$17,229 | 10 | 10 | \$17,510 | 7 | 7 | \$55,940 | (3) | (3) | \$38,430 |
| Operations and Support | Location | 8 | 8 | \$17,229 | 10 | 10 | \$17,510 | 7 | 7 | \$55,940 | (3) | (3) | \$38,430 |
| Military Pay and Allowances | Location | 1 | 1 | \$135 | 3 | 3 | \$418 | 6 | 6 | \$871 | 3 | 3 | \$453 |
| Civilian Pay and Benefits | Location | 7 | 7 | \$916 | 7 | 7 | \$916 | 1 | 1 | \$138 | (6) | (6) | (\$778) |
| Training and Recruiting | Location | - | - | \$13 | - | - | \$11 | - | - | \$26 | - | - | \$15 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$16,150 | - | - | \$16,150 | - | - | \$54,884 | - | - | \$38,734 |
| Centrally Managed Accounts | Location | - | - | \$15 | - | - | \$15 | - | - | - | - | - | (\$15) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$21 | - | - | \$21 |
| Independent Agency - Environmental Protection Agency | Source | 67 | 65 | \$14,354 | 10 | 10 | \$5,975 | 10 | 10 | \$7,245 | - | - | \$1,270 |
| Operations and Support | Location | 67 | 65 | \$13,216 | 10 | 10 | \$4,375 | 10 | 10 | \$5,645 | - | - | \$1,270 |
| Military Pay and Allowances | Location | 63 | 61 | \$8,682 | 6 | 6 | \$102 | 1 | 1 | \$107 | (5) | (5) | \$5 |
| Civilian Pay and Benefits | Location | 4 | 4 | \$470 | 4 | 4 | \$470 | 9 | 9 | \$1,354 | 5 | 5 | \$884 |
| Training and Recruiting | Location | - | - | \$9 | - | - | \$7 | - | - | \$9 | - | - | \$2 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$4,044 | - | - | \$3,785 | - | - | \$4,145 | - | - | \$360 |
| Centrally Managed Accounts | Location | - | - | \$11 | - | - | \$11 | - | - | - | - | - | (\$11) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$30 | - | - | \$30 |
| Research and Development | Location | - | - | \$1,138 | - | - | \$1,600 | - | - | \$1,600 | - | - | - |
| Research and Development | Location | - | - | \$1,138 | - | - | \$1,600 | - | - | \$1,600 | - | - | - |

Department of Homeland Security

U.S. Coast Guard

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Change | | |
|--|---------------|-----------------|-----|-----------|-----------------|-----|-----------|----------------------------|-----|-----------|---------------------------|-----|---------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Waterways Management and Environmental Response | Location | - | - | \$1,138 | - | - | \$1,600 | - | - | \$1,600 | - | - | - |
| Department of Homeland Security - United States Coast Guard | Source | 712 | 616 | \$168,472 | 762 | 644 | \$295,000 | 762 | 644 | \$295,000 | - | - | - |
| Funds | Location | 712 | 616 | \$168,472 | 762 | 644 | \$295,000 | 762 | 644 | \$295,000 | - | - | - |
| Yard Fund | Location | 712 | 616 | \$102,418 | 762 | 644 | \$170,000 | 762 | 644 | \$170,000 | - | - | - |
| Supply Fund | Location | - | - | \$66,054 | - | - | \$125,000 | - | - | \$125,000 | - | - | - |
| Department of Homeland Security - U.S. Customs and Border Protection | Source | - | - | \$312 | - | - | \$400 | - | - | \$400 | - | - | - |
| Research and Development | Location | - | - | \$312 | - | - | \$400 | - | - | \$400 | - | - | - |
| Research and Development | Location | - | - | \$312 | - | - | \$400 | - | - | \$400 | - | - | - |
| Unmanned Systems | Location | - | - | \$312 | - | - | \$400 | - | - | \$400 | - | - | - |
| Department of Interior - Bureau of Safety and Environmental Enforcement | Source | - | - | \$500 | - | - | \$500 | - | - | \$500 | - | - | - |
| Research and Development | Location | - | - | \$500 | - | - | \$500 | - | - | \$500 | - | - | - |
| Research and Development | Location | - | - | \$500 | - | - | \$500 | - | - | \$500 | - | - | - |
| Waterways Management and Environmental Response | Location | - | - | \$500 | - | - | \$500 | - | - | \$500 | - | - | - |
| Other Defense Civil Programs - Selective Service System | Source | - | - | \$130 | - | - | \$132 | - | - | \$130 | - | - | (\$2) |
| Operations and Support | Location | - | - | \$130 | - | - | \$132 | - | - | \$130 | - | - | (\$2) |
| Reserve Training | Location | - | - | \$130 | - | - | \$132 | - | - | \$130 | - | - | (\$2) |
| Department of Justice - Department of Justice | Source | 7 | 5 | \$553 | - | - | - | 2 | 2 | \$1,005 | 2 | 2 | \$1,005 |
| Operations and Support | Location | 7 | 5 | \$553 | - | - | - | 2 | 2 | \$1,005 | 2 | 2 | \$1,005 |
| Military Pay and Allowances | Location | 7 | 5 | \$553 | - | - | - | - | - | - | - | - | - |
| Civilian Pay and Benefits | Location | - | - | - | - | - | - | 2 | 2 | \$397 | 2 | 2 | \$397 |
| Training and Recruiting | Location | - | - | - | - | - | - | - | - | \$2 | - | - | \$2 |
| Operating Funds and Unit Level Maintenance | Location | - | - | - | - | - | - | - | - | \$600 | - | - | \$600 |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$6 | - | - | \$6 |
| Department of Labor - Department of Labor | Source | 2 | 2 | \$384 | 2 | 2 | \$382 | - | - | \$25 | (2) | (2) | (\$357) |
| Operations and Support | Location | 2 | 2 | \$384 | 2 | 2 | \$382 | - | - | \$25 | (2) | (2) | (\$357) |
| Civilian Pay and Benefits | Location | 2 | 2 | \$185 | 2 | 2 | \$185 | - | - | - | (2) | (2) | (\$185) |

Department of Homeland Security

U.S. Coast Guard

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Change | | |
|--|---------------|-----------------|----------|-----------------|-----------------|-----------|-----------------|----------------------------|-----------|-----------------|---------------------------|------------|-----------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Training and Recruiting | Location | - | - | \$2 | - | - | - | - | - | - | - | - | - |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$194 | - | - | \$194 | - | - | \$25 | - | - | (\$169) |
| Centrally Managed Accounts | Location | - | - | \$3 | - | - | \$3 | - | - | - | - | - | (\$3) |
| Department of State - Department of State | Source | 2 | 2 | \$15,673 | 15 | 14 | \$16,346 | 5 | 5 | \$16,710 | (10) | (9) | \$364 |
| Operations and Support | Location | 2 | 2 | \$15,673 | 15 | 14 | \$16,346 | 5 | 5 | \$16,710 | (10) | (9) | \$364 |
| Military Pay and Allowances | Location | 1 | 1 | \$1,080 | 14 | 13 | \$1,708 | 4 | 4 | \$701 | (10) | (9) | (\$1,007) |
| Civilian Pay and Benefits | Location | 1 | 1 | \$178 | 1 | 1 | \$178 | 1 | 1 | \$138 | - | - | (\$40) |
| Training and Recruiting | Location | - | - | \$27 | - | - | \$72 | - | - | \$36 | - | - | (\$36) |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$14,376 | - | - | \$14,376 | - | - | \$15,820 | - | - | \$1,444 |
| Centrally Managed Accounts | Location | - | - | \$12 | - | - | \$12 | - | - | - | - | - | (\$12) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$15 | - | - | \$15 |
| Department of Interior - Department of the Interior | Source | - | - | - | - | - | - | - | - | \$311 | - | - | \$311 |
| Operations and Support | Location | - | - | - | - | - | - | - | - | \$311 | - | - | \$311 |
| Operating Funds and Unit Level Maintenance | Location | - | - | - | - | - | - | - | - | \$311 | - | - | \$311 |
| Department of Treasury - Department of the Treasury | Source | 6 | 6 | \$1,833 | 91 | 91 | \$1,581 | 92 | 92 | \$14,828 | 1 | 1 | \$13,247 |
| Operations and Support | Location | 6 | 6 | \$1,833 | 91 | 91 | \$1,581 | 92 | 92 | \$14,828 | 1 | 1 | \$13,247 |
| Military Pay and Allowances | Location | 5 | 5 | \$818 | 90 | 90 | \$480 | 3 | 3 | \$371 | (87) | (87) | (\$109) |
| Civilian Pay and Benefits | Location | 1 | 1 | \$187 | 1 | 1 | \$187 | 89 | 89 | \$8,705 | 88 | 88 | \$8,518 |
| Training and Recruiting | Location | - | - | \$9 | - | - | \$95 | - | - | \$75 | - | - | (\$20) |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$817 | - | - | \$817 | - | - | \$5,404 | - | - | \$4,587 |
| Centrally Managed Accounts | Location | - | - | \$2 | - | - | \$2 | - | - | - | - | - | (\$2) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$273 | - | - | \$273 |
| Department of Transportation - Department of Transportation | Source | 6 | 6 | \$799 | 8 | 8 | \$938 | 8 | 8 | \$1,299 | - | - | \$361 |
| Operations and Support | Location | 6 | 6 | \$799 | 8 | 8 | \$938 | 8 | 8 | \$1,299 | - | - | \$361 |
| Military Pay and Allowances | Location | - | - | - | 2 | 2 | \$138 | 2 | 2 | \$293 | - | - | \$155 |
| Civilian Pay and Benefits | Location | 6 | 6 | \$562 | 6 | 6 | \$562 | 6 | 6 | \$697 | - | - | \$135 |

Department of Homeland Security

U.S. Coast Guard

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Change | | |
|--|---------------|-----------------|--------------|------------------|-----------------|--------------|------------------|----------------------------|--------------|------------------|---------------------------|--------------|-----------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Training and Recruiting | Location | - | - | \$9 | - | - | \$10 | - | - | \$18 | - | - | \$8 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$216 | - | - | \$216 | - | - | \$267 | - | - | \$51 |
| Centrally Managed Accounts | Location | - | - | \$12 | - | - | \$12 | - | - | - | - | - | (\$12) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$24 | - | - | \$24 |
| Office of Director of National Intelligence | Source | 8 | 8 | \$436 | 14 | 14 | \$2,093 | 11 | 11 | \$2,036 | (3) | (3) | (\$57) |
| Operations and Support | Location | 8 | 8 | \$436 | 14 | 14 | \$2,093 | 11 | 11 | \$2,036 | (3) | (3) | (\$57) |
| Military Pay and Allowances | Location | 1 | 1 | \$160 | 7 | 7 | \$1,090 | 7 | 7 | \$1,164 | - | - | \$74 |
| Civilian Pay and Benefits | Location | 7 | 7 | \$208 | 7 | 7 | \$208 | 4 | 4 | \$790 | (3) | (3) | \$582 |
| Training and Recruiting | Location | - | - | \$13 | - | - | \$31 | - | - | \$49 | - | - | \$18 |
| Operating Funds and Unit Level Maintenance | Location | - | - | \$40 | - | - | \$749 | - | - | - | - | - | (\$749) |
| Centrally Managed Accounts | Location | - | - | \$15 | - | - | \$15 | - | - | - | - | - | (\$15) |
| Intermediate and Depot Level Maintenance | Location | - | - | - | - | - | - | - | - | \$33 | - | - | \$33 |
| Total Collections | | 1,612 | 1,506 | \$400,450 | 1,849 | 1,708 | \$558,903 | 1,692 | 1,558 | \$652,290 | (157) | (150) | \$93,387 |

**U.S. Coast Guard
Personnel Compensation and Benefits
Pay Summary**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|---------------|--------------------|----------------|-----------------|---------------|--------------------|----------------|----------------------------|---------------|--------------------|----------------|--------------------------|------------|------------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Operations and Support | 50,141 | 48,791 | \$4,269,483 | \$87.28 | 50,734 | 49,393 | \$4,473,649 | \$90.34 | 51,151 | 49,837 | \$4,715,876 | \$94.37 | 417 | 444 | \$242,227 | \$4.03 |
| Research and Development | - | - | \$13,434 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Medicare-Eligible Retiree Health Care Fund Contribution | - | - | \$199,360 | - | - | - | \$205,107 | - | - | - | \$215,787 | - | - | - | \$10,680 | - |
| Retired Pay | - | - | \$1,479,617 | - | - | - | \$1,530,109 | - | - | - | \$1,602,704 | - | - | - | \$72,595 | - |
| Boat Safety | 19 | 19 | \$2,838 | \$149.37 | 19 | 19 | \$2,901 | \$152.68 | 19 | 19 | \$3,069 | \$161.53 | - | - | \$168 | \$8.85 |
| Overseas Contingency Operations (OCO)/Global War on Terrorism | - | - | \$41,999 | - | - | - | \$45,417 | - | - | - | - | - | - | - | (\$45,417) | - |
| Total | 50,160 | 48,810 | \$6,006,731 | \$92.62 | 50,753 | 49,412 | \$6,257,183 | \$95.52 | 51,170 | 49,856 | \$6,537,436 | \$99.64 | 417 | 444 | \$280,253 | \$4.12 |
| Discretionary - Appropriation | 50,141 | 48,791 | \$4,482,277 | \$91.64 | 50,734 | 49,393 | \$4,678,756 | \$94.5 | 51,151 | 49,837 | \$4,931,663 | \$98.7 | 417 | 444 | \$252,907 | \$4.2 |
| Mandatory - Appropriation | 19 | 19 | \$1,482,455 | \$388 | 19 | 19 | \$1,533,010 | \$448.26 | 19 | 19 | \$1,605,773 | \$2,579.89 | - | - | \$72,763 | \$2,131.63 |
| Overseas Contingency Operations (OCO) | - | - | \$41,999 | - | - | - | \$45,417 | - | - | - | - | - | - | - | (\$45,417) | - |

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|--|------------------------|------------------------|---------------------------------------|-------------------------------------|
| 11.1 Full-time Permanent | \$693,354 | \$718,175 | \$778,053 | \$59,878 |
| 11.3 Other than Full-Time Permanent | \$4,603 | \$4,606 | \$4,628 | \$22 |
| 11.5 Other Personnel Compensation | \$24,191 | \$24,989 | \$36,604 | \$11,615 |
| 11.6 Military Personnel-Basic Allowance for Housing | \$871,249 | \$907,738 | \$934,074 | \$26,336 |
| 11.7 Military Personnel | \$2,186,107 | \$2,284,709 | \$2,353,970 | \$69,261 |
| 11.8 Special Personal Services Payments | \$7,381 | \$9,304 | \$9,333 | \$29 |
| 12.1 Civilian Personnel Benefits | \$236,742 | \$264,527 | \$292,508 | \$27,981 |
| 12.2 Military Personnel Benefits | \$504,380 | \$515,030 | \$567,899 | \$52,869 |
| 13.0 Benefits for Former Personnel | \$1,478,724 | \$1,528,105 | \$1,560,367 | \$32,262 |
| Total - Personnel Compensation and Benefits | \$6,006,731 | \$6,257,183 | \$6,537,436 | \$280,253 |
| Positions and FTE | | | | |
| Positions - Civilian | 8,778 | 9,048 | 9,366 | 318 |
| FTE - Civilian | 7,712 | 7,946 | 8,238 | 292 |
| Positions - Military | 41,382 | 41,705 | 41,804 | 99 |
| FTE - Military | 41,098 | 41,466 | 41,618 | 152 |

**U.S. Coast Guard
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|------------------------|------------------------|---------------------------------------|---|
| Operations and Support | \$3,373,718 | \$3,517,604 | \$3,661,864 | \$144,260 |
| Procurement, Construction, and Improvements | \$2,248,260 | \$1,772,506 | \$1,637,091 | (\$135,415) |
| Research and Development | \$6,822 | \$4,949 | \$5,276 | \$327 |
| Retired Pay | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |
| Boat Safety | \$114,423 | \$115,981 | \$114,933 | (\$1,048) |
| Maritime Oil Spill Program | \$101,000 | \$101,000 | \$101,000 | - |
| Funds | \$2,864 | \$2,864 | \$6,537 | \$3,673 |
| Overseas Contingency Operations (OCO)/Global War on Terrorism | \$123,001 | \$144,583 | - | (\$144,583) |
| Total | \$6,230,315 | \$5,931,687 | \$5,793,701 | (\$137,986) |
| Discretionary - Appropriation | \$5,628,800 | \$5,295,059 | \$5,304,231 | \$9,172 |
| Mandatory - Appropriation | \$478,514 | \$492,045 | \$485,470 | (\$6,575) |
| Discretionary - Offsetting Fee | - | - | \$4,000 | \$4,000 |
| Overseas Contingency Operations (OCO) | \$123,001 | \$144,583 | - | (\$144,583) |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$258,503 | \$259,225 | \$265,075 | \$5,850 |
| 22.0 Transportation of Things | \$111,943 | \$116,892 | \$117,175 | \$283 |
| 23.1 Rental Payments to GSA | \$64,140 | \$64,524 | \$6,781 | (\$57,743) |
| 23.2 Rental Payments to Others | \$33,795 | \$32,965 | \$32,693 | (\$272) |
| 23.3 Communications, Utilities, and Misc. Charges | \$166,623 | \$167,898 | \$180,225 | \$12,327 |
| 24.0 Printing and Reproduction | \$3,548 | \$3,209 | \$3,247 | \$38 |
| 25.1 Advisory and Assistance Services | \$299,587 | \$411,055 | \$386,092 | (\$24,963) |
| 25.2 Other Services from Non-Federal Sources | \$527,748 | \$548,935 | \$525,938 | (\$22,997) |
| 25.3 Other Goods and Services from Federal Sources | \$205,016 | \$209,486 | \$199,084 | (\$10,402) |
| 25.4 Operation and Maintenance of Facilities | \$232,257 | \$242,265 | \$247,419 | \$5,154 |
| 25.5 Research and Development Contracts | \$952 | \$1,255 | \$1,582 | \$327 |
| 25.6 Medical Care | \$611,394 | \$599,057 | \$581,182 | (\$17,875) |
| 25.7 Operation and Maintenance of Equipment | \$693,383 | \$720,794 | \$743,729 | \$22,935 |
| 25.8 Subsistence & Support of Persons | \$4,021 | \$4,377 | \$4,301 | (\$76) |
| 26.0 Supplies and Materials | \$708,491 | \$694,896 | \$726,241 | \$31,345 |
| 31.0 Equipment | \$1,933,353 | \$1,525,539 | \$1,506,118 | (\$19,421) |
| 32.0 Land and Structures | \$260,815 | \$212,124 | \$156,416 | (\$55,708) |
| 41.0 Grants, Subsidies, and Contributions | \$112,147 | \$114,592 | \$107,805 | (\$6,787) |
| 42.0 Insurance Claims and Indemnities | \$2,599 | \$2,599 | \$2,598 | (\$1) |
| Total - Non Pay Object Classes | \$6,230,315 | \$5,931,687 | \$5,793,701 | (\$137,986) |

**U.S. Coast Guard
Supplemental Budget Justification Exhibits**

Working Capital Fund

| Appropriation and PPA <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|--------------------|--------------------|-------------------------------|
| Operations and Support | \$70,842 | \$64,436 | - |
| Operating Funds and Unit Level Maintenance | \$4,401 | \$4,401 | - |
| Centrally Managed Accounts | \$65,042 | \$58,636 | - |
| Intermediate and Depot Level Maintenance | \$1,399 | \$1,399 | - |
| Total Working Capital Fund | \$70,842 | \$64,436 | - |

¹The Working Capital Fund is being eliminated as part of the FY 2021 Request. Funds previously associated with the Working Capital Fund will be permanently transferred to MGMT.

U.S. Coast Guard Status of Congressionally Requested Studies, Reports and Evaluations

| Fiscal Year | Due Date | Reference/Citation | Requirement | Status |
|--------------------|-----------------------------|---|---|--------------------------------|
| 2019 | March 18, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Minor Construction & Improvements Projects | Transmitted – July 25, 2019 |
| 2019 | April 16, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Sexual Assaults: Expedited Transfer & Special Victims Counsel Program | Transmitted – May 8, 2019 |
| 2019 | May 16, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Inland Waterways and Western River Tenders | Transmitted – June 17, 2019 |
| 2019 | May 17, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) & 14 USC 2902 | Capital Investment Plan (FY2020-2024) | Transmitted – June 17, 2019 |
| 2019 | June 14, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Illegal, Unreported, and Unregulated Fishing Pilot Program | Transmitted – December 6, 2019 |
| 2019 | August 14, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Polar Security Cutter: Block Buy Feasibility | Transmitted – July 25, 2019 |
| 2019 | August 14, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Maritime Asset Protection | Transmitted – August 28, 2019 |
| 2019 | August 14, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | Heavy Weather Boats Recapitalization Plan | Transmitted – August 28, 2019 |
| 2019 | August 14, 2019 | Consolidated Appropriations Act, 2019 (PL 116-6) | New Vessels Homeporting Infrastructure Requirements | Pending |
| 2020 | March 19, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Great Lakes Icebreakers Acquisition Plan | Pending |
| 2020 | March 19, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Inland Waterways and Western River Tenders | Pending |
| 2020 | June 20, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Alaska Shore-Side Infrastructure Improvements | Pending |
| 2020 | June 20, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Maritime Law Enforcement Assessment | Pending |
| 2020 | June 20, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Vessel Traffic Communications in Coastal Western Alaska | Pending |
| 2020 | December 20, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Force Laydown Assessment | Pending |
| 2020 | December 20, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Motor Lifeboat Assessment | Pending |
| 2020 | December 20, 2020 | Consolidated Appropriations Act, 2020 (PL 116-93) | Search and Rescue Operations Near Offshore Wind Energy Projects | Pending |
| 2020 | President's Budget +60 Days | Consolidated Appropriations Act, 2020 (PL 116-93) & 14 USC 2902 | Capital Investment Plan (FY2021-2025) | Pending |

U.S. Coast Guard
Authorized/Unauthorized Appropriations

| Budget Activity <i>Dollars in Thousands</i> | Last year of Authorization | Authorized Level | Appropriation in Last Year of Authorization | FY 2021 President's Budget |
|---|----------------------------|---------------------|--|-------------------------------|
| | Fiscal Year | Amount | Amount | Amount |
| Operating Expenses ¹ | 2018 | \$7,210,313 | \$7,210,313 | \$8,377,740 |
| Acquisition, Construction, and Improvements ² | 2018 | \$2,694,745 | \$2,694,745 | \$1,637,091 |
| Reserve Training ³ | 2018 | \$114,875 | \$114,875 | - |
| Environmental Compliance & Restoration ⁴ | 2018 | \$13,397 | \$13,397 | - |
| Research, Development, Test, & Evaluation ⁵ | 2018 | \$29,141 | \$29,141 | \$5,276 |
| Total Direct Authorization/Appropriation | - | \$10,062,471 | \$10,062,471 | \$10,020,107 |

¹ To transition the Coast Guard to the DHS Common Appropriations Structure (CAS), the OE appropriation name changed to O&S beginning in the FY 2019 President's Budget.

² To transition the Coast Guard to CAS, the AC&I appropriation name changed to PC&I beginning in the FY 2019 President's Budget.

³ To transition the Coast Guard to CAS, the RT appropriation was displayed as a PPA under the O&S appropriation beginning in the FY 2019 President's Budget.

⁴ To transition the Coast Guard to CAS, the EC&R appropriation was displayed as a PPA under the O&S appropriation beginning in the FY 2019 President's Budget.

⁵ To transition the Coast Guard to CAS, the RDT&E appropriation name changed to R&D beginning in the FY 2019 President's Budget. Beginning in the FY 2020 President's Budget, R&D salaries and the Research & Development Center (RDC) GSA rent are included in the O&S appropriation.

**U.S. Coast Guard
Proposed Legislative Language
Operations and Support**

For necessary expenses of the Coast Guard for operations and support including the Coast Guard Reserve; purchase or lease of not to exceed 25 passenger motor vehicles, which shall be for replacement only; purchase or lease of small boats for contingent and emergent requirements (at a unit cost of not more than \$700,000) and repairs and service-life replacements, not to exceed a total of \$31,000,000; purchase, lease, or improvements of boats necessary for overseas deployments and activities; payments pursuant to section 156 of Public Law 97–377 (42 U.S.C. 402 note; 96 Stat. 1920); and recreation and welfare; [~~\$8,181,253,000,~~]~~\$8,377,740,000~~; of which \$530,000,000 shall be for defense-related activities[, of which \$190,000,000 is designated by the Congress for Overseas Contingency Operations/Global War on Terrorism pursuant to section 251(b)(2)(A)(ii) of the Balanced Budget and Emergency Deficit Control Act of 1985]; of which \$24,500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); [of which \$11,000,000 shall remain available until September 30, 2022;] and of which [~~\$19,982,000~~]~~\$13,745,000~~ shall remain available until September 30, [2024]2025, for environmental compliance and restoration: Provided, That not to exceed \$23,000 shall be for official reception and representation expenses.

| Language Provision | Explanation |
|---|---|
| ... [\$8,181,253,000,] \$8,377,740,000 ; | Dollar change only. No substantial change proposed. |
| ...[, of which \$190,000,000 is designated by the Congress for Overseas Contingency Operations/Global War on Terrorism pursuant to section 251(b)(2)(A)(ii) of the Balanced Budget and Emergency Deficit Control Act of 1985] | Removed language to reflect funding moving into Operations and Support for missions previously supported by supplemental Overseas Contingency Operations/Global War on Terrorism funds. |
| ...[of which \$11,000,000 shall remain available until September 30, 2022;] | Removed language associated with a one-time increase of multi-year funding in the FY 2020 appropriation. |
| ... [\$19,982,000] \$13,745,000 | Dollar change only. No substantial change proposed. |
| [2024]2025 | Fiscal year change only. |

Procurement, Construction, and Improvements

For necessary expenses of the Coast Guard for procurement, construction, and improvements, including aids to navigation, shore facilities (including facilities at Department of Defense installations used by the Coast Guard), and vessels and aircraft, including equipment related thereto, [~~\$1,772,506,000~~]~~\$1,637,091,000~~, to remain available until September 30, [~~2024~~]~~2025~~; of which \$20,000,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)); and of which \$32,350,000, shall be available to carry out the purposes of section 2946 of title 14, United States Code, of which \$26,376,833 shall be derived from the Coast Guard Housing Fund, established pursuant to such section].

| Language Provision | Explanation |
|--|---|
| ... [\$1,772,506,000] \$1,637,091,000 | Dollar change only. No substantial change proposed. |
| ... [2024] 2025 | Fiscal year change only. |
| ...[; and of which \$32,350,000, shall be available to carry out the purposes of section 2946 of title 14, United States Code, of which \$26,376,833 shall be derived from the Coast Guard Housing Fund, established pursuant to such section] | Removed language associated with a one-time transfer of funds from the Coast Guard housing fund in the FY 2020 appropriation. |

Research and Development

For necessary expenses of the Coast Guard for research and development; and for maintenance, rehabilitation, lease, and operation of facilities and equipment; [~~\$4,949,000~~]~~\$5,276,000~~, to remain available until September 30, [~~2022~~]~~2023~~, of which \$500,000 shall be derived from the Oil Spill Liability Trust Fund to carry out the purposes of section 1012(a)(5) of the Oil Pollution Act of 1990 (33 U.S.C. 2712(a)(5)): Provided, That there may be credited to and used for the purposes of this appropriation funds received from State and local governments, other public authorities, private sources, and foreign countries for expenses incurred for research, development, testing, and evaluation.

| Language Provision | Explanation |
|---|---|
| ... [\$4,949,000] \$5,276,000 | Dollar change only. No substantial change proposed. |
| ... [2022] 2023 | Fiscal year change only. |

Retired Pay

For retired pay, including the payment of obligations otherwise chargeable to lapsed appropriations for this purpose, payments under the Retired Serviceman’s Family Protection and Survivor Benefits Plans, payment for career status bonuses, payment of continuation pay under section 356 of title 37, United States Code, concurrent receipts, combat-related special compensation, and payments for medical care of retired personnel and their dependents under chapter 55 of title 10, United States Code, [~~\$1,802,309,000~~]~~\$1,869,704,000~~, to remain available until expended.

| Language Provision | Explanation |
|---|---|
| ... [\$1,802,309,000] \$1,869,704,000 | Dollar change only. No substantial change proposed. |

U.S. Coast Guard Reports

Environmental Compliance and Restoration (EC&R) Project Backlog Impact

The information presented below fulfills the directive in Senate Report 114-68 accompanying the Fiscal Year (FY) 2016 Department of Homeland Security Appropriations Act (P.L. 114-113):

“The Coast Guard is directed to include in its annual budget justification a listing of the activities projected to be funded by the amount requested under this heading and an updated backlog report for Environmental Compliance and Restoration projects, with an explanation of how the amount requested will impact this documented backlog.”

The Coast Guard's prioritized listing of projects eligible for EC&R funding is reflective of the Coast Guard's review of current EC&R requirements and both completion and consolidation of projects. This list contains 140 projects with an estimated total cost of \$128.1M. Estimated costs include restoration work to be accomplished in various stages (i.e., investigation work, site remediation work, and long term management) and to be executed across several years (e.g., long term management can potentially extend out to 30 years or more). The following table provides a detailed listing of potential future EC&R priority projects. The list is adjusted as new information from complete assessments and project risk prioritization becomes available.

FY 2021 EC&R funding of \$13.7M continues long term monitoring at 23 sites, begins or continues investigation/remediation site work at 16 sites, and displays a commitment to ongoing identification, investigation, cleanup, and long-term management of contamination from hazardous substances and pollutants for Coast Guard systems, buildings, structures, and assets.

| Project Title | City | State | Estimated Cost to Complete (\$K) |
|---|-----------------|--------------------------------|----------------------------------|
| Base Kodiak - Cleanup Multiple Sites - RCRA Permit | Kodiak | AK | \$3,841 |
| Base Kodiak - Site 3 Former Dry Cleaning/Laundry Facility - Chlorinated Volatile Organic Compounds Contaminated Groundwater | Kodiak | AK | \$5,143 |
| Base Kodiak - Site 23 Former Power Plant - Petroleum and PCB Contaminated Groundwater | Kodiak | AK | \$2,748 |
| Base Kodiak - Site 2 Former Navy Landfill – Multiple Contaminants/Multiple Media | Kodiak | AK | \$206 |
| Base Kodiak - Building 28 - Multiple Soil Contaminants | Kodiak | AK | \$250 |
| TRACEN Petaluma Skeet Range - Lead Contaminated Soil | Petaluma | CA | \$8,712 |
| Air Station Traverse City - Asbestos Containing Material Clean-up | Traverse City | MI | \$341 |
| LORAN Station Yap - Landfills - Polychlorinated Biphenyl Contaminated Soil and Sediments | State of Yap | Federated States of Micronesia | \$1,595 |
| Base Kodiak - Upper Government Hill - Underground Storage Tank Release | Kodiak | AK | \$2,991 |
| Base Kodiak - Air Station Site 10 and 11 - Jet Fuel Release | Kodiak | AK | \$2,755 |
| Lighthouse - Alki Point Light Station - Lead Contaminated Soil | Alki Point | WA | \$179 |
| Lighthouse - Farallon Island Light Station - Multiple Soil Contaminants | Farallon Island | CA | \$669 |

Department of Homeland Security

U.S. Coast Guard

| Project Title | City | State | Estimated Cost to Complete (\$K) |
|---|-----------------------------|--------------|---|
| Base Ketchikan - Heavy Metals Contaminated Marine Sediments | Ketchikan | AK | \$696 |
| LORAN Station Cocos Island - Polychlorinated Biphenyl, Pesticides, and Petroleum Contaminated Groundwater | Cocos Island | Guam | \$2,397 |
| Base Elizabeth City - Building 77 Stripping Shop Release Site (Solid Waste Management Units 12/13/60) - Chlorinated Solvents Contaminated Ground Water | Elizabeth City | NC | \$819 |
| Air Station Annette Island - Multiple Locations/Various Contamination Sources | Metlakatia | AK | \$8,508 |
| Base Elizabeth City - Building 79 Electroplating Shop - Chlorinated Solvent Contaminated Groundwater | Elizabeth City | NC | \$1103 |
| Base Kodiak - Lake Louise Housing Underground Storage Tank Release - Petroleum Contaminated Soil | Kodiak | AK | \$200 |
| TRACEN Petaluma - Small Arms Firing Range – Lead Contaminated | Petaluma | CA | \$301 |
| Base Elizabeth City - North Beach Disposal Area (Solid Waste Management Units 28/56) - Volatile and Semivolatile Organic Compound Contaminated Soil and Groundwater | Elizabeth City | NC | \$1,534 |
| Base Elizabeth City - Former Fuel Farm (Solid Waste Management Units 32/37/38) - Petroleum Contaminated Soil and Groundwater | Elizabeth City | NC | \$1,926 |
| Base Elizabeth City - Building 75 (Solid Waste Management Unit 64) - Chlorinated Volatile Organic Compounds and Petroleum Hydrocarbon Contaminated Groundwater | Elizabeth City | NC | \$343 |
| Base Elizabeth City - Former Waste Storage Area Building 87 (Solid Waste Management Unit 33) – Heavy Metals and Chlorinated Solvent Contaminated Groundwater | Elizabeth City | NC | \$6,969 |
| Base Elizabeth City - Former Burn Area and Landfill (Solid Waste Management Unit 15) - Heavy Metals and Polyaromatic Hydrocarbons Contaminated Soil and Groundwater | Elizabeth City | NC | \$1,317 |
| Lighthouse - Kauhola Point - Lead Contaminated Soil | Island of Hawaii | HI | \$108 |
| Base Kodiak - Site 6B (Nyman Fuel Farm) - Petroleum Contaminated Soil and Groundwater | Kodiak | AK | \$141 |
| Base Kodiak - Site 1 Former Landfill - Multiple Contaminants | Kodiak | AK | \$1,693 |
| Base Kodiak - Site 7A Former Barrel Storage Area - Petroleum, Volatile Organic Compound, and Pesticides Contaminated Groundwater | Kodiak | AK | \$2,299 |
| CG Yard - Site 7 Former Burn Pit - Multiple Contaminants in Groundwater and Soil | Baltimore | MD | \$279 |
| Lighthouse - Umpqua River - Lead Contaminated Soil | Umpqua River/Winchester Bay | OR | \$118 |
| Lighthouse - Slip Point Light Station - Heavy Metals Contaminated Soil | Clallam Bay | WA | \$73 |
| Lighthouse - Point Bonita - Lead and Petroleum Contaminated Soil | Point Bonita | CA | \$347 |
| Lighthouse - Point Montara - Lead and Petroleum Contaminated Soil | Point Montara | CA | \$132 |
| Lighthouse - Point Vicente Light Station - Lead Contaminated Soil | Point Vicente | CA | \$69 |
| Lighthouse - Cape Kumukahi Point - Lead Contaminated Soil | Island of Hawaii | HI | \$67 |
| LORAN Station St. Paul - Multiple Contaminants in Soil and Groundwater | St. Paul Island | AK | \$9,407 |
| Base Kodiak - Site 6A Motor Gas –Underground Storage Tank Release - Petroleum Contaminated Groundwater | Kodiak | AK | \$165 |
| Mount Diablo Radio Station - Lead and Hydrocarbons Contaminated Soil | Contra Costa County | CA | \$1,029 |
| Lighthouse Browns Point Light Station - Lead Contaminated Soil | Browns Point/Tacoma | WA | \$34 |
| LORAN Station Ilio Point - Multiple Contaminants | Ilio Point | HI | \$215 |
| Station Sault Ste Marie - Multiple Contaminants and Media | Sault Ste Marie | MI | \$297 |
| Base Elizabeth City - Seaplane Pipeline Release Site (Solid Waste Management Unit 62) - Petroleum Contaminated Soil and Groundwater | Elizabeth City | NC | \$204 |

Department of Homeland Security

U.S. Coast Guard

| Project Title | City | State | Estimated Cost to Complete (\$K) |
|--|---|-----------------------------------|----------------------------------|
| Base Elizabeth City - Solid Waste Management Unit 58 - Jet Fuel Pipeline Release | Elizabeth City | NC | \$60 |
| Lighthouse - Yerba Buena Island Light Station - Lead Contaminated Soil | Yerba Buena Island | CA | \$136 |
| Yerba Buena Island - Underground Storage Tank Release | Yerba Buena Island | CA | \$769 |
| Radar Station Point Higgins - Petroleum Hydrocarbons Contaminated Soil | Ketchikan | AK | \$760 |
| Cape Disappointment - Small Arms Firing Range – RCRA Investigation and Site Closeout | Ilwaco | WA | \$348 |
| Lighthouse - Point Wilson Fog/Signal Building - Heavy Metals Contaminated Soil | Point Wilson | WA | \$29 |
| Lighthouse - Robinson Point Light Station - Lead and Petroleum Contaminated Soil | Robinson Point | WA | \$290 |
| TRACEN Petaluma - Building 115 (Site F-36) - Underground Storage Tank Release | Petaluma | CA | \$120 |
| Lighthouse - Anclote Key - Lead and Mercury Contaminated Soil and Groundwater | Anclote Key/Anclote River Tarpon Springs | FL | \$323 |
| Lighthouse - Ned Point - Lead Contaminated Soil | Mattapoisett | MA | \$94 |
| Lighthouse - Wood End - Lead Contaminated Soil | Provincetown/Cape Cod | MA | \$73 |
| Base Kodiak - Site 5 Fire Training Pit - Multiple Contaminants | Kodiak | AK | \$95 |
| LORAN Station Kure – Polychlorinated Biphenyl Contaminated Soil | Kure Atoll | HI | \$95 |
| LORAN Station Ulithi - Asbestos Containing Materials and Lead Based Paint Contamination | Ulithi Atoll/Yap | Federated States of Micronesia | \$3,994 |
| Base Kodiak - Small Arms Firing Range - Lead Contaminated Soil | Kodiak | AK | \$565 |
| Lighthouse - Cape Blanco Light Station - Lead Contaminated Soil | Cape Blanco | OR | \$81 |
| Lighthouse - Cape Flattery - Heavy Metals, Petroleum, and Polyaromatic Hydrocarbon Contaminated Soil | Cape Flattery | WA | \$919 |
| Lighthouse - Lime Point Light Station - Petroleum and lead Contaminated Soil | Lime Point | CA | \$103 |
| Lighthouse - New Dungeness - Heavy Metals and Polychlorinated Biphenyl Contaminated Soil | New Dungeness | WA | \$700 |
| Base Milwaukee - Underground Storage Tank Release - Petroleum Contaminated Soil and Groundwater | Milwaukee | WI | \$1,156 |
| Group Cape Hatteras - Former Sanitary Leach Field/Family Housing - Multiple Contaminants in Soil and Groundwater | Buxton | NC | \$1,583 |
| Lighthouse - East Brother - Lead Contaminated Soil | East Brother | CA | \$176 |
| Station Beach Haven - Underground Storage Tank Release | Beach Haven | NJ | \$51 |
| Station Oak Island - Underground Storage Tank Release | Oak Island | NC | \$110 |
| Station Sheboygan - Lead Contaminated Soil | Sheboygan | WI | \$41 |
| LORAN Station Middletown - Small Arms Firing Range | Middletown | CA | \$231 |
| Novato Spanish Style Duplexes - Lead Contaminated Soil | Novato | CA | \$156 |
| Lighthouse - Dry Tortugas - Lead Contaminated Soil | Key West | FL | \$272 |
| Station Rochester - Underground Storage Tank Release | Rochester | NY | \$105 |
| Lighthouse - Poverty Island - Heavy Metals and Polyaromatic Hydrocarbon Contaminated Soil | Poverty Island | MI | \$718 |
| CG Yard - Site 9 Bilge Spoils (Lot 23) - Polyaromatic Hydrocarbons and Heavy Metals Contaminated Soil | Baltimore | MD | \$22 |
| LORAN Station Attu - Multiple Contaminants/Various Locations | Attu Island | AK | \$15,747 |
| Marine Safety Unit Valdez - Underground Storage Tank Release | Valdez | AK | \$408 |
| LORAN Station Tok - Petroleum Contaminated Soil and Groundwater | Tok | AK | \$418 |
| LORAN Support Unit Wildwood - Semivolatile Organic Compounds Contaminated Soil | Wildwood | NJ | \$155 |

Department of Homeland Security

U.S. Coast Guard

| Project Title | City | State | Estimated Cost to Complete (\$K) |
|---|---|--------------|---|
| Lighthouse - East Chop - Lead Contaminated Soil | Oak Bluffs/Martha's Vineyard | MA | \$312 |
| Lighthouse - Long Island Head - Lead Contaminated Soil | Long Island Head | MA | \$478 |
| Lighthouse - Long Point - Lead Contaminated Soil | Provincetown Harbor | MA | \$239 |
| Lighthouse - Marblehead - Lead Contaminated Soil | Marblehead | MA | \$226 |
| Lighthouse - Race Point - Lead Contaminated Soil | Race Point | MA | \$233 |
| Lighthouse - Tarpaulin Cove - Lead Contaminated Soil | Tarpaulin Cove | MA | \$454 |
| Lighthouse - Perkins Island - Lead Contaminated Soil | Perkins Island | ME | \$482 |
| Lighthouse - Wood Island - Lead Contaminated Soil | Wood Island | ME | \$1,125 |
| Lighthouse - Split Rock Point - Lead Contaminated Soil | Lake Champlain | NY | \$227 |
| Lighthouse - Valcour Bluff Point - Lead Contaminated Soil | Valcour Island | NY | \$320 |
| Lighthouse - Isle La Motte - Lead Contaminated Soil | Isle La Motte | VT | \$168 |
| Lighthouse - Windmill Point - Lead Contaminated Soil | Alburg | VT | \$189 |
| Lighthouse - Little Sand Island - Multiple Contaminants / Various Locations | Little Sand Island | AL | \$263 |
| Lighthouse - Guard Island - Petroleum and Lead Contaminated Soil | Tongass Narrows/Clarence Strait Ketchikan | AK | \$542 |
| Lighthouse - Tree Point Light Station - Lead, Heavy Metals and Petroleum Contaminated Soil | Revillagigedo | AK | \$1,680 |
| Lighthouse - Eldred Rock - Lead Contaminated Soil | Lynn Canal/Haines | AK | \$607 |
| Communication Station New Orleans - Small Arms Firing Range - Lead Contaminated Soil | New Orleans | LA | \$352 |
| LORAN Station Shoal Cove - Petroleum Contaminated Soil | Shoal Cove | AK | \$2,333 |
| Base Elizabeth City - Former Navy Dispensary and Barracks Site - Petroleum Contaminated Groundwater | Elizabeth City | NC | \$508 |
| LORAN Station Biorka Island - Petroleum Contaminated Soil | Biorka Island/Sitka | AK | \$1,044 |
| Base Seattle - Shore Operations Building Area - Petroleum and Solvent Contaminated Soil and Groundwater | Seattle | WA | \$166 |
| Lighthouse - Point Diablo - Lead Contaminated Soil | Point Diablo | CA | \$92 |
| Lighthouse - Point Conception Light Station - Lead Contaminated Soil | Point Conception | CA | \$130 |
| Communications Station Pungo - Underground Storage Tank | Virginia Beach | VA | \$96 |
| Governors Island - Petroleum Contaminated Soil and Groundwater | Governors Island | NY | \$51 |
| Station Gloucester - Heavy Metals Contaminated Soil | Gloucester | MA | \$43 |
| Lighthouse - Fairway Island - Heavy Metals Contaminated Soil | Fairway Island | AK | \$860 |
| LORAN Station Cape Sarichef - Lead and Petroleum Contaminated Soil | Cape Sarichef | AK | \$2,853 |
| Lighthouse - Lincoln Island - Lead Contaminated Soil | Lincoln Island | AK | \$489 |
| Sector Field Office Cape Hatteras - Aboveground Storage Tank Release | Cape Hatteras | NC | \$81 |
| Lighthouse - Bakers Island Light Engine House Parcel - Lead Contaminated Soil | Salem | MA | \$51 |
| Lighthouse - Egmont Key - Contaminated Groundwater | Egmont Key Island/Tampa Bay | FL | \$48 |
| Lighthouse - Nawiliwili Harbor - Lead Contaminated Soil | Island of Kauai | HI | \$54 |
| Lighthouse - Cape Spencer - Petroleum and Lead Contaminated Soil | Cape Spencer/Cross Sound-Icy Strait | AK | \$447 |
| Lighthouse - Mary Island - Lead and Petroleum Contaminated Soil | Mary Island/Revillagigedo Channel | AK | \$535 |
| Base Portsmouth - Small Arms Firing Range - Lead Contaminated Soil | Portsmouth | VA | \$254 |

Department of Homeland Security

U.S. Coast Guard

| Project Title | City | State | Estimated Cost to Complete (\$K) |
|--|---|-------|----------------------------------|
| TRACEN Cape May - Small Arms Firing Range - Lead Contaminated Soil | Cape May | NJ | \$1,622 |
| Base Ketchikan - Small Arms Firing Range - Lead Contaminated Soil | Ketchikan | AK | \$708 |
| Station Port Angeles - Underground Storage Tank Release - Petroleum Contaminated Groundwater | Port Angeles | WA | \$50 |
| LORAN Station Kodiak - Narrow Cape - Petroleum Contaminated Soil and Groundwater | Kodiak | AK | \$320 |
| Air Station Clearwater - Tennis Court Former Burn Pit - Contaminated Soil | Clearwater | FL | \$60 |
| Air Station Clearwater - Fuel Handling Hydrant #3 - Petroleum Contaminated Soil and Groundwater | Clearwater | FL | \$54 |
| Lighthouse - Five Finger Islands - Lead Contaminated Soil | Five Finger Islands/Frederick Sound | AK | \$58 |
| Lighthouse - Cape St. Elias Light Station - Petroleum Contaminated Soil | Kayak Island | AK | \$651 |
| Lighthouse - Cape Hinchinbrook - Heavy Metals, Polychlorinated Biphenyl, and Petroleum Contaminated Soil | Hinchinbrook Island, Prince William Sound | AK | \$703 |
| Lighthouse - Scotch Cap - Debris Clean-up and Petroleum Contaminated Soil | Unimak Island | AK | \$2,597 |
| Lighthouse - Sentinel Island - Lead and Petroleum Contaminated Soil | Sentinel Island/Lynn Canal | AK | \$59 |
| Lighthouse - Point Retreat - Lead and Petroleum Contaminated Soil | Admiralty Island | AK | \$49 |
| Lighthouse - Cape Decision - Lead Contaminated Soil | Kuiu Island/Sumner Strait | AK | \$33 |
| Aid to Navigation - Sledge Island - Site Remediation Debris Clean-up | Sledge Island | AK | \$198 |
| Aid to Navigation - Point Crowley - Lead Contaminated Soil | Kuiu Island | AK | \$59 |
| Lighthouse - Palaoa Point - Lead Contaminated Soil | Island of Lanai | HI | \$51 |
| Lighthouse - Passage Island Light Station - Lead Contaminated Soil | Keweenaw | MI | \$1,318 |
| TRACEN Cape May - Auxiliary Operations Building - Lead Contaminated Soil | Cape May | NJ | \$37 |
| Lighthouse - Náp'opo'o Lighthouse - Lead Contaminated Soil | Island of Hawaii | HI | \$71 |
| Lighthouse - Pauwela Point - Lead Contaminated Soil | Island of Maui | HI | \$51 |
| Lighthouse - Lā au Point - Lead Contaminated Soil | Island of Molokai | HI | \$60 |
| Lighthouse - Menagerie Island Light Station - Petroleum and Lead Contaminated Soil and Battery Clean-up | Menagerie Island/Lake Superior | MI | \$29 |
| LORAN Station Malone - Lead Contaminated Soil | Malone | FL | \$45 |
| Communications Station Miami - Small Arms Firing Range - Lead Contaminated Soil | Miami | FL | \$93 |
| Station Galveston - Small Arms Firing Range - Lead Contaminated Soil | Galveston | TX | \$165 |
| Aviation Support Facility Cordova - Petroleum Contaminated Soil | Cordova | AK | \$30 |
| Lighthouse - Hanapepe Point - Lead Contaminated Soil | Island of Kauai | HI | \$51 |
| Total Estimated to Complete | | | \$130,377 |

Department of Homeland Security

U.S. Coast Guard

Operations and Support



**Fiscal Year 2021
Congressional Justification**

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Operations and Support

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|---------------|--------------------|--------------------|---------------|--------------------|-------------------------------|---------------|--------------------|-------------------------------------|------------|------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Military Pay and Allowances | 41,054 | 40,764 | \$3,864,816 | 41,371 | 41,129 | \$4,023,053 | 41,470 | 41,278 | \$4,157,388 | 99 | 149 | \$134,335 |
| Civilian Pay and Benefits | 8,646 | 7,595 | \$939,707 | 8,916 | 7,829 | \$1,004,319 | 9,234 | 8,121 | \$1,103,051 | 318 | 292 | \$98,732 |
| Training and Recruiting | - | - | \$189,983 | - | - | \$210,912 | - | - | \$230,901 | - | - | \$19,989 |
| Operating Funds and Unit Level Maintenance | - | - | \$919,533 | - | - | \$929,895 | - | - | \$993,903 | - | - | \$64,008 |
| Centrally Managed Accounts | - | - | \$161,441 | - | - | \$161,205 | - | - | \$93,451 | - | - | (\$67,754) |
| Intermediate and Depot Level Maintenance | - | - | \$1,436,494 | - | - | \$1,517,191 | - | - | \$1,654,587 | - | - | \$137,396 |
| Reserve Training | 416 | 409 | \$117,758 | 422 | 412 | \$124,696 | 422 | 415 | \$130,714 | - | 3 | \$6,018 |
| Environmental Compliance and Restoration | 25 | 23 | \$13,469 | 25 | 23 | \$19,982 | 25 | 23 | \$13,745 | - | - | (\$6,237) |
| Total | 50,141 | 48,791 | \$7,643,201 | 50,734 | 49,393 | \$7,991,253 | 51,151 | 49,837 | \$8,377,740 | 417 | 444 | \$386,487 |
| Subtotal Discretionary - Appropriation | 50,141 | 48,791 | \$7,643,201 | 50,734 | 49,393 | \$7,991,253 | 51,151 | 49,837 | \$8,377,740 | 417 | 444 | \$386,487 |

The Operations and Support (O&S) appropriation funds the Coast Guard's roles and responsibilities as the principal Federal agency in the maritime domain providing for the safety, security, and stewardship of U.S. resources for the Nation.

The O&S appropriation funds the annualization of prior-year funding, economic adjustments, and operating and maintenance funding for new and existing Coast Guard Programs, Projects, and Activities (PPAs). The O&S budget directly funds all 11 statutory Coast Guard missions and other Service activities in support of the Department of Homeland Security and National priorities. Of the funding, \$24.5M is derived from the Oil Spill Liability Trust Fund as authorized by the Oil Pollution Act of 1990 (33 USC § 2701-2761).

The O&S budget includes increases for the annualization of FY 2020 initiatives; the 2020 military pay increase of 3.1%; the 2020 civilian pay increase of 3.1%; the 2021 military pay increase of 3.0%; the 2021 civilian pay increase of 1%; military and civilian personnel allowances and benefits; operational adjustments; the operation, maintenance, and crewing of systems, vessels, aircraft, and shore facilities delivered via the Coast Guard's acquisition programs (i.e., Shore Facilities, Fast Response Cutter (FRC), Offshore Patrol Cutter (OPC), National Security Cutter (NSC)); and the training, operation, and administration of the Coast Guard Reserve Program, including training, equipping, and ensuring the readiness of the Coast Guard Reserve workforce to augment active duty Coast Guard forces during times of crisis, domestically or worldwide. The O&S budget also prioritizes Coast Guard readiness and invests in key national strategic homeland security priorities, including cybersecurity and efforts to combat transnational criminal organizations (TCOs). The budget includes decreases to continue the focus on the most critical frontline operations in FY

2021, as well as termination of one-time costs; annualization of prior-year initiative reductions; operational adjustments; and asset decommissionings.

For FY 2021, the O&S budget incorporates funding for the Coast Guard's enduring overseas missions in support of the global fight against terror. Funding for these missions was previously requested for the Coast Guard by the U.S. Navy and appropriated for Overseas Contingency Operations/Global War on Terrorism pursuant to section 251(b)(2)(A)(ii) of the Balanced Budget and Emergency Deficit Control Act of 1985.

Within the O&S appropriation are eight PPAs:

Military Pay and Allowances: The Military Pay and Allowances PPA funds expenses related to compensation and benefits for active duty military personnel.

Civilian Pay and Benefits: The Civilian Pay and Benefits PPA funds expenses related to compensation and entitlements for Federal civilian employees.

Training and Recruiting: The Training and Recruiting PPA provides funding for the Coast Guard's basic and advanced professional training and education programs. Additionally, it funds the operation and maintenance of the eight national Coast Guard training centers, the Coast Guard Academy, nine regional training centers, and all Coast Guard recruiting centers.

Operating Funds and Unit Level Maintenance: The Operating Funds and Unit Level Maintenance PPA provides funds for units, facilities, and activities that are under the direct operational and administrative control of the Coast Guard's Headquarters, Atlantic Area Commander, and Pacific Area Commander.

Centrally Managed Accounts: The Centrally Managed Accounts PPA funds services provided across the entire Coast Guard.

Intermediate and Depot Level Maintenance: The Intermediate and Depot Level Maintenance PPA funds the Coast Guard's depot level maintenance for the Service's vessels, aircraft, and shore facilities. This PPA also funds maintenance and support of enterprise IT software systems, enterprise communication/network services, standard workstations, the Coast Guard Data Network (CGOne), cybersecurity, satellite and data communications, and other Coast Guard-wide Command, Control, Communication, Computer, and Information Technology (C4IT) systems.

Reserve Training: The Reserve Training PPA funds the training, operation, and administration of the Coast Guard Reserve Program and ensures the readiness of the Coast Guard Reserve, which provides units with personnel to augment active duty Coast Guard forces during times of crisis, domestically or worldwide.

Environmental Compliance and Restoration (EC&R): The EC&R PPA provides funding for environmental cleanup, sustainment, and restoration of current and former contaminated Coast Guard facilities, including site assessment, remediation, and long-term monitoring and management.

Operations and Support Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$7,643,201 | \$7,991,253 | \$8,377,740 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$66,408 | \$65,367 | \$22,879 |
| Rescissions to Current Year/Budget Year | (\$1,525) | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | \$6,822 | - | - |
| Supplementals | \$48,977 | - | - |
| Total Budget Authority | \$7,763,883 | \$8,056,620 | \$8,400,619 |
| Collections – Reimbursable Resources | \$228,028 | \$258,853 | \$352,240 |
| Total Budget Resources | \$7,991,911 | \$8,315,473 | \$8,752,859 |
| Obligations (Actual/Estimates/Projections) | \$7,926,544 | \$8,292,594 | \$8,732,980 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 50,141 | 50,734 | 51,151 |
| Enacted/Request FTE | 48,791 | 49,393 | 49,837 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 49,689 | 51,821 | 52,081 |
| FTE (Actual/Estimates/Projections) | 49,923 | 50,457 | 50,751 |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line. Rescissions to Current Year/Budget Year reflect the USCG portion of the \$12,000,000 DHS Operations and Support appropriations rescission required by Sec. 522 of the Consolidated Appropriations Act of 2019.

Operations and Support Collections – Reimbursable Resources

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|--------|-----------------|------------|------------------|-----------------|--------------|------------------|----------------------------|------------|------------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Agriculture - Department of Agriculture | Source | 10 | 8 | \$1,172 | 4 | 2 | \$258 | - | - | - |
| Department of Commerce - Department of Commerce | Source | 2 | 2 | \$1,741 | 10 | 10 | \$2,652 | 8 | 8 | \$3,320 |
| Department of Defense - Department of Defense | Source | 36 | 36 | \$78,657 | 593 | 579 | \$117,641 | 630 | 617 | \$172,588 |
| Department of Health and Human Services - Department Wide | Source | 583 | 579 | \$61,761 | 22 | 16 | \$944 | 6 | 6 | \$866 |
| Department of Homeland Security - Department of Homeland Security | Source | 163 | 163 | \$34,444 | 308 | 308 | \$40,990 | 151 | 148 | \$77,537 |
| Department of Homeland Security - Federal Emergency Management Agency | Source | - | - | - | - | - | \$53,011 | - | - | - |
| Other Anticipated Reimbursables | Source | 8 | 8 | \$17,229 | 10 | 10 | \$17,510 | 7 | 7 | \$55,940 |
| Independent Agency - Environmental Protection Agency | Source | 67 | 65 | \$13,216 | 10 | 10 | \$4,375 | 10 | 10 | \$5,645 |
| Other Defense Civil Programs - Selective Service System | Source | - | - | \$130 | - | - | \$132 | - | - | \$130 |
| Department of Justice - Department of Justice | Source | 7 | 5 | \$553 | - | - | - | 2 | 2 | \$1,005 |
| Department of Labor - Department of Labor | Source | 2 | 2 | \$384 | 2 | 2 | \$382 | - | - | \$25 |
| Department of State - Department of State | Source | 2 | 2 | \$15,673 | 15 | 14 | \$16,346 | 5 | 5 | \$16,710 |
| Department of Interior - Department of the Interior | Source | - | - | - | - | - | - | - | - | \$311 |
| Department of Treasury - Department of the Treasury | Source | 6 | 6 | \$1,833 | 91 | 91 | \$1,581 | 92 | 92 | \$14,828 |
| Department of Transportation - Department of Transportation | Source | 6 | 6 | \$799 | 8 | 8 | \$938 | 8 | 8 | \$1,299 |
| Office of Director of National Intelligence | Source | 8 | 8 | \$436 | 14 | 14 | \$2,093 | 11 | 11 | \$2,036 |
| Total Collections | | 900 | 890 | \$228,028 | 1,087 | 1,064 | \$258,853 | 930 | 914 | \$352,240 |

Operations and Support Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|---------------|---------------|--------------------|
| FY 2019 Enacted | 50,141 | 48,791 | \$7,643,201 |
| FY 2020 Enacted | 50,734 | 49,393 | \$7,991,253 |
| FY 2021 Base Budget | 50,734 | 49,393 | \$7,991,253 |
| Transfer for C-LAN WCF Removals from USCG/OFULM to A&O | - | - | (\$426) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCFO | - | - | (\$82) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCHCO | - | - | (\$446) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCIO | - | - | (\$60) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCPO | - | - | (\$70) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCRSO | - | - | (\$58,371) |
| Transfer for WCF Removals from USCG/IDLM to MGMT/OCRSO | - | - | (\$1,110) |
| Transfer for WCF Removals from USCG/OFULM to MGMT/OCHCO | - | - | (\$220) |
| Transfer for WCF Removals from USCG/OFULM to MGMT/OCIO | - | - | (\$663) |
| Total Transfers | - | - | (\$61,448) |
| 2020 Civilian Pay Raise | - | - | \$30,943 |
| 2020 Military Pay Raise | - | - | \$19,145 |
| 2021 Civilian Pay Raise | - | - | \$8,071 |
| 2021 Military Allowances | - | - | \$39,752 |
| 2021 Military Pay Raise | - | - | \$56,981 |
| Annualization of 2020 Initiatives | - | 278 | \$46,097 |
| FERS Agency Contribution | - | - | \$9,110 |
| Total, Pricing Increases | - | 278 | \$210,099 |
| Annualization of 2020 Initiative Reductions | - | (97) | (\$15,811) |
| FPS Fee Adjustment | - | - | (\$1,807) |
| Termination of 2020 One-Time Costs | - | - | (\$55,164) |
| Total, Pricing Decreases | - | (97) | (\$72,782) |
| Total Adjustments-to-Base | - | 181 | \$75,869 |
| FY 2021 Current Services | 50,734 | 49,574 | \$8,067,122 |
| Acquisition Support Personnel | 30 | 16 | \$3,101 |
| Aviation Readiness | - | - | \$9,139 |
| Awards Spending Increase | - | - | \$10,762 |

U.S. Coast Guard

Operations and Support

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|------------|------------|------------------|
| Countering Transnational Criminal Organizations | 27 | 14 | \$2,464 |
| Cutter Underway Connectivity | - | - | \$6,866 |
| Cyber Enabling Operations | 71 | 36 | \$17,440 |
| Cyber Operations and Training | 4 | 2 | \$1,235 |
| Cyber Protection and Defense | 93 | 42 | \$13,053 |
| Electronic Health Record Transition | - | - | \$2,400 |
| Fast Response Cutter (FRC) Follow-On | 32 | 31 | \$7,794 |
| Information Technology Infrastructure Readiness | 3 | 2 | \$23,701 |
| Maritime Safety, Security, and Commerce | 58 | 27 | \$5,602 |
| Maritime Sector Cybersecurity Engagement | 14 | 7 | \$950 |
| Mission Ready Total Workforce Training and Support | 104 | 54 | \$12,720 |
| National Security Cutter (NSC) Follow-On | 43 | 24 | \$37,859 |
| Oceania and INDOPACOM Operations | 8 | 8 | \$4,800 |
| Offshore Patrol Cutter (OPC) Follow-On | 52 | 31 | \$6,240 |
| Operational Mobility | 1 | 1 | \$1,844 |
| Optimize Boat Station Footprint | (37) | (25) | \$286 |
| Overseas Contingency Operations to Base | 334 | 277 | \$215,000 |
| Reserve Readiness | 8 | 4 | \$683 |
| Safe Homes Initiative | 2 | 1 | \$8,000 |
| Shore Facility Follow-On | 4 | 3 | \$3,138 |
| Transition Air Station Borinquen | 6 | 3 | \$29,226 |
| Total, Program Increases | 857 | 558 | \$424,303 |
| Decommission Eight Marine Protector Class Coastal Patrol Boats | (104) | (56) | (\$3,939) |
| Decommission Two High Endurance Cutters (WHECs) | (386) | (289) | (\$30,153) |
| Decommission Two Island Class Patrol Boats (WPBs) | (36) | (14) | (\$1,445) |
| GSA Building Efficiencies | - | - | (\$800) |
| Information Technology Insourcing | 95 | 71 | (\$1,388) |
| Integrated Disability Evaluation System | 5 | 3 | (\$4,392) |
| Management Efficiencies | (36) | (32) | (\$5,242) |
| Military Allowances Reduction | - | - | (\$23,175) |
| Mission Support Efficiencies | 22 | 22 | (\$11,651) |
| Professional Services Efficiencies | - | - | (\$19,500) |
| Travel Efficiencies | - | - | (\$12,000) |

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| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|---------------|
| Total, Program Decreases | (440) | (295) | (\$113,685) |
| FY 2021 Request | 51,151 | 49,837 | \$8,377,740 |
| FY 2020 To FY 2021 Change | 417 | 444 | \$386,487 |

Operations and Support Justification of Transfers

| Transfers <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|--|----------------------------|-----|------------|
| | Positions | FTE | Amount |
| Transfer 1 - Transfer for C-LAN WCF Removals from USCG/OFULM to A&O | - | - | (\$426) |
| Operating Funds and Unit Level Maintenance | - | - | (\$426) |
| Transfer 2 - Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCFO | - | - | (\$82) |
| Centrally Managed Accounts | - | - | (\$82) |
| Transfer 3 - Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCHCO | - | - | (\$446) |
| Centrally Managed Accounts | - | - | (\$446) |
| Transfer 4 - Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCIO | - | - | (\$60) |
| Centrally Managed Accounts | - | - | (\$60) |
| Transfer 5 - Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCPO | - | - | (\$70) |
| Centrally Managed Accounts | - | - | (\$70) |
| Transfer 6 - Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCRSO | - | - | (\$58,371) |
| Centrally Managed Accounts | - | - | (\$58,371) |
| Transfer 7 - Transfer for WCF Removals from USCG/IDLM to MGMT/OCRSO | - | - | (\$1,110) |
| Intermediate and Depot Level Maintenance | - | - | (\$1,110) |
| Transfer 8 - Transfer for WCF Removals from USCG/OFULM to MGMT/OCHCO | - | - | (\$220) |
| Operating Funds and Unit Level Maintenance | - | - | (\$220) |
| Transfer 9 - Transfer for WCF Removals from USCG/OFULM to MGMT/OCIO | - | - | (\$663) |
| Operating Funds and Unit Level Maintenance | - | - | (\$663) |
| Total Transfers | - | - | (\$61,448) |

Transfers 1 - Transfer for C-LAN WCF Removals from USCG/OFULM to A&O: This transfer represents costs associated with the removal of Classified Network (C-LAN) Operation Services from the Working Capital Fund (WCF). Services include TS/SCI network and internet/intranet access, communications security and information technology (IT) operations, and disaster recovery planning. This transfer will not result in loss of service for this activity, as A&O will assume responsibility for providing this service DHS-wide.

Transfers 2-9 - Transfer for WCF Removals: Removed from the WCF in FY 2021 and funding will be permanently transferred, including out-year costs, to MGMT.

Operations and Support Justification of Pricing Changes

| Pricing Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|---|----------------------------|-------------|-------------------|
| | Positions | FTE | Amount |
| Pricing Change 1 - 2020 Civilian Pay Raise | - | - | \$30,943 |
| Civilian Pay and Benefits | - | - | \$30,615 |
| Reserve Training | - | - | \$221 |
| Environmental Compliance and Restoration | - | - | \$107 |
| Pricing Change 2 - 2020 Military Pay Raise | - | - | \$19,145 |
| Military Pay and Allowances | - | - | \$18,544 |
| Reserve Training | - | - | \$600 |
| Environmental Compliance and Restoration | - | - | \$1 |
| Pricing Change 3 - 2021 Civilian Pay Raise | - | - | \$8,071 |
| Civilian Pay and Benefits | - | - | \$7,995 |
| Reserve Training | - | - | \$50 |
| Environmental Compliance and Restoration | - | - | \$26 |
| Pricing Change 4 - 2021 Military Allowances | - | - | \$39,752 |
| Military Pay and Allowances | - | - | \$39,405 |
| Reserve Training | - | - | \$347 |
| Pricing Change 5 - 2021 Military Pay Raise | - | - | \$56,981 |
| Military Pay and Allowances | - | - | \$55,104 |
| Reserve Training | - | - | \$1,875 |
| Environmental Compliance and Restoration | - | - | \$2 |
| Pricing Change 6 - Annualization of 2020 Initiative Reductions | - | (97) | (\$15,811) |
| Military Pay and Allowances | - | (117) | (\$10,076) |
| Civilian Pay and Benefits | - | 20 | \$2,776 |
| Training and Recruiting | - | - | (\$372) |
| Operating Funds and Unit Level Maintenance | - | - | (\$1,802) |
| Intermediate and Depot Level Maintenance | - | - | (\$6,337) |
| Pricing Change 7 - Annualization of 2020 Initiatives | - | 278 | \$46,097 |
| Military Pay and Allowances | - | 219 | \$21,813 |
| Civilian Pay and Benefits | - | 56 | \$9,096 |
| Training and Recruiting | - | - | \$1,228 |

| Pricing Changes (Dollars in Thousands) | FY 2021 President's Budget | | |
|---|----------------------------|------------|-------------------|
| | Positions | FTE | Amount |
| Operating Funds and Unit Level Maintenance | - | - | \$3,436 |
| Centrally Managed Accounts | - | - | \$194 |
| Intermediate and Depot Level Maintenance | - | - | \$9,813 |
| Reserve Training | - | 3 | \$517 |
| Pricing Change 8 - FERS Agency Contribution | - | - | \$9,110 |
| Civilian Pay and Benefits | - | - | \$9,022 |
| Reserve Training | - | - | \$60 |
| Environmental Compliance and Restoration | - | - | \$28 |
| Pricing Change 9 - FPS Fee Adjustment | - | - | (\$1,807) |
| Centrally Managed Accounts | - | - | (\$1,807) |
| Pricing Change 10 - Termination of 2020 One-Time Costs | - | - | (\$55,164) |
| Military Pay and Allowances | - | - | (\$3,096) |
| Civilian Pay and Benefits | - | - | (\$156) |
| Training and Recruiting | - | - | (\$941) |
| Operating Funds and Unit Level Maintenance | - | - | (\$8,578) |
| Centrally Managed Accounts | - | - | (\$11,000) |
| Intermediate and Depot Level Maintenance | - | - | (\$24,899) |
| Reserve Training | - | - | (\$60) |
| Environmental Compliance and Restoration | - | - | (\$6,434) |
| Total Pricing Changes | - | 181 | \$137,317 |

Pricing Change 1 – 2020 Civilian Pay Raise: Reflects the costs to fully support the 2020 enacted 3.1% civilian pay increase in FY 2021.

Pricing Change 2 – 2020 Military Pay Raise: Reflects the costs to support the 2020 enacted 3.1% military pay increase, fully annualizing the cost of the pay raise over the first quarter of FY 2021.

Pricing Change 3 – 2021 Civilian Pay Raise: Reflects the impact of the 2021 1.0% civilian pay increase, taking effect on January 1, 2021.

Pricing Change 4 – 2021 Military Allowances: Provides funding to maintain current services and ensure parity of military pay, allowances, and health care with DOD. Additional funding addresses Basic Allowance for Housing (BAH) changes scheduled to take effect on January 1, 2021. Health care costs are forecasted using actuarial projections and include funding for Coast Guard clinics, TRICARE, pharmaceuticals, use of DOD military treatment facilities, and Public Health Service physicians serving at Coast Guard medical facilities.

Pricing Change 5 – 2021 Military Pay Raise: Reflects the impact of the 2021 3.0% military pay increase, taking effect on January 1, 2021.

Pricing Change 6 – Annualization of 2020 Initiative Reductions: Reflects FY 2021 savings associated with part-year reductions from asset decommissionings and programmatic reductions in FY 2020. This includes the decommissioning of one High Endurance Cutter and three 110-foot Patrol Boats, an information technology streamlining effort, and elimination of the Joint Maritime Test Facility.

| Annualization of FY 2020 Initiative Reductions <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|------------------|-------------|-------------------|
| Information Technology Streamlining | - | 22 | (\$1,325) |
| Administrative Program Reductions | - | - | (\$80) |
| Aviation Life Support Equipment Centralization | - | - | \$34 |
| Eliminate Joint Maritime Test Facility | - | - | (\$13) |
| Decommission One High Endurance Cutter | - | (92) | (\$11,018) |
| Decommission Three 110-Foot Patrol Boats | - | (27) | (\$3,409) |
| Total Annualization of FY 2020 Initiative Reductions | - | (97) | (\$15,811) |

Pricing Change 7 – Annualization of 2020 Initiatives: Reflects the net impact of initiatives in the FY 2020 Enacted Appropriation, including an overall increase of 278 FTE.

| Annualization of FY 2020 Initiatives <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|------------------|------------|---------------|
| Accession Point and TRACEN Instructor Increase | - | 9 | \$1,317 |
| Acquisition Support Personnel | - | 28 | \$4,447 |
| Aviation Enhancements in Transit Zones | - | 8 | \$887 |
| C-27J Aircraft Support Follow-On | - | 1 | \$210 |
| CI and Technical Surveillance Countermeasures | - | 2 | \$479 |
| Counter TCO Initiatives | - | 22 | \$3,913 |
| Cutter Underway Connectivity | - | - | \$101 |
| Cyber Security and IT Infrastructure | - | 37 | \$8,275 |
| Fast Response Cutter (FRC) Follow-On | - | 48 | \$9,648 |
| Great Lakes Icebreaker PMO | - | - | \$121 |
| HC-130J Aircraft Follow-On | - | 3 | \$1,727 |

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| Annualization of FY 2020 Initiatives <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|------------------|------------|-----------------|
| Human Capital and Support Infrastructure | - | 9 | \$1,671 |
| Increase Counterintelligence Personnel and Mission Support | - | 1 | \$59 |
| Maritime Safety, Security and Commerce | - | 7 | \$1,434 |
| National Security Cutter (NSC) Follow-On | - | 89 | \$8,620 |
| National Maritime Centers Information Technology | - | - | \$3,000 |
| Rescue & Survival and Training Equipment Refresh | - | - | \$59 |
| Shore Facility Follow-On | - | 2 | \$369 |
| Transfers | - | 12 | (\$202) |
| Transfer to MGMT/OCHCO from USCG/O&S for Medical Case Management | - | - | (\$5) |
| Transfer to MGMT/OCRSO from USCG for Field Efficiencies | - | - | (\$7) |
| Transfer to MGMT/OCRSO from USCG/O&S for St. E's Shuttle | - | - | (\$26) |
| Total, Annualization of FY 2020 Initiatives | - | 278 | \$46,097 |

Pricing Change 8 – FERS Agency Contribution: Per OMB Circular A-11, agency Federal Employee Retirement System (FERS) contributions increased. The regular FERS agency contribution increased by 1.3% from 16.0% in FY 2020 to 17.3% in FY 2021. The Law Enforcement FERS agency contribution increased by 2.4% from 33.4% to 35.8%. The pricing change increase reflects the Coast Guard contribution to FERS from FY 2020 to FY 2021. The Coast Guard contribution amount for Civil Service Retirement System (CSRS) did not change.

Pricing Change 9 - FPS Fee Adjustment: Reflects changes in security costs for facilities occupied by the Coast Guard that are secured by Federal Protective Services (FPS).

Pricing Change 10 - Termination of 2020 One-Time Costs: Reflects FY 2021 savings associated with the termination of one-time costs for program start-up and exit transactions in FY 2020. One-time cost terminations from FY 2020 include Aircraft FAA Compliance and Obsolete Equipment and other non-recurring costs from the FY 2020 Appropriation.

| Termination of FY 2019 One-Time Costs <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|---------------|
| Accession Point and TRACEN Instructor Increase | - | - | (\$523) |
| Acquisition Support Personnel | - | - | (\$610) |
| Aircraft FAA Compliance and Obsolete Equipment | - | - | (\$12,136) |
| Aviation Enhancements in Transit Zones | - | - | (\$266) |
| Aviation Life Support Equipment Centralization | - | - | (\$30) |

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| Termination of FY 2019 One-Time Costs <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|-------------------|
| C-27J Aircraft Support Follow-On | - | - | (\$362) |
| CI and Technical Surveillance Countermeasures | - | - | (\$490) |
| Coast Guard Museum Funding | - | - | (\$5,000) |
| Counter TCO Initiatives | - | - | (\$1,141) |
| Cyber Security and IT Infrastructure | - | - | (\$1,632) |
| Decommission One High Endurance Cutter (WHEC) | - | - | (\$1,010) |
| Decommission Three 110-Foot Patrol Boats | - | - | (\$552) |
| Environmental Remediation – Port Clarence | - | - | (\$6,434) |
| Fast Response Cutter (FRC) Follow-On | - | - | (\$2,096) |
| Fishing Grant Program | - | - | (\$6,000) |
| Great Lakes Icebreaker PMO | - | - | (\$117) |
| HC-130J Aircraft Follow-On | - | - | (\$195) |
| Human Capital and Support Infrastructure | - | - | (\$2,030) |
| Increase Counterintelligence Personnel and Mission Support | - | - | (\$7) |
| Information Technology Streamlining | - | - | (\$259) |
| Maritime Safety, Security, and Commerce | - | - | (\$3,150) |
| National Security Cutter (NSC) Follow-On | - | - | (\$2,483) |
| Rescue & Survival and Training Equipment | - | - | (\$1,100) |
| Restoring Depot Readiness | - | - | (\$7,300) |
| Shore Facility Follow-On | - | - | (\$91) |
| Transfers | - | - | (\$140) |
| Unspecified Changes | - | - | (\$10) |
| Termination of FY 2019 One-Time Costs | - | - | (\$55,164) |

Operations and Support Justification of Program Changes

| Program Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|---|----------------------------|-----------|-----------------|
| | Positions | FTE | Amount |
| Program Change 1 - Acquisition Support Personnel | 30 | 16 | \$3,101 |
| Military Pay and Allowances | 13 | 7 | \$1,062 |
| Civilian Pay and Benefits | 17 | 9 | \$1,324 |
| Training and Recruiting | - | - | \$273 |
| Operating Funds and Unit Level Maintenance | - | - | \$261 |
| Centrally Managed Accounts | - | - | \$50 |
| Intermediate and Depot Level Maintenance | - | - | \$131 |
| Program Change 2 - Aviation Readiness | - | - | \$9,139 |
| Intermediate and Depot Level Maintenance | - | - | \$9,139 |
| Program Change 3 - Awards Spending Increase | - | - | \$10,762 |
| Civilian Pay and Benefits | - | - | \$10,658 |
| Reserve Training | - | - | \$71 |
| Environmental Compliance and Restoration | - | - | \$33 |
| Program Change 4 - Countering Transnational Criminal Organizations | 27 | 14 | \$2,464 |
| Military Pay and Allowances | 24 | 12 | \$1,502 |
| Civilian Pay and Benefits | 3 | 2 | \$234 |
| Training and Recruiting | - | - | \$70 |
| Operating Funds and Unit Level Maintenance | - | - | \$242 |
| Centrally Managed Accounts | - | - | \$45 |
| Intermediate and Depot Level Maintenance | - | - | \$371 |
| Program Change 5 - Cutter Underway Connectivity | - | - | \$6,866 |
| Intermediate and Depot Level Maintenance | - | - | \$6,866 |
| Program Change 6 - Cyber Enabling Operations | 71 | 36 | \$17,440 |
| Military Pay and Allowances | 57 | 29 | \$4,522 |
| Civilian Pay and Benefits | 14 | 7 | \$1,162 |
| Training and Recruiting | - | - | \$700 |
| Operating Funds and Unit Level Maintenance | - | - | \$2,276 |
| Centrally Managed Accounts | - | - | \$288 |
| Intermediate and Depot Level Maintenance | - | - | \$8,492 |

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| Program Changes (Dollars in Thousands) | FY 2021 President's Budget | | |
|--|----------------------------|--------------|-------------------|
| | Positions | FTE | Amount |
| Program Change 7 - Cyber Operations and Training | 4 | 2 | \$1,235 |
| Military Pay and Allowances | 4 | 2 | \$278 |
| Training and Recruiting | - | - | \$892 |
| Operating Funds and Unit Level Maintenance | - | - | \$27 |
| Intermediate and Depot Level Maintenance | - | - | \$38 |
| Program Change 8 - Cyber Protection and Defense | 93 | 42 | \$13,053 |
| Military Pay and Allowances | 58 | 18 | \$3,788 |
| Civilian Pay and Benefits | 35 | 24 | \$4,047 |
| Training and Recruiting | - | - | \$963 |
| Operating Funds and Unit Level Maintenance | - | - | \$1,194 |
| Centrally Managed Accounts | - | - | \$171 |
| Intermediate and Depot Level Maintenance | - | - | \$2,890 |
| Program Change 9 - Decommission Eight Marine Protector Class Coastal Patrol Boats | (104) | (56) | (\$3,939) |
| Military Pay and Allowances | (104) | (56) | (\$4,232) |
| Training and Recruiting | - | - | (\$139) |
| Operating Funds and Unit Level Maintenance | - | - | (\$448) |
| Intermediate and Depot Level Maintenance | - | - | \$880 |
| Program Change 10 - Decommission Two High Endurance Cutters (WHECs) | (386) | (289) | (\$30,153) |
| Military Pay and Allowances | (386) | (289) | (\$22,743) |
| Training and Recruiting | - | - | (\$795) |
| Operating Funds and Unit Level Maintenance | - | - | (\$3,518) |
| Intermediate and Depot Level Maintenance | - | - | (\$3,097) |
| Program Change 11 - Decommission Two Island Class Patrol Boats (WPBs) | (36) | (14) | (\$1,445) |
| Military Pay and Allowances | (36) | (14) | (\$1,103) |
| Training and Recruiting | - | - | (\$36) |
| Operating Funds and Unit Level Maintenance | - | - | (\$102) |
| Intermediate and Depot Level Maintenance | - | - | (\$204) |
| Program Change 12 - Electronic Health Record Transition | - | - | \$2,400 |
| Military Pay and Allowances | - | - | \$2,400 |
| Program Change 13 - Fast Response Cutter (FRC) Follow-On | 32 | 31 | \$7,794 |
| Military Pay and Allowances | 31 | 30 | \$2,727 |
| Civilian Pay and Benefits | 1 | 1 | \$64 |
| Training and Recruiting | - | - | \$109 |

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| Program Changes (Dollars in Thousands) | FY 2021 President's Budget | | |
|--|----------------------------|-------------|------------------|
| | Positions | FTE | Amount |
| Operating Funds and Unit Level Maintenance | - | - | \$2,264 |
| Centrally Managed Accounts | - | - | \$17 |
| Intermediate and Depot Level Maintenance | - | - | \$2,613 |
| Program Change 14 - GSA Building Efficiencies | - | - | (\$800) |
| Centrally Managed Accounts | - | - | (\$800) |
| Program Change 15 - Information Technology Infrastructure Readiness | 3 | 2 | \$23,701 |
| Civilian Pay and Benefits | 3 | 2 | \$276 |
| Training and Recruiting | - | - | \$1 |
| Operating Funds and Unit Level Maintenance | - | - | \$26 |
| Intermediate and Depot Level Maintenance | - | - | \$23,398 |
| Program Change 16 - Information Technology Insourcing | 95 | 71 | (\$1,388) |
| Military Pay and Allowances | 7 | 5 | \$807 |
| Civilian Pay and Benefits | 88 | 66 | \$9,088 |
| Training and Recruiting | - | - | \$62 |
| Operating Funds and Unit Level Maintenance | - | - | \$267 |
| Intermediate and Depot Level Maintenance | - | - | (\$11,612) |
| Program Change 17 - Integrated Disability Evaluation System | 5 | 3 | (\$4,392) |
| Military Pay and Allowances | 3 | 2 | (\$4,831) |
| Civilian Pay and Benefits | 2 | 1 | \$250 |
| Training and Recruiting | - | - | \$5 |
| Operating Funds and Unit Level Maintenance | - | - | \$162 |
| Intermediate and Depot Level Maintenance | - | - | \$22 |
| Program Change 18 - Management Efficiencies | (36) | (32) | (\$5,242) |
| Military Pay and Allowances | (20) | (16) | (\$2,400) |
| Civilian Pay and Benefits | (16) | (16) | (\$2,567) |
| Training and Recruiting | - | - | (\$52) |
| Operating Funds and Unit Level Maintenance | - | - | (\$75) |
| Intermediate and Depot Level Maintenance | - | - | (\$148) |
| Program Change 19 - Maritime Safety, Security, and Commerce | 58 | 27 | \$5,602 |
| Military Pay and Allowances | 30 | 11 | \$606 |
| Civilian Pay and Benefits | 28 | 16 | \$2,460 |
| Training and Recruiting | - | - | \$552 |
| Operating Funds and Unit Level Maintenance | - | - | \$1,367 |

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| Program Changes (Dollars in Thousands) | FY 2021 President's Budget | | |
|---|----------------------------|-----------|-------------------|
| | Positions | FTE | Amount |
| Centrally Managed Accounts | - | - | \$45 |
| Intermediate and Depot Level Maintenance | - | - | \$572 |
| Program Change 20 - Maritime Sector Cybersecurity Engagement | 14 | 7 | \$950 |
| Civilian Pay and Benefits | 14 | 7 | \$753 |
| Training and Recruiting | - | - | \$2 |
| Operating Funds and Unit Level Maintenance | - | - | \$133 |
| Intermediate and Depot Level Maintenance | - | - | \$62 |
| Program Change 21 - Military Allowances Reduction | - | - | (\$23,175) |
| Military Pay and Allowances | - | - | (\$23,175) |
| Program Change 22 - Mission Ready Total Workforce Training and Support | 104 | 54 | \$12,720 |
| Military Pay and Allowances | 75 | 39 | \$5,460 |
| Civilian Pay and Benefits | 29 | 15 | \$1,860 |
| Training and Recruiting | - | - | \$2,711 |
| Operating Funds and Unit Level Maintenance | - | - | \$1,985 |
| Centrally Managed Accounts | - | - | \$87 |
| Intermediate and Depot Level Maintenance | - | - | \$617 |
| Program Change 23 - Mission Support Efficiencies | 22 | 22 | (\$11,651) |
| Military Pay and Allowances | (23) | (23) | (\$2,443) |
| Civilian Pay and Benefits | 45 | 45 | \$4,709 |
| Training and Recruiting | - | - | (\$43) |
| Operating Funds and Unit Level Maintenance | - | - | (\$7,322) |
| Intermediate and Depot Level Maintenance | - | - | (\$6,552) |
| Program Change 24 - National Security Cutter (NSC) Follow-On | 43 | 24 | \$37,859 |
| Military Pay and Allowances | 18 | 10 | \$1,359 |
| Civilian Pay and Benefits | 25 | 14 | \$1,805 |
| Training and Recruiting | - | - | \$55 |
| Operating Funds and Unit Level Maintenance | - | - | \$19,638 |
| Centrally Managed Accounts | - | - | \$64 |
| Intermediate and Depot Level Maintenance | - | - | \$14,938 |
| Program Change 25 - Oceania and INDOPACOM Operations | 8 | 8 | \$4,800 |
| Military Pay and Allowances | 7 | 7 | \$826 |
| Civilian Pay and Benefits | 1 | 1 | \$156 |
| Training and Recruiting | - | - | \$26 |

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| Program Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|--|----------------------------|-------------|-------------------|
| | Positions | FTE | Amount |
| Operating Funds and Unit Level Maintenance | - | - | \$1,569 |
| Centrally Managed Accounts | - | - | \$535 |
| Intermediate and Depot Level Maintenance | - | - | \$1,688 |
| Program Change 26 - Offshore Patrol Cutter (OPC) Follow-On | 52 | 31 | \$6,240 |
| Military Pay and Allowances | 42 | 26 | \$2,900 |
| Civilian Pay and Benefits | 10 | 5 | \$581 |
| Training and Recruiting | - | - | \$294 |
| Operating Funds and Unit Level Maintenance | - | - | \$1,244 |
| Centrally Managed Accounts | - | - | \$24 |
| Intermediate and Depot Level Maintenance | - | - | \$1,197 |
| Program Change 27 - Operational Mobility | 1 | 1 | \$1,844 |
| Civilian Pay and Benefits | 1 | 1 | \$78 |
| Operating Funds and Unit Level Maintenance | - | - | \$3 |
| Intermediate and Depot Level Maintenance | - | - | \$1,763 |
| Program Change 28 - Optimize Boat Station Footprint | (37) | (25) | \$286 |
| Military Pay and Allowances | (37) | (25) | (\$1,615) |
| Training and Recruiting | - | - | (\$64) |
| Operating Funds and Unit Level Maintenance | - | - | \$2,699 |
| Intermediate and Depot Level Maintenance | - | - | (\$734) |
| Program Change 29 - Overseas Contingency Operations to Base | 334 | 277 | \$215,000 |
| Military Pay and Allowances | 334 | 277 | \$48,343 |
| Training and Recruiting | - | - | \$14,164 |
| Operating Funds and Unit Level Maintenance | - | - | \$65,684 |
| Centrally Managed Accounts | - | - | \$3,365 |
| Intermediate and Depot Level Maintenance | - | - | \$81,107 |
| Reserve Training | - | - | \$2,337 |
| Program Change 30 - Professional Services Efficiencies | - | - | (\$19,500) |
| Military Pay and Allowances | - | - | (\$379) |
| Training and Recruiting | - | - | (\$1,327) |
| Operating Funds and Unit Level Maintenance | - | - | (\$7,900) |
| Intermediate and Depot Level Maintenance | - | - | (\$9,894) |
| Program Change 31 - Reserve Readiness | 8 | 4 | \$683 |
| Military Pay and Allowances | 8 | 4 | \$423 |

U.S. Coast Guard

Operations and Support

| Program Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|---|----------------------------|------------|-------------------|
| | Positions | FTE | Amount |
| Training and Recruiting | - | - | \$17 |
| Operating Funds and Unit Level Maintenance | - | - | \$70 |
| Intermediate and Depot Level Maintenance | - | - | \$173 |
| Program Change 32 - Safe Homes Initiative | 2 | 1 | \$8,000 |
| Civilian Pay and Benefits | 2 | 1 | \$156 |
| Operating Funds and Unit Level Maintenance | - | - | \$17 |
| Centrally Managed Accounts | - | - | \$12 |
| Intermediate and Depot Level Maintenance | - | - | \$7,815 |
| Program Change 33 - Shore Facility Follow-On | 4 | 3 | \$3,138 |
| Military Pay and Allowances | 1 | 1 | \$53 |
| Civilian Pay and Benefits | 3 | 2 | \$141 |
| Training and Recruiting | - | - | \$3 |
| Operating Funds and Unit Level Maintenance | - | - | \$1,118 |
| Intermediate and Depot Level Maintenance | - | - | \$1,823 |
| Program Change 34 - Transition Air Station Borinquen | 6 | 3 | \$29,226 |
| Military Pay and Allowances | 6 | 3 | \$1,018 |
| Training and Recruiting | - | - | \$3,147 |
| Operating Funds and Unit Level Maintenance | - | - | \$788 |
| Intermediate and Depot Level Maintenance | - | - | \$24,273 |
| Program Change 35 - Travel Efficiencies | - | - | (\$12,000) |
| Military Pay and Allowances | - | - | (\$528) |
| Training and Recruiting | - | - | (\$1,653) |
| Operating Funds and Unit Level Maintenance | - | - | (\$7,580) |
| Centrally Managed Accounts | - | - | (\$15) |
| Intermediate and Depot Level Maintenance | - | - | (\$2,224) |
| Total Program Changes | 417 | 263 | \$310,618 |

Program Change 1 – Acquisition Support Personnel:**Description**

The FY 2021 Budget includes an increase of 30 positions, 16 FTE, and \$3.1M to increase the Coast Guard’s professional acquisition workforce. This increase is required to oversee and support Procurement, Construction, & Improvement (PC&I) programs. The primary activities include project and financial management. The base for this program is 1,066 positions, 959 FTE, and \$132.5M.

Justification

This request funds compensation, benefits, and related costs for personnel who perform work on Coast Guard PC&I initiatives. These personnel will perform a variety of technical, contracting and program management roles to ensure that: new and legacy assets achieve acquisition milestones and operational requirements; planned and ongoing shore construction projects meet requisite timelines; and all contracting requirements to obligate and expend program funds are met. The initiative supports new or accelerating acquisitions, including Offshore Patrol Cutter (OPC) and Polar Security Cutter (PSC), 47' Motor Life Boat service life extension project, Waterways Commerce Cutter (WCC), electronic health records, Command, Control, Communication, Computer, Cyber, and Intelligence (C5I), and shore infrastructure projects. It includes personnel needed to manage, execute, and carry out contract oversight duties at shipyard Project Resident Offices; Program Managers for new-start Cyber and Enterprise Mission Platform acquisition projects; and technical experts supporting development of complex mission systems and shore infrastructure projects. Coast Guard acquisition programs rely on an appropriate level of government acquisition professionals with the competencies and capacity to manage acquisitions in accordance with Coast Guard and DHS policies, while meeting additional requirements established in the Chief Financial Officer Act, Clinger-Cohen Act, DHS certification level requirements, and OMB Circular A-76.

Performance

Investment in capital assets requires a professional acquisition workforce to ensure proper execution of appropriated funds. Onsite management of contracts via Project Resident Offices is necessary to build, deliver, inspect and manage critical aspects of ship construction in support of national acquisition priorities such as the PSC and WCC. Program Managers represent the minimum workforce necessary to ensure appropriate management of activities and funds, and to maintain current acquisition schedules for programs providing workforce mobility capabilities, tactical cutter and aircraft communications, and maritime security risk analysis. Failure to provide adequate contract oversight and management risks delays in program delivery schedules, degraded contract performance and program execution, as well as increased sustainment and operational costs for legacy assets.

Program Change 2 – Aviation Readiness:**Description**

The FY 2021 request includes an increase of \$9.1M to rebuild the aircraft parts inventory to meet operational aviation demand. It also supports the replacement of MH-60T helicopter Emergency Recovery Devices (ERD). The base for this program is \$357.9M.

Justification

Over the past two years, Coast Guard aircraft lost over 9,000 flight hours due to lack of parts and supplies, approximately equivalent to fourteen MH-65s or twelve HC-130Js. This request provides additional spare parts funding to improve aviation readiness and reduce lost flight hours. The ERD is the back-up hoist system required aboard all MH-60T helicopters, and the existing system is no longer supported. This request funds a replacement that has been evaluated and tested, providing sufficient ERDs to each unit to equip its operational aircraft.

Performance

The primary detractor to Coast Guard aviation readiness is the lack of spare parts. This additional funding, coupled with increases in the FY 2020 appropriation, will help arrest the growth of backlogs and rebuild the aircraft parts inventory, improving the operational availability of fixed and rotary wing aircraft.

Program Change 3 – Awards Spending Increase:**Description**

The FY 2021 Request includes an increase of \$10.8M for Awards Spending for civilian employees. The base for this program is \$12.2M.

Justification

Consistent with this guidance, the FY 2021 Budget increases awards spending to support strategic workforce development. On July 12, 2019, OMB issued Memorandum 19-24 Guidance on Awards for Employees and Agency Workforce Funding Plan. This Memorandum directs agencies to review and update their current awards spending plans in order to: 1) support the strategic use of awards and recognition throughout the year; 2) address workforce challenges and recognize high performing employees; and 3) recognize those employees with talent critical to mission achievement.

Performance

The FY 2021 Budget supports the agency workforce planning requirements by providing a one percent increase for awards spending. The additional funding will help drive positive behavior by recognizing accomplishments of Coast Guard civilian personnel, thereby fostering a culture of recognition.

Program Change 4 – Countering Transnational Criminal Organizations:**Description**

The FY 2021 Budget includes an increase of 27 positions, 14 FTE, and \$2.5M to expand the Coast Guard's capacity to execute a multi-layered approach in the Western Hemisphere maritime transit zone, dismantle Transnational Criminal Organizations (TCOs), and secure our Nation's borders from illicit smuggling of all kinds. The base for this program is 48 positions, 26 FTE, and \$6.5M.

Justification

This request improves command, control, and coordination of enforcement cases in the in the Eastern Pacific, where 96 percent of the drugs are moved in the maritime domain. It enhances investigative capacity and cross-Component coordination through increased participation in the Panama Express (PANEX) Organized Crime Drug Enforcement Task Force (OCDETF), which aims to identify, disrupt, and dismantle TCOs involved in large-scale drug trafficking, money laundering, and related activities. In addition, this request adds personnel to enhance investigative capacity in the key discipline of Document and Media Exploitation (DOMEX), an important enabler of counter-TCO operations. By providing dedicated Sensor Desk operators, the initiative also facilitates continuous operations at the Joint Homeland Operations Center (JHOC) in San Diego, improving cross-Component awareness and intelligence in this critical border region. Finally, this request increases the Coast Guard's capacity to counter TCOs in a key area of responsibility: Puerto Rico and the U. S. Virgin Islands.

Performance

With current resources, the Coast Guard is able to disrupt less than 20 percent of known drug smuggling in the maritime transit zone. The requested resources will improve cross-Component coordination and information sharing for active narcotics cases across Coast Guard Districts of the Eastern Pacific and in the Caribbean, and enhance the effectiveness of interdiction efforts. In addition, this increase of personnel trained in legal and document exploitation will enhance investigative capacity and intelligence production. These changes will improve DHS's ability to interdict known narcotics flows and disrupt the primary revenue stream for TCOs in Central and South America. The San Diego region saw a 100 percent increase of illegal immigration cases in the maritime domain in FY 2018. This trend will likely continue as the land border is reinforced. Staffing the JHOC with full-time sensor operators will provide advance detection of suspected illegal border crossings and will further enhance cross-Component and interagency cooperation and information sharing.

Program Change 5 – Cutter Underway Connectivity:**Description**

The FY 2021 Budget includes an increase of \$6.9M to address existing Commercial Satellite Communication (COMSATCOM) network connectivity limitations for cutters through recapitalization of antiquated hardware, increased bandwidth, and broader coverage. The base for this program is 1 position, 1 FTE, and \$13.7M.

Justification

Requirements for underway connectivity (bandwidth, reliability, and coverage area) have increased significantly since the current generation of equipment was installed. This initiative doubles bandwidth for the Coast Guard's major cutter fleet to meet mission requirements. In addition, it supports short-duration increases to coverage area for cutters deployed outside of normal operating areas. The current generation of COMSATCOM equipment used on most legacy Coast Guard cutters is near its end-of-life.

Performance

Reliable cutter connectivity is essential to modern Coast Guard operations across all mission areas. Cutters are increasingly deployed globally in support of critical National Security missions. With increased connectivity airtime, cutters will receive additional patching, increased mission execution data and systems, and greatly reduce cyber vulnerabilities.

Program Change 6 – Cyber Enabling Operations:**Description**

The FY 2021 Budget includes an increase of 71 positions, 36 FTE, and \$17.4M to establish a Coast Guard capability for Cyber Enabling Operations. The increase establishes a new program.

Justification

This initiative establishes an organic capability in direct support of National Security requirements to leverage cyberspace to detect, deter, disable, and defeat adversaries. This request achieves initial operating capability for a Cyber Mission Team (CMT) and a Cyber Support Team (CST), with team structures aligned with the DOD Cyber Mission Force construct. Teams will include a cyber and intelligence workforce as well as planners, Coast Guard Investigative Service agents, and technical support personnel. The Coast Guard will leverage partnerships with DOD and other agencies to minimize the cost of infrastructure and cyber tools.

Performance

This capability will provide an additional resource to accomplish certain Coast Guard missions, including counter-narcotics and defense operations. Cyber Enabling Operations will inform operational planning and support mission objectives across multiple mission areas. The new capability will leverage the Coast Guard's military, law enforcement, and intelligence authorities to counter adversaries in the cyber domain, by preventing and disrupting criminal use of cyberspace. While performance measures associated with this capability will continue to mature, cyber activities directly or indirectly contributing to operational outcomes will illustrate the impact of this new capability in existing mission areas.

Program Change 7 – Cyber Operations and Training:**Description**

The FY 2021 Budget includes an increase of 4 positions, 2 FTE, and \$1.2M to enhance the effectiveness of Coast Guard cyber operations by growing the Coast Guard's cyber training programs and by providing the first permanent Coast Guard Cyber Staff Judge Advocate. The base for this program is 139 positions, 102 FTE, and \$20.7M.

Justification

This request will enable the Coast Guard to increase cyber training throughput for both Officers and Enlisted personnel, while developing an organic cyber training capability through three instructor positions. This request also provides a Coast Guard Cyber Staff Judge Advocate to advise on the laws and regulations that govern cyber operations.

Performance

An effective cyber training pipeline and Staff Judge Advocate are essential to sustaining and building the Coast Guard's cyber program. This request provides that critical next step in maturing Coast Guard cyber and ensuring its readiness to meet operational requirements and emergent cyber threats.

Program Change 8 – Cyber Protection and Defense:**Description**

The FY 2021 Budget includes an increase of 93 positions, 42 FTE, and \$13.1M to facilitate a more resilient Marine Transportation System (MTS) and better defend Coast Guard networks. The base for this program is 139 positions, 102 FTE, and \$20.7M.

Justification

This initiative establishes a second Coast Guard Cyber Protection Team (CPT), consistent with National Security priorities to deter, prevent, and respond to malicious cyber activity targeting critical maritime infrastructure. The CPT also assesses risk to ports and infrastructure, and works with Marine Transportation System (MTS) partners to ensure facilities regulated under the Maritime Transportation Security Act of 2002 (MTSA) incorporate cyber provisions into their security and response plans. CPTs deploy to support the Captain of the Port in response to cyber incidents in the MTS and work with other Federal partners (e.g. FBI, CISA) to investigate and mitigate the threat. In addition to providing critical cyber support to the MTS, this initiative facilitates cybersecurity operations by providing defense of Coast Guard enterprise networks and systems.

Performance

This initiative addresses gaps in the Coast Guard's ability to defend Coast Guard IT systems by reducing the time required to implement cybersecurity measures tasked by DOD. It also includes cyber tools that enable the Coast Guard to measure the effectiveness of its defenses against cyber intrusion attempts. A second CPT will improve the Coast Guard's ability to lead the unity of effort required to protect maritime critical infrastructure from cyber attacks by conducting additional risk assessments and responding to more reports of cyber incidents in the MTS.

Program Change 9 – Decommission Eight Marine Protector Class Coastal Patrol Boats:**Description**

The FY 2020 Budget includes a decrease of 104 positions, 56 FTE, and \$3.9M for decommissions of eight legacy 87-foot Marine Protector Class Coastal Patrol Boats (CPBs). The base for this program is 104 positions, 104 FTE, and \$12.7M.

Justification

This initiative decommissions eight 87-foot Marine Protector Class CPBs. This initiative is based on the acquisition of the Fast Response Cutter (FRC) and Response Boat – Medium (RB-M), both of which are more capable than the legacy assets that they replace. Decommissioning these assets focuses patrol boat funding on operating and supporting new assets, such as the FRCs, as well as other strategic priorities. Forecasted material condition as assessed by the Coast Guard's Patrol Boat Product Line will be a factor in identifying the specific cutter hulls to be decommissioned, ensuring that the cutters with the best material condition remain operational.

Performance

Overall fleet performance degradation will be minimized since FRCs outperform previous patrol boats and RB-Ms are more capable than previous boats. Finally, the decommissionings will focus on areas where the combination of FRCs and RB-Ms provides sufficient capability to remove the operational need for an 87-foot CPB.

Program Change 10 – Decommission Two High Endurance Cutters (WHEC):**Description**

The FY 2021 Budget includes a decrease of 386 positions, 289 FTE, and \$30.2M for decommissions of two legacy High Endurance Cutters (WHEC). The base for this program is 386 positions, 386 FTE, and \$44.9M.

Justification

The remaining WHEC fleet is operating well beyond its design service life and is increasingly costly to maintain and operate. This request decommissions the final two WHECs in the operational fleet and removes the remaining support personnel solely dedicated to sustaining this legacy cutter class.

Performance

The WHEC fleet is being replaced by more capable NSCs, which are exceeding performance expectations. Lost patrol days associated with early decommissioning will be accounted for in long-term deployment planning for the Coast Guard's surface fleet in order to ensure that required coverage is maintained.

Program Change 11 – Decommission Two Island Class Patrol Boats (WPBs):**Description**

The FY 2021 Budget includes a decrease of 36 positions, 14 FTE, and \$1.4M for decommissions of two 110-foot Island Class patrol boats. The O&S base for these two cutters is 36 positions, 36 FTE, and \$4.5M.

Justification

The 110-foot patrol boat fleet is beyond its projected 20-year service life and is increasingly costly to maintain and operate. In accordance with the Coast Guard's patrol boat transition plan and the Congressionally-directed transition of Coast Guard patrol forces in the Arabian Gulf, two WPBs supporting Patrol Forces Southwest Asia (PATFORSWA) will be decommissioned. Following these decommissionings, there will be eleven 110-foot patrol boats in the domestic operational fleet and four supporting PATFORSWA.

Performance

This request will generate no adverse impact on mission performance, and no degradation of Coast Guard support to U. S. Central Command. The two WPBs being decommissioned will be replaced by more capable Fast Response Cutters (FRCs), which will be in-theater and operational before the legacy WPBs are decommissioned.

Program Change 12 – Electronic Health Record Transition:**Description**

The FY 2021 Budget includes an increase of \$2.4M to support the Coast Guard’s ongoing transition to electronic health records (EHR). The base for this program is 5 positions, 3 FTE, and \$24.8M.

Justification

Coast Guard medical clinics and sick bays continue to use paper records for personal medical record keeping. The Coast Guard’s transition to the Military Health System (MHS) Genesis software architecture, the same core EHR system utilized by the Department of Defense (DOD) and the Department of Veterans Affairs (VA), will provide an electronic health record solution consistent with other military services and enable interagency compatibility with DOD and VA systems. The transition requires additional funding in FY 2021 for two major components of the acquisition, a centralized solution for medical and dental radiological image archiving and the migration of data from legacy paper records to the new electronic records.

Performance

Without adequate investments in this ongoing transition, the Coast Guard is at significant risk of failing to meet programmatic requirements, placing both operational commanders and the workforce at risk of a delayed or incomplete transition to electronic health records. Both of the elements funded in this request, the imagery solution and the data migration, are essential to meeting timelines for the transition.

Program Change 13 – Fast Response Cutter (FRC) Follow-On:**Description**

The FY 2021 Budget includes an increase of 32 positions, 31 FTE, and \$7.8M for personnel and Operations and Maintenance (O&M) for two Fast Response Cutters (FRCs). The base for the 43rd FRC is 28 positions, 14 FTE, and \$1.1M. The base for the 44th FRC is 0 positions, 0 FTE, and \$0.0M.

- FRC O&M for Hulls 43-44: Provides O&M for FRC Hulls to be homeported in Apra Harbor, Guam and Key West, Florida.
- FRC Crews for Hull 44: Provides crews for a FRC Hull to be homeported in Key West, Florida.
- FRC Follow-On Support for Hulls 19, 20, 35, 39, 40, and 34: Provides personnel for shore-side support of FRC Hulls 19, 20, 35, 39, 40, and 34 homeported in Cape May, New Jersey and Apra Harbor, Guam.

Justification

The FRC is the replacement for the 110-foot Island Class patrol boat that is past its designed service life. This request begins funding operation and maintenance of newly delivered FRCs.

Performance

The FRC is more capable than the 110-foot patrol boat with advanced electronics and enhanced operational capabilities. This funding improves and expands the Coast Guard's capability to secure the U.S. border and approaches, disrupt and dismantle transnational criminal organizations and other illicit actors, prevent unlawful immigration, and enhance national preparedness.

Program Change 14 – GSA Building Efficiencies:**Description**

The FY 2021 Budget includes a reduction of \$800,000 for a reduction in rent costs. The base for this program is \$800,000.

Justification

This reduction eliminates an annual lease and enhances mission support effectiveness through relocation of personnel from a leased facility to a government owned facility at Base Alameda, California, enabling co-location of operational and support partners.

Performance

This initiative will yield annual rent savings from the consolidation of approximately 155 personnel into a central location in a government-owned facility. Consolidation of personnel reduces the Service's overall footprint and improves mission effectiveness.

Program Change 15 – Information Technology Infrastructure Readiness:**Description**

The FY 2021 Budget includes an increase of 3 positions, 2 FTE, and \$23.7M to replace antiquated IT hardware, improve contingency communications, and transition enterprise applications. This establishes a base for refreshing information technology equipment on an industry standard replacement cycle.

Justification

This initiative enhances Coast Guard IT infrastructure readiness in accordance with DHS and DOD requirements. It places antiquated Coast Guard workstations, servers, and network hardware on a recurring recapitalization cycle, supports Coast Guard cloud migration efforts, and enhances contingency connectivity by increasing remote access capacity. This funding also provides essential program management personnel and Continuous Diagnostics and Mitigation (CDM).

Performance

This initiative affects Coast Guard enterprise IT equipment, including workstations, servers, and network hardware, by funding recapitalization in accordance with the Service's IT Asset Refresh Plan. Without sufficient funding for regular recapitalization, the Coast Guard has been forced to exceed the service life of its IT equipment, operating some devices for as long as 8-10 years. This has resulted in several failures of critical hardware, including one that interrupted mission-essential applications for nearly a week, and another that impaired email communications during a hurricane response. By adopting industry standards staggering replacement of its 45,000 workstations every four years, 3,000 servers every five years, and 6,800 network hardware elements every five years, the Coast Guard will improve the overall reliability of its enterprise IT systems, enhancing mission performance during steady state operations and contingency response.

Program Change 16 – Information Technology Insourcing:**Description**

The FY 2021 Budget includes an increase of 95 positions, 71 FTE, and a decrease of \$1.4M. The budget continues insourcing efforts started in FY 2020 at the C4IT Service Center, generating savings by replacing contractors with government FTE. The base for this program is 46 positions, 24 FTE, and \$2.8M.

Justification

The Coast Guard has historically relied on contracted support for its C4IT equipment and infrastructure. By selectively insourcing these functions and converting contracted positions to government employees, the Coast Guard will continue to develop organic capability while increasing flexibility within the C4IT Service Center and repurposing resources to DHS and Coast Guard strategic priorities.

Performance

This initiative improves performance by increasing the portion of support provided by the organic Coast Guard workforce, improving the C4IT support structure's ability to respond to evolving mission needs.

Program Change 17 – Integrated Disability Evaluation System:**Description**

The FY 2021 Budget includes an increase of 5 positions, 3 FTE, and a reduction of \$4.4M associated with the establishment of an Integrated Disability Evaluation System (IDES) at the Personnel Services Center. This change establishes a new program that will generate savings in Military Pay, which has a base of \$3,996.8M.

Justification

This request represents an invest-to-save initiative that will centralize the processing of all Coast Guard disability evaluation and medical discharge requests. This initiative adds positions to develop and staff the IDES, which will streamline the existing medical discharge processing system. The new system is expected to generate \$4.4M in savings by reducing discharge processing times by over 50 percent, allowing members to be removed from the payroll in half the time and commands to receive replacements sooner, improving unit readiness.

Performance

Centralizing the medical disability evaluation system enables standardization, improves consistency, reduces the administrative burden on field clinic personnel, and accelerates backfill staffing for operational units.

Program Change 18 – Management Efficiencies:**Description**

The FY 2021 Budget includes a reduction of 36 positions, 32 FTE, and \$5.2M for efficiencies achieved through consolidation efforts within the resources organization, non-reimbursable detailees, and the National Command Center within Coast Guard Headquarters. The base for the Coast Guard Headquarters resources organization is 221 positions, 221 FTE, and \$35.7M.

Justification

This initiative promotes efficiency of and removes redundancy within the Coast Guard Headquarters resource enterprise. It focuses on fostering a new resource organization that can objectively evaluate enterprise risk and deliver necessary financial services to the Coast Guard. The National Command Center and National Response Center both provide 24/7 watches. While they perform unique functions, oversight and management of these operations are similar. By combining resource management, program analysis, and watch supervision positions where overlap exists, the Coast Guard is able to focus resources on DHS and Coast Guard strategic priorities.

Performance

This initiative is expected to improve resources management within Coast Guard Headquarters through centralization and reduction of redundant functions. Additionally, in combining positions that share functional roles, the Coast Guard is able to reduce the overall combined staffing at the National Command Center and the National Response Center with no impact on mission performance.

Program Change 19 – Maritime Safety, Security, and Commerce:**Description**

The FY 2021 Budget includes an increase of 58 positions, 27 FTE, and \$5.6M to strengthen the Coast Guard's marine safety program through improved marine inspector training, increases to the marine inspector workforce, expansion of the third-party oversight and auditing program, and implementation of the Vessel Incidental Discharge Act (VIDA). The base for the third-party oversight program is 27 positions, 20 FTE, and \$6.2M. This initiative establishes a new program for VIDA implementation.

Justification

In order to meet the increasing complexity of the marine industry, and to ensure proper oversight of authorized classification societies performing marine safety functions on behalf of the Coast Guard, the Coast Guard must improve its capability and capacity within the marine safety program. Following reviews of the tragic loss of the commercial vessel EL FARO, the maritime community considered a number of safety protocols, inspection standards, and regulatory oversight initiatives. National Transportation Safety Board and Coast Guard investigations of the incident identified areas for improvement and provided recommendations to prevent a similar incident from occurring. The enhancements targeted through this request primarily address those concerns. Additionally, this initiative increases marine inspector capacity to implement new towing vessel regulations, and provides initial staffing to support implementation of VIDA, enacted in December 2018. VIDA establishes new responsibilities for the Coast Guard related to the implementation, compliance, and enforcement of discharges incidental to the normal operation of a vessel.

Performance

This request continues to address the gap in Coast Guard marine safety capacity through development of additional organic capability and an improved ability to leverage third-party classification societies. The increase of marine inspectors and modernization of training are the initial steps to address capability gaps identified in the findings of the EL FARO investigation. This request also provides funding for personnel and operating costs to expand the third-party oversight program to improve oversight of third-party inspectors who perform work on the Coast Guard's behalf for the commercial vessel fleet, enhance the Coast Guard's ability to meet increased inspection demands for towing vessels, and support new requirements under VIDA.

Program Change 20 – Maritime Sector Cybersecurity Engagement:**Description**

The FY 2021 Budget includes an increase of 14 positions, 7 FTE, and \$950,000 to improve cybersecurity engagement with Federal, State, territorial, tribal, local, and private sector partners by establishing marine transportation system (MTS) cyber specialists at critical ports of entry. The increase establishes a base for this program.

Justification

Currently, Coast Guard Sectors do not have a cyber expert on staff to support the Captain of the Port in coordinating cyber vulnerability assessments or incident response. As cyber threats to the MTS become more common and sophisticated, security coordination with industry partners must evolve to include cybersecurity. Assigning cyber specialists at critical ports of entry will facilitate coordination and engagement with stakeholders to address cyber threats in our ports and waterways.

Performance

The addition of cyber specialists at ports of entry enhances the Coast Guard's ability to address cyber-related risks onboard vessels and at regulated facilities, reducing the likelihood of a cyber-incident occurring at a critical component of the MTS. Coast Guard cyber specialists will also work with partners on improving resiliency and reducing recovery time in the event of a cyber-incident.

Program Change 21 – Military Allowances Reduction:**Description**

The FY 2021 Budget includes a reduction of \$23.2M to military allowances including military healthcare costs and Permanent Change of Station (PCS) travel. The base for this program is \$602.2M.

Justification

This request reflects an adjustment to projected costs of military benefits requested for FY 2021. Historically, the Coast Guard has budgeted military benefits to the most recent actuarial projection. Over the past few years, actual spending has trailed actuarial projections, and this reduction accounts for an expected lower actual cost when compared to the actuarial projection, specifically in the areas of military healthcare and PCS travel.

Performance

This reduction represents a risk position within the military pay and benefits accounts. Based on historical spending trends, the Coast Guard believes that this is an appropriate area to take risk. Military healthcare and PCS travel are must-pay bills that will be monitored closely during execution.

Program Change 22 – Mission Ready Total Workforce Training and Support:**Description**

The FY 2021 Budget includes an increase of 104 positions, 54 FTE, and \$12.72M. This request supports Coast Guard efforts recruit, train, and retain a diverse workforce that is ready to meet emergent mission needs and more reflective of the demographics of our Nation.

Justification

The Coast Guard's missions, and support for those missions, drive human capital requirements. The Service needs to attract and retain a talented workforce to address threats including: transnational criminal organizations, cyber adversaries, bad actors, incursions into U. S. waters and resources, and eroded readiness. These threats are changing the scope of operations and creating an increased demand for more sophisticated human capital strategies. As new mission demands and threats to the homeland emerge, the Service must adjust to meet changing requirements. This request supports the Coast Guard's ability to provide individuals with the necessary training and support needed to execute the mission and strengthens current efforts critical to building resiliency in our workforce. It supports Diversity and Inclusion initiatives, training and retention in critical areas of expertise, and support to the active duty and reserve workforce. Specifically, this request makes permanent recruiters and Military Entrance Processing personnel positions, and it expands capabilities and resources to further develop Diversity and Inclusion policies and programs. Further, it enables the Reserve healthcare program to meet service delivery requirements, and the Service to meet DOD medical readiness requirements.

Performance

Initiatives in this program change are informed by research and guidance from DHS, OMB, and DOD, as well as the recently published RAND Women's Retention Study. Training initiatives improve consistency across online courses and fill a gap in the officer leadership continuum by expanding the midcareer program to the entire workforce. In addition, a diverse workforce is essential to mission performance. Recruiting statistics show that recruiting diverse candidates for military service requires approximately three times the level of engagement. This initiative bolsters recruiting and marketing to facilitate the additional engagement required to recruit a more diverse workforce.

Program Change 23 – Mission Support Efficiencies:**Description**

The FY 2021 Budget includes an increase of 22 positions, 22 FTE, and a decrease of \$11.7M, representing product line and mission support efficiencies within the Surface Forces Logistics Center (SFLC), Aviation Logistics Center (ALC), and Director of Operational Logistics. The base for the SFLC program is 1896 positions, 1896 FTE, and \$423.0M. The base for the ALC program is 748 positions, 748 FTE, and \$362.1M.

Justification

These efficiencies are the culmination of comprehensive evaluations of several components of the Coast Guard's Mission Support Business Model and represent consolidation of functions and adjustments to how certain assets are supported. This initiative promotes efficiencies to service delivery and sustainment of the Coast Guard's fleet of boats and its execution of logistics compliance. The budget also includes personnel to transition the Long Range Surveillance (LRS) Product Line from contract support to a blended contracted and organic workforce. Transitioning to a partially organic workforce within the C-130 product line allows the Coast Guard to more effectively meet mission requirements while repurposing resources to DHS and Coast Guard strategic priorities.

Performance

This initiative is expected to improve overall service delivery to our surface and aviation fleets to ensure operational readiness. A blend of contractors and organic personnel will align LRS with the other product lines, and will help stabilize the workforce, grow and retain expertise, and gain efficiencies by balancing work as contracts are negotiated.

Program Change 24 – National Security Cutter (NSC) Follow-On:**Description**

The FY 2021 Budget includes an increase of 43 positions, 24 FTE, and \$37.9M, funding the operations and maintenance of the ninth NSC; shore-side support personnel in Charleston, South Carolina; support for the tactical cryptologic and C4IT systems on NSCs; and Small Unmanned Aircraft Systems (sUAS) deployments on NSCs. The base for this program is 199 positions, 110 FTE, and \$14.4M.

Justification

The NSC is replacing the legacy WHEC, which is beyond its designed service life. This request begins funding operation and maintenance of newly produced NSCs. The Budget includes C4ISR depot support personnel and waterfront support personnel to support base operations in Charleston, South Carolina. It also includes increased funding to operate the tactical cryptologic systems on NSCs 1-8. Finally, this request supports funding for contracted sUAS operations, spare parts, logistics management, and equipment usage. Contracted personnel and equipment will deploy aboard NSCs to perform flight and maintenance duties in support of Coast Guard operations.

Performance

The NSC is more capable than the WHEC with advanced electronics, cryptological, communications, and operational capabilities. This funding improves and expands the Coast Guard's capability to secure the U.S. border and approaches, disrupt and dismantle TCOs and other illicit actors, prevent unlawful immigration, and enhance national preparedness. The Coast Guard has already demonstrated sUAS capability and operational successes on NSCs during testing in FY 2017-2018 and this initiative will expand that capability to the entire NSC fleet.

Program Change 25 – Oceania and INDOPACOM Operations:**Description**

The FY 2021 Budget includes an increase of 8 positions, 8 FTE, and \$4.8M to support expanding operational requirements in the Pacific.

Justification

The Coast Guard has an enduring and specialized role in the Indo-Pacific, particularly Oceania, to preserve the free-flow of trade, protect international fish stocks, and maintain regional stability. The Coast Guard is uniquely situated to assist partner nations in upholding and asserting their own sovereignty, while protecting U.S. national interests. This investment facilitates annual deployments of a major Coast Guard cutter accompanied by Fast Response Cutters and doubles training team deployments, critical to building partner nations' capacity to police their own waters. In addition, it expands the International Port Security Program's efforts to improve regional port security, and it provides law enforcement personnel based in Guam to ensure compliance with international fisheries agreements and counter Illegal, Unreported, Unregulated (IUU) fishing.

Performance

This initiative greatly enhances the Coast Guard's ability to conduct operations in a strategically critical region, with a focus on building partner nation capacity, enhancing regional port security, countering IUU fishing, and improved coordination with allies and multilateral forums. IUU fishing has increased dramatically in recent years, with overfishing affecting more than 33% of fish stocks. By supporting partner nation maritime governance in regions prone to unsustainable fishing, the Coast Guard can reduce overfishing and support the whole of government approach outlined in the Maritime Security and Fisheries Enforcement Act. Annually, the Coast Guard exercises approximately 50% of its fisheries bilateral enforcement agreements with partner nations in regions prone to IUU fishing. The Coast Guard's objective is to exercise each agreement at least once per year. This initiative provides the resources required to move closer toward that goal in Oceania.

Program Change 26 – Offshore Patrol Cutter (OPC) Follow-On:**Description**

The FY 2021 Budget includes an increase of 52 positions, 31 FTE, and \$6.2M. This funds personnel for a portion of the crew of the first Offshore Patrol Cutter (OPC) to be homeported in San Pedro, California, as well as shore-side personnel to develop operational doctrine and qualification standards for the new class of cutter and transition pre-commissioning detachments into operational crews. Also included are the initial personnel to staff the shore-side maintenance team to conduct vessel, electronics systems, and weapons maintenance. The FY 2021 Budget establishes a base for this program.

Justification

The OPC is replacing the legacy Medium Endurance Cutters (WMEC), which are beyond their designed service lives. This request begins funding crew and shore-side maintenance personnel for newly produced OPCs.

Performance

The OPC is more capable than the WMEC with advanced electronics, communications, and operational capabilities. This funding improves and expands the Coast Guard's capability to secure the U.S. border and approaches, disrupt and dismantle transnational criminal organizations and other illicit actors, prevent unlawful immigration, and enhance national preparedness.

Program Change 27 – Operational Mobility:**Description**

The FY 2021 Budget includes an increase of 1 position, 1 FTE, and \$1.8M to support mobile capability for aviators and marine inspectors, and to initiate a blue force tracking system. The base for this program is \$1.8M.

Justification

This request moves towards standardization of independent mobile applications by providing a common enterprise hardware and software solution. Efforts include flight crews' electronic flight bags, mobile marine inspector hardware devices, and an expanded blue force tracking pilot. Since its establishment in 2013, the Electronic Flight Bag program has become a key component of successful flight operations by providing pilots with important pre-flight planning and situational awareness information. The Marine Inspector tablet program was initiated in 2018 to improve marine inspector access to relevant regulations during inspections. The program has been extremely successful in improving the efficiency and effectiveness of the strained Marine Inspector program. The Team Awareness Kits program operates as a limited but successful blue force tracking pilot program that enables tracking of personnel and shore forces and improved communications during routine operations and contingency response (e.g. hurricanes). This initiative expands the pilot to a supported capability with a program manager.

Performance

This initiative enhances the effectiveness of the Electronic Flight Bag program by incorporating real-time access to weather and operational data. In addition, it expands the Marine Inspector tablet program by over 15%, providing this valuable tool to additional inspectors. Expanding the Team Awareness Kit program will facilitate wider deployment of personnel tracking technology during disaster response, enhancing situational awareness and response efforts.

Program Change 28 – Optimize Boat Station Footprint:**Description**

The FY 2021 Budget includes a reduction of 37 positions, 25 FTE, and a net increase of \$286,000 by closing five boat stations and reducing the readiness requirements for three additional stations. The base for the five boat stations is 37 positions, 37 FTE, and \$5.1M.

Justification

The Coast Guard's existing force laydown was designed based on legacy response boats with different performance and capability compared to modern assets. In some cases, this operational footprint dates back over a century despite significant advances in search and rescue technology over that period. Through extensive examination of operational data and asset capabilities, the Coast Guard identified multiple points of redundancy in boat station coverage. The methods employed to identify these redundancies were scrutinized by GAO in the course of an audit and were fully validated. Further, GAO recommended that the Coast Guard close these redundant stations. The stations identified for closure are located in the First and Fifth Coast Guard Districts and provide redundant coverage, not including nearby air asset coverage. Based on this same analysis, the Coast Guard also identified three areas where there is no longer a need for two ready boats at a single station. Closing stations requires a one-time cost for decommissioning and environmental mitigation.

Performance

The nine stations identified for closure provide redundant response coverage, so there will be no impact on Coast Guard operational capability in these areas. Additionally, aircraft from nearby Coast Guard air stations provide Search and Rescue coverage in addition to the already redundant boat stations. The stations identified for reduction of boats and crews currently provide two ready boats at all times. After this reduction, they will continue to maintain a 24/7 response posture with one ready boat, while retaining sufficient boats and crews to also conduct scheduled patrols.

Program Change 29 – Overseas Contingency Operations to Base Transition:**Description**

The FY 2021 Budget includes an increase of 334 positions, 277 FTE, and \$215.0M to incorporate activities historically funded by Overseas Contingency Operations / Global War On Terror (OCO/GWOT) into the Coast Guard's Operations and Support base.

Justification

In prior years, funding for Coast Guard operations was included as a part of the Navy's OCO/GWOT request. For FY 2021, the Coast Guard is transitioning all Overseas Contingency Operations activities into Operations and Support. This aligns with Administration policies and better represents the enduring nature of Coast Guard missions in support of contingency operations. For a detailed description of these activities and their associated funding levels, please refer to the Overseas Contingency Operations chapter.

Performance

The Coast Guard will continue to provide operational support to DOD for Overseas Contingency Operations via deployed patrol vessels, law enforcement teams, and maritime counter-terrorism security operations. Investments in FY 2021 enhance the Coast Guard's ability to support DOD by continuing the transition of Patrol Forces Southwest Asia from Island Class Patrol Boats to Sentinel Class Fast Response Cutters that began in FY 2020.

Program Change 30 – Professional Services Efficiencies:**Description**

The FY 2021 Budget includes a reduction of \$19.5M through a reduction to professional services contracts across Coast Guard Headquarters. The base for non-technical professional services contracts across Coast Guard Headquarters is \$195.2M.

Justification

This initiative is the culmination of a comprehensive evaluation of Coast Guard contract spending and represents targeted reductions to professional services contracts in order to focus resources on DHS and Coast Guard strategic priorities.

Performance

This initiative minimizes impact to operations by only reducing contracts at Coast Guard Headquarters. Contract support for field units, as well as technical services, IT, and contingency response (e.g., hurricane response, DoD deployments) are excluded from this reduction.

Program Change 31 – Reserve Readiness:**Description**

The FY 2021 Budget includes an increase of 8 positions, 4 FTE, and \$683,000 for a pilot program to evaluate impacts on Port Security Unit (PSU) operational readiness to meet growing expeditionary commitments, support to DOD, and in-garrison training and support requirements. The increase establishes a base for this program.

Justification

While PSUs undergo intensive tailored unit training immediately preceding an operational deployment, units not approaching a planned deployment struggle with maintaining readiness. PSUs are required to mobilize within 48 hours of notification, however current readiness levels do not allow PSUs to deploy rapidly to support contingency operations or National Security needs. This initiative increases the Active Duty complement at a PSU to better support the Reserve forces that make up the majority of the unit. This is a pilot program based on the findings of the manpower requirements analysis and will allow the Coast Guard to evaluate impacts on operational readiness and determine the optimal active duty organizational structure to enhance the readiness of these Reserve units.

Performance

While PSUs have met mission requirements for deployments, the average qualification rate at a non-deployed PSU is currently 60 percent for both shoreside and waterside personnel, with three units below 40 percent. This has often required activation of reservists and individual augmentation by qualified members sourced from other units in order to meet the minimum requirements to deploy. This has supported minimum mission requirements in the short term, but it is not sustainable as a long-term solution. If the required level of support to qualify PSU personnel is not provided, the units will be unable to meet both emergent and planned deployment requirements. By adding additional Active Duty personnel to the PSU's complement, this initiative is projected to improve qualification rates by improving training and improve unit readiness through more routine maintenance. If the pilot program proves successful at enhancing PSU readiness, it will be applied across all PSUs in the future.

Program Change 32 – Safe Homes Initiative:**Description**

The FY 2021 Budget includes an increase of 2 positions, 1 FTE, and \$8.0M to address potential health and safety risks to Coast Guard members and their families residing in Coast Guard-owned housing. The increase establishes a new program.

Justification

This investment supports an emergent effort launched in July 2019 to better understand and address potential health and safety risks to Coast Guard members and their families residing in Coast Guard-owned housing following the discovery of lead contaminants in three locations. More stringent EPA standards for lead residue which came into effect in January 2020, requiring the entire Coast Guard housing inventory constructed prior to 1979, including unaccompanied personnel housing and child development centers, to receive contracted State-certified assessments. This investment funds the assessment of 700 housing units, anticipated relocation costs for impacted families, mitigation activities, and two personnel at the Coast Guard's Housing Asset Product Line at Civil Engineering Unit Oakland to manage the program.

Performance

By assessing and mitigating potential health and safety risks to Coast Guard members and their families, this initiative enhances the readiness of the Coast Guard workforce, positively impacting their ability to conduct operations.

Program Change 33 – Shore Facility Follow-On:**Description**

The FY 2021 Budget includes an increase of 4 positions, 3 FTE, and \$3.1M for the operation and maintenance of recapitalized shore facilities scheduled for completion prior to and during 2021. This establishes a base for these locations.

The FY 2021 Budget provides the resources required to operate and maintain new and improved facilities completed under the following PC&I projects:

- HC-130J Facilities at Air Station Kodiak, Alaska;
- Fast Response Cutter Homeport Facilities at Sector Guam;
- National Security Cutter Homeport Facilities at Base Charleston, South Carolina.

Justification

The funding is critical to the proper life-cycle investment, sustainment, and O&M of real property necessary to support operational assets and service members. This funding request is necessary for energy, utility services, and routine repairs. The budget also includes funding for maintenance and repairs (e.g., preventive and emergency maintenance, scheduled inspections, etc.) anticipated throughout the life of each new Coast Guard facility.

Performance

Funding ensures the Coast Guard is able to maintain new facilities throughout their lifecycle, consistent with the Coast Guard's plans to address its \$1B infrastructure maintenance backlog and nearly \$2B infrastructure recapitalization backlog.

Program Change 34 – Transition Air Station Borinquen:**Description**

The FY 2021 request includes an increase of 6 positions, 3 FTE, and \$29.2M to transition Air Station Borinquen, Puerto Rico, from MH-65 to MH-60 helicopters. The base for this program is 62 positions, 62 FTE, and \$16.4M.

Justification

This initiative will enhance Coast Guard capability in a critical border security region while improving the long-term readiness and viability of our rotary wing fleet. The majority of this request is one-time funding for an initial stock of spare parts required to operate and maintain the new aircraft; the annual recurring increase is only \$1.1M.

Performance

The MH-60 will improve border security mission effectiveness, law enforcement, counter TCO, and search and rescue missions over the MH-65 due to its greater capacity for people and equipment and its longer on-scene time. This is especially important in Air Station Borinquen's Area of Responsibility, where the large swathes of ocean between islands limit options for refueling. With over twice the range and endurance of the MH-65, the MH-60 is ideally suited to operations in this region. With its increased range, the MH-60 will be able to reach and patrol international waterways and TCO threat vectors that are currently unreachable by MH-65s. In addition, two of the four MH-65s that will be removed from Air Station Borinquen will fill aircraft gaps at Air Stations Barbers Point and San Francisco.

Program Change 35 – Travel Efficiencies:**Description**

The FY 2021 request includes a reduction of \$12.0M to certain categories of travel across the Coast Guard. The base for travel excluding PCS, hurricane response, and reimbursable expenditures is \$115.2M.

Justification

This initiative is the culmination of a comprehensive evaluation of Coast Guard travel spending and represents targeted reductions to operational and other travel in order to focus resources on DHS and Coast Guard strategic priorities.

Performance

This initiative minimizes impact to operations by excluding travel associated with military PCS, training, and contingency response (e.g., hurricanes, DoD deployments). Further, the improved analysis supported by this initiative will enhance the Service's ability to plan for future operational travel costs.

**Operations and Support
Personnel Compensation and Benefits**

Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|---------------|--------------------|----------------|-----------------|---------------|--------------------|----------------|----------------------------|---------------|--------------------|----------------|--------------------------|------------|------------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Military Pay and Allowances | 41,054 | 40,764 | \$3,237,807 | \$79.18 | 41,371 | 41,129 | \$3,373,058 | \$81.75 | 41,470 | 41,278 | \$3,512,665 | \$84.8 | 99 | 149 | \$139,607 | \$3.05 |
| Civilian Pay and Benefits | 8,646 | 7,595 | \$934,516 | \$122.97 | 8,916 | 7,829 | \$999,124 | \$127.54 | 9,234 | 8,121 | \$1,097,856 | \$135.11 | 318 | 292 | \$98,732 | \$7.57 |
| Reserve Training | 416 | 409 | \$93,737 | \$228.94 | 422 | 412 | \$97,965 | \$237.54 | 422 | 415 | \$101,656 | \$244.71 | - | 3 | \$3,691 | \$7.17 |
| Environmental Compliance and Restoration | 25 | 23 | \$3,423 | \$148.83 | 25 | 23 | \$3,502 | \$152.26 | 25 | 23 | \$3,699 | \$160.83 | - | - | \$197 | \$8.57 |
| Total | 50,141 | 48,791 | \$4,269,483 | \$87.28 | 50,734 | 49,393 | \$4,473,649 | \$90.34 | 51,151 | 49,837 | \$4,715,876 | \$94.37 | 417 | 444 | \$242,227 | \$4.03 |
| Discretionary - Appropriation | 50,141 | 48,791 | \$4,269,483 | \$87.28 | 50,734 | 49,393 | \$4,473,649 | \$90.34 | 51,151 | 49,837 | \$4,715,876 | \$94.37 | 417 | 444 | \$242,227 | \$4.03 |

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel. Pay in the RT PPA reflects Full Time Support (FTS) personnel and Reserve personnel; however, Reserve personnel do not contribute to FTP or FTE.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|--|------------------------|------------------------|---------------------------------------|-------------------------------------|
| 11.1 Full-time Permanent | \$682,430 | \$715,967 | \$775,760 | \$59,793 |
| 11.3 Other than Full-Time Permanent | \$4,384 | \$4,576 | \$4,576 | - |
| 11.5 Other Personnel Compensation | \$24,019 | \$24,960 | \$36,545 | \$11,585 |
| 11.6 Military Personnel-Basic Allowance for Housing | \$859,692 | \$895,985 | \$934,074 | \$38,089 |
| 11.7 Military Personnel | \$2,157,096 | \$2,255,320 | \$2,353,970 | \$98,650 |
| 11.8 Special Personal Services Payments | \$7,377 | \$7,718 | \$9,333 | \$1,615 |
| 12.1 Civilian Personnel Benefits | \$233,712 | \$263,893 | \$291,843 | \$27,950 |
| 12.2 Military Personnel Benefits | \$297,164 | \$301,618 | \$306,163 | \$4,545 |
| 13.0 Benefits for Former Personnel | \$3,609 | \$3,612 | \$3,612 | - |
| Total - Personnel Compensation and Benefits | \$4,269,483 | \$4,473,649 | \$4,715,876 | \$242,227 |
| Positions and FTE | | | | |
| Positions - Civilian | 8,759 | 9,029 | 9,347 | 318 |
| FTE - Civilian | 7,693 | 7,927 | 8,219 | 292 |
| Positions - Military | 41,382 | 41,705 | 41,804 | 99 |
| FTE - Military | 41,098 | 41,466 | 41,618 | 152 |

Operations and Support Permanent Positions by Grade – Appropriation

| Grades and Salary Range <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|--------------------|--------------------|-------------------------------|------------------------------|
| O-10 | 1 | 1 | 1 | - |
| O-9 | 5 | 5 | 5 | - |
| O-8 | 28 | 28 | 29 | 1 |
| O-7 | 7 | 7 | 8 | 1 |
| O-6 | 371 | 375 | 375 | - |
| O-5 | 830 | 839 | 844 | 5 |
| O-4 | 1,389 | 1,415 | 1,424 | 9 |
| O-3 | 2,404 | 2,457 | 2,504 | 47 |
| O-2 | 1,387 | 1,391 | 1,414 | 23 |
| O-1 | 334 | 340 | 327 | -13 |
| CWO | 1,692 | 1,720 | 1,658 | -62 |
| E-10 | 1 | 1 | 1 | - |
| E-9 | 350 | 351 | 350 | -1 |
| E-8 | 728 | 734 | 735 | 1 |
| E-7 | 3,481 | 3,509 | 3,540 | 31 |
| E-6 | 6,444 | 6,528 | 6,663 | 135 |
| E-5 | 7,804 | 7,878 | 7,979 | 101 |
| E-4 | 7,659 | 7,702 | 7,681 | -21 |
| E-3 | 4,424 | 4,405 | 4,311 | -94 |
| E-2 | 922 | 898 | 834 | -64 |
| E-1 | 296 | 296 | 296 | - |
| Cadet/OC | 825 | 825 | 825 | - |
| Total Permanent Positions Military | 41,382 | 41,705 | 41,804 | 99 |
| Total, SES | 20 | 20 | 20 | - |
| GS-15 | 233 | - | - | - |
| GS-14 | 763 | 246 | 270 | 24 |
| GS-13 | 1,687 | 800 | 839 | 39 |
| GS-12 | 1,874 | 1,810 | 1,902 | 92 |
| GS-11 | 1,018 | 1,940 | 2,036 | 96 |

U.S. Coast Guard

Operations and Support

| Grades and Salary Range (Dollars in Thousands) | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|--------------------|--------------------|-------------------------------|------------------------------|
| GS-10 | 27 | 1,033 | 1,056 | 23 |
| GS-9 | 642 | 27 | 27 | - |
| GS-8 | 158 | 650 | 651 | 1 |
| GS-7 | 721 | 158 | 158 | - |
| GS-6 | 230 | 724 | 735 | 11 |
| GS-5 | 137 | 231 | 230 | -1 |
| GS-4 | 20 | 138 | 121 | -17 |
| GS-3 | 5 | 20 | 18 | -2 |
| Other Graded Positions | 1,224 | 1,227 | 1,279 | 52 |
| Total Permanent Positions Civilian | 8,759 | 9,024 | 9,342 | 318 |
| Total Permanent Positions | 50,141 | 50,729 | 51,146 | 417 |
| Unfilled Positions EOY Military | 533 | 127 | 127 | - |
| Total Perm. Employment (Filled Positions) EOY Military | 40,849 | 41,578 | 41,661 | 83 |
| Unfilled Positions EOY | 956 | 936 | 913 | -23 |
| Total Perm. Employment (Filled Positions) EOY | 7,803 | 8,093 | 8,434 | 341 |
| Position Locations | | | | |
| Headquarters Military | 1,179 | 1,282 | 1,533 | 251 |
| U.S. Field Military | 39,862 | 40,082 | 39,596 | -486 |
| Foreign Field Military | 341 | 341 | 675 | 334 |
| Headquarters Civilian | 1,426 | 1,496 | 1,531 | 35 |
| U.S. Field Civilian | 7,326 | 7,526 | 7,809 | 283 |
| Foreign Field Civilian | 7 | 7 | 7 | - |
| Averages | | | | |
| Average Personnel Costs, Officer | 113,915 | 116,322 | 119,814 | 3,492 |
| Average Grade, Officer | 3 | 3 | 3 | - |
| Average Personnel Costs, Enlisted | 67,123 | 68,659 | 70,943 | 2,284 |
| Average Grade, Enlisted | 5 | 5 | 5 | - |
| Average Personnel Costs, ES Positions | 245,100 | 258,400 | 262,000 | 3,600 |
| Average Personnel Costs, GS Positions | 123,039 | 126,681 | 129,685 | 3,004 |
| Average Grade, GS Positions | 11 | 11 | 11 | - |

Operations and Support Non Pay Budget Exhibits

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|--------------------|--------------------|-------------------------------|-------------------------------------|
| Military Pay and Allowances | \$627,009 | \$649,995 | \$644,723 | (\$5,272) |
| Civilian Pay and Benefits | \$5,191 | \$5,195 | \$5,195 | - |
| Training and Recruiting | \$189,983 | \$210,912 | \$230,901 | \$19,989 |
| Operating Funds and Unit Level Maintenance | \$919,533 | \$929,895 | \$993,903 | \$64,008 |
| Centrally Managed Accounts | \$161,441 | \$161,205 | \$93,451 | (\$67,754) |
| Intermediate and Depot Level Maintenance | \$1,436,494 | \$1,517,191 | \$1,654,587 | \$137,396 |
| Reserve Training | \$24,021 | \$26,731 | \$29,058 | \$2,327 |
| Environmental Compliance and Restoration | \$10,046 | \$16,480 | \$10,046 | (\$6,434) |
| Total | \$3,373,718 | \$3,517,604 | \$3,661,864 | \$144,260 |
| Discretionary - Appropriation | \$3,373,718 | \$3,517,604 | \$3,661,864 | \$144,260 |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$241,549 | \$238,361 | \$256,688 | \$18,327 |
| 22.0 Transportation of Things | \$110,562 | \$111,883 | \$117,139 | \$5,256 |
| 23.1 Rental Payments to GSA | \$62,834 | \$64,524 | \$6,781 | (\$57,743) |
| 23.2 Rental Payments to Others | \$32,507 | \$32,601 | \$32,657 | \$56 |
| 23.3 Communications, Utilities, and Misc. Charges | \$163,292 | \$159,853 | \$179,529 | \$19,676 |
| 24.0 Printing and Reproduction | \$3,207 | \$3,207 | \$3,245 | \$38 |
| 25.1 Advisory and Assistance Services | \$118,948 | \$135,002 | \$137,043 | \$2,041 |
| 25.2 Other Services from Non-Federal Sources | \$402,991 | \$426,273 | \$408,522 | (\$17,751) |
| 25.3 Other Goods and Services from Federal Sources | \$188,138 | \$184,170 | \$185,096 | \$926 |
| 25.4 Operation and Maintenance of Facilities | \$210,085 | \$232,148 | \$243,390 | \$11,242 |
| 25.6 Medical Care | \$347,224 | \$360,100 | \$350,508 | (\$9,592) |
| 25.7 Operation and Maintenance of Equipment | \$659,079 | \$689,992 | \$742,892 | \$52,900 |
| 25.8 Subsistence & Support of Persons | \$3,978 | \$4,129 | \$4,301 | \$172 |
| 26.0 Supplies and Materials | \$623,456 | \$632,291 | \$671,214 | \$38,923 |
| 31.0 Equipment | \$169,779 | \$206,361 | \$282,308 | \$75,947 |
| 32.0 Land and Structures | \$27,504 | \$28,124 | \$37,766 | \$9,642 |
| 41.0 Grants, Subsidies, and Contributions | \$6,000 | \$6,000 | \$200 | (\$5,800) |
| 42.0 Insurance Claims and Indemnities | \$2,585 | \$2,585 | \$2,585 | - |
| Total - Non Pay Object Classes | \$3,373,718 | \$3,517,604 | \$3,661,864 | \$144,260 |

Military Pay and Allowances – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|---------------|--------------------|--------------------|---------------|--------------------|-------------------------------|---------------|--------------------|-------------------------------------|------------|------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Military Pay and Allowances | 41,054 | 40,764 | \$3,864,816 | 41,371 | 41,129 | \$4,023,053 | 41,470 | 41,278 | \$4,157,388 | 99 | 149 | \$134,335 |
| Total | 41,054 | 40,764 | \$3,864,816 | 41,371 | 41,129 | \$4,023,053 | 41,470 | 41,278 | \$4,157,388 | 99 | 149 | \$134,335 |
| Subtotal Discretionary - Appropriation | 41,054 | 40,764 | \$3,864,816 | 41,371 | 41,129 | \$4,023,053 | 41,470 | 41,278 | \$4,157,388 | 99 | 149 | \$134,335 |

PPA Level I Description

The Military Pay and Allowances PPA funds expenses related to compensation and benefits for active duty military personnel. This PPA includes pay, allowances, employer's share of the Federal Insurance Contribution Act (FICA), Social Security credits, and other expenses associated with compensating military personnel. Costs related to compensation are calculated by using the Coast Guard's Standard Personnel Cost (SPC) tables. These tables are updated annually and provide a detailed calculation for each position (e.g., rank/rate and location in the United States or outside of the country). Medical costs and PCS expenses are calculated based on actuarial factors and historic precedent.

The Coast Guard was founded as a military, multi-mission, maritime service. Active duty military personnel ensure the Service remains agile, adaptable, and ready to serve the Nation's maritime interests across a range of dynamic operational environments. As members of one of the Nation's five Armed Forces and the only military service within DHS, Coast Guard military personnel conduct missions that protect the public and U.S. interests in the Nation's inland waters, ports, waterways, coastal regions, territorial seas, and on the high seas.

Military Pay and Allowances – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$3,864,816 | \$4,023,053 | \$4,157,388 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | \$9,100 | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$3,873,916 | \$4,023,053 | \$4,157,388 |
| Collections – Reimbursable Resources | \$73,522 | \$66,050 | \$76,728 |
| Total Budget Resources | \$3,947,438 | \$4,089,103 | \$4,234,116 |
| Obligations (Actual/Estimates/Projections) | \$3,947,438 | \$4,089,103 | \$4,234,116 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 41,054 | 41,371 | 41,470 |
| Enacted/Request FTE | 40,764 | 41,129 | 41,278 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 41,484 | 42,213 | 42,153 |
| FTE (Actual/Estimates/Projections) | 41,748 | 41,954 | 41,948 |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line.

Military Pay and Allowances – PPA Collections Reimbursable Resources

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|--------|-----------------|------------|-----------------|-----------------|------------|-----------------|----------------------------|------------|-----------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Agriculture - Department of Agriculture | Source | 6 | 6 | \$887 | - | - | - | - | - | - |
| Department of Commerce - Department of Commerce | Source | - | - | - | 8 | 8 | \$905 | 7 | 7 | \$1,079 |
| Department of Defense - Department of Defense | Source | 2 | 2 | \$186 | 559 | 545 | \$54,338 | 601 | 589 | \$64,420 |
| Department of Health and Human Services - Department Wide | Source | 567 | 567 | \$60,775 | 6 | 4 | - | 1 | 1 | \$196 |
| Department of Homeland Security - Department of Homeland Security | Source | 2 | 2 | \$246 | 147 | 147 | \$6,871 | 51 | 50 | \$7,526 |
| Other Anticipated Reimbursables | Source | 1 | 1 | \$135 | 3 | 3 | \$418 | 6 | 6 | \$871 |
| Independent Agency - Environmental Protection Agency | Source | 63 | 61 | \$8,682 | 6 | 6 | \$102 | 1 | 1 | \$107 |
| Department of Justice - Department of Justice | Source | 7 | 5 | \$553 | - | - | - | - | - | - |
| Department of State - Department of State | Source | 1 | 1 | \$1,080 | 14 | 13 | \$1,708 | 4 | 4 | \$701 |
| Department of Treasury - Department of the Treasury | Source | 5 | 5 | \$818 | 90 | 90 | \$480 | 3 | 3 | \$371 |
| Department of Transportation - Department of Transportation | Source | - | - | - | 2 | 2 | \$138 | 2 | 2 | \$293 |
| Office of Director of National Intelligence | Source | 1 | 1 | \$160 | 7 | 7 | \$1,090 | 7 | 7 | \$1,164 |
| Total Collections | | 655 | 651 | \$73,522 | 842 | 825 | \$66,050 | 683 | 670 | \$76,728 |

Military Pay and Allowances – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|---------------|---------------|--------------------|
| FY 2019 Enacted | 41,054 | 40,764 | \$3,864,816 |
| FY 2020 Enacted | 41,371 | 41,129 | \$4,023,053 |
| FY 2021 Base Budget | 41,371 | 41,129 | \$4,023,053 |
| 2020 Military Pay Raise | - | - | \$18,544 |
| 2021 Military Allowances | - | - | \$39,405 |
| 2021 Military Pay Raise | - | - | \$55,104 |
| Annualization of 2020 Initiatives | - | 219 | \$21,813 |
| Total, Pricing Increases | - | 219 | \$134,866 |
| Annualization of 2020 Initiative Reductions | - | (117) | (\$10,076) |
| PPA Technical Base Funding Adjustments | (13) | (13) | (\$1,984) |
| Termination of 2020 One-Time Costs | - | - | (\$3,096) |
| Total, Pricing Decreases | (13) | (130) | (\$15,156) |
| Total Adjustments-to-Base | (13) | 89 | \$119,710 |
| FY 2021 Current Services | 41,358 | 41,218 | \$4,142,763 |
| Acquisition Support Personnel | 13 | 7 | \$1,062 |
| Countering Transnational Criminal Organizations | 24 | 12 | \$1,502 |
| Cyber Enabling Operations | 57 | 29 | \$4,522 |
| Cyber Operations and Training | 4 | 2 | \$278 |
| Cyber Protection and Defense | 58 | 18 | \$3,788 |
| Electronic Health Record Transition | - | - | \$2,400 |
| Fast Response Cutter (FRC) Follow-On | 31 | 30 | \$2,727 |
| Information Technology Insourcing | 7 | 5 | \$807 |
| Maritime Safety, Security, and Commerce | 30 | 11 | \$606 |
| Mission Ready Total Workforce Training and Support | 75 | 39 | \$5,460 |
| National Security Cutter (NSC) Follow-On | 18 | 10 | \$1,359 |
| Oceania and INDOPACOM Operations | 7 | 7 | \$826 |
| Offshore Patrol Cutter (OPC) Follow-On | 42 | 26 | \$2,900 |
| Overseas Contingency Operations to Base | 334 | 277 | \$48,343 |
| Reserve Readiness | 8 | 4 | \$423 |
| Shore Facility Follow-On | 1 | 1 | \$53 |

Operations and Support

Military Pay and Allowances – PPA

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|---------------|--------------------|
| Transition Air Station Borinquen | 6 | 3 | \$1,018 |
| Total, Program Increases | 715 | 481 | \$78,074 |
| Decommission Eight Marine Protector Class Coastal Patrol Boats | (104) | (56) | (\$4,232) |
| Decommission Two High Endurance Cutters (WHECs) | (386) | (289) | (\$22,743) |
| Decommission Two Island Class Patrol Boats (WPBs) | (36) | (14) | (\$1,103) |
| Integrated Disability Evaluation System | 3 | 2 | (\$4,831) |
| Management Efficiencies | (20) | (16) | (\$2,400) |
| Military Allowances Reduction | - | - | (\$23,175) |
| Mission Support Efficiencies | (23) | (23) | (\$2,443) |
| Optimize Boat Station Footprint | (37) | (25) | (\$1,615) |
| Professional Services Efficiencies | - | - | (\$379) |
| Travel Efficiencies | - | - | (\$528) |
| Total, Program Decreases | (603) | (421) | (\$63,449) |
| FY 2021 Request | 41,470 | 41,278 | \$4,157,388 |
| FY 2020 To FY 2021 Change | 99 | 149 | \$134,335 |

**Military Pay and Allowances – PPA
Personnel Compensation and Benefits**

Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|---------------|--------------------|----------------|-----------------|---------------|--------------------|----------------|----------------------------|---------------|--------------------|---------------|--------------------------|------------|------------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Military Pay and Allowances | 41,054 | 40,764 | \$3,237,807 | \$79.18 | 41,371 | 41,129 | \$3,373,058 | \$81.75 | 41,470 | 41,278 | \$3,512,665 | \$84.8 | 99 | 149 | \$139,607 | \$3.05 |
| Total | 41,054 | 40,764 | \$3,237,807 | \$79.18 | 41,371 | 41,129 | \$3,373,058 | \$81.75 | 41,470 | 41,278 | \$3,512,665 | \$84.8 | 99 | 149 | \$139,607 | \$3.05 |
| Discretionary - Appropriation | 41,054 | 40,764 | \$3,237,807 | \$79.18 | 41,371 | 41,129 | \$3,373,058 | \$81.75 | 41,470 | 41,278 | \$3,512,665 | \$84.8 | 99 | 149 | \$139,607 | \$3.05 |

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|-----------------------------|
| 11.6 Military Personnel-Basic Allowance for Housing | \$850,124 | \$886,034 | \$923,776 | \$37,742 |
| 11.7 Military Personnel | \$2,087,934 | \$2,183,222 | \$2,279,102 | \$95,880 |
| 11.8 Special Personal Services Payments | \$7,307 | \$7,647 | \$9,262 | \$1,615 |
| 12.2 Military Personnel Benefits | \$289,458 | \$293,169 | \$297,539 | \$4,370 |
| 13.0 Benefits for Former Personnel | \$2,984 | \$2,986 | \$2,986 | - |
| Total - Personnel Compensation and Benefits | \$3,237,807 | \$3,373,058 | \$3,512,665 | \$139,607 |
| Positions and FTE | | | | |
| Positions - Military | 41,054 | 41,371 | 41,470 | 99 |
| FTE - Military | 40,764 | 41,129 | 41,278 | 149 |

Pay Cost Drivers

| Pay Cost Drivers (Dollars in Thousands) | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|--|--------------------|--------------------|----------------|--------------------|--------------------|----------------|-------------------------------|--------------------|----------------|-------------------------------------|------------------|---------------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| Military Pay | 40,764 | \$3,227,516 | \$79.18 | 41,129 | \$3,362,425 | \$81.75 | 41,001 | \$3,461,776 | \$84.43 | (128) | \$99,351 | \$2.68 |
| Overseas Contingency Ops | - | - | - | - | - | - | 277 | \$40,256 | \$145.33 | 277 | \$40,256 | \$145.33 |
| Other Costs | - | \$10,291 | - | - | \$10,633 | - | - | \$10,633 | - | - | - | - |
| Total – Pay Cost Drivers | 40,764 | \$3,237,807 | \$79.43 | 41,129 | \$3,373,058 | \$82.01 | 41,278 | \$3,512,665 | \$85.10 | 149 | \$139,607 | \$3.09 |

Explanation of Pay Cost Drivers

Military Pay: Military Pay and Allowances includes salary, benefits, and housing allowances for military personnel. The FTE change includes the annualization of FY 2020 initiatives and FY 2021 initiatives, including follow-on requirements for new assets delivered via the Coast Guard's acquisition programs (e.g., FRC, OPC, and NSC) and increases in the cyber and marine safety workforces. The FTE change also reflects decreases due to efficiencies and planned decommissionings in FY 2021 (e.g., WHECs, WPBs, CBPs, and Stations). The rate increase was primarily a result of the FY 2020 military pay raise of 3.1%, the FY 2021 military pay raise of 3.0%, and an increase to military personnel basic allowance for housing (BAH).

Overseas Contingency Operations: Overseas Contingency Operations includes salary, benefits, and allowances for military personnel supporting contingency operations and formerly covered by Overseas Contingency Operations funding. This includes incremental personnel permanently assigned to the contingency, represented as FTE, as well as the mobilization costs for deployed Reservists, and the region-specific special pay and bonuses for deployed Active Duty personnel. Mobilization costs and special pay and bonuses are responsible for the high rate. More information is available in the Overseas Contingency Operations chapter.

Other Costs: This includes service expenses for military personnel, including reimbursable detail for Navy chaplains and special reimbursements for Auxiliaries.

**Military Pay and Allowances – PPA
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|-----------------------------------|---|
| Military Pay and Allowances | \$627,009 | \$649,995 | \$644,723 | (\$5,272) |
| Total | \$627,009 | \$649,995 | \$644,723 | (\$5,272) |
| Discretionary - Appropriation | \$627,009 | \$649,995 | \$644,723 | (\$5,272) |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|------------------------|------------------------|-----------------------------------|----------------------------------|
| 21.0 Travel and Transportation of Persons | \$52,514 | \$46,947 | \$47,489 | \$542 |
| 22.0 Transportation of Things | \$48,014 | \$49,263 | \$50,211 | \$948 |
| 23.2 Rental Payments to Others | \$3,848 | \$3,848 | \$3,848 | - |
| 23.3 Communications, Utilities, and Misc. Charges | \$135 | \$135 | \$135 | - |
| 24.0 Printing and Reproduction | \$3 | \$3 | \$3 | - |
| 25.1 Advisory and Assistance Services | \$19,406 | \$19,406 | \$19,406 | - |
| 25.2 Other Services from Non-Federal Sources | \$39,284 | \$39,284 | \$39,284 | - |
| 25.3 Other Goods and Services from Federal Sources | \$63,200 | \$63,037 | \$63,462 | \$425 |
| 25.4 Operation and Maintenance of Facilities | \$93 | \$93 | \$93 | - |
| 25.6 Medical Care | \$343,944 | \$356,836 | \$347,249 | (\$9,587) |
| 25.7 Operation and Maintenance of Equipment | \$6,386 | \$6,386 | \$6,386 | - |
| 26.0 Supplies and Materials | \$47,486 | \$47,486 | \$47,486 | - |
| 31.0 Equipment | \$722 | \$15,297 | \$17,697 | \$2,400 |
| 42.0 Insurance Claims and Indemnities | \$1,974 | \$1,974 | \$1,974 | - |
| Total - Non Pay Object Classes | \$627,009 | \$649,995 | \$644,723 | (\$5,272) |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| Military Health Care | \$435,271 | \$462,547 | \$450,101 | (\$12,446) |
| Permanent Change of Station | \$155,997 | \$151,707 | \$150,832 | (\$875) |
| Overseas Contingency Operations | - | - | \$8,087 | \$8,087 |
| Other Costs | \$35,741 | \$35,741 | \$35,703 | (\$38) |
| Total – Non Pay Cost Drivers | \$627,009 | \$649,995 | \$644,723 | (\$5,272) |

Explanation of Non Pay Cost Drivers

Military Health Care: The request is derived from actuarial projections of medical costs to support military personnel. This reflects cost changes that affect all FTE. The decrease is primarily driven by the FY 2021 military allowances reduction.

Permanent Change of Station: The budget is refined from historical analysis of costs associated with moving military personnel between duty stations. The decrease is primarily driven by the FY 2021 military allowances reduction.

Overseas Contingency Operations: Overseas Contingency Operations includes theater-specific medical costs for deployed and mobilized personnel. More information is available in the Overseas Contingency Operations chapter.

Other Costs: The budget reflects miscellaneous military support costs, including leased housing and initial uniform clothing allotments for new recruits. The decrease is associated with the reduction to personnel not associated with contingency operations.

Civilian Pay and Benefits – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|--------------|------------------|--------------------|--------------|--------------------|-------------------------------|--------------|--------------------|-------------------------------------|------------|-----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Civilian Pay and Benefits | 8,646 | 7,595 | \$939,707 | 8,916 | 7,829 | \$1,004,319 | 9,234 | 8,121 | \$1,103,051 | 318 | 292 | \$98,732 |
| Total | 8,646 | 7,595 | \$939,707 | 8,916 | 7,829 | \$1,004,319 | 9,234 | 8,121 | \$1,103,051 | 318 | 292 | \$98,732 |
| Subtotal Discretionary - Appropriation | 8,646 | 7,595 | \$939,707 | 8,916 | 7,829 | \$1,004,319 | 9,234 | 8,121 | \$1,103,051 | 318 | 292 | \$98,732 |

PPA Level I Description

The Civilian Pay and Benefits PPA funds expenses related to compensation and entitlements for Federal civilian employees. The workforce is composed of General Schedule (GS) personnel, Administrative Law (AL) Judges, Senior Executive Service (SES) personnel, personnel whose salaries are Administratively Determined (AD) (e.g., Coast Guard Academy civilian faculty members), Wage Grade (WG) positions employed in industrial operations, and “Non-Ceiling” (NC) employees (e.g., cooperative education students, student aides, and Federal junior fellows).

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

Civilian Pay and Benefits – PPA
Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|--------------------|--------------------|
| Enacted/Request | \$939,707 | \$1,004,319 | \$1,103,051 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$939,707 | \$1,004,319 | \$1,103,051 |
| Collections – Reimbursable Resources | \$25,092 | \$25,092 | \$29,437 |
| Total Budget Resources | \$964,799 | \$1,029,411 | \$1,132,488 |
| Obligations (Actual/Estimates/Projections) | \$964,799 | \$1,029,411 | \$1,132,488 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 8,646 | 8,916 | 9,234 |
| Enacted/Request FTE | 7,595 | 7,829 | 8,121 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 7,770 | 9,161 | 9,481 |
| FTE (Actual/Estimates/Projections) | 7,739 | 8,068 | 8,365 |

Civilian Pay and Benefits – PPA Collections – Reimbursable Resources

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|--------|-----------------|------------|-----------------|-----------------|------------|-----------------|----------------------------|------------|-----------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Agriculture - Department of Agriculture | Source | 4 | 2 | \$211 | 4 | 2 | \$211 | - | - | - |
| Department of Commerce - Department of Commerce | Source | 2 | 2 | \$263 | 2 | 2 | \$263 | 1 | 1 | \$138 |
| Department of Defense - Department of Defense | Source | 34 | 34 | \$5,305 | 34 | 34 | \$5,305 | 29 | 28 | \$4,923 |
| Department of Health and Human Services - Department Wide | Source | 16 | 12 | \$905 | 16 | 12 | \$905 | 5 | 5 | \$642 |
| Department of Homeland Security - Department of Homeland Security | Source | 161 | 161 | \$15,702 | 161 | 161 | \$15,702 | 100 | 98 | \$11,515 |
| Other Anticipated Reimbursables | Source | 7 | 7 | \$916 | 7 | 7 | \$916 | 1 | 1 | \$138 |
| Independent Agency - Environmental Protection Agency | Source | 4 | 4 | \$470 | 4 | 4 | \$470 | 9 | 9 | \$1,354 |
| Department of Justice - Department of Justice | Source | - | - | - | - | - | - | 2 | 2 | \$397 |
| Department of Labor - Department of Labor | Source | 2 | 2 | \$185 | 2 | 2 | \$185 | - | - | - |
| Department of State - Department of State | Source | 1 | 1 | \$178 | 1 | 1 | \$178 | 1 | 1 | \$138 |
| Department of Treasury - Department of the Treasury | Source | 1 | 1 | \$187 | 1 | 1 | \$187 | 89 | 89 | \$8,705 |
| Department of Transportation - Department of Transportation | Source | 6 | 6 | \$562 | 6 | 6 | \$562 | 6 | 6 | \$697 |
| Office of Director of National Intelligence | Source | 7 | 7 | \$208 | 7 | 7 | \$208 | 4 | 4 | \$790 |
| Total Collections | | 245 | 239 | \$25,092 | 245 | 239 | \$25,092 | 247 | 244 | \$29,437 |

Civilian Pay and Benefits – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|--------------|--------------|--------------------|
| FY 2019 Enacted | 8,646 | 7,595 | \$939,707 |
| FY 2020 Enacted | 8,916 | 7,829 | \$1,004,319 |
| FY 2021 Base Budget | 8,916 | 7,829 | \$1,004,319 |
| 2020 Civilian Pay Raise | - | - | \$30,615 |
| 2021 Civilian Pay Raise | - | - | \$7,995 |
| Annualization of 2020 Initiative Reductions | - | 20 | \$2,776 |
| Annualization of 2020 Initiatives | - | 56 | \$9,096 |
| FERS Agency Contribution | - | - | \$9,022 |
| PPA Technical Base Funding Adjustments | 13 | 13 | \$2,149 |
| Total, Pricing Increases | 13 | 89 | \$61,653 |
| Termination of 2020 One-Time Costs | - | - | (\$156) |
| Total, Pricing Decreases | - | - | (\$156) |
| Total Adjustments-to-Base | 13 | 89 | \$61,497 |
| FY 2021 Current Services | 8,929 | 7,918 | \$1,065,816 |
| Acquisition Support Personnel | 17 | 9 | \$1,324 |
| Awards Spending Increase | - | - | \$10,658 |
| Countering Transnational Criminal Organizations | 3 | 2 | \$234 |
| Cyber Enabling Operations | 14 | 7 | \$1,162 |
| Cyber Protection and Defense | 35 | 24 | \$4,047 |
| Fast Response Cutter (FRC) Follow-On | 1 | 1 | \$64 |
| Information Technology Infrastructure Readiness | 3 | 2 | \$276 |
| Information Technology Insourcing | 88 | 66 | \$9,088 |
| Integrated Disability Evaluation System | 2 | 1 | \$250 |
| Maritime Safety, Security, and Commerce | 28 | 16 | \$2,460 |
| Maritime Sector Cybersecurity Engagement | 14 | 7 | \$753 |
| Mission Ready Total Workforce Training and Support | 29 | 15 | \$1,860 |
| Mission Support Efficiencies | 45 | 45 | \$4,709 |
| National Security Cutter (NSC) Follow-On | 25 | 14 | \$1,805 |
| Oceania and INDOPACOM Operations | 1 | 1 | \$156 |
| Offshore Patrol Cutter (OPC) Follow-On | 10 | 5 | \$581 |

Operations and Support

Civilian Pay and Benefits – PPA

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|--------------|--------------------|
| Operational Mobility | 1 | 1 | \$78 |
| Safe Homes Initiative | 2 | 1 | \$156 |
| Shore Facility Follow-On | 3 | 2 | \$141 |
| Total, Program Increases | 321 | 219 | \$39,802 |
| Management Efficiencies | (16) | (16) | (\$2,567) |
| Total, Program Decreases | (16) | (16) | (\$2,567) |
| FY 2021 Request | 9,234 | 8,121 | \$1,103,051 |
| FY 2020 To FY 2021 Change | 318 | 292 | \$98,732 |

**Civilian Pay and Benefits – PPA
Personnel Compensation and Benefits**

Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|--------------|------------------|-----------------|-----------------|--------------|------------------|-----------------|----------------------------|--------------|--------------------|-----------------|--------------------------|------------|-----------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Civilian Pay and Benefits | 8,646 | 7,595 | \$934,516 | \$122.97 | 8,916 | 7,829 | \$999,124 | \$127.54 | 9,234 | 8,121 | \$1,097,856 | \$135.11 | 318 | 292 | \$98,732 | \$7.57 |
| Total | 8,646 | 7,595 | \$934,516 | \$122.97 | 8,916 | 7,829 | \$999,124 | \$127.54 | 9,234 | 8,121 | \$1,097,856 | \$135.11 | 318 | 292 | \$98,732 | \$7.57 |
| Discretionary - Appropriation | 8,646 | 7,595 | \$934,516 | \$122.97 | 8,916 | 7,829 | \$999,124 | \$127.54 | 9,234 | 8,121 | \$1,097,856 | \$135.11 | 318 | 292 | \$98,732 | \$7.57 |

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|------------------|------------------|-------------------------------|-----------------------------|
| 11.1 Full-time Permanent | \$674,480 | \$707,979 | \$767,462 | \$59,483 |
| 11.3 Other than Full-Time Permanent | \$4,354 | \$4,546 | \$4,546 | - |
| 11.5 Other Personnel Compensation | \$23,807 | \$24,748 | \$36,223 | \$11,475 |
| 11.8 Special Personal Services Payments | - | \$1 | \$1 | - |
| 12.1 Civilian Personnel Benefits | \$231,280 | \$261,254 | \$289,028 | \$27,774 |
| 13.0 Benefits for Former Personnel | \$595 | \$596 | \$596 | - |
| Total - Personnel Compensation and Benefits | \$934,516 | \$999,124 | \$1,097,856 | \$98,732 |
| Positions and FTE | | | | |
| Positions - Civilian | 8,646 | 8,916 | 9,234 | 318 |
| FTE - Civilian | 7,595 | 7,829 | 8,121 | 292 |

Pay Cost Drivers

| Pay Cost Drivers (Dollars in Thousands) | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|--|--------------------|------------------|-----------------|--------------------|------------------|-----------------|-------------------------------|--------------------|-----------------|-------------------------------------|-----------------|---------------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| Civilian Pay and Allowances | 7,595 | \$933,921 | \$122.97 | 7,829 | \$998,527 | \$127.54 | 8,121 | \$1,097,259 | \$135.11 | 272 | \$98,732 | \$7.57 |
| Other Costs | - | \$595 | - | - | \$597 | - | - | \$597 | - | - | - | - |
| Total – Pay Cost Drivers | 7,595 | \$934,516 | \$123.04 | 7,829 | \$999,124 | \$127.62 | 8,121 | \$1,097,856 | \$135.19 | 272 | \$98,732 | \$7.57 |

Explanation of Pay Cost Drivers

Civilian Pay and Allowances: Civilian Pay and Allowances includes salary, benefits, awards, overtime, and other personnel compensation for civilian personnel. The FTE change reflects the annualization of FY 2020 initiatives and FY 2021 initiatives including acquisition support personnel, human capital investments, cybersecurity and IT infrastructure enhancements, contract insourcing, and Counter Transnational Criminal Organization (TCO) initiatives, and decreases due to efficiencies. The rate increase of civilian pay was driven by the need to fully fund the 2020 civilian pay raise (3.1%), the 2021 civilian pay raise (1.0%), the increase to civilian awards, and increases for Federal Employee Retirement System benefits (1.3% for most employees; 2.4% for law enforcement personnel).

Other Costs: This includes civilian special personal services payments and benefits to civilian personnel who incur a civilian salary reduction when activated by the Reserve component.

**Civilian Pay and Benefits – PPA
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|-----------------------------------|---|
| Civilian Pay and Benefits | \$5,191 | \$5,195 | \$5,195 | - |
| Total | \$5,191 | \$5,195 | \$5,195 | - |
| Discretionary - Appropriation | \$5,191 | \$5,195 | \$5,195 | - |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|------------------------|------------------------|-----------------------------------|----------------------------------|
| 21.0 Travel and Transportation of Persons | \$2,021 | \$2,022 | \$2,022 | - |
| 22.0 Transportation of Things | \$1,261 | \$1,264 | \$1,264 | - |
| 25.2 Other Services from Non-Federal Sources | \$100 | \$100 | \$100 | - |
| 25.3 Other Goods and Services from Federal Sources | \$1,809 | \$1,809 | \$1,809 | - |
| Total - Non Pay Object Classes | \$5,191 | \$5,195 | \$5,195 | - |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------------|----------------------------------|---|---|
| Civilian Support | \$5,191 | \$5,195 | \$5,195 | - |
| Total – Non Pay Cost Drivers | \$5,191 | \$5,195 | \$5,195 | - |

Explanation of Non Pay Cost Driver

Civilian Support: The budget supports miscellaneous civilian personnel support costs (e.g., relocation, transit benefits, and legal settlements).

*Training and Recruiting – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|------------------|--------------------|-----|------------------|-------------------------------|-----|------------------|-------------------------------------|-----|-----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Training and Recruiting | - | - | \$189,983 | - | - | \$210,912 | - | - | \$230,901 | - | - | \$19,989 |
| Total | - | - | \$189,983 | - | - | \$210,912 | - | - | \$230,901 | - | - | \$19,989 |
| Subtotal Discretionary - Appropriation | - | - | \$189,983 | - | - | \$210,912 | - | - | \$230,901 | - | - | \$19,989 |

PPA Level I Description

The Training and Recruiting PPA provides funding for the Coast Guard's basic and advanced professional training and education programs. Additionally, it funds the O&M of the eight national Coast Guard training centers, nine regional training centers, the Coast Guard Academy, and Coast Guard recruiting centers and efforts.

Coast Guard Basic Training is responsible for up to 4,500 enlisted recruits and the Coast Guard Academy commissions 300 officers through various programs. In addition, advanced and specialized training is conducted for both enlisted and officers to ensure a ready workforce to meet mission needs.

The Training and Recruiting PPA includes essential funding to recruit and process Coast Guard applicants into the officer and enlisted corps. In addition, funding provides tuition, travel, and per diem for formal training and education performed by military service members and civilian personnel. It also provides resources to ensure the Coast Guard is recruiting a robust and diverse workforce. Through internal and external efficiency reviews and prioritization efforts, it ensures prudent allocation of resources for training and workforce preparation that enable the Coast Guard to execute its missions.

The Coast Guard maintains a rigorous set of standards to ensure the validity and reliability of training and stewardship of training resources. In addition to the training provided by the Coast Guard, the funding also provides resources for opportunities provided through DHS and DOD training facilities, other Government agencies, and commercial providers. Training and education are conducted by dedicated resident staff in classroom environments and through exportable training, correspondence courses, and/or computer-based training.

Training and Recruiting – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|------------------|
| Enacted/Request | \$189,983 | \$210,912 | \$230,901 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | \$3,300 | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$193,283 | \$210,912 | \$230,901 |
| Collections – Reimbursable Resources | \$2,100 | \$2,115 | \$2,745 |
| Total Budget Resources | \$195,383 | \$213,027 | \$233,646 |
| Obligations (Actual/Estimates/Projections) | \$195,383 | \$213,027 | \$233,646 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Training and Recruiting – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|------------------|
| FY 2019 Enacted | - | - | \$189,983 |
| FY 2020 Enacted | - | - | \$210,912 |
| FY 2021 Base Budget | - | - | \$210,912 |
| Annualization of 2020 Initiatives | - | - | \$1,228 |
| PPA Technical Base Funding Adjustments | - | - | \$137 |
| Total, Pricing Increases | - | - | \$1,365 |
| Annualization of 2020 Initiative Reductions | - | - | (\$372) |
| Termination of 2020 One-Time Costs | - | - | (\$941) |
| Total, Pricing Decreases | - | - | (\$1,313) |
| Total Adjustments-to-Base | - | - | \$52 |
| FY 2021 Current Services | - | - | \$210,964 |
| Acquisition Support Personnel | - | - | \$273 |
| Countering Transnational Criminal Organizations | - | - | \$70 |
| Cyber Enabling Operations | - | - | \$700 |
| Cyber Operations and Training | - | - | \$892 |
| Cyber Protection and Defense | - | - | \$963 |
| Fast Response Cutter (FRC) Follow-On | - | - | \$109 |
| Information Technology Infrastructure Readiness | - | - | \$1 |
| Information Technology Insourcing | - | - | \$62 |
| Integrated Disability Evaluation System | - | - | \$5 |
| Maritime Safety, Security, and Commerce | - | - | \$552 |
| Maritime Sector Cybersecurity Engagement | - | - | \$2 |
| Mission Ready Total Workforce Training and Support | - | - | \$2,711 |
| National Security Cutter (NSC) Follow-On | - | - | \$55 |
| Oceania and INDOPACOM Operations | - | - | \$26 |
| Offshore Patrol Cutter (OPC) Follow-On | - | - | \$294 |
| Overseas Contingency Operations to Base | - | - | \$14,164 |
| Reserve Readiness | - | - | \$17 |
| Shore Facility Follow-On | - | - | \$3 |
| Transition Air Station Borinquen | - | - | \$3,147 |

Operations and Support

Training and Recruiting – PPA

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|------------------|
| Total, Program Increases | - | - | \$24,046 |
| Decommission Eight Marine Protector Class Coastal Patrol Boats | - | - | (\$139) |
| Decommission Two High Endurance Cutters (WHECs) | - | - | (\$795) |
| Decommission Two Island Class Patrol Boats (WPBs) | - | - | (\$36) |
| Management Efficiencies | - | - | (\$52) |
| Mission Support Efficiencies | - | - | (\$43) |
| Optimize Boat Station Footprint | - | - | (\$64) |
| Professional Services Efficiencies | - | - | (\$1,327) |
| Travel Efficiencies | - | - | (\$1,653) |
| Total, Program Decreases | - | - | (\$4,109) |
| FY 2021 Request | - | - | \$230,901 |
| FY 2020 To FY 2021 Change | - | - | \$19,989 |

Training and Recruiting – PPA Non Pay Budget Exhibits

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|------------------|------------------|-------------------------------|-------------------------------------|
| Training and Recruiting | \$189,983 | \$210,912 | \$230,901 | \$19,989 |
| Total | \$189,983 | \$210,912 | \$230,901 | \$19,989 |
| Discretionary - Appropriation | \$189,983 | \$210,912 | \$230,901 | \$19,989 |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$47,995 | \$48,939 | \$54,796 | \$5,857 |
| 22.0 Transportation of Things | \$7,026 | \$7,026 | \$7,026 | - |
| 23.2 Rental Payments to Others | \$2,448 | \$2,448 | \$2,468 | \$20 |
| 23.3 Communications, Utilities, and Misc. Charges | \$10,699 | \$10,761 | \$10,770 | \$9 |
| 24.0 Printing and Reproduction | \$379 | \$379 | \$379 | - |
| 25.1 Advisory and Assistance Services | \$13,339 | \$24,641 | \$34,514 | \$9,873 |
| 25.2 Other Services from Non-Federal Sources | \$59,796 | \$66,275 | \$67,706 | \$1,431 |
| 25.3 Other Goods and Services from Federal Sources | \$8,147 | \$9,837 | \$11,753 | \$1,916 |
| 25.4 Operation and Maintenance of Facilities | \$8,736 | \$8,763 | \$8,765 | \$2 |
| 25.7 Operation and Maintenance of Equipment | \$4,761 | \$4,860 | \$4,867 | \$7 |
| 25.8 Subsistence & Support of Persons | \$1,023 | \$1,043 | \$1,060 | \$17 |
| 26.0 Supplies and Materials | \$22,137 | \$22,338 | \$22,515 | \$177 |
| 31.0 Equipment | \$3,497 | \$3,602 | \$4,082 | \$480 |
| 41.0 Grants, Subsidies, and Contributions | - | - | \$200 | \$200 |
| Total - Non Pay Object Classes | \$189,983 | \$210,912 | \$230,901 | \$19,989 |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| Training and Education | \$91,295 | \$104,745 | \$116,332 | \$11,587 |
| Recruiting and Training Centers | \$98,688 | \$106,167 | \$100,405 | (\$5,762) |
| Overseas Contingency Operations | - | - | \$14,164 | \$14,164 |
| Total – Non Pay Cost Drivers | \$189,983 | \$210,912 | \$230,901 | \$19,989 |

Explanation of Non Pay Cost Drivers

Training and Education: Funding supports formal training, including temporary duty entitlements (e.g., per diem) and travel costs for military and civilian personnel. The change is primarily driven by workforce readiness training initiatives for pilots, officer leadership, and cyber. The change also reflects both one-time and recurring training costs associated with bringing new assets (e.g., NSC, OPC, FRC) into service and transitioning Air Station Borinquen, including training requirements for the crews and support personnel.

Recruiting and Training Centers: Funding supports the operating and maintenance expenses for Coast Guard training and recruiting centers. It also includes funding for tuition, formal training, and associated costs. The change is primarily driven by efficiencies in travel and professional services contracts.

Overseas Contingency Operations: Overseas Contingency Operations includes theater-specific training, pre-deployment training, and other preparation for personnel deployed or mobilized in support of contingency operations. More information is available in the Overseas Contingency Operations chapter.

Operating Funds and Unit Level Maintenance – PPA

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|------------------|--------------------|-----|------------------|-------------------------------|-----|------------------|-------------------------------------|-----|-----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Operating Funds and Unit Level Maintenance | - | - | \$919,533 | - | - | \$929,895 | - | - | \$993,903 | - | - | \$64,008 |
| Total | - | - | \$919,533 | - | - | \$929,895 | - | - | \$993,903 | - | - | \$64,008 |
| Subtotal Discretionary - Appropriation | - | - | \$919,533 | - | - | \$929,895 | - | - | \$993,903 | - | - | \$64,008 |

PPA Level I Description

The Operating Funds and Unit Level Maintenance PPA provides funds for units, facilities, and activities that are under the direct operational and administrative control of the Coast Guard’s Headquarters and Atlantic or Pacific Area Commanders. These include NSCs; High and Medium Endurance Cutters (WHECs/WMECs); Sectors; Patrol Boats; Multi-mission Boat Stations; Air Stations; Communication Stations; Deployable Specialized Forces; support commands; and Area and District Offices. The funding provides supplies, materials, and services that allow the Coast Guard to sustain operations and provide an immediate response capability. The funding supports unit level maintenance of cutters, boats, aircraft, electronics systems, mechanical systems, and electrical equipment; service-life replacement and emergent purchase of boats; procurement of supplies and materials utilized for unit “housekeeping” and administration; spare parts; liquid fuel and energy; and other materials consumed that contribute directly to mission effectiveness.

Operating Funds and Unit Level Maintenance – PPA
Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$919,533 | \$929,895 | \$993,903 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$42,928 | \$42,707 | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | \$3,022 | - | - |
| Supplementals | \$48,977 | - | - |
| Total Budget Authority | \$1,014,460 | \$972,602 | \$993,903 |
| Collections – Reimbursable Resources | \$125,582 | \$163,862 | \$240,440 |
| Total Budget Resources | \$1,140,042 | \$1,136,464 | \$1,234,343 |
| Obligations (Actual/Estimates/Projections) | \$1,097,335 | \$1,136,464 | \$1,234,343 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line.

**Operating Funds and Unit Level Maintenance – PPA
Collections – Reimbursable Resources**

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|--------|-----------------|-----|------------------|-----------------|-----|------------------|----------------------------|-----|------------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Agriculture - Department of Agriculture | Source | - | - | \$33 | - | - | \$33 | - | - | - |
| Department of Commerce - Department of Commerce | Source | - | - | \$1,429 | - | - | \$1,429 | - | - | \$2,019 |
| Department of Defense - Department of Defense | Source | - | - | \$70,511 | - | - | \$55,361 | - | - | \$99,273 |
| Department of Health and Human Services - Department Wide | Source | - | - | \$43 | - | - | \$12 | - | - | - |
| Department of Homeland Security - Department of Homeland Security | Source | - | - | \$17,729 | - | - | \$17,729 | - | - | \$57,692 |
| Department of Homeland Security - Federal Emergency Management Agency | Source | - | - | - | - | - | \$53,011 | - | - | - |
| Other Anticipated Reimbursables | Source | - | - | \$16,150 | - | - | \$16,150 | - | - | \$54,884 |
| Independent Agency - Environmental Protection Agency | Source | - | - | \$4,044 | - | - | \$3,785 | - | - | \$4,145 |
| Department of Justice - Department of Justice | Source | - | - | - | - | - | - | - | - | \$600 |
| Department of Labor - Department of Labor | Source | - | - | \$194 | - | - | \$194 | - | - | \$25 |
| Department of State - Department of State | Source | - | - | \$14,376 | - | - | \$14,376 | - | - | \$15,820 |
| Department of Interior - Department of the Interior | Source | - | - | - | - | - | - | - | - | \$311 |
| Department of Treasury - Department of the Treasury | Source | - | - | \$817 | - | - | \$817 | - | - | \$5,404 |
| Department of Transportation - Department of Transportation | Source | - | - | \$216 | - | - | \$216 | - | - | \$267 |
| Office of Director of National Intelligence | Source | - | - | \$40 | - | - | \$749 | - | - | - |
| Total Collections | | - | - | \$125,582 | - | - | \$163,862 | - | - | \$240,440 |

Operating Funds and Unit Level Maintenance – PPA

Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|-------------------|
| FY 2019 Enacted | - | - | \$919,533 |
| FY 2020 Enacted | - | - | \$929,895 |
| FY 2021 Base Budget | - | - | \$929,895 |
| Transfer for C-LAN WCF Removals from USCG/OFULM to A&O | - | - | (\$426) |
| Transfer for WCF Removals from USCG/OFULM to MGMT/OCHCO | - | - | (\$220) |
| Transfer for WCF Removals from USCG/OFULM to MGMT/OCIO | - | - | (\$663) |
| Total Transfers | - | - | (\$1,309) |
| Annualization of 2020 Initiatives | - | - | \$3,436 |
| Total, Pricing Increases | - | - | \$3,436 |
| Annualization of 2020 Initiative Reductions | - | - | (\$1,802) |
| PPA Technical Base Funding Adjustments | - | - | (\$3,828) |
| Termination of 2020 One-Time Costs | - | - | (\$8,578) |
| Total, Pricing Decreases | - | - | (\$14,208) |
| Total Adjustments-to-Base | - | - | (\$12,081) |
| FY 2021 Current Services | - | - | \$917,814 |
| Acquisition Support Personnel | - | - | \$261 |
| Countering Transnational Criminal Organizations | - | - | \$242 |
| Cyber Enabling Operations | - | - | \$2,276 |
| Cyber Operations and Training | - | - | \$27 |
| Cyber Protection and Defense | - | - | \$1,194 |
| Fast Response Cutter (FRC) Follow-On | - | - | \$2,264 |
| Information Technology Infrastructure Readiness | - | - | \$26 |
| Information Technology Insourcing | - | - | \$267 |
| Integrated Disability Evaluation System | - | - | \$162 |
| Maritime Safety, Security, and Commerce | - | - | \$1,367 |
| Maritime Sector Cybersecurity Engagement | - | - | \$133 |
| Mission Ready Total Workforce Training and Support | - | - | \$1,985 |
| National Security Cutter (NSC) Follow-On | - | - | \$19,638 |
| Oceania and INDOPACOM Operations | - | - | \$1,569 |
| Offshore Patrol Cutter (OPC) Follow-On | - | - | \$1,244 |

Operations and Support

Operating Funds and Unit Level Maintenance – PPA

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|-------------------|
| Operational Mobility | - | - | \$3 |
| Optimize Boat Station Footprint | - | - | \$2,699 |
| Overseas Contingency Operations to Base | - | - | \$65,684 |
| Reserve Readiness | - | - | \$70 |
| Safe Homes Initiative | - | - | \$17 |
| Shore Facility Follow-On | - | - | \$1,118 |
| Transition Air Station Borinquen | - | - | \$788 |
| Total, Program Increases | - | - | \$103,034 |
| Decommission Eight Marine Protector Class Coastal Patrol Boats | - | - | (\$448) |
| Decommission Two High Endurance Cutters (WHECs) | - | - | (\$3,518) |
| Decommission Two Island Class Patrol Boats (WPBs) | - | - | (\$102) |
| Management Efficiencies | - | - | (\$75) |
| Mission Support Efficiencies | - | - | (\$7,322) |
| Professional Services Efficiencies | - | - | (\$7,900) |
| Travel Efficiencies | - | - | (\$7,580) |
| Total, Program Decreases | - | - | (\$26,945) |
| FY 2021 Request | - | - | \$993,903 |
| FY 2020 To FY 2021 Change | - | - | \$64,008 |

**Operating Funds and Unit Level Maintenance – PPA
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|-----------------------------------|---|
| Operating Funds and Unit Level Maintenance | \$919,533 | \$929,895 | \$993,903 | \$64,008 |
| Total | \$919,533 | \$929,895 | \$993,903 | \$64,008 |
| Discretionary - Appropriation | \$919,533 | \$929,895 | \$993,903 | \$64,008 |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|------------------------|------------------------|-----------------------------------|----------------------------------|
| 21.0 Travel and Transportation of Persons | \$120,996 | \$122,335 | \$134,808 | \$12,473 |
| 22.0 Transportation of Things | \$37,336 | \$37,365 | \$41,375 | \$4,010 |
| 23.2 Rental Payments to Others | \$24,663 | \$24,808 | \$24,844 | \$36 |
| 23.3 Communications, Utilities, and Misc. Charges | \$72,210 | \$73,177 | \$74,138 | \$961 |
| 24.0 Printing and Reproduction | \$2,712 | \$2,712 | \$2,750 | \$38 |
| 25.1 Advisory and Assistance Services | \$17,932 | \$13,756 | \$9,753 | (\$4,003) |
| 25.2 Other Services from Non-Federal Sources | \$156,195 | \$159,841 | \$167,724 | \$7,883 |
| 25.3 Other Goods and Services from Federal Sources | \$56,034 | \$52,444 | \$53,018 | \$574 |
| 25.4 Operation and Maintenance of Facilities | \$57,924 | \$60,385 | \$60,838 | \$453 |
| 25.6 Medical Care | \$179 | \$163 | \$158 | (\$5) |
| 25.7 Operation and Maintenance of Equipment | \$21,223 | \$15,972 | \$20,490 | \$4,518 |
| 25.8 Subsistence & Support of Persons | \$960 | \$1,091 | \$1,246 | \$155 |
| 26.0 Supplies and Materials | \$297,657 | \$305,388 | \$325,895 | \$20,507 |
| 31.0 Equipment | \$53,082 | \$60,028 | \$73,644 | \$13,616 |
| 32.0 Land and Structures | \$110 | \$110 | \$2,902 | \$2,792 |
| 42.0 Insurance Claims and Indemnities | \$320 | \$320 | \$320 | - |
| Total - Non Pay Object Classes | \$919,533 | \$929,895 | \$993,903 | \$64,008 |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| District Area Commands | \$291,724 | \$292,911 | \$295,385 | \$2,474 |
| Logistics and Service Centers | \$233,680 | \$243,871 | \$243,192 | (\$679) |
| Headquarters | \$235,821 | \$234,803 | \$233,340 | (\$1,463) |
| Area Commands | \$158,308 | \$158,310 | \$156,302 | (\$2,008) |
| Overseas Contingency Operations | - | - | \$65,684 | \$65,684 |
| Total – Non Pay Cost Drivers | \$919,533 | \$929,895 | \$993,903 | \$64,008 |

Explanation of Non Pay Cost Drivers

District Area Commands: The budget funds all units, facilities, and activities that are under the direct operational control of the Coast Guard's District Commanders. This change reflects follow-on funding for FRCs, transition of Air Station Borinquen, annualization of FY 2020 initiatives, and the decommissioning of CPBs.

Logistics and Service Centers: The budget funds all units, facilities, and activities under the direct control of Coast Guard Operational Commanders. The change reflects increases for follow-on funding for support to NSC, OPC, and FRC operations; shore facility follow-on for new assets; consolidation of boat stations; annualization of FY 2020 initiatives; and efficiencies in travel and mission support.

Headquarters: The budget funds Coast Guard Headquarters and centralized activities, which support field operations. The change reflects increases for follow-on funding to facilitate the efficient execution and oversight of NSC, OPC, and FRC operations; shore facility follow-on for new assets; counter TCO initiatives; workforce readiness initiatives; annualization of FY 2020 initiatives; and efficiencies in travel and professional services contracts.

Area Commands: The budget funds all units, facilities, and activities that are under the direct operational control of the Coast Guard's Atlantic and Pacific Area Commanders. This change reflects the follow-on funding for the ninth NSC in Atlantic Area as well as the annualization of FY 2020 initiatives, and the decommissioning of two WHECs in Pacific Area.

Overseas Contingency Operations: The budget funds all units, facilities, and activities that are supporting contingency operations. More information is available in the Overseas Contingency Operations chapter.

Centrally Managed Accounts – PPA

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|------------------|--------------------|-----|------------------|-------------------------------|-----|-----------------|-------------------------------------|-----|-------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Centrally Managed Accounts | - | - | \$161,441 | - | - | \$161,205 | - | - | \$93,451 | - | - | (\$67,754) |
| Total | - | - | \$161,441 | - | - | \$161,205 | - | - | \$93,451 | - | - | (\$67,754) |
| Subtotal Discretionary - Appropriation | - | - | \$161,441 | - | - | \$161,205 | - | - | \$93,451 | - | - | (\$67,754) |

PPA Level I Description

The Centrally Managed Accounts PPA funds services provided to the entire Coast Guard. The major accounts include General Services Administration (GSA) rent, ammunition replenishment, and the DHS Working Capital Fund (WCF). The FY 2021 Budget reflects the DHS decision to remove all activities from the WCF and permanently transfer funding, including out-year costs, to MGMT.

Centrally Managed Accounts – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|-----------------|
| Enacted/Request | \$161,441 | \$161,205 | \$93,451 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$4,392 | \$9,642 | \$3,000 |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | (\$9,100) | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$156,733 | \$170,847 | \$96,451 |
| Collections – Reimbursable Resources | \$1,602 | \$1,602 | - |
| Total Budget Resources | \$158,335 | \$172,449 | \$96,451 |
| Obligations (Actual/Estimates/Projections) | \$148,693 | \$169,449 | \$96,451 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line.

Centrally Managed Accounts – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|-------------------|
| FY 2019 Enacted | - | - | \$161,441 |
| FY 2020 Enacted | - | - | \$161,205 |
| FY 2021 Base Budget | - | - | \$161,205 |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCFO | - | - | (\$82) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCHCO | - | - | (\$446) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCIO | - | - | (\$60) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCPO | - | - | (\$70) |
| Transfer for WCF Removals from USCG/Centrally Managed Accounts to MGMT/OCRSO | - | - | (\$58,371) |
| Total Transfers | - | - | (\$59,029) |
| Annualization of 2020 Initiatives | - | - | \$194 |
| Total, Pricing Increases | - | - | \$194 |
| FPS Fee Adjustment | - | - | (\$1,807) |
| Termination of 2020 One-Time Costs | - | - | (\$11,000) |
| Total, Pricing Decreases | - | - | (\$12,807) |
| Total Adjustments-to-Base | - | - | (\$71,642) |
| FY 2021 Current Services | - | - | \$89,563 |
| Acquisition Support Personnel | - | - | \$50 |
| Countering Transnational Criminal Organizations | - | - | \$45 |
| Cyber Enabling Operations | - | - | \$288 |
| Cyber Protection and Defense | - | - | \$171 |
| Fast Response Cutter (FRC) Follow-On | - | - | \$17 |
| Maritime Safety, Security, and Commerce | - | - | \$45 |
| Mission Ready Total Workforce Training and Support | - | - | \$87 |
| National Security Cutter (NSC) Follow-On | - | - | \$64 |
| Oceania and INDOPACOM Operations | - | - | \$535 |
| Offshore Patrol Cutter (OPC) Follow-On | - | - | \$24 |
| Overseas Contingency Operations to Base | - | - | \$3,365 |
| Safe Homes Initiative | - | - | \$12 |
| Total, Program Increases | - | - | \$4,703 |
| GSA Building Efficiencies | - | - | (\$800) |

Operations and Support**Centrally Managed Accounts – PPA**

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|-------------------|
| Travel Efficiencies | - | - | (\$15) |
| Total, Program Decreases | - | - | (\$815) |
| FY 2021 Request | - | - | \$93,451 |
| FY 2020 To FY 2021 Change | - | - | (\$67,754) |

**Centrally Managed Accounts – PPA
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|---------------------------------------|---|
| Centrally Managed Accounts | \$161,441 | \$161,205 | \$93,451 | (\$67,754) |
| Total | \$161,441 | \$161,205 | \$93,451 | (\$67,754) |
| Discretionary - Appropriation | \$161,441 | \$161,205 | \$93,451 | (\$67,754) |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|----------------------------|----------------------------|---------------------------------------|--------------------------------------|
| 21.0 Travel and Transportation of Persons | \$262 | \$262 | \$247 | (\$15) |
| 22.0 Transportation of Things | \$2,799 | \$2,799 | \$2,799 | - |
| 23.1 Rental Payments to GSA | \$62,832 | \$64,522 | \$6,779 | (\$57,743) |
| 23.3 Communications, Utilities, and Misc. Charges | \$13,056 | \$13,056 | \$13,056 | - |
| 25.1 Advisory and Assistance Services | \$1,875 | \$1,875 | \$1,875 | - |
| 25.2 Other Services from Non-Federal Sources | \$2,097 | \$2,097 | \$2,097 | - |
| 25.3 Other Goods and Services from Federal Sources | \$44,810 | \$42,879 | \$40,407 | (\$2,472) |
| 25.4 Operation and Maintenance of Facilities | \$361 | \$361 | \$361 | - |
| 25.7 Operation and Maintenance of Equipment | \$7,910 | \$7,915 | \$7,915 | - |
| 26.0 Supplies and Materials | \$8,314 | \$8,367 | \$11,747 | \$3,380 |
| 31.0 Equipment | \$6,125 | \$6,072 | \$6,168 | \$96 |
| 32.0 Land and Structures | \$5,000 | \$5,000 | - | (\$5,000) |
| 41.0 Grants, Subsidies, and Contributions | \$6,000 | \$6,000 | - | (\$6,000) |
| Total - Non Pay Object Classes | \$161,441 | \$161,205 | \$93,451 | (\$67,754) |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|--------------------|--------------------|-------------------------------|-------------------------------------|
| Overseas Contingency Operations | - | - | \$3,365 | \$3,365 |
| Working Capital Fund | \$70,091 | \$61,510 | - | (\$61,510) |
| Other Costs | \$91,350 | \$99,695 | \$90,086 | (\$9,609) |
| Total – Non Pay Cost Drivers | \$161,441 | \$161,205 | \$93,451 | (\$67,754) |

Explanation of Non Pay Cost Drivers

Overseas Contingency Operations: The budget funds theater-specific ammunition for units supporting contingency operations. More information is available in the Overseas Contingency Operations chapter.

Working Capital Fund: Through FY 2020, the Coast Guard contributed to the DHS Working Capital Fund (WCF) for some centrally managed shared services. For FY 2021, DHS removed all activities from the WCF and permanently transferred funding, including out-year costs, to DHS MGMT.

Other Costs: The FY 2021 Budget funds centrally managed services provided to the entire Coast Guard, such as GSA rent (other than St. Elizabeths, which was historically paid out of the Working Capital Fund) and ammunition replenishment. The change is primarily driven by the termination of one-time increases in FY 2020 for Fishing Grants and the Coast Guard Museum.

Intermediate and Depot Level Maintenance – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|--------------------|--------------------|-----|--------------------|-------------------------------|-----|--------------------|-------------------------------------|-----|------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Intermediate and Depot Level Maintenance | - | - | \$1,436,494 | - | - | \$1,517,191 | - | - | \$1,654,587 | - | - | \$137,396 |
| Total | - | - | \$1,436,494 | - | - | \$1,517,191 | - | - | \$1,654,587 | - | - | \$137,396 |
| Subtotal Discretionary - Appropriation | - | - | \$1,436,494 | - | - | \$1,517,191 | - | - | \$1,654,587 | - | - | \$137,396 |

PPA Level I Description

The Intermediate and Depot Level Maintenance PPA funds the Coast Guard's depot level maintenance for the Service's vessels, aircraft, and shore facilities. This PPA also funds maintenance and support of enterprise IT software systems, enterprise communication/network services, standard workstations, the Coast Guard Data Network (CGOne), cybersecurity, satellite and data communications, and other Coast Guard-wide Command, Control, Communication, Computer, and Information Technology (C4IT) systems. The Coast Guard maintains its vessels, aircraft, shore infrastructure, and C4IT systems using a blend of organic maintenance and repair infrastructure, and contracted maintenance activities.

A mature project planning and execution program exists within the Coast Guard to provide routine organizational level and depot level maintenance. Where expertise or infrastructure does not exist organically within the Service, the Coast Guard uses contracted resources to provide the requisite maintenance support.

Intermediate and Depot Level Maintenance – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$1,436,494 | \$1,517,191 | \$1,654,587 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | (\$1,525) | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$1,434,969 | \$1,517,191 | \$1,654,587 |
| Collections – Reimbursable Resources | - | - | \$2,760 |
| Total Budget Resources | \$1,434,969 | \$1,517,191 | \$1,657,347 |
| Obligations (Actual/Estimates/Projections) | \$1,434,969 | \$1,517,191 | \$1,657,347 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line. Rescissions to Current Year/Budget Year reflect the USCG portion of the \$12,000,000 DHS Operations and Support appropriations rescission required by Sec. 522 of the Consolidated Appropriations Act of 2019.

**Intermediate and Depot Level Maintenance – PPA
Collections – Reimbursable Resources**

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|--------|-----------------|-----|--------|-----------------|-----|--------|----------------------------|-----|----------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Department of Commerce - Department of Commerce | Source | - | - | - | - | - | - | - | - | \$24 |
| Department of Defense - Department of Defense | Source | - | - | - | - | - | - | - | - | \$1,868 |
| Department of Health and Human Services - Department Wide | Source | - | - | - | - | - | - | - | - | \$18 |
| Department of Homeland Security - Department of Homeland Security | Source | - | - | - | - | - | - | - | - | \$448 |
| Other Anticipated Reimbursables | Source | - | - | - | - | - | - | - | - | \$21 |
| Independent Agency - Environmental Protection Agency | Source | - | - | - | - | - | - | - | - | \$30 |
| Department of Justice - Department of Justice | Source | - | - | - | - | - | - | - | - | \$6 |
| Department of State - Department of State | Source | - | - | - | - | - | - | - | - | \$15 |
| Department of Treasury - Department of the Treasury | Source | - | - | - | - | - | - | - | - | \$273 |
| Department of Transportation - Department of Transportation | Source | - | - | - | - | - | - | - | - | \$24 |
| Office of Director of National Intelligence | Source | - | - | - | - | - | - | - | - | \$33 |
| Total Collections | | - | - | - | - | - | - | - | - | \$2,760 |

Intermediate and Depot Level Maintenance – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|--------------------|
| FY 2019 Enacted | - | - | \$1,436,494 |
| FY 2020 Enacted | - | - | \$1,517,191 |
| FY 2021 Base Budget | - | - | \$1,517,191 |
| Transfer for WCF Removals from USCG/IDLM to MGMT/OCRSO | - | - | (\$1,110) |
| Total Transfers | - | - | (\$1,110) |
| Annualization of 2020 Initiatives | - | - | \$9,813 |
| PPA Technical Base Funding Adjustments | - | - | \$3,526 |
| Total, Pricing Increases | - | - | \$13,339 |
| Annualization of 2020 Initiative Reductions | - | - | (\$6,337) |
| Termination of 2020 One-Time Costs | - | - | (\$24,899) |
| Total, Pricing Decreases | - | - | (\$31,236) |
| Total Adjustments-to-Base | - | - | (\$19,007) |
| FY 2021 Current Services | - | - | \$1,498,184 |
| Acquisition Support Personnel | - | - | \$131 |
| Aviation Readiness | - | - | \$9,139 |
| Countering Transnational Criminal Organizations | - | - | \$371 |
| Cutter Underway Connectivity | - | - | \$6,866 |
| Cyber Enabling Operations | - | - | \$8,492 |
| Cyber Operations and Training | - | - | \$38 |
| Cyber Protection and Defense | - | - | \$2,890 |
| Decommission Eight Marine Protector Class Coastal Patrol Boats | - | - | \$880 |
| Fast Response Cutter (FRC) Follow-On | - | - | \$2,613 |
| Information Technology Infrastructure Readiness | - | - | \$23,398 |
| Integrated Disability Evaluation System | - | - | \$22 |
| Maritime Safety, Security, and Commerce | - | - | \$572 |
| Maritime Sector Cybersecurity Engagement | - | - | \$62 |
| Mission Ready Total Workforce Training and Support | - | - | \$617 |
| National Security Cutter (NSC) Follow-On | - | - | \$14,938 |
| Oceania and INDOPACOM Operations | - | - | \$1,688 |
| Offshore Patrol Cutter (OPC) Follow-On | - | - | \$1,197 |

Operations and Support

Intermediate and Depot Level Maintenance – PPA

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|--------------------|
| Operational Mobility | - | - | \$1,763 |
| Overseas Contingency Operations to Base | - | - | \$81,107 |
| Reserve Readiness | - | - | \$173 |
| Safe Homes Initiative | - | - | \$7,815 |
| Shore Facility Follow-On | - | - | \$1,823 |
| Transition Air Station Borinquen | - | - | \$24,273 |
| Total, Program Increases | - | - | \$190,868 |
| Decommission Two High Endurance Cutters (WHECs) | - | - | (\$3,097) |
| Decommission Two Island Class Patrol Boats (WPBs) | - | - | (\$204) |
| Information Technology Insourcing | - | - | (\$11,612) |
| Management Efficiencies | - | - | (\$148) |
| Mission Support Efficiencies | - | - | (\$6,552) |
| Optimize Boat Station Footprint | - | - | (\$734) |
| Professional Services Efficiencies | - | - | (\$9,894) |
| Travel Efficiencies | - | - | (\$2,224) |
| Total, Program Decreases | - | - | (\$34,465) |
| FY 2021 Request | - | - | \$1,654,587 |
| FY 2020 To FY 2021 Change | - | - | \$137,396 |

**Intermediate and Depot Level Maintenance – PPA
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|-----------------------------------|---|
| Intermediate and Depot Level Maintenance | \$1,436,494 | \$1,517,191 | \$1,654,587 | \$137,396 |
| Total | \$1,436,494 | \$1,517,191 | \$1,654,587 | \$137,396 |
| Discretionary - Appropriation | \$1,436,494 | \$1,517,191 | \$1,654,587 | \$137,396 |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|------------------------|------------------------|-----------------------------------|----------------------------------|
| 21.0 Travel and Transportation of Persons | \$11,352 | \$11,447 | \$9,330 | (\$2,117) |
| 22.0 Transportation of Things | \$13,542 | \$13,582 | \$13,880 | \$298 |
| 23.2 Rental Payments to Others | \$1,548 | \$1,497 | \$1,497 | - |
| 23.3 Communications, Utilities, and Misc. Charges | \$66,695 | \$62,227 | \$80,933 | \$18,706 |
| 24.0 Printing and Reproduction | \$61 | \$61 | \$61 | - |
| 25.1 Advisory and Assistance Services | \$66,334 | \$75,262 | \$70,683 | (\$4,579) |
| 25.2 Other Services from Non-Federal Sources | \$135,335 | \$139,348 | \$118,727 | (\$20,621) |
| 25.3 Other Goods and Services from Federal Sources | \$9,276 | \$9,302 | \$9,785 | \$483 |
| 25.4 Operation and Maintenance of Facilities | \$142,971 | \$162,546 | \$173,333 | \$10,787 |
| 25.7 Operation and Maintenance of Equipment | \$618,665 | \$654,725 | \$703,100 | \$48,375 |
| 26.0 Supplies and Materials | \$242,226 | \$243,076 | \$257,935 | \$14,859 |
| 31.0 Equipment | \$106,095 | \$121,104 | \$180,459 | \$59,355 |
| 32.0 Land and Structures | \$22,394 | \$23,014 | \$34,864 | \$11,850 |
| Total - Non Pay Object Classes | \$1,436,494 | \$1,517,191 | \$1,654,587 | \$137,396 |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| Electronics Maintenance | \$604,488 | \$630,010 | \$661,687 | \$31,677 |
| Aeronautical Depot Level Maintenance | \$350,809 | \$360,438 | \$370,453 | \$10,015 |
| Vessel Depot Level Maintenance | \$286,005 | \$311,197 | \$316,098 | \$4,901 |
| Civil/Ocean Engineering and Shore Facilities Depot Level Maintenance | \$195,192 | \$215,546 | \$225,242 | \$9,696 |
| Overseas Contingency Operations | - | - | \$81,107 | \$81,107 |
| Total – Non Pay Cost Drivers | \$1,436,494 | \$1,517,191 | \$1,654,587 | \$137,396 |

Explanation of Non Pay Cost Drivers

Electronics Maintenance: The FY 2021 Budget funds the Coast Guard's depot level maintenance for the Service's C4IT systems using a blend of organic maintenance and repair infrastructure and contracted maintenance activities. The change is primarily driven by increases for cutter underway connectivity, operational mobility, information technology infrastructure readiness, cybersecurity, and follow-on funding for NSC, OPCs, and FRCs. The change also includes decreases associated with information technology insourcing, professional services and travel efficiencies, and annualization and termination of FY 2020 initiatives.

Aeronautical Depot Level Maintenance: The FY 2021 Budget supports the Coast Guard's depot level maintenance for the Service's aircraft using a blend of organic maintenance and repair infrastructure and contracted maintenance activities. The change is primarily driven by increases for the Air Station Borinquen transition and aviation readiness initiatives. The change also includes decreases for efficiencies in mission support and professional services contracts and termination of FY 2020 initiatives.

Vessel Depot Level Maintenance: The Budget funds the Coast Guard's depot level maintenance for the Service's vessels using a blend of organic maintenance and repair infrastructure and contracted maintenance activities. The change is primarily driven by increases for follow-on funding for NSC and FRCs. The change also includes decreases for professional services efficiencies and annualization and termination of FY 2020 initiatives.

Civil/Ocean Engineering and Shore Facilities Depot Level Maintenance: The FY 2021 funding supports the Coast Guard's depot level maintenance for the Service's shore infrastructure using a blend of organic maintenance and repair infrastructure and contracted maintenance activities. The change is primarily driven by increases for the Safe Homes Initiative and follow-on funding to maintain and operate recapitalized shore facilities in support of operational assets delivered in FY 2021. The change also includes decreases associated with optimizing the boat station footprint, professional services and travel efficiencies, and termination of FY 2020 initiatives.

Overseas Contingency Operations: The Budget funds theater-specific communications equipment and services, incremental maintenance and supply costs, and other support services. It also supports costs associated with the transition of Patrol Forces Southwest Asia from Island Class Patrol Boats to Sentinel Class Fast Response Cutters, including support, maintenance, and parts costs; transportation of personnel, equipment, and supplies to the theater; and required theater-specific modifications to vessels and temporary infrastructure. More information is available in the Overseas Contingency Operations chapter.

*Reserve Training – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|------------|------------------|--------------------|------------|------------------|-------------------------------|------------|------------------|-------------------------------------|----------|----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Reserve Training | 416 | 409 | \$117,758 | 422 | 412 | \$124,696 | 422 | 415 | \$130,714 | - | 3 | \$6,018 |
| Total | 416 | 409 | \$117,758 | 422 | 412 | \$124,696 | 422 | 415 | \$130,714 | - | 3 | \$6,018 |
| Subtotal Discretionary - Appropriation | 416 | 409 | \$117,758 | 422 | 412 | \$124,696 | 422 | 415 | \$130,714 | - | 3 | \$6,018 |

PPA Level I Description

The Reserve Training PPA funds the training, operation, and administration of the Coast Guard Reserve Program and ensures the readiness of the Coast Guard Reserve, which provides mission-ready personnel to augment active duty Coast Guard forces during times of crisis, domestically or worldwide.

Coast Guard Reserve Forces provide qualified and trained personnel for active duty operations in support of a contingency event, conflict, national emergency, or natural and man-made disasters. Reservists maintain their readiness through mobilization and training exercises alongside regular, active duty Coast Guard members during routine and emergency operations. Reservists continue to serve as a cost-effective surge force to enhance the Nation's resilience to disasters.

Reserve Training – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|------------------|
| Enacted/Request | \$117,758 | \$124,696 | \$130,714 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | \$500 | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$118,258 | \$124,696 | \$130,714 |
| Collections – Reimbursable Resources | \$130 | \$132 | \$130 |
| Total Budget Resources | \$118,388 | \$124,828 | \$130,844 |
| Obligations (Actual/Estimates/Projections) | \$118,388 | \$124,828 | \$130,844 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 416 | 422 | 422 |
| Enacted/Request FTE | 409 | 412 | 415 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 413 | 422 | 422 |
| FTE (Actual/Estimates/Projections) | 413 | 412 | 415 |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line.

**Reserve Training – PPA
Collections – Reimbursable Resources**

| Collections <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|-----------------|-----|--------------|-----------------|-----|--------------|----------------------------|-----|--------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Other Defense Civil Programs - Selective Service System Source | - | - | \$130 | - | - | \$132 | - | - | \$130 |
| Total Collections | - | - | \$130 | - | - | \$132 | - | - | \$130 |

Reserve Training – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|-----------|
| FY 2019 Enacted | 416 | 409 | \$117,758 |
| FY 2020 Enacted | 422 | 412 | \$124,696 |
| FY 2021 Base Budget | 422 | 412 | \$124,696 |
| 2020 Civilian Pay Raise | - | - | \$221 |
| 2020 Military Pay Raise | - | - | \$600 |
| 2021 Civilian Pay Raise | - | - | \$50 |
| 2021 Military Allowances | - | - | \$347 |
| 2021 Military Pay Raise | - | - | \$1,875 |
| Annualization of 2020 Initiatives | - | 3 | \$517 |
| FERS Agency Contribution | - | - | \$60 |
| Total, Pricing Increases | - | 3 | \$3,670 |
| Termination of 2020 One-Time Costs | - | - | (\$60) |
| Total, Pricing Decreases | - | - | (\$60) |
| Total Adjustments-to-Base | - | 3 | \$3,610 |
| FY 2021 Current Services | 422 | 415 | \$128,306 |
| Awards Spending Increase | - | - | \$71 |
| Overseas Contingency Operations to Base | - | - | \$2,337 |
| Total, Program Increases | - | - | \$2,408 |
| FY 2021 Request | 422 | 415 | \$130,714 |
| FY 2020 To FY 2021 Change | - | 3 | \$6,018 |

Reserve Training – PPA Personnel Compensation and Benefits Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|------------|-----------------|-----------------|-----------------|------------|-----------------|-----------------|----------------------------|------------|------------------|-----------------|--------------------------|----------|----------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Reserve Training | 416 | 409 | \$93,737 | \$228.94 | 422 | 412 | \$97,965 | \$237.54 | 422 | 415 | \$101,656 | \$244.71 | - | 3 | \$3,691 | \$7.17 |
| Total | 416 | 409 | \$93,737 | \$228.94 | 422 | 412 | \$97,965 | \$237.54 | 422 | 415 | \$101,656 | \$244.71 | - | 3 | \$3,691 | \$7.17 |
| Discretionary - Appropriation | 416 | 409 | \$93,737 | \$228.94 | 422 | 412 | \$97,965 | \$237.54 | 422 | 415 | \$101,656 | \$244.71 | - | 3 | \$3,691 | \$7.17 |

* Pay in the RT PPA reflects Full Time Support (FTS) personnel and Reserve personnel; however, Reserve personnel do not contribute to FTP or FTE.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|-----------------|-----------------|-------------------------------|-----------------------------|
| 11.1 Full-time Permanent | \$5,531 | \$5,558 | \$5,766 | \$208 |
| 11.3 Other than Full-Time Permanent | \$30 | \$30 | \$30 | - |
| 11.5 Other Personnel Compensation | \$172 | \$172 | \$247 | \$75 |
| 11.6 Military Personnel-Basic Allowance for Housing | \$9,528 | \$9,909 | \$10,256 | \$347 |
| 11.7 Military Personnel | \$69,070 | \$72,003 | \$74,770 | \$2,767 |
| 11.8 Special Personal Services Payments | \$70 | \$70 | \$70 | - |
| 12.1 Civilian Personnel Benefits | \$1,607 | \$1,751 | \$1,870 | \$119 |
| 12.2 Military Personnel Benefits | \$7,699 | \$8,442 | \$8,617 | \$175 |
| 13.0 Benefits for Former Personnel | \$30 | \$30 | \$30 | - |
| Total - Personnel Compensation and Benefits | \$93,737 | \$97,965 | \$101,656 | \$3,691 |
| Positions and FTE | | | | |
| Positions - Civilian | 89 | 89 | 89 | - |
| FTE - Civilian | 76 | 76 | 76 | - |
| Positions - Military | 327 | 333 | 333 | - |
| FTE - Military | 333 | 336 | 339 | 3 |

Pay Cost Drivers

| Pay Cost Drivers (Dollars in Thousands) | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|--|--------------------|-----------------|-----------------|--------------------|-----------------|-----------------|-------------------------------|------------------|-----------------|-------------------------------------|----------------|---------------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| Civilian FTS Personnel | 76 | \$7,341 | \$96.59 | 76 | \$7,511 | \$98.83 | 76 | \$7,913 | \$104.12 | - | \$402 | \$5.29 |
| Military FTS Personnel | 333 | \$31,854 | \$95.66 | 336 | \$33,657 | \$100.17 | 339 | \$35,387 | \$104.39 | 3 | \$1,730 | \$4.22 |
| Other Costs | - | \$54,542 | - | - | \$56,797 | - | - | \$58,356 | - | - | \$1,559 | - |
| Total – Pay Cost Drivers | 409 | \$93,737 | \$229.19 | 412 | \$97,965 | \$237.78 | 415 | \$101,656 | \$244.95 | 3 | \$3,691 | \$7.17 |

Explanation of Pay Cost Drivers

Civilian Full-Time Support (FTS) Personnel: This cost driver funds all salary, benefits, overtime, and other personnel compensation for civilian personnel supporting the Reserve component. Increases include civilian pay and benefits, including the 2020 and 2021 civilian pay raises (3.1% and 1.0%), required government contributions to FEGLI, FEHB, TSP, the FERS increase, and the awards increase.

Military FTS Personnel: This cost driver funds all military salary, benefits, and housing allowances for FTS personnel supporting the Reserve component. The FTE increase reflects the addition of 6 personnel (3 FTE) for the administrative oversight of the Reserve workforce. Increases include the 2020 military pay raise of 3.1%, the 2021 military pay raise of 3.0%, and the increases for military benefits and allowances.

Other Costs: This cost driver includes all military reserve drill pay and allowances. It also includes other costs such as pay differentials and benefits paid to former personnel. Increases are driven by annualizations of FY 2020 initiatives and pay raises for Reservists.

Reserve Training – PPA Non Pay Budget Exhibits

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|-----------------|-----------------|-------------------------------|-------------------------------------|
| Reserve Training | \$24,021 | \$26,731 | \$29,058 | \$2,327 |
| Total | \$24,021 | \$26,731 | \$29,058 | \$2,327 |
| Discretionary - Appropriation | \$24,021 | \$26,731 | \$29,058 | \$2,327 |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$6,283 | \$6,283 | \$7,870 | \$1,587 |
| 22.0 Transportation of Things | \$581 | \$581 | \$581 | - |
| 23.3 Communications, Utilities, and Misc. Charges | \$497 | \$497 | \$497 | - |
| 24.0 Printing and Reproduction | \$52 | \$52 | \$52 | - |
| 25.1 Advisory and Assistance Services | - | - | \$750 | \$750 |
| 25.2 Other Services from Non-Federal Sources | \$456 | \$3,166 | \$3,156 | (\$10) |
| 25.3 Other Goods and Services from Federal Sources | \$4,861 | \$4,861 | \$4,861 | - |
| 25.6 Medical Care | \$3,091 | \$3,091 | \$3,091 | - |
| 25.7 Operation and Maintenance of Equipment | \$99 | \$99 | \$99 | - |
| 25.8 Subsistence & Support of Persons | \$1,995 | \$1,995 | \$1,995 | - |
| 26.0 Supplies and Materials | \$5,558 | \$5,558 | \$5,558 | - |
| 31.0 Equipment | \$258 | \$258 | \$258 | - |
| 42.0 Insurance Claims and Indemnities | \$290 | \$290 | \$290 | - |
| Total - Non Pay Object Classes | \$24,021 | \$26,731 | \$29,058 | \$2,327 |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|--------------------|--------------------|-------------------------------|-------------------------------------|
| Readiness Support | \$24,021 | \$26,731 | \$26,721 | (\$10) |
| Overseas Contingency Operations | - | - | \$2,337 | \$2,337 |
| Total – Non Pay Cost Drivers | \$24,021 | \$26,731 | \$29,058 | \$2,327 |

Explanation of Non Pay Cost Driver

Readiness Support: The FY 2021 Budget provides funding for training, travel, and non-pay related costs necessary to sustain a ready and capable Reserve force—one that can respond to all contingencies, including natural and man-made disasters, maritime homeland security, national security, and other significant events.

Overseas Contingency Operations: The funding supports training, travel, and non-pay related costs necessary to prepare Reserve forces for mobilization to support contingency operations. More information is available in the Overseas Contingency Operations chapter.

Environmental Compliance and Restoration – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----------|-----------------|--------------------|-----------|-----------------|-------------------------------|-----------|-----------------|-------------------------------------|----------|------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Environmental Compliance and Restoration | 25 | 23 | \$13,469 | 25 | 23 | \$19,982 | 25 | 23 | \$13,745 | - | - | (\$6,237) |
| Total | 25 | 23 | \$13,469 | 25 | 23 | \$19,982 | 25 | 23 | \$13,745 | - | - | (\$6,237) |
| Subtotal Discretionary - Appropriation | 25 | 23 | \$13,469 | 25 | 23 | \$19,982 | 25 | 23 | \$13,745 | - | - | (\$6,237) |

PPA Level I Description

The Environmental Compliance and Restoration (EC&R) PPA provided funding for environmental cleanup, sustainment, and restoration of current and former contaminated Coast Guard facilities, including site assessment, remediation, and long-term monitoring and management. Additionally, it funded engineering remedies on Coast Guard assets for the purpose of obtaining or restoring compliance with environmental laws and preventing contamination and environmental damage.

Environmental Compliance and Restoration – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|-----------------|-----------------|-----------------|
| Enacted/Request | \$13,469 | \$19,982 | \$13,745 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$19,088 | \$13,018 | \$19,879 |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$32,557 | \$33,000 | \$33,624 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$32,557 | \$33,000 | \$33,624 |
| Obligations (Actual/Estimates/Projections) | \$19,539 | \$13,121 | \$13,745 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 25 | 25 | 25 |
| Enacted/Request FTE | 23 | 23 | 23 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 22 | 25 | 25 |
| FTE (Actual/Estimates/Projections) | 23 | 23 | 23 |

*Reprogramming/Transfers are included in the Carryover and/or Recoveries line.

Environmental Compliance and Restoration – PPA Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----------|------------------|
| FY 2019 Enacted | 25 | 23 | \$13,469 |
| FY 2020 Enacted | 25 | 23 | \$19,982 |
| FY 2021 Base Budget | 25 | 23 | \$19,982 |
| 2020 Civilian Pay Raise | - | - | \$107 |
| 2020 Military Pay Raise | - | - | \$1 |
| 2021 Civilian Pay Raise | - | - | \$26 |
| 2021 Military Pay Raise | - | - | \$2 |
| FERS Agency Contribution | - | - | \$28 |
| Total, Pricing Increases | - | - | \$164 |
| Termination of 2020 One-Time Costs | - | - | (\$6,434) |
| Total, Pricing Decreases | - | - | (\$6,434) |
| Total Adjustments-to-Base | - | - | (\$6,270) |
| FY 2021 Current Services | 25 | 23 | \$13,712 |
| Awards Spending Increase | - | - | \$33 |
| Total, Program Increases | - | - | \$33 |
| FY 2021 Request | 25 | 23 | \$13,745 |
| FY 2020 To FY 2021 Change | - | - | (\$6,237) |

**Environmental Compliance and Restoration – PPA
Personnel Compensation and Benefits**

Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|-----------|----------------|-----------------|-----------------|-----------|----------------|-----------------|----------------------------|-----------|----------------|-----------------|--------------------------|----------|--------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Environmental Compliance and Restoration | 25 | 23 | \$3,423 | \$148.83 | 25 | 23 | \$3,502 | \$152.26 | 25 | 23 | \$3,699 | \$160.83 | - | - | \$197 | \$8.57 |
| Total | 25 | 23 | \$3,423 | \$148.83 | 25 | 23 | \$3,502 | \$152.26 | 25 | 23 | \$3,699 | \$160.83 | - | - | \$197 | \$8.57 |
| Discretionary - Appropriation | 25 | 23 | \$3,423 | \$148.83 | 25 | 23 | \$3,502 | \$152.26 | 25 | 23 | \$3,699 | \$160.83 | - | - | \$197 | \$8.57 |

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|-----------------|-----------------|-------------------------------|-----------------------------|
| 11.1 Full-time Permanent | \$2,419 | \$2,430 | \$2,532 | \$102 |
| 11.5 Other Personnel Compensation | \$40 | \$40 | \$75 | \$35 |
| 11.6 Military Personnel-Basic Allowance for Housing | \$40 | \$42 | \$42 | - |
| 11.7 Military Personnel | \$92 | \$95 | \$98 | \$3 |
| 12.1 Civilian Personnel Benefits | \$825 | \$888 | \$945 | \$57 |
| 12.2 Military Personnel Benefits | \$7 | \$7 | \$7 | - |
| Total - Personnel Compensation and Benefits | \$3,423 | \$3,502 | \$3,699 | \$197 |
| Positions and FTE | | | | |
| Positions - Civilian | 24 | 24 | 24 | - |
| FTE - Civilian | 22 | 22 | 22 | - |
| Positions - Military | 1 | 1 | 1 | - |
| FTE - Military | 1 | 1 | 1 | - |

Pay Cost Drivers

| Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|----------------|-----------------|--------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------------|--------------|---------------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| Civilian Total | 22 | \$3,284 | \$149.27 | 22 | \$3,358 | \$152.64 | 22 | \$3,552 | \$161.45 | - | \$194 | \$8.81 |
| Military Total | 1 | \$139 | \$139.00 | 1 | \$144 | \$144.00 | 1 | \$147 | \$147.00 | - | \$3 | \$3.00 |
| Total – Pay Cost Drivers | 23 | \$3,423 | \$148.83 | 23 | \$3,502 | \$152.26 | 23 | \$3,699 | \$160.83 | - | \$197 | \$8.57 |

Explanation of Pay Cost Drivers

Civilian Total: The pay cost drivers for civilian personnel include all civilian pay and benefits, including required government contributions to FEGLI, FEHB, and TSP. Increases to these benefits increase pay driver costs for all civilian FTE. The rate increase of civilian pay was driven by the increase for the Federal Employee Retirement System benefits and incorporation of 2020 and 2021 civilian pay raises.

Military Total: The pay cost drivers for military personnel include all pay and allowances for military personnel. Increases include the 2020 military pay raise of 3.1%, the 2021 military pay raise of 3.0%, and the increases for military benefits and allowances.

**Environmental Compliance and Restoration – PPA
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|-----------------------------------|---|
| Environmental Compliance and Restoration | \$10,046 | \$16,480 | \$10,046 | (\$6,434) |
| Total | \$10,046 | \$16,480 | \$10,046 | (\$6,434) |
| Discretionary - Appropriation | \$10,046 | \$16,480 | \$10,046 | (\$6,434) |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|------------------------|------------------------|-----------------------------------|----------------------------------|
| 21.0 Travel and Transportation of Persons | \$126 | \$126 | \$126 | - |
| 22.0 Transportation of Things | \$3 | \$3 | \$3 | - |
| 23.1 Rental Payments to GSA | \$2 | \$2 | \$2 | - |
| 25.1 Advisory and Assistance Services | \$62 | \$62 | \$62 | - |
| 25.2 Other Services from Non-Federal Sources | \$9,728 | \$16,162 | \$9,728 | (\$6,434) |
| 25.3 Other Goods and Services from Federal Sources | \$1 | \$1 | \$1 | - |
| 25.6 Medical Care | \$10 | \$10 | \$10 | - |
| 25.7 Operation and Maintenance of Equipment | \$35 | \$35 | \$35 | - |
| 26.0 Supplies and Materials | \$78 | \$78 | \$78 | - |
| 42.0 Insurance Claims and Indemnities | \$1 | \$1 | \$1 | - |
| Total - Non Pay Object Classes | \$10,046 | \$16,480 | \$10,046 | (\$6,434) |

Non-Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| Site Investigation/Remediation Activities | \$4,945 | \$15,249 | \$7,231 | (\$8,018) |
| Long Term Management of Restoration Project Sites | \$4,298 | \$303 | \$1,957 | \$1,654 |
| Environmental Compliance Projects and Activities | \$803 | \$928 | \$858 | (\$70) |
| Total – Non Pay Cost Drivers | \$10,046 | \$16,480 | \$10,046 | (\$6,434) |

Explanation of Non Pay Cost Drivers

Site Investigation / Remediation Activities (16 locations): Provides funding to perform site remediation work at locations to clean up hazardous substances and pollutants. Decreases to this cost driver reflect the completion of more costly site investigation/remediation projects and their transition to long-term site management. In addition, the decrease is largely driven by the one-time increase to EC&R in FY 2020 for a project in Port Clarence. See table below for additional information.

Long Term Management of Restoration Project Sites (23 locations): Provides funding to continue long-term management work at 16 locations where remediation activities work was completed. Increases to this cost driver support activities at additional locations and ongoing priorities. See table below for additional information.

Environmental Compliance Projects and Activities: Provides funding to support all environmental compliance and restoration projects and activities.

The table below provides a detailed listing of each planned FY 2021 EC&R project based on current information regarding prioritization of work. The list may be adjusted as information is discovered based upon the completion of assessments and project risk priority.

| Site Investigation/Remediation Activities | | Estimated Cost (\$K) |
|--|--|----------------------|
| Project Name | Activity | |
| TRACEN Petaluma - Skeet Range | Remediation of lead in soil | \$2,000 |
| LORAN Station Yap - Landfills | Remediation of polychlorinated biphenyls in soil | \$174 |
| Base Kodiak Upper Government Hill Underground Storage Tank Release | Remediation of petroleum compounds in soil and groundwater | \$1,418 |
| Base Kodiak Site 10/11 Air Station Jet Fuel Spill Cleanup | Remediation of petroleum compounds in groundwater | \$118 |
| Lighthouse - Point Loma | Remediation of lead contaminated soil | \$117 |
| Lighthouse - Point Montara | Remediation of soil contaminated by lead and petroleum compounds | \$132 |
| Lighthouse - Point Vicente | Remediation of lead contaminated soil | \$69 |
| LORAN Station St. Paul | Remediation of petroleum compounds in groundwater | \$1,000 |
| LORAN Station Ilio Point | Remediation of multiple contaminants in soil | \$215 |
| Radar Station Point Higgins | Remediation of petroleum compounds in soil | \$181 |
| Lighthouse - Destruction Island | Remediation of multiple contaminants in soil and groundwater | \$870 |
| Base Kodiak Site 5 Fire Training Pit | Investigation of petroleum and per-fluorinated compounds in soil and groundwater | \$75 |
| Lighthouse - Cape Flattery | Remediation of multiple contaminants in soil | \$309 |
| Station Sheboygan | Investigation of potential lead impacted soil | \$41 |
| Lighthouse - Eaton's Neck | Abatement of lead contaminated soil. Nearby family housing | \$475 |
| TRACEN Cape May - Auxiliary Operations Building | Investigation of lead contaminated soil | \$37 |
| Subtotal Site Investigation/Remediation Activities | | \$7,231 |

| Long Term Management of Remediation Projects | | Estimated Cost (\$K) |
|---|---|----------------------|
| Project Name | Contaminate/Media | |
| Base Kodiak Site 3 Former Dry Cleaning Laundry Facility | Volatile organic compounds in groundwater | \$274 |
| Base Kodiak Cleanup Program Management - RCRA Permit | Multiple contaminants in multiple types of media | \$284 |
| Base Kodiak Site 23 Former Power Plant | Polychlorinated biphenyls and petroleum compounds in groundwater | \$401 |
| Air Station Traverse City | Asbestos containing materials in soil | \$15 |
| Base Elizabeth City Solid Waste Management Units 12/13/60 Building 77 Stripping Shop Release Site | Multiple contaminants in groundwater | \$33 |
| Base Elizabeth City Building 79 Electroplating Shop | Multiple contaminants in groundwater | \$44 |
| Base Elizabeth City Solid Waste Management Units 28/56 North Beach Disposal Area | Volatile organic compounds and semi-volatile organic compounds in groundwater | \$59 |
| Base Elizabeth City Solid Waste Management Units 32/37/38 Former Fuel Farm | Petroleum compounds in groundwater | \$74 |

Operations and Support

Environmental Compliance and Restoration – PPA

| Long Term Management of Remediation Projects | | Estimated Cost (\$K) |
|--|---|-----------------------------|
| Project Name | Contaminate/Media | |
| Base Elizabeth City Solid Waste Management Unit 64 at Building 75 | Volatile organic compounds in groundwater | \$22 |
| Base Elizabeth City Solid Waste Management Unit 33 Former Waste Storage Area Building 87 | Volatile organic compounds in groundwater | \$37 |
| Base Elizabeth City Solid Waste Management Unit 15 Former Burn Area and Landfill | Multiple impacts in soil and groundwater | \$51 |
| Base Kodiak Site 1 Former Coast Guard Landfill | Post closure maintenance and monitoring of the landfill | \$120 |
| Base Kodiak Site 7A Former Barrel Storage Area | Multiple contaminants in groundwater | \$164 |
| Base Kodiak Site 6A Motor Gas Underground Storage Tank Release | Volatile organic compounds and semi-volatile organic compounds in groundwater | \$54 |
| Base Elizabeth City Solid Waste Management Unit 62 Seaplane Pipeline Release Site | Volatile organic compounds in groundwater | \$13 |
| Lighthouse - Anclote Key - Lead and Mercury Contamination | Lead and mercury contamination in soil and groundwater | \$62 |
| LORAN Station Sitkinak Island - Battery and Lead Contamination | Lead contamination in soil | \$15 |
| LORAN Station Tok | Petroleum compounds in soil and groundwater | \$70 |
| Base Elizabeth City Former Navy Dispensary and Barracks Site | Volatile organic compounds in groundwater | \$33 |
| Lighthouse - Egmont Key | Lead impacts to soil and groundwater | \$48 |
| Station Port Angeles | Petroleum compounds in groundwater | \$30 |
| Air Station Clearwater - Tennis Court Former Burn Pit | Volatile organic compounds in groundwater | \$43 |
| Air Station Clearwater - Fuel Release at Fuel Handling Hydrant #3 | Petroleum compounds in groundwater | \$11 |
| Subtotal Long Term Management of Remediation Projects | | \$1,957 |
| Subtotal Environmental Compliance Projects & Activities | | \$858 |
| Total FY 2021 EC&R Non Pay Request | | \$10,046 |

Department of Homeland Security

U.S. Coast Guard

Procurement, Construction, and Improvements



**Fiscal Year 2021
Congressional Justification**

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Procurement, Construction, and Improvements

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization (Dollars in Thousands) | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|--------------------|--------------------|-------------------------------|-------------------------------------|
| Vessels | \$1,581,350 | \$994,000 | \$1,280,400 | \$286,400 |
| Aircraft | \$356,000 | \$504,600 | \$153,600 | (\$351,000) |
| Other Acquisition Programs | \$56,000 | \$69,256 | \$56,360 | (\$12,896) |
| Shore Facilities and Aids to Navigation (ATON) | \$254,910 | \$204,650 | \$146,731 | (\$57,919) |
| Total | \$2,248,260 | \$1,772,506 | \$1,637,091 | (\$135,415) |
| Discretionary - Appropriation | \$2,248,260 | \$1,772,506 | \$1,637,091 | (\$135,415) |

* The Coast Guard is transitioning to the Procurement, Construction, and Improvements appropriation in FY 2019 from the former Acquisitions, Construction, and Improvements appropriation. Funding amounts in this and all other tables are presented using the new budget structure.

The U.S. Coast Guard's Procurement, Construction and Improvements (PC&I) appropriation provides for the acquisition, procurement, construction, rebuilding, and improvement of vessels, aircraft, shore facilities and military housing, aids to navigation systems and facilities, and command, control, communications and computer systems and related equipment.

Funds appropriated for PC&I are managed by Coast Guard acquisition project managers who oversee these projects and apply best practices, in accordance with the Coast Guard's Major Systems Acquisition Manual (MSAM), applicable Department of Homeland Security (DHS) management directives, and DHS's Financial Management Policy Manual, to optimize the return on recapitalization investments. Through processes documented in the MSAM, acquisition managers follow a continuum of activities ranging from pre-acquisition concept development to deployment and sustainment. Activities and documentation produced throughout the acquisition lifecycle inform budget decisions and budget-related project activities.

The FY 2021 President's Budget includes \$1.6B for the following Programs, Projects, and Activities (PPAs) within the PC&I appropriation:

Vessels: \$1.28B to continue modernization of the Coast Guard surface fleet through the acquisition of Polar Security Cutters (PSCs), Offshore Patrol Cutters (OPCs), and Fast Response Cutters (FRCs), among others; to provide for the service life extension of existing legacy cutters; and to procure boats to support cutter and shore operations.

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Aircraft: \$153.6M to provide for the missionization of Medium Range Surveillance Aircraft; the sustainment and modernization the MH-60 and MH-65 rotary wing fleets; and the deployment of Small Unmanned Aircraft Systems on National Security Cutters (NSCs).

Other Acquisition Programs: \$56.3M to support Information Technology and Cyber modernization efforts, acquisition enterprise program management and oversight.

Shore Facilities: \$146.7M to replace or repair critical shore infrastructure, including housing and family support facilities, waterfront and aviation facilities.

Procurement, Construction, and Improvements
Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$2,248,260 | \$1,772,506 | \$1,637,091 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$2,868,578 | \$2,942,253 | \$2,446,076 |
| Rescissions to Current Year/Budget Year | (\$12,600) | - | (\$70,000) |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | (\$21,953) | - | - |
| Supplementals | \$476,755 | - | - |
| Total Budget Authority | \$5,559,040 | \$4,714,759 | \$4,013,167 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$5,559,040 | \$4,714,759 | \$4,013,167 |
| Obligations (Actual/Estimates/Projections) | \$2,611,723 | \$2,268,683 | \$2,194,109 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Procurement, Construction, and Improvements
Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|-----------|-----|--------------------|
| FY 2019 Enacted | - | - | \$2,248,260 |
| FY 2020 Enacted | - | - | \$1,772,506 |
| FY 2021 Base Budget | - | - | - |
| C4ISR | - | - | \$15,260 |
| Coast Guard Logistics Information Management System (CG-LIMS) | - | - | \$1,100 |
| Cutter Boats | - | - | \$3,800 |
| Cyber and Enterprise Mission Platform | - | - | \$16,500 |
| Fast Response Cutter (FRC) | - | - | \$20,000 |
| HC-130J Acquisition/Conversion/Sustainment | - | - | \$10,000 |
| HC-144 Conversion/Sustainment | - | - | \$14,000 |
| HC-27J Conversion/Sustainment | - | - | \$64,000 |
| In-Service Vessel Sustainment (ISVS) | - | - | \$82,600 |
| Major Acquisition Systems Infrastructure | - | - | \$66,831 |
| Major Shore, AtoN and S&D | - | - | \$74,900 |
| MH-60T Sustainment | - | - | \$20,000 |
| MH-65 Conversion/Sustainment | - | - | \$45,000 |
| Minor Shore | - | - | \$5,000 |
| National Security Cutter (NSC) | - | - | \$31,000 |
| Offshore Patrol Cutter (OPC) | - | - | \$546,000 |
| Other Equipment and Systems | - | - | \$3,500 |
| Polar Security Cutter (PSC) | - | - | \$555,000 |
| Polar Sustainment | - | - | \$15,000 |
| Program Oversight and Management | - | - | \$20,000 |
| Small Unmanned Aircraft Systems (sUAS) | - | - | \$600 |
| Survey and Design - Vessels and Boats | - | - | \$2,000 |
| Waterways Commerce Cutter (WCC) | - | - | \$25,000 |
| Total Investment Elements | - | - | \$1,637,091 |
| FY 2021 Request | - | - | \$1,637,091 |
| FY 2020 To FY 2021 Change | - | - | (\$135,415) |

Procurement, Construction, and Improvements

Non Pay Budget Exhibits

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$7,141 | \$6,650 | \$7,518 | \$868 |
| 23.2 Rental Payments to Others | \$247 | \$255 | - | (\$255) |
| 23.3 Communications, Utilities, and Misc. Charges | \$31 | \$50 | \$312 | \$262 |
| 25.1 Advisory and Assistance Services | \$175,091 | \$256,707 | \$247,912 | (\$8,795) |
| 25.2 Other Services from Non-Federal Sources | \$3,359 | - | \$942 | \$942 |
| 25.3 Other Goods and Services from Federal Sources | \$11,267 | \$24,203 | \$13,857 | (\$10,346) |
| 25.4 Operation and Maintenance of Facilities | \$11,700 | - | - | - |
| 25.7 Operation and Maintenance of Equipment | \$451 | - | \$810 | \$810 |
| 26.0 Supplies and Materials | \$46,438 | \$1,404 | \$23,646 | \$22,242 |
| 31.0 Equipment | \$1,759,224 | \$1,299,237 | \$1,223,444 | (\$75,793) |
| 32.0 Land and Structures | \$233,311 | \$184,000 | \$118,650 | (\$65,350) |
| Total - Non Pay Object Classes | \$2,248,260 | \$1,772,506 | \$1,637,091 | (\$135,415) |

Procurement, Construction, and Improvements Capital Investment Exhibits

Capital Investment

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|------------------------|-------------------|------------------------------|-----------|------|-----------------|-----------------|----------------------------|
| Polar Security Cutter | N024-000006381 | 1 | Procurement | Non-IT | Yes | \$675,000 | \$135,000 | \$555,000 |
| Offshore Patrol Cutter | N024-000006362 | 1 | Procurement | Non-IT | Yes | \$400,000 | \$312,000 | \$546,000 |
| In-Service Vessel Sustainment | - | 1 | Procurement | Non-IT | Yes | \$63,250 | \$91,400 | \$82,600 |
| HC-27J Conversion/Sustainment | N024-000006364 | 1 | Procurement | Non-IT | Yes | \$80,000 | \$103,200 | \$64,000 |
| HH-65 Conversion/Sustainment | N024-000006366 | 1 | Procurement | Non-IT | Yes | \$28,000 | \$50,000 | \$45,000 |
| National Security Cutter | N024-000006369 | 1 | Procurement | Non-IT | Yes | \$72,600 | \$160,500 | \$31,000 |
| Waterways Commerce Cutter | N024-000006386 | 1 | Procurement | Non-IT | Yes | \$5,000 | \$2,500 | \$25,000 |
| Fast Response Cutter | N024-000006370 | 1 | Procurement | Non-IT | Yes | \$340,000 | \$260,000 | \$20,000 |
| MH-60T Sustainment | N024-000006367 | 1 | Procurement | Non-IT | Yes | \$120,000 | \$150,000 | \$20,000 |
| C4ISR | 024-000006343 | 1 | Procurement | IT | Yes | \$23,300 | \$25,156 | \$15,260 |
| HC-144 Conversion/Sustainment | N024-000006364 | 1 | Procurement | Non-IT | Yes | \$17,000 | \$17,000 | \$14,000 |
| HC-130J Acquisition/Conversion/Sustainment | N024-000006382 | 1 | Procurement | Non-IT | Yes | \$105,000 | \$105,000 | \$10,000 |
| Polar Sustainment | N024-000006402 | 3 | Procurement | Non-IT | Yes | \$15,000 | \$15,000 | \$15,000 |
| Coast Guard Logistics Information Management System | 024-000006115 | 3 | Procurement | IT | Yes | \$9,200 | \$6,400 | \$1,100 |
| Small Unmanned Aircraft Systems | N024-000006404 | 3 | Procurement | Non-IT | Yes | \$6,000 | \$9,400 | \$600 |
| Program Oversight and Management | N/A | Non-Major | Procurement | Non-IT | No | \$20,000 | \$20,000 | \$20,000 |
| Cutter Boats | N/A | Non-Major | Procurement | Non-IT | No | \$5,000 | \$15,100 | \$3,800 |
| Other Equipment and Systems | N/A | Non-Major | Procurement | Non-IT | No | \$3,500 | \$3,500 | \$3,500 |
| Survey and Design - Vessels and Boats | N/A | Non-Major | Procurement | Non-IT | No | \$5,500 | \$2,500 | \$2,000 |
| Cyber and Enterprise Mission Platform | - | - | Procurement | IT | - | - | \$14,200 | \$16,500 |
| Long Range Command and Control Aircraft | - | - | Procurement | Non-IT | - | - | \$70,000 | - |
| Major Shore, Housing, ATON, Survey and Design | N/A | Non-Major | Construction | Non-IT | No | \$74,510 | \$77,550 | \$74,900 |
| Major Acquisition Systems Infrastructure | N/A | Non-Major | Construction | Non-IT | No | \$175,400 | \$122,100 | \$66,831 |
| Minor Shore | N/A | Non-Major | Construction | Non-IT | No | \$5,000 | \$5,000 | \$5,000 |

*Vessels – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|---------------------------------------|---|
| Survey and Design - Vessels and Boats | \$5,500 | \$2,500 | \$2,000 | (\$500) |
| In-Service Vessel Sustainment | \$63,250 | \$91,400 | \$82,600 | (\$8,800) |
| National Security Cutter | \$72,600 | \$160,500 | \$31,000 | (\$129,500) |
| Offshore Patrol Cutter | \$400,000 | \$312,000 | \$546,000 | \$234,000 |
| Fast Response Cutter | \$340,000 | \$260,000 | \$20,000 | (\$240,000) |
| Cutter Boats | \$5,000 | \$15,100 | \$3,800 | (\$11,300) |
| Polar Security Cutter | \$675,000 | \$135,000 | \$555,000 | \$420,000 |
| Waterways Commerce Cutter | \$5,000 | \$2,500 | \$25,000 | \$22,500 |
| Polar Sustainment | \$15,000 | \$15,000 | \$15,000 | - |
| Total | \$1,581,350 | \$994,000 | \$1,280,400 | \$286,400 |
| Discretionary - Appropriation | \$1,581,350 | \$994,000 | \$1,280,400 | \$286,400 |

PPA Level I Description

The Vessels PPA provides funding to recapitalize and/or make capital improvements to Coast Guard cutters and boats. With many of the Coast Guard's surface assets operating beyond their design service life, recapitalization and sustainment projects are critical to ensuring continued mission effectiveness and readiness of the fleet. The FY 2021 President's Budget continues efforts that will lead to construction of the second Polar Security Cutter (PSC); funds construction of the third Offshore Patrol Cutter (OPC); supports Survey and Design for emerging life-cycle event driven maintenance on cutters and boats; funds continued work towards recapitalizing the aging Inland River and Construction Tender fleets; and continues the National Security Cutter (NSC), Fast Response Cutter (FRC), Cutter Boats, and sustainment programs on schedule. The Coast Guard fleet of cutters and boats supported by this PPA collectively perform all 11 statutory Coast Guard missions in the offshore, coastal, and inland operational areas.

The Coast Guard's future fleet is replacing the aging High and Medium Endurance Cutters, Island Class Patrol Boats, Inland River and Construction Tenders, and legacy Heavy Polar Icebreakers. These modern assets will provide improved endurance, speed, sea-keeping, surveillance, icebreaking capabilities, and persistent presence in the offshore area of responsibility.

Vessels – PPA
Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$1,581,350 | \$994,000 | \$1,280,400 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$1,678,238 | \$1,142,664 | \$913,243 |
| Rescissions to Current Year/Budget Year | (\$12,600) | - | (\$70,000) |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | (\$15,853) | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$3,231,135 | \$2,136,664 | \$2,123,643 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$3,231,135 | \$2,136,664 | \$2,123,643 |
| Obligations (Actual/Estimates/Projections) | \$2,083,421 | \$1,223,421 | \$1,224,835 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Vessels – PPA
Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|--------------------|
| FY 2019 Enacted | - | - | \$1,581,350 |
| FY 2020 Enacted | - | - | \$994,000 |
| FY 2021 Base Budget | - | - | - |
| Cutter Boats | - | - | \$3,800 |
| Fast Response Cutter (FRC) | - | - | \$20,000 |
| In-Service Vessel Sustainment (ISVS) | - | - | \$82,600 |
| National Security Cutter (NSC) | - | - | \$31,000 |
| Offshore Patrol Cutter (OPC) | - | - | \$546,000 |
| Polar Security Cutter (PSC) | - | - | \$555,000 |
| Polar Sustainment | - | - | \$15,000 |
| Survey and Design - Vessels and Boats | - | - | \$2,000 |
| Waterways Commerce Cutter (WCC) | - | - | \$25,000 |
| Total Investment Elements | - | - | \$1,280,400 |
| FY 2021 Request | - | - | \$1,280,400 |
| FY 2020 To FY 2021 Change | - | - | \$286,400 |

Vessels – PPA
Non Pay Budget Exhibits
Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|----------------------------|----------------------------|---------------------------------------|--------------------------------------|
| 21.0 Travel and Transportation of Persons | \$4,231 | \$4,445 | \$5,547 | \$1,102 |
| 23.3 Communications, Utilities, and Misc. Charges | \$31 | - | \$12 | \$12 |
| 25.1 Advisory and Assistance Services | \$100,612 | \$177,802 | \$167,732 | (\$10,070) |
| 25.2 Other Services from Non-Federal Sources | \$3,359 | - | \$930 | \$930 |
| 25.3 Other Goods and Services from Federal Sources | \$4,565 | \$10,000 | \$9,361 | (\$639) |
| 25.7 Operation and Maintenance of Equipment | \$150 | - | \$10 | \$10 |
| 26.0 Supplies and Materials | \$1,222 | \$880 | \$10,880 | \$10,000 |
| 31.0 Equipment | \$1,467,180 | \$800,873 | \$1,085,928 | \$285,055 |
| Total - Non Pay Object Classes | \$1,581,350 | \$994,000 | \$1,280,400 | \$286,400 |

Vessels – PPA
Capital Investment Exhibits

Capital Investments

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Polar Security Cutter | N024-000006381 | 1 | Procurement | Non-IT | Yes | \$675,000 | \$135,000 | \$555,000 |
| Offshore Patrol Cutter | N024-000006362 | 1 | Procurement | Non-IT | Yes | \$400,000 | \$312,000 | \$546,000 |
| In-Service Vessel Sustainment | - | 1 | Procurement | Non-IT | Yes | \$63,250 | \$91,400 | \$82,600 |
| National Security Cutter | N024-000006369 | 1 | Procurement | Non-IT | Yes | \$72,600 | \$160,500 | \$31,000 |
| Waterways Commerce Cutter | N024-000006386 | 1 | Procurement | Non-IT | Yes | \$5,000 | \$2,500 | \$25,000 |
| Fast Response Cutter | N024-000006370 | 1 | Procurement | Non-IT | Yes | \$340,000 | \$260,000 | \$20,000 |
| Polar Sustainment | N024-000006402 | 3 | Procurement | Non-IT | Yes | \$15,000 | \$15,000 | \$15,000 |
| Cutter Boats | N/A | Non-Major | Procurement | Non-IT | No | \$5,000 | \$15,100 | \$3,800 |
| Survey and Design - Vessels and Boats | N/A | Non-Major | Procurement | Non-IT | No | \$5,500 | \$2,500 | \$2,000 |

Survey and Design-Vessels and Boats – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

Survey and Design – Vessels and Boats

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|------------------------|-------------------|---------------------------|-----------|------|-----------------|-----------------|----------------------------|
| Survey and Design - Vessels and Boats | N/A | Non-Major | Procurement | Non-IT | No | \$5,500 | \$2,500 | \$2,000 |

Investment Description

This investment primarily funds multi-year engineering survey and design work in direct support of emerging In-Service Vessel Sustainment (ISVS) projects, as well as activities associated with emerging acquisitions programs. Preliminary survey and design work is essential to properly plan and scope sustainment availabilities, such as Major Maintenance Availabilities (MMA), Mission Effectiveness Projects (MEP), and Service Life Extension Projects (SLEP). As in-service vessels and boats continue to age, this program conducts detailed hull condition surveys, along with engineering design work useful in identifying and planning future projects.

Justification

FY 2021 funding supports initiatives related to conducting a MMA on CGC HEALY (Medium Icebreaker), CGC MACKINAW (Great Lakes Icebreaker), the 175-foot Coastal Buoy Tenders (WLM), and the 154-foot Fast Response Cutters (FRC). CGC HEALY, commissioned in 1999, serves as a platform for supporting missions primarily in the Arctic region, including search and rescue, ship escort, environmental protection, enforcement of laws and treaties, and Arctic research. CGC MACKINAW, commissioned in 2006, serves as the Coast Guard's most capable icebreaking platform on the Great Lakes in addition to conducting maintenance of aids to navigation, law enforcement, search and rescue, and marine environmental protection. The 175-foot WLMs, commissioned 1996-2000, support maintenance of aids to navigation, law enforcement, ice operations, search and rescue, and marine environmental protection in areas that are otherwise inaccessible by other assets. The 154-foot FRCs, commissioned starting in 2012, are a key component of the Coast Guard's recapitalized fleet, executing missions primarily in the coastal zone including search and rescue; migrant interdiction; living marine resource enforcement; drug interdiction; and ports, waterways and coastal security. FY 2021 funds will be used to evaluate system suitability for possible future MMA sustainment projects, assessing potential options based on inspections of hull, mechanical, weapons, and electrical systems and subsystems.

FY 2019 Key Milestone Events

- Continued CGC POLAR STAR, CGC HEALY, 270-foot WMEC, 175-foot WLM, and Great Lakes icebreaking capability survey and design activities.
- Commenced CGC MACKINAW survey and design activities.

FY 2020 Planned Key Milestone Events

- Continue CGC POLAR STAR, CGC HEALY, CGC MACKINAW, 270-foot WMEC, 175-foot WLM, and Great Lakes icebreaking capability survey and design activities.

FY 2021 Planned Key Milestone Events

- Complete CGC POLAR STAR, CGC MACKINAW, and 175-foot WLM survey and design activities.
- Continue CGC HEALY, 270-foot WMEC, and Great Lakes icebreaking capability survey and design activities.
- Commence 154-foot FRC survey and design activities.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|---------|---------|---------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$55,107 | \$5,500 | \$2,500 | \$2,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$55,107 | \$5,500 | \$2,500 | \$2,000 |
| Obligations | \$43,406 | - | | |
| Expenditures | \$35,261 | - | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-----------------|--|--|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCGFT17XPPSD47 | Naval Surface Warfare Center (NSWC), Philadelphia Division | Military Interdepartmental Purchase Agreement (MIPR) | 11/2016 | 12/2016 | 09/2020 | No | \$2,070 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|-------------------|-------------|------------|--------------|-----------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Survey and Design | FY 2019 Q1 | FY 2021 Q4 | | | \$5,500 |
| FY 2020 | | | | | |
| Survey and Design | FY 2020 Q1 | FY 2022 Q4 | | | \$2,500 |
| FY 2021 | | | | | |
| Survey and Design | FY 2021 Q1 | FY 2023 Q4 | | | \$2,000 |

In-Service Vessel Sustainment – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

In-Service Vessel Sustainment (ISVS) – 47-Foot Motor Life Boat (MLB) SLEP

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|------------------------|-------------------|---------------------------|-----------|------|-----------------|-----------------|----------------------------|
| In-Service Vessel Sustainment | - | 1 | Procurement | Non-IT | Yes | \$63,250 | \$91,400 | \$82,600 |

Investment Description

This investment supports Service Life Extension Project (SLEP) efforts on the 47-foot Motor Life Boats (MLBs).

Justification

The FY 2021 President's Budget includes funding to support program management activities and production efforts for the 47-foot MLB SLEP. The fleet of 47-foot MLBs, constructed from 1997 to 2003 and designed for a 25-year service life (2022-2028), have several critical systems becoming obsolete and difficult to support. Engineering evaluations identified the propulsion system (engines, reduction gears, and the integrated control system) and a variety of mission-specific equipment, as requiring recapitalization. Repairs and updates to these systems and components will prevent loss of operational readiness, stabilize maintenance costs, and extend the service life of the MLBs by 20 years.

FY 2019 Key Milestone Events

- Released the Request for Proposal (RFP) and awarded the 47-foot MLB SLEP contract.
- Continued detail engineering design and began production efforts on the first 47-foot MLB SLEP.

FY 2020 Planned Key Milestone Events

- Complete the detail engineering design work and production efforts on the first 47-foot MLB SLEP.
- Deliver the first post-SLEP 47-foot MLB.
- Begin engineering work and production efforts on the second and third 47-foot MLB SLEP for Low-Rate Initial Production (LRIP).

FY 2021 Planned Key Milestone Events

- Continue engineering work and production efforts on the second and third 47-foot MLB SLEP.

Vessels – PPA

In-Service Vessel Sustainment

- Complete the operational assessment on the first 47-foot MLB SLEP.
- Continue production of LRIP for Operational Test and Evaluation (OT&E).

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|----------------|----------------|----------------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$9,475 | \$5,250 | \$6,600 | \$23,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$9,475 | \$5,250 | \$6,600 | \$23,000 |
| Obligations | \$2,765 | \$807 | | |
| Expenditures | \$2,710 | \$249 | | |

¹ – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|------------------------|----------------------|-------------|---------------------------|---------------------------|-------------------------|------------------------|---|
| 70Z02319DAML00300 | Birdon America, Inc. | FFP ID/IQ | 08/2019 | 08/2019 | 08/2029 | No | \$191,078 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|------------------|-------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| 47-foot MLB SLEP | | | FY 2015 Q4 | FY 2029 Q4 | \$5,250 |
| FY 2020 | | | | | |
| 47-foot MLB SLEP | | | FY 2015 Q4 | FY 2029 Q4 | \$6,600 |
| FY 2021 | | | | | |
| 47-foot MLB SLEP | | | FY 2015 Q4 | FY 2029 Q4 | \$23,000 |

In-Service Vessel Sustainment – USCG Yard Investments

| Investment (Dollars in Thousands) | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|------------------------|-------------------|---------------------------|-----------|------|-----------------|-----------------|----------------------------|
| 140-foot Icebreaking Tug (WTGB) | N024-000006384 | 3 | Procurement | Non-IT | Yes | \$4,700 | - | - |
| 225-foot Buoy Tender (WLB) | - | - | Procurement | Non-IT | No | \$44,800 | \$59,600 | \$41,900 |
| 270-foot Medium Endurance Cutter (WMEC) | N024-000000001 | 1 | Procurement | Non-IT | Yes | \$8,500 | \$25,200 | \$17,700 |

Investment Description

The ISVS program provides program management and logistics support for life-cycle event vessel repair availabilities including MMAs and SLEPs on existing Coast Guard vessels. The investments listed above include vessel availabilities completed at the Coast Guard Yard. This investment supports SLEP efforts on the 140-foot Icebreaking Tugs and 270-foot Medium Endurance Cutters. It also continues MMA efforts on the 225-foot Seagoing Buoy Tender fleet.

Justification

The FY 2021 President's Budget includes funding to support program management activities and production efforts on the 270-foot Medium Endurance Cutter SLEP and 225-foot Seagoing Buoy Tender MMA.

MMAs ensure in-service vessels continue to meet their design service life through the recapitalization of hull, mechanical, electrical (HM&E) and electronic systems that have been identified as the highest contributors to maintenance costs and operational availability degradation. SLEPs increase in-service vessel service life without significantly modifying capabilities. FY 2021 funding will support the following projects:

- 225-foot Ocean Going Buoy Tenders (WLBs): This class was placed in service in 1996 and was designed to meet a 30-year service life. Achieving that service life is predicated upon a mid-life availability to address obsolescence of select engineering systems. The ongoing WLB

MMA includes a stability assessment; electrical load analysis; upgrades to the machinery control system, controllable pitch propeller system, and HVAC systems; topside preservation; overhauls of deck equipment and weight handling gear; and crew habitability updates to meet current standards. The MMA is planned for all 16 WLBs.

- 270-foot Medium Endurance Cutters (WMECs): This class began entering service in 1983, was designed to meet a 30-year service life, and underwent a Mission Effectiveness Project to address operational readiness degradation. WMEC SLEP includes electrical system upgrades, remanufactured main diesel engines, structural renewal for stern tube and piping, and installation of a new gun weapon system supplied by the U.S. Navy.

FY 2019 Key Milestone Events

- Completed production work on the seventh and eighth 140-foot WTGB SLEP and began production on the ninth.
- Completed production work on the fourth, fifth and sixth 225-foot WLBs MMA and began production on the seventh.
- Completed analyze/select phase documentation for the 270-foot WMEC SLEP and began detail design engineering; started procurement for long lead time materials.

FY 2020 Planned Key Milestone Events

- Complete production work on the ninth and final 140-foot WTGB SLEP.
- Complete production work on the seventh 225-foot WLB MMA and begin production on the eighth, ninth, tenth.
- Begin Phase 2 production work on the first of two MMA prototype 225-foot WLBs.
- Continue detail design engineering; continue procurement for long lead time materials for 270-foot WMEC SLEP.

FY 2021 Planned Key Milestone Events

- Complete production work on the eighth, ninth, and tenth 225-foot WLB MMA and begin production on the eleventh and twelfth.
- Complete Phase 2 production work on the first of two MMA prototype 225-foot WLB.
- Begin and complete Phase 2 production work on second MMA prototype 225-foot WLB.
- Continue detail design engineering, including installing prototypes, and procurement of long lead time materials for 270-foot WMEC SLEP.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|----------|----------|----------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$298,400 | \$58,000 | \$84,800 | \$59,600 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$298,400 | \$58,000 | \$84,800 | \$59,600 |
| Obligations | \$291,741 | \$30,389 | | |
| Expenditures | \$263,166 | \$5,059 | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-------------------|------------------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG40-16-D-60021 | Appleton Marine Inc | FFP | 09/2016 | 09/2016 | 09/2021 | No | \$14,563 |
| HSCG40-15-D-60680 | Adrick Marine Group | FFP | 01/2015 | 01/2015 | 01/2020 | No | \$1,731 |
| HSCG40-15-D-60368 | US Watermaker | FFP | 02/2015 | 02/2015 | 02/2020 | No | \$1,521 |
| HSCG40-15-D-60669 | Integrated Computer Technology Inc | FFP | 05/2015 | 05/2015 | 05/2020 | No | \$1,100 |
| HSCG40-15-D-60362 | Quality Refrigeration | FFP | 03/2015 | 03/2015 | 03/2020 | No | \$1,015 |

Work is done primarily at the Coast Guard Yard.

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|--------------------|-------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| 140-foot WTGB SLEP | | | FY 2014 Q4 | FY 2020 Q3 | \$4,700 |
| 225-foot WLB MMA | | | FY 2015 Q4 | FY 2025 Q4 | \$44,800 |
| 270-foot WMEC SLEP | | | FY 2018 Q1 | FY 2028 Q4 | \$8,500 |
| FY 2020 | | | | | |
| 225-foot WLB MMA | | | FY 2015 Q4 | FY 2025 Q4 | \$59,600 |
| 270-foot WMEC SLEP | | | FY 2018 Q1 | FY 2028 Q4 | \$25,200 |
| FY 2021 | | | | | |
| 225-foot WLB MMA | | | FY 2015 Q4 | FY 2025 Q4 | \$41,900 |
| 270-foot WMEC SLEP | | | FY 2018 Q1 | FY 2028 Q4 | \$17,700 |

**National Security Cutter-Investment
Capital Investment Exhibits
Procurement/Acquisition Programs**

National Security Cutter (NSC)

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| National Security Cutter | N024-000006369 | 1 | Procurement | Non-IT | Yes | \$72,600 | \$160,500 | \$31,000 |

Investment Description

This investment supports the acquisition of National Security Cutters, including Post Delivery Activities (PDA) necessary to make these cutters ready for operations.

Justification

FY 2021 funding supports PDA for the eighth through eleventh NSCs, as well as class-wide activities that include Test and Evaluation, program execution and support, and program close-out support to ensure an adequate and complete basis of technical and logistical material and information for full transition to sustainment. PDA is critical to delivering a fully mission capable asset; examples include outfitting mission specific equipment and completing necessary testing and certifications.

These Legend Class NSCs are replacing the legacy High Endurance Cutters (WHECs), built between 1967 and 1972. Compared to WHECs, the NSCs provide increased endurance, intelligence, and maritime domain awareness capability in the offshore environment and better integration with Department of Defense operations. The NSC, along with the OPC, will comprise the Coast Guard’s offshore response capability for the next 40 years, and is an essential element of DHS’s layered security posture.

NSC missions are primarily focused on drug interdiction, fisheries enforcement, and defense readiness. NSCs also perform search and rescue; ports, waterways and coastal security; migrant interdiction; and serve as mobile command and control platforms for surge operations. Completion of the NSC program will improve long-term capacity and capability in the execution of long-range and extended Coast Guard mission assignments offshore.

FY 2019 Key Milestone Events

- Awarded NSCs 10 and 11 production.
- Conducted acceptance trials for NSC 8.
- Delivered NSC 8.

FY 2020 Planned Key Milestone Events

- Conduct acceptance trials for NSC 9.
- Christen and launch NSC 9.

FY 2021 Planned Key Milestone Events

- Deliver NSC 9.
- Keel laying for NSC 10.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|----------------|----------------|----------------|
| Operations and Support¹ | - | \$382,321 | \$412,679 | \$462,180 |
| Procurement, Construction, and Improvements | \$7,118,346 | \$72,600 | \$160,500 | \$31,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$7,118,346 | \$72,600 | \$160,500 | \$31,000 |
| Obligations | \$6,825,874 | \$23,935 | | |
| Expenditures | \$5,441,869 | \$2,117 | | |

1 – The O&S costs shown represent the budget requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--|-------------------------------|--|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-13-C-ADB014 (NSC 7 Production) | Huntington Ingalls Industries | FPIF | 03/2014 | 03/2014 | 02/2019 | Yes | \$516,141 |
| HSCG23-13-C-ADB014 (NSC 8 Production) | Huntington Ingalls Industries | Fixed Price Incentive (Firm Target) (FPIF) | 03/2015 | 03/2015 | 02/2020 | Yes | \$521,249 |
| HSCG23-16-C-ADB016 (NSC 9 Production) | Huntington Ingalls Industries | FPIF | 12/2016 | 12/2016 | 09/2021 | Yes | \$519,495 |
| HSCG23-16-C-ADB016 (NSC 10 Production) | Huntington Ingalls Industries | FPIF | 12/2018 | 12/2018 | 01/2024 | Yes | \$510,396 |
| HSCG23-16-C-ADB016 (NSC 11 Production) | Huntington Ingalls Industries | FPIF | 12/2018 | 12/2018 | 01/2025 | Yes | \$494,692 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|---------------------------------|-------------|------------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| NSC 7 PDA | FY 2002 Q4 | FY 2004 Q1 | FY 2014 Q2 | FY 2021 Q4 | \$399 |
| NSC 8 PDA | FY 2002 Q4 | FY 2004 Q1 | FY 2015 Q2 | FY 2021 Q4 | \$7,892 |
| NSC 9 PDA | FY 2002 Q4 | FY 2004 Q1 | FY 2017 Q2 | FY 2023 Q4 | \$28,685 |
| NSC 10/11 PDA | FY 2002 Q4 | FY 2004 Q1 | FY 2019 Q1 | FY 2026 Q4 | \$7,600 |
| Close-out/FOT&E/Program Support | FY 2002 Q4 | FY 2004 Q1 | FY 2017 Q1 | FY 2025 Q4 | \$28,024 |
| FY 2020 | | | | | |
| NSC PDA (Hulls 8-11) | FY 2002 Q4 | FY 2004 Q1 | FY 2015 Q2 | FY 2026 Q4 | \$43,013 |
| Close-out/FOT&E/Program Support | FY 2002 Q4 | FY 2004 Q1 | FY 2017 Q1 | FY 2025 Q4 | \$16,987 |
| FY 2021 | | | | | |
| NSC PDA (Hulls 8-11) | FY 2002 Q4 | FY 2004 Q1 | FY 2015 Q2 | FY 2026 Q4 | \$16,190 |
| Close-out/FOT&E/Program Support | FY 2002 Q4 | FY 2004 Q1 | FY 2017 Q1 | FY 2025 Q4 | \$14,810 |

**Offshore Patrol Cutter – Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Offshore Patrol Cutter (OPC)**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Offshore Patrol Cutter | N024-000006362 | 1 | Procurement | Non-IT | Yes | \$400,000 | \$312,000 | \$546,000 |

Investment Description

This investment supports the acquisition of 25 OPCs, including PDA necessary to make these cutters ready for operations, to replace the Coast Guard's fleet of Medium Endurance Cutters (WMECs) and bridge the capabilities of the NSC and FRC.

Justification

The FY 2021 President's Budget supports construction of the third OPC and Long Lead Time Materials (LLTM) for OPC 4. The funding also supports other elements including warranty, outfitting materials, spares, system stock, supply support, life cycle engineering, Economic Price Adjustment, and Antecedent Liability. Remaining funds will support Program Office technical and project support for program-wide activities and the Ship Design Team; Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) and combat system development and integration support; test and evaluation efforts; logistics management and training development; preparation for post-delivery activities; licensing, development, and procurement of government-furnished information and equipment; and contract re-compete including industry studies. The OPC will replace the Coast Guard's fleet of WMECs in accordance with the Coast Guard's recapitalization plan. The OPC is an essential element of the Department's layered security strategy for the Homeland.

OPC missions may include ports, waterways, and coastal security; search and rescue; drug interdiction; migrant interdiction; living marine resources; other law enforcement; and elements of defense readiness. Similar to the legacy WMEC fleet, OPCs will be able to support contingency operations for emergency response and national security, if needed.

FY 2019 Key Milestone Events

- Began construction of OPC 1.
- Procured LLTM for OPC 2.
- Continued Developmental Test and Evaluation – Phase II.

FY 2020 Planned Key Milestone Events

- Award construction of OPC 2.
- Award LLTM for OPC 3.
- ADE-2C decision (Low Rate Initial Production approval).
- Conduct industry studies for contract re-compete.
- Continue Developmental Test and Evaluation – Phase II.
- Conduct Operational Assessment (OA).

FY 2021 Planned Key Milestone Events

- Award construction of OPC 3.
- Award LLTM for OPC 4.
- Award production design for contract re-compete.
- Continue Developmental Test and Evaluation – Phase II.
- Review OA findings and address risks.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|----------------|----------------|----------------|
| Operations and Support¹ | - | - | - | \$6,240 |
| Procurement, Construction, and Improvements | \$907,994 | \$400,000 | \$312,000 | \$546,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$907,994 | \$400,000 | \$312,000 | \$546,000 |
| Obligations | \$685,001 | \$7,541 | | |
| Expenditures | \$347,154 | \$331 | | |

1 – The O&S costs shown represent budget requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|---|----------------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-14-C-APC002 (Phase II – Detail Design) | Eastern Shipbuilding Group, Inc. | FPIF | 09/2016 | 09/2016 | 12/2022 | Yes | \$122,650 |
| HSCG23-14-C-APC002 (OPC-1 LLTM) | Eastern Shipbuilding Group, Inc. | FFP | 09/2017 | 09/2017 | 09/2021 | No | \$50,206 |
| HSCG23-14-C-APC002 (OPC-2 LLTM) | Eastern Shipbuilding Group, Inc. | FFP | 09/2018 | 09/2018 | 09/2022 | No | \$47,770 |
| HSCG23-14-C-APC002 (OPC-1 Construction) | Eastern Shipbuilding Group, Inc. | FPIF | 09/2018 | 09/2018 | 12/2022 | Yes | \$323,940 |

Significant Changes to Investment since Prior Year Enacted

The OPC program and the current contract have been restructured in accordance with the Acting Secretary’s decision to grant extraordinary contract relief under Public Law 85-804.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|----------------------------------|-------------|------------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Technical and Project Management | | | FY 2019 Q1 | FY 2019 Q4 | \$44,000 |
| OPC 2 Production | FY 2016 Q1 | FY 2022 Q4 | FY 2020 Q2 | FY 2023 Q4 | \$311,000 |
| OPC 3 Long Lead Time Material | FY 2016 Q1 | FY 2022 Q4 | FY 2020 Q2 | FY 2024 Q4 | \$45,000 |
| FY 2020 | | | | | |
| Technical and Project Management | | | FY 2020 Q1 | FY 2020 Q4 | \$70,000 |
| OPC 2 Post Delivery | FY 2016 Q1 | FY 2022 Q1 | FY 2020 Q4 | FY 2023 Q4 | \$35,000 |
| P.L. 85-804 Relief | | | FY 2020 Q1 | FY 2020 Q4 | \$207,000 |
| FY 2021 | | | | | |
| Technical and Project Management | | | FY 2021 Q1 | FY 2021 Q4 | \$131,000 |
| OPC 3 Production | FY 2016 Q1 | FY 2022 Q1 | FY 2020 Q4 | FY 2023 Q4 | \$365,000 |
| OPC 4 Long Lead Time Material | FY 2016 Q1 | FY 2022 Q1 | FY 2020 Q4 | FY 2024 Q4 | \$50,000 |

**Fast Response Cutter – Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Fast Response Cutter (FRC)

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Fast Response Cutter | N024-000006370 | 1 | Procurement | Non-IT | Yes | \$340,000 | \$260,000 | \$20,000 |

Investment Description

This investment supports the acquisition of FRCs to operate in the coastal zone and replace the Coast Guard’s fleet of 110-foot Island Class patrol boats (WPBs). Specifically, the Coast Guard is pursuing acquisition of the current program of record of 58 FRCs for the Continental United States and the acquisition of six FRCs to recapitalize the WPBs operating as part of Patrol Forces South West Asia (PATFORSWA).

Justification

The FY 2021 President’s Budget supports project management costs, PDA, Government Furnished Equipment (GFE), and logistics and technical support for the FRC program. The Sentinel Class FRCs are replacing the legacy 110-foot Island Class patrol boats, in accordance with the Coast Guard’s recapitalization plan. FRC missions include: search and rescue; migrant interdiction; living marine resource enforcement; drug interdiction; and ports, waterways and coastal security. FRCs provide enhanced capabilities over the 110-foot Island Class patrol boats including improved C4ISR capability and interoperability; stern launch and recovery (through sea state 4) of a 40-knot, 7-meter Over-the-Horizon cutter boat; a remotely-operated, gyro-stabilized MK38 Mod 2/3 25mm main gun; improved sea keeping; and enhanced crew habitability.

FY 2019 Key Milestone Events

- Delivered FRCs #31-35.
- Awarded Option 3 under the Phase II contract for six FRCs, including two FRCs to continue replacement of WPBs assigned to PATFORSWA.

FY 2020 Planned Key Milestone Events

- Delivery of FRCs #36-40.
- Award Option 4 under the Phase II contract for four FRCs.

FY 2021 Planned Key Milestone Events

- Delivery of FRCs #41-45.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|---|-------------|-----------|-----------|-----------|
| Operations and Support ¹ | - | \$269,378 | \$305,835 | \$350,893 |
| Procurement, Construction, and Improvements | \$2,783,388 | \$340,000 | \$260,000 | \$20,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$2,783,388 | \$340,000 | \$260,000 | \$20,000 |
| Obligations | \$2,661,139 | \$306,641 | | |
| Expenditures | \$2,147,017 | \$3,581 | | |

1 – The O&S costs shown represent the requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-------------------------------|---------------------------|--|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-08-C-2FR125 (Phase I) | Bollinger Shipyards, Inc. | Firm Fixed Price – Economic Price Adjustment (FFP-EPA) | 09/2008 | 09/2008 | TBD | No | \$1,537,637 |
| HSCG23-16-C-AFR625 (Phase II) | Bollinger Shipyards, Inc. | FFP-EPA | 05/2016 | 05/2016 | TBD | No | \$1,420,000 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|---------------------------------|----------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| Construction (six total hulls) | | | FY 2019 Q3 | FY 2023 Q3 | \$340,000 |
| | FY 2020 | | | | |
| Construction (four total hulls) | | | FY 2020 Q3 | FY 2024 Q2 | \$260,000 |
| | FY 2021 | | | | |
| Close-out/Program Support | | | FY 2021 Q3 | FY 2025 Q3 | \$20,000 |

Cutter Boats – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

Cutter Boats

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| Cutter Boats | N/A | Non-Major | Procurement | Non-IT | No | \$5,000 | \$15,100 | \$3,800 |

Investment Description

This investment supports the acquisition, development and management of production, delivery and warranty support for multi-mission boats including cutter boats on NSCs, OPCs, FRCs, PSCs, legacy cutters, and support for in-service boat recapitalization. The boat acquisition program management office (PMO) provides centralized technical and acquisition support and expertise for both cutter boats and station response boats. Current active boat acquisition programs include Cutter Boat-Large (CB-L), Over-The-Horizon (OTH), Long Range Interceptor (LRI), Response Boat-Small (RB-S), and Maritime Security Response Team (MSRT) Vessels.

Justification

The FY 2021 President's Budget funds PMO support, testing and evaluation, and the acquisition of OTH and LRI boats. The boat acquisition PMO ensures commonality across the operational community by supporting procurement of boats throughout the Coast Guard for use on newly acquired assets, as well as replacement boats for stations and in-service cutters. Given the expiration schedule of existing acquisition contracts in FY 2021, the PMO will initiate new contracts to develop the next generation of the OTH and LRI in order to align with cutter delivery schedules.

The OTH is deployed on the NSC, FRC, legacy polar icebreakers, and WMEC, and will be the cutter boat for the OPC and PSC. The OTH is a single-engine, open-cabin boat that operates beyond sight of the parent cutter (over-the-horizon) to deploy boarding parties to pursue and interdict targets of interest, and perform search and rescue operations.

The LRI is deployed on the NSC. The LRI is a dual-engine, enclosed-cabin boat that operates beyond sight of the parent cutter (over-the-horizon) with enhanced crew protection/comfort, greater storage capacity for longer duration missions, and increased capability for passenger and cargo transport.

FY 2019 Key Milestone Events

- Delivered OTH-IV #18-19; LRI-II #10.
- Initiated new contract development for future OTH cutter boats.
- Established test agent and developed test plan for OTH down-select process.
- Developed contracts to purchase test boats, established procedures for selection of a single production contract.
- Continued program management to support cutter and response boat acquisitions.

FY 2020 Planned Key Milestone Events

- Order and deliver OTH-IV #20-21.
- Order and deliver LRI-II #11.
- Award contract(s) for OTH-V down-select process.
- Develop contract for LRI-III.
- Order OTH-V #1-4 for source selection demonstration.
- Initiate contract development to purchase MSRT boats.
- Continue program management to support cutter and response boat acquisitions.

FY 2021 Planned Key Milestone Events

- Deliver OTH-V #1-4 and complete operational test and evaluation.
- Order and deliver OTH-V #5-9.
- Award LRI-III contract; complete operational test and evaluation for LRI-III.
- Order and deliver LRI-III #1.
- Award contract and order MSRT boats.
- Continue program management to support cutter and response boat acquisitions.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|---------|----------|---------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$43,654 | \$5,000 | \$15,100 | \$3,800 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$43,654 | \$5,000 | \$15,100 | \$3,800 |
| Obligations | \$40,676 | \$161 | | |
| Expenditures | \$39,265 | \$51 | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-----------------------------|--------------------------|----------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-17-J-ACB014 (OTH-IV) | SAFE Boats Int'l Inc. | IDIQ/FFP | 06/2011 | 06/2011 | 06/2021 | No | \$58,870 |
| HSCG23-12-D-ACB023 (LRI-II) | Metal Craft Marine, Inc. | IDIQ/FFP | 06/2012 | 06/2012 | 06/2020 | No | \$12,313 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|---|-------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Cutter Boat Contract Development and Awards | | | FY 2019 Q1 | FY 2020 Q1 | \$2,500 |
| Cutter Boat Testing, Evaluation, and Management | | | FY 2019 Q4 | FY 2020 Q3 | \$1,500 |
| PMO Support | | | FY 2019 Q1 | FY 2019 Q4 | \$1,000 |
| FY 2020 | | | | | |
| OTH-IV #20-21 | | | FY 2020 Q1 | FY 2020 Q4 | \$1,100 |
| LRI-II #11 | | | FY 2020 Q1 | FY 2020 Q4 | \$1,200 |
| OTH V #1-4 | | | FY 2020 Q2 | FY 2021 Q4 | \$1,600 |
| MSRT Vessels | | | FY 2020 Q2 | FY2024 Q4 | \$10,800 |
| PMO Support | | | FY 2020 Q1 | FY 2020 Q4 | \$400 |
| FY 2021 | | | | | |
| OTH-V #5-9 | | | FY 2021 Q2 | FY 2022 Q4 | \$1,600 |
| LRI-III #1 | | | FY 2021 Q1 | FY 2022 Q2 | \$1,300 |
| Cutter Boat Testing and Evaluation | | | FY 2021 Q1 | FY 2022 Q4 | \$500 |
| PMO Support | | | FY 2021 Q1 | FY 2021 Q4 | \$400 |

**Polar Security Cutter – Investment
Capital Investment Exhibits
Procurement/Acquisition Programs**

Polar Security Cutter (PSC)

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Polar Security Cutter | N024-000006381 | 1 | Procurement | Non-IT | Yes | \$675,000 | \$135,000 | \$555,000 |

Investment Description

This investment supports the acquisition of three PSCs, including Post Delivery Activities (PDA) necessary to make these cutters ready for operations.

Justification

The FY 2021 President’s Budget supports program management and production activities associated with the Detail Design and Construction contract. In April 2019, VT Halter Marine was awarded the Detail Design and Construction contract to produce up to three PSCs. These resources will support the following: purchase of LLTM and Government Furnished Equipment; program management office support; logistics planning; cyber-security planning; system integration test planning, C4ISR support, Project Resident Office support, Navy reimbursable technical support, and production.

To support national interests in the Polar Regions and provide assured surface presence in those ice-impacted waters, the Coast Guard is recapitalizing its heavy polar icebreaking fleet, which is over 40 years old. The Program is pursuing efficient, timely, and cost-effective solutions towards this objective to manage and limit acquisition risks, optimize operational effectiveness, and minimize life-cycle costs.

In July 2016, the Coast Guard established an Integrated Program Office with the Navy to continue efforts to accelerate the construction timeline and leverage the expertise and best practices from shipbuilding programs in both services. Based on this collaboration and lessons learned by the Navy, the Program completed Industry Studies in 2018 to identify solutions to minimize cost, schedule, production, and technology risks. Industry Studies focused on leveraging industry perspectives, existing vessel designs, and use of mature technology, which informed the iterative development of the PSC system specification.

FY 2019 Key Milestone Events

- Continued industry engagement and collaboration with international stakeholders.
- Awarded contract for Detail Design and Construction.
- Established a Project Resident Office.

FY 2020 Planned Key Milestone Events

- Continue detail design activities.
- Procured Long Lead Time Materials (LLTM) for hull 1.
- Prepare to commence construction of lead ship.

FY 2021 Planned Key Milestone Events

- Continue detail design activities.
- Conduct Production Readiness Review.
- Commence construction of lead ship.
- Purchase LLTM for hull 2.
- Prepare to commence construction of second PSC.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|----------------|----------------|----------------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$89,609 | \$675,000 | \$135,000 | \$555,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$89,609 | \$675,000 | \$135,000 | \$555,000 |
| Obligations | \$87,923 | \$595,800 | | |
| Expenditures | \$79,842 | \$859 | | |

1- There are not yet O&S budget requests associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--|------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| N00024-19-C-2210 (Detail Design and Construction PSC 1) | VT Halter Marine, Inc. | FPIF | 04/2019 | 04/2019 | 12/2028 | Yes | \$529,953 |
| N00024-19-C-2210 (Advance Planning & Engineering) | VT Halter Marine, Inc. | FPIF | 04/2019 | 04/2019 | 12/2028 | Yes | \$215,998 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|--|-------------|------------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Survey Design and Engineering | | | FY 2019 Q1 | FY 2023 Q4 | \$10,000 |
| Project Management and Technical Support | | | FY 2019 Q1 | FY 2023 Q4 | \$10,000 |
| Acquisition Management Support | | | FY 2019 Q1 | FY 2023 Q4 | \$10,000 |
| LLTM/Construction | FY 2019 Q3 | FY 2024 Q3 | FY 2019 Q3 | FY 2024 Q3 | \$645,000 |
| FY 2020 | | | | | |
| Project Management and Technical Support | | | FY 2020 Q1 | FY 2024 Q4 | \$6,000 |
| Acquisition Management Support | | | FY 2020 Q1 | FY 2024 Q4 | \$29,000 |
| LLTM | FY 2020 Q1 | FY 2021 Q2 | FY 2020 Q3 | FY 2022 Q2 | \$100,000 |
| FY 2021 | | | | | |
| Construction | FY 2019 Q3 | FY 2024 Q3 | FY 2019 Q3 | FY 2025 Q4 | \$515,000 |
| Acquisition/Project Management and Technical Support | | | FY 2021 Q1 | FY 2025 Q4 | \$40,000 |

**Waterways Commerce Cutter – Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Waterways Commerce Cutter (WCC)

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Waterways Commerce Cutter | N024-000006386 | 1 | Procurement | Non-IT | Yes | \$5,000 | \$2,500 | \$25,000 |

Investment Description

The WCC program will recapitalize the capabilities provided by the current fleet of inland tenders and barges commissioned between 1944 and 1990. The current fleet is comprised of 75-foot, 100-foot, and 160-foot Inland Construction Tenders; 65-foot and 100-foot Inland Buoy Tenders; and 65-foot and 75-foot River Buoy Tenders that collectively average over 55 years in age.

Justification

The FY 2021 President’s Budget supports program management office activities to recapitalize this vital capability, including the potential for commercial services and alternative crewing options, as well as replacement alternatives.

The platforms that serve the Nation’s inland waterways and western rivers provide vital services to the Marine Transportation System, and have an important role in the movement of commerce by maintaining structures, beacons and buoys in the First, Fifth, Seventh, Eighth, Ninth, Thirteenth and Seventeenth Coast Guard Districts. The commerce moved through U.S. waterways, including the 12,000 miles of inland waterways and western rivers, has a \$5.4T economic impact on the Nation. Mariners and the shipping industry depend on fixed and floating Aids to Navigation to safely navigate these waters and prevent accidents that could have significant environmental and/or economic impacts.

In addition to age concerns and the associated equipment obsolescence issues, the legacy fleet presents other sustainment challenges, including hazardous materials as a result of the use of asbestos and lead paint during construction of these over 55-year old assets. Outdated technology and vessel designs have led to crew safety concerns, maintenance cost increases, and non-compliance with environmental regulations. Finally, the vessels’ configuration does not allow the assignment of mixed gender crews in accordance with the Coast Guard’s workforce goals.

FY 2019 Key Milestone Events

- Continued project planning activities.
- Continued Analyze/Select phase documentation development.
- Continued Life Cycle Cost Estimate (LCCE), Independent Cost Estimate, and Program LCCE (PLCCE).
- Continued design development of possible materiel solutions.

FY 2020 Planned Key Milestone Events

- Continue project planning activities.
- Complete Alternatives Analysis and PLCCE.
- Complete draft Request for Proposal (RFP) of possible materiel solutions.

FY 2021 Planned Key Milestone Events

- Continue project planning activities.
- Complete Analyze/Select phase documentation development.
- Brief the DHS Acquisition Review Board and achieve ADE-2A approval.
- Approve and release the RFP of possible materiel solutions.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years² | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------------------|----------------|----------------|----------------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$26,100 | \$5,000 | \$2,500 | \$25,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$26,100 | \$5,000 | \$2,500 | \$25,000 |
| Obligations | \$8,525 | - | | |
| Expenditures | \$3,222 | - | | |

1 – There are not yet O&S budget requests associated with this investment.

2 – In FY 2017, funding was appropriated in Survey & Design specifically for further maturing of designs and/or executing pre-acquisition activities; these funds are tracked under Survey & Design.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--|----------------------------|---------------------------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| GS00Q14OADS316 (Technical and Design Support) | DDL Omni Engineering, LLC | Fixed Price | 01/2017 | 03/2018 | 01/2020 | No | \$2,099 |
| 70ZZ02318KPRT00200 (Alternatives Analysis) | NAVSEA 05D | Assisted Acquisition MIPR | 07/2018 | 07/2018 | 02/2020 | No | \$1,275 |
| 70Z02318KPRT00500 (Indicative Design) | USACE Marine Design Center | Assisted Acquisition MIPR | 08/2018 | 08/2018 | 10/2019 | No | \$809 |
| 70Z0FT18KPRT003000 (Life-Cycle Cost Estimate) | NAVSEA 05C | MIPR | 08/2018 | 08/2018 | 01/2020 | No | \$790 |
| 70Z02319FPRT02100 (Cyber/System Engineering) | MITRE Corporation | DHS Task Order | 07/2019 | 07/2019 | 09/2020 | No | \$590 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|---|----------------|-----------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| Program Management and Design Development | | | FY 2019 Q1 | FY 2023 Q4 | \$5,000 |
| | FY 2020 | | | | |
| Program Management and Design Development | | | FY 2020 Q1 | FY 2024 Q4 | \$2,500 |
| | FY 2021 | | | | |
| Technical and Program Management | | | FY 2021 Q1 | FY 2025 Q4 | \$12,250 |
| Design and Engineering | | | FY 2021 Q1 | FY 2025 Q4 | \$12,750 |

**Polar Sustainment – Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Polar Sustainment**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Polar Sustainment | N024-000006402 | 3 | Procurement | Non-IT | Yes | \$15,000 | \$15,000 | \$15,000 |

Investment Description

This investment supports a multi-year SLEP for POLAR STAR in order to maintain operations until two new PSCs are delivered.

Justification

The FY 2021 President's Budget funds program management activities, engineering and system prototypes, materials purchases, and production work to complete a SLEP on the CGC POLAR STAR, the Coast Guard's only active heavy polar icebreaker. The Coast Guard's two heavy polar icebreakers are over 40 years old and are well past their designed service life. The second vessel (POLAR SEA) is in an inactive status serving to provide specialty parts to help sustain POLAR STAR. To ensure POLAR STAR can continue to meet and support national interests in the Polar Regions and provide assured surface presence in those ice-impacted waters, the Coast Guard needs to maintain POLAR STAR's ability to perform these missions while recapitalizing the heavy polar icebreaking fleet. Accordingly, this SLEP is intended to extend POLAR STAR's service life so that it remains operational until delivery of the second new PSC.

FY 2019 Key Milestone Events

- Commenced project planning.
- Began analyze/select phase documentation.
- Began detail design engineering.

FY 2020 Planned Key Milestone Events

- Continue project planning.
- Complete analyze/select phase activities.
- Continue detail design engineering including system prototypes.
- Commence procurement activities for long lead time materials and production.

FY 2021 Planned Key Milestone Events

- Continue detail design engineering.
- Continue procurement activities for long lead time materials.
- Award production contract and complete phase one of production.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|---|-------------|----------|----------|----------|
| Operations and Support ¹ | - | - | - | - |
| Procurement, Construction, and Improvements | - | \$15,000 | \$15,000 | \$15,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | | | | |
| Total Project Funding | - | \$15,000 | \$15,000 | \$15,000 |
| Obligations | - | \$367 | | |
| Expenditures | - | \$42 | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-----------------|------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| N/A | | | | | | | |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|-------------------------|----------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| Project Management | | | FY 2019 Q1 | FY 2021 Q4 | \$2,500 |
| Technical / Engineering | | | FY 2019 Q1 | FY 2021 Q4 | \$2,500 |
| LLTM / Production | | | FY 2020 Q1 | FY 2021 Q4 | \$10,000 |
| | FY 2020 | | | | |
| Project Management | | | FY 2020 Q1 | FY 2024 Q4 | \$2,000 |
| Technical / Engineering | | | FY 2020 Q1 | FY 2024 Q4 | \$2,000 |
| LLTM / Production | | | FY 2020 Q1 | FY 2024 Q4 | \$11,000 |
| | FY 2021 | | | | |
| Project Management | | | FY 2021 Q1 | FY 2025 Q4 | \$2,000 |
| Technical / Engineering | | | FY 2021 Q1 | FY 2025 Q4 | \$2,000 |
| LLTM / Production | | | FY 2021 Q1 | FY 2025 Q4 | \$11,000 |

*Aircraft – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|---------------------------------------|---|
| HC-144 Conversion/Sustainment | \$17,000 | \$17,000 | \$14,000 | (\$3,000) |
| HC-27J Conversion/Sustainment | \$80,000 | \$103,200 | \$64,000 | (\$39,200) |
| HC-130J Acquisition/Conversion/Sustainment | \$105,000 | \$105,000 | \$10,000 | (\$95,000) |
| HH-65 Conversion/Sustainment | \$28,000 | \$50,000 | \$45,000 | (\$5,000) |
| MH-60T Sustainment | \$120,000 | \$150,000 | \$20,000 | (\$130,000) |
| Small Unmanned Aircraft Systems | \$6,000 | \$9,400 | \$600 | (\$8,800) |
| Long Range Command and Control Aircraft | - | \$70,000 | - | (\$70,000) |
| Total | \$356,000 | \$504,600 | \$153,600 | (\$351,000) |
| Discretionary - Appropriation | \$356,000 | \$504,600 | \$153,600 | (\$351,000) |

PPA Level I Description

The Aircraft PPA provides funding for recapitalization and sustainment of the Coast Guard's fleet of fixed and rotary-wing aircraft.

The Coast Guard's fleet of fixed and rotary-wing aircraft supported within this program collectively performs all Coast Guard missions in the offshore, coastal, and inland areas of responsibility. The land-based fixed-wing aircraft include the HC-144, HC-130H/J and HC-27J aircraft. The Coast Guard's fleet of HC-144s and HC-27Js provide medium-range surveillance (MRS) capability. The Coast Guard's fleet of existing HC-130Hs and HC-130Js provide long-range surveillance (LRS) capability. Each of these fixed-wing aircraft enables the Coast Guard to conduct airborne surveillance, detection, classification, and identification of vessels and other aircraft.

The Coast Guard's fleet of rotary-wing aircraft includes the MH-60 and MH-65 helicopters. The MH-60 is a medium-range recovery (MRR) helicopter and the MH-65 is a short-range recovery (SRR) helicopter. Both aircraft are deployed from land-based air stations; the MH-65 is also deployed routinely aboard the Coast Guard's fleet of NSCs, WHECs, and WMECs. Similarly, the Coast Guard will continue outfitting NSCs with small Unmanned Aircraft Systems (sUAS) to fulfill unmanned air surveillance capability requirements.

Aircraft – PPA
Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|------------------|
| Enacted/Request | \$356,000 | \$504,600 | \$153,600 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$159,411 | \$241,422 | \$142,318 |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$515,411 | \$746,022 | \$295,918 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$515,411 | \$746,022 | \$295,918 |
| Obligations (Actual/Estimates/Projections) | \$273,975 | \$603,704 | \$247,793 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Aircraft – PPA

Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|--------------------|
| FY 2019 Enacted | - | - | \$356,000 |
| FY 2020 Enacted | - | - | \$504,600 |
| FY 2021 Base Budget | - | - | - |
| HC-130J Acquisition/Conversion/Sustainment | - | - | \$10,000 |
| HC-144 Conversion/Sustainment | - | - | \$14,000 |
| HC-27J Conversion/Sustainment | - | - | \$64,000 |
| MH-60T Sustainment | - | - | \$20,000 |
| MH-65 Conversion/Sustainment | - | - | \$45,000 |
| Small Unmanned Aircraft Systems (sUAS) | - | - | \$600 |
| Total Investment Elements | - | - | \$153,600 |
| FY 2021 Request | - | - | \$153,600 |
| FY 2020 To FY 2021 Change | - | - | (\$351,000) |

Aircraft – PPA
Non Pay Budget Exhibits
Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|----------------------------|----------------------------|---------------------------------------|--------------------------------------|
| 21.0 Travel and Transportation of Persons | \$600 | \$850 | \$610 | (\$240) |
| 23.2 Rental Payments to Others | \$247 | \$255 | - | (\$255) |
| 25.1 Advisory and Assistance Services | \$19,694 | \$16,568 | \$17,527 | \$959 |
| 25.2 Other Services from Non-Federal Sources | - | - | \$12 | \$12 |
| 25.3 Other Goods and Services from Federal Sources | \$4,652 | \$8,900 | \$3,098 | (\$5,802) |
| 25.4 Operation and Maintenance of Facilities | \$200 | - | - | - |
| 25.7 Operation and Maintenance of Equipment | \$301 | - | \$300 | \$300 |
| 26.0 Supplies and Materials | \$44,560 | \$263 | \$12,580 | \$12,317 |
| 31.0 Equipment | \$285,746 | \$477,764 | \$119,473 | (\$358,291) |
| Total - Non Pay Object Classes | \$356,000 | \$504,600 | \$153,600 | (\$351,000) |

Aircraft – PPA
Capital Investment Exhibits

Capital Investment

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| HC-27J Conversion/Sustainment | N024-000006364 | 1 | Procurement | Non-IT | Yes | \$80,000 | \$103,200 | \$64,000 |
| HH-65 Conversion/Sustainment | N024-000006366 | 1 | Procurement | Non-IT | Yes | \$28,000 | \$50,000 | \$45,000 |
| MH-60T Sustainment | N024-000006367 | 1 | Procurement | Non-IT | Yes | \$120,000 | \$150,000 | \$20,000 |
| HC-144 Conversion/Sustainment | N024-000006364 | 1 | Procurement | Non-IT | Yes | \$17,000 | \$17,000 | \$14,000 |
| HC-130J Acquisition/Conversion/Sustainment | N024-000006382 | 1 | Procurement | Non-IT | Yes | \$105,000 | \$105,000 | \$10,000 |
| Small Unmanned Aircraft Systems | N024-000006404 | 3 | Procurement | Non-IT | Yes | \$6,000 | \$9,400 | \$600 |
| Long Range Command and Control Aircraft | - | - | Procurement | Non-IT | - | - | \$70,000 | - |

HC-144 Conversion/Sustainment – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

HC-144 Conversion/Sustainment

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| HC-144 Conversion/Sustainment | N024-000006364 | 1 | Procurement | Non-IT | Yes | \$17,000 | \$17,000 | \$14,000 |

Investment Description

This investment supports HC-144 Conversion/Sustainment by retrofitting the legacy Mission System and associated sensors with the Coast Guard variant of the U.S. Navy Minotaur mission system. The upgrade will improve system performance, address obsolescence issues, and improve cyber security of the mission system. The HC-144 aircraft are located at Coast Guard Air Station (CGAS) Mobile, Alabama; Miami, Florida; Cape Cod, Massachusetts; and Corpus Christi, Texas.

Justification

FY 2021 funding supports design, procurement, and construction of HC-144 maintenance training systems for the Aviation Technical Training Center in Elizabeth City, NC. The training systems will ensure that maintenance technicians have the required level of technical proficiency to perform complex aviation maintenance activities while stationed at operational units. The training systems may include an HC-144 mockup maintenance training unit, standalone aircraft systems modified to facilitate training, and visual training aids. HC-144 Minotaur mission system retrofits will continue during FY2021 with prior year funding.

The HC-144 Ocean Sentry is a MRS and transport aircraft providing fixed-wing air capability; complementing the HC-27J aircraft and the long-range, heavy-lift four-engine HC-130 aircraft. The two-engine high-efficiency turboprop design allows extended surveillance and quick response capability at a relatively low cost per flight hour. The HC-144 is a multi-mission platform that performs search and rescue; law enforcement; homeland security; marine environmental protection; as well as assistance with cargo and personnel transport. The aircraft can perform aerial delivery of search and rescue equipment, such as rafts, pumps, and flares, and can be used as an On-Scene Commander platform.

FY 2019 Key Milestone Events

- Completed the Minotaur mission system and associated sensors retrofit on two aircraft.
- Fielded Minotaur mission system aircraft to CGAS Corpus Christi, TX.

FY 2020 Planned Key Milestone Events

- Complete the Minotaur mission system and associated sensors retrofit on four aircraft.
- Field Minotaur mission system aircraft to CGAS Miami, FL and CGAS Corpus Christi, TX.

FY 2021 Planned Key Milestone Events

- Complete the Minotaur mission system and associated sensors retrofit on five aircraft.
- Field Minotaur mission system aircraft to CGAS Miami, FL and CGAS Cape Cod, MA.
- Commence design and procurement of HC-144 maintenance training systems.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|-----------|-----------|-----------|
| Operations and Support¹ | - | \$152,924 | \$152,424 | \$150,567 |
| Procurement, Construction, and Improvements | \$1,085,727 | \$17,000 | \$17,000 | \$14,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$1,085,727 | \$17,000 | \$17,000 | \$14,000 |
| Obligations | \$1,083,570 | \$15,591 | | |
| Expenditures | \$1,079,716 | \$7,842 | | |

1 – The O&S costs shown represent the estimated base funding and budget requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--------------------|---------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-15-F-2DA021 | FLIR Surveillance, Inc. | FFP | 01/2017 | 01/2017 | 12/2021 | No | \$12,023 |
| HSCG23-17-C-2DAM03 | TFAB Defense Systems, LLC | FFP | 08/2017 | 08/2017 | 08/2020 | No | \$15,436 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|---------------------------------------|-------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Minotaur Mission System | | | FY 2017 Q1 | FY 2022 Q4 | \$17,000 |
| FY 2020 | | | | | |
| Minotaur Mission System | | | FY 2017 Q1 | FY 2022 Q4 | \$17,000 |
| FY 2021 | | | | | |
| Aircraft Maintenance Training Systems | | | FY 2021 Q1 | FY 2025 Q4 | \$14,000 |

HC-27J Conversion/Sustainment – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

HC-27J Conversion/Sustainment

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| HC-27J Conversion/Sustainment | N024-000006364 | 1 | Procurement | Non-IT | Yes | \$80,000 | \$103,200 | \$64,000 |

Investment Description

This investment supports logistics requirements, regeneration, and missionization for 14 newly acquired HC-27J aircraft. Activities include HC-27J Asset Project Office (APO) activities and support, logistics (including initial spares and equipment), training, and engineering studies to assess and resolve aircraft obsolescence issues. The program regenerated 14 aircraft and is completing missionization with the Coast Guard variant of the U.S. Navy Minotaur mission system. Missionization activities include non-recurring engineering (NRE), structural modifications, and procurement of mission systems, production/installation, testing, and mission system logistics.

Justification

The FY 2021 President's Budget supports missionization, Asset Project Office (APO) activities and support, logistics (including initial spares and equipment), training, and engineering studies to assess and resolve aircraft obsolescence issues.

The HC-27J is one of the Coast Guard's MRS aircraft. The engines and propellers share commonality with Coast Guard's HC-130J aircraft. The two-engine high-efficiency turboprop design allows extended surveillance and quick response capability. Once missionized, the HC-27J will be a multi-mission asset that performs search and rescue; alien migrant interdiction operations; counter-drug operations; ports, waterways, and coastal security; and marine environmental protection missions, as well as cargo and personnel transport in support of mission requirements.

FY 2019 Key Milestone Events

- Continue APO operations.
- Continue Contractor Logistics Support.
- Continue airworthiness efforts coordinated with NAVAIR.
- Continue procurement of logistics.
- Continue NRE for aircraft missionization.

- Continue missionization of prototype aircraft.
- Complete engineering studies to assess and resolve aircraft obsolescence.

FY 2020 Planned Key Milestone Events

- Continue APO operations.
- Continue Contractor Logistics Support.
- Continue airworthiness efforts coordinated with NAVAIR.
- Continue procurement of logistics.
- Continue NRE for aircraft missionization.
- Complete missionization of prototype aircraft.
- Commence prototype developmental testing.
- Commence missionization of validation and verification aircraft.
- Commence NRE and prototype development for HC-27J cockpit improvements and obsolescence.

FY 2021 Planned Key Milestone Events

- Continue APO operations.
- Continue Contractor Logistics Support.
- Continue airworthiness efforts coordinated with NAVAIR.
- Continue procurement of logistics.
- Continue NRE for aircraft missionization.
- Complete prototype developmental testing.
- Complete missionization of validation and verification aircraft.
- Commence missionization of two additional aircraft.
- Continue NRE and prototype development for HC-27J cockpit improvements and obsolescence.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|----------|-----------|----------|
| Operations and Support¹ | - | \$70,352 | \$71,374 | \$71,905 |
| Procurement, Construction, and Improvements | \$346,900 | \$80,000 | \$103,200 | \$64,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$346,900 | \$80,000 | \$103,200 | \$64,000 |
| Obligations | \$334,290 | \$71,319 | | |
| Expenditures | \$267,490 | \$8,139 | | |

1 – The O&S costs shown represent the budget requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-------------------|--------------------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| Multiple | NAVAIR | MIPR | 07/2016 | 07/2016 | 12/2020 | No | \$200,194 |
| HSCG23-17D-N50005 | Leonardo SPA | FFP | 09/2016 | 09/2016 | 06/2021 | No | \$49,505 |
| HCSG23-17-P-N5003 | Pratt & Whitney | FFP | 06/2017 | 06/2017 | 06/2022 | No | \$1,775 |
| 70Z02318DN0000004 | Northrop Grumman Systems Corporation | FFP | 03/2018 | 03/2018 | 03/2021 | No | \$11,299 |
| 70Z02318DW0000001 | Honeywell International Inc. | FFP | 04/2018 | 04/2018 | 04/2023 | No | \$18,262 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|----------------------------|----------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| Logistics & missionization | | | FY 2016 Q1 | FY 2024 Q4 | \$80,000 |
| | FY 2020 | | | | |
| Logistics & missionization | | | FY 2016 Q1 | FY 2024 Q4 | \$103,200 |
| | FY 2021 | | | | |
| Logistics & missionization | | | FY 2016 Q1 | FY 2024 Q4 | \$64,000 |

HC-130J Acquisition/Conversion/Sustainment – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

HC-130J Acquisition/Conversion

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| HC-130J Acquisition/Conversion/Sustainment | N024-000006382 | 1 | Procurement | Non-IT | Yes | \$105,000 | \$105,000 | \$10,000 |

Investment Description

The HC-130J program includes acquisition of HC-130J aircraft, development and installation of the mission system, and logistics. Logistics include acquiring initial spares and support equipment to properly maintain the HC-130J aircraft at multiple locations. The program is also retrofitting eight legacy Mission System Suite (MSS) HC-130J aircraft with the Coast Guard variant of U.S. Navy Minotaur Mission System Suite (MSS+). The upgrade improves system performance, addresses obsolescence concerns, improves cyber security of the mission system, and increases compatibility with U.S. Customs and Border Protection mission systems through conversion to the DHS program of record mission system processor.

Justification

FY 2021 funding will support purchasing long lead time initial spare parts and equipment required to transition the third HC-130J operating site, Coast Guard Air Station (CGAS) Barbers Point, HI, from HC-130Hs to HC-130Js. The long lead time spare parts and equipment will support four HC-130Js at Air Station Barbers Point, HI. The HC-130J aircraft are replacing the aging Coast Guard HC-130H fleet. The HC-130J is a major contributor to performance of the Coast Guard's statutory missions with specific contributions to DHS and Coast Guard programs of Maritime Law Enforcement, Maritime Response, Defense Operations, and Marine Transportation System Management.

FY 2019 Key Milestone Events

- Completed MSS+ retrofits on five legacy aircraft, finishing the retrofits for all legacy HC-130Js.
- Accepted baseline aircraft CGNR-2012 and CGNR-2013 and commenced MSS+ install.
- Completed CGNR-2011 MSS+ install.
- Continued transition activities for second HC-130J operating site, CGAS Kodiak, AK.
- Completed procurement of initial spare parts and equipment to support CGAS Kodiak, AK.
- Commenced production of baseline aircraft CGNR-2014.

FY 2020 Planned Key Milestone Events

- Accept baseline aircraft CGNR-2014 and commence MSS+ install.
- Complete CGNR-2012 and CGNR-2013 MSS+ install.
- Complete transition activities for second HC-130J operating site, Kodiak, AK.
- Commence production of baseline aircraft CGNR-2015.

FY 2021 Planned Key Milestone Events

- Accept baseline aircraft CGNR-2015 and commence MSS+ install.
- Complete CGNR-2014 MSS+ install.
- Commence procurement of long lead time initial spare parts and equipment to support CGAS Barbers Point, HI.
- Commence production of baseline aircraft CGNR-2016.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|---|-------------|-----------|-----------|-----------|
| Operations and Support ¹ | - | \$268,929 | \$273,176 | \$276,905 |
| Procurement, Construction, and Improvements | \$918,982 | \$105,000 | \$105,000 | \$10,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$918,982 | \$105,000 | \$105,000 | \$10,000 |
| Obligations | \$901,295 | \$79,086 | | |
| Expenditures | \$721,402 | \$3,346 | | |

1 – The O&S costs shown represent the estimated base funding and budget requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--------------------|--|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-15-C-2DA002 | L-3 Communications Integrated Systems L.P. | FFP | 09/2015 | 09/2015 | 09/2020 | No | \$136,549 |
| HSCG23-17-X-2DA722 | USAF | MIPR | 07/2017 | 07/2017 | 04/2020 | No | \$65,000 |
| HSCG23-18-X-2DA816 | USAF | MIPR | 06/2018 | 06/2018 | 06/2020 | No | \$67,000 |
| 70Z02318K2DA8 | USAF | MIPR | 03/2019 | 03/2019 | 01/2023 | No | \$76,000 |
| 70Z02319C2DA90200 | EOD LLC | FFP | 04/2019 | 04/2019 | 06/2021 | No | \$12,730 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|--|-------------|-----------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Aircraft #16 & MSS+ | | | FY 2019 Q3 | FY 2023 Q4 | \$105,000 |
| FY 2020 | | | | | |
| Aircraft #17 and MSS+ | | | FY 2020 Q3 | FY 2024 | \$105,000 |
| FY 2021 | | | | | |
| Long Lead Time Initial Spare Parts and Equipment | | | FY 2021 Q2 | FY 2023 Q1 | \$10,000 |

MH-65 Conversion/Sustainment – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

MH-65 Conversion/Sustainment

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| HH-65 Conversion/Sustainment | N024-000006366 | 1 | Procurement | Non-IT | Yes | \$28,000 | \$50,000 | \$45,000 |

Investment Description

The MH-65 is a multi-mission, Short Range Recovery (SRR) helicopter. This airframe complements the Medium Range Recovery (MRR) helicopter in support of a 24/7 search and rescue and disaster recovery posture while also contributing to other Coast Guard missions such as ports, waterways, and coastal security; marine environmental protection; living marine resources; drug interdiction; migrant interdiction; and other law enforcement. The MH-65 Program is comprised of eight Discrete Segments (DS). Each segment consists of upgrades and modernization of aging components and sub-systems necessary to sustain readiness, stabilize maintenance costs, and comply with Federal Aviation Administration safety requirements. The latest DS, DS8, replaces specific structural components to extend the usable service life of each airframe an additional 10,000 hours. DS1 (Re-Engine), DS2 (National Capital Region Air Defense (NCRAD)), DS3 (Airborne Use of Force (AUF)) and DS4 (Obsolete Component Modernization (OCM)) were fully funded through prior year appropriations. DS5 (Shipboard Handling, Securing and Traversing System (SHSTS)) and DS7 (Surface Search Radar) were canceled in FY 2012 as documented in the Acquisition Program Baseline.

Justification

The FY 2021 President's Budget will support full rate production for DS6 Automatic Flight Control System (AFCS)/Avionics upgrades and DS8 Service Life Extension Project (SLEP) for the MH-65 helicopters. This program continues modernization and sustainment of the Coast Guard's MH-65 helicopter fleet. The modernization effort includes reliability and sustainability improvements where obsolete components are replaced with modernized sub-systems, including an integrated cockpit and sensor suite.

FY 2019 Key Milestone Events

- Continued DS6 (AFCS/Avionics) design, integration, and procurement.
- Completed Developmental Testing & Evaluation.
- Completed Initial Operational Testing and Evaluation.
- Continued planning and procurement to support DS8 (SLEP) activities.
- Completed one Low Rate Initial Production aircraft.

FY 2020 Planned Key Milestone Events

- Complete DS6 (AFCS/Avionics) design and integration.
- Continue planning and procurement to support DS6 (AFCS/Avionics) and DS8 (SLEP) activities.
- Complete Acquisition Decision Event 3 to initiate full rate production.
- Complete DS6 and DS8 production for nine aircraft.

FY 2021 Planned Key Milestone Events

- Continue planning and procurement to support DS6 (AFCS/Avionics) and DS8 (SLEP) activities.
- Complete DS6 and DS8 production for 22 aircraft.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|-----------|-----------|-----------|
| Operations and Support¹ | - | \$326,873 | \$333,873 | \$332,866 |
| Procurement, Construction, and Improvements | \$683,183 | \$28,000 | \$50,000 | \$45,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding² | \$683,183 | \$28,000 | \$50,000 | \$45,000 |
| Obligations | \$670,242 | \$9,782 | | |
| Expenditures | \$634,469 | \$333 | | |

1 – The O&S costs shown represent the estimated base funding and budget requests directly associated with this asset type.

2 – This line only reflects PC&I funds associated with the Investment, not associated O&S costs.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--------------------|------------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-17-C-AHH004 | Rockwell Collins, Inc. | FFP | 03/2017 | 03/2017 | 04/2020 | No | \$20,118 |
| 70Z02318DAH00100 | Honeywell International Inc. | FFP | 07/2018 | 07/2018 | 07/2023 | No | \$13,639 |
| 70Z02318CAHH00200 | Airbus Helicopters, Inc. | FFP | 09/2018 | 08/2018 | 08/2021 | No | \$15,965 |
| 70Z02319CAHH00500 | TFAB Defense Systems, LLC | FFP | 03/2019 | 03/2019 | 03/2023 | No | \$21,318 |
| 70Z02320CAHH00400 | Yulista | FFP | 11/2019 | 11/2019 | 11/2024 | No | \$17,928 |

Coast Guard Aviation Logistics Center (ALC) is the integrator for the MH-65 program.

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|--|----------------|------------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| DS6 (AFCS/Avionics) Production/DS8 (SLEP) Obtain | FY 2010 Q3 | FY 2020 Q1 | FY 2012 Q1 | FY 2024 Q2 | \$28,000 |
| | FY 2020 | | | | |
| DS6 (AFCS/Avionics) and DS8 (SLEP) Production | FY 2010 Q3 | FY 2020 Q1 | FY 2012 Q1 | FY 2024 Q2 | \$50,000 |
| | FY 2021 | | | | |
| DS6 (AFCS/Avionics) and DS8 (SLEP) Production | FY 2010 Q3 | FY 2020 Q1 | FY 2012 Q1 | FY 2024 Q2 | \$45,000 |

**MH-60T Sustainment – Investment
Capital Investment Exhibits
Procurement/Acquisition Programs**

MH-60T Sustainment**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| MH-60T Sustainment | N024-000006367 | 1 | Procurement | Non-IT | Yes | \$120,000 | \$150,000 | \$20,000 |

Investment Description

The MH-60T is a multi-mission, MRR helicopter. This airframe complements the Short Range Recovery (SRR) MH-65 helicopter in support of a 24/7 search and rescue and disaster recovery posture while also contributing to other Coast Guard missions such as ports, waterways, and coastal security; marine environmental protection; living marine resources; drug interdiction; migrant interdiction; and other law enforcement. The MH-60T contains time-limited structural fittings and dynamic components that necessitate the current 20,000-hour service life limit. Service life extension activities will enable the Coast Guard to continue operating the MRR fleet.

Justification

The FY 2021 President's Budget includes materials and labor to continue service life extension production activities to extend the service life of the existing MRR fleet. This program will extend the service life of MRR airframes into at least the mid-2030s to align the Coast Guard's recapitalization of these airframes with Department of Defense Future Vertical Lift acquisitions. The program is currently converting retired Navy H-60 aircraft hulls into the Coast Guard MH-60T configuration, which will replace legacy aircraft hulls and provide an average service life of 12,000 flight hours. The program is also conducting market research and preliminary engineering required to purchase new aircraft hulls, which can also replace legacy aircraft hulls and provide 20,000 flight hours. Integration and assembly activities will be performed at the Coast Guard Aviation Logistics Center (ALC).

FY 2019 Key Milestone Events

- Continued acquisition program and developed documentation.
- Completed the Alternatives Analysis.
- Commenced proof of concept activities to support the analyze/select phase.
- Commenced service life extension Navy conversion production activities.
- Commenced market research and preliminary engineering required to procure new aircraft hulls.

FY 2020 Planned Key Milestone Events

- Complete Acquisition Decision Event 2A/B and enter the obtain phase of the acquisition.
- Continue acquisition program and develop documentation.
- Continue service life extension Navy conversion production activities.
- Release an RFP and award a contract for non-recurring engineering (NRE) and production of new aircraft hulls.

FY 2021 Planned Key Milestone Events

- Procure LLTM and commence prototype production for new aircraft hulls.
- Continue service life extension Navy conversion production activities.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|---|-------------|-----------|-----------|----------|
| Operations and Support ¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$2,500 | \$120,000 | \$150,000 | \$20,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Project Funding | \$2,500 | \$120,000 | \$150,000 | \$20,000 |
| Obligations | \$1,759 | \$1,089 | | |
| Expenditures | \$1,615 | \$4 | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--------------------|---------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-17-J-2DAU04 | Archimedes Global | FFP | 09/2017 | 09/2017 | 09/2022 | No | \$2,572 |
| 70Z02318FAMH00300 | MCR, LLC | FFP | 09/2018 | 09/2018 | 09/2021 | No | \$1,261 |
| HSCG23-17-C-2DAM03 | TFAB Defense Systems, LLC | FFP | 05/2019 | 05/2019 | 08/2020 | No | \$2,999 |

ALC will be the integrator for the MH-60T program.

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|---|-------------|------------|--------------|------------|--|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| PMO Support and Service Life Extension Production | FY 2018 Q1 | FY 2021 Q3 | FY 2018 Q1 | FY 2030 Q4 | \$25,000 |
| NRE and Production of New Aircraft Hulls | FY 2018 Q1 | FY 2022 Q4 | FY 2021 Q2 | FY 2030 Q4 | \$95,000 |
| FY 2020 | | | | | |
| PMO Support and Service Life Extension Production | FY 2018 Q1 | FY 2021 Q3 | FY 2018 Q1 | FY 2030 Q4 | \$20,000 |
| Production of New Aircraft Hulls | FY 2018 Q1 | FY 2022 Q4 | FY 2021 Q2 | FY 2030 Q4 | \$130,000 |
| FY 2021 | | | | | |
| PMO Support and Service Life Extension Production | FY 2018 Q1 | FY 2021 Q3 | FY 2018 Q1 | FY 2030 Q4 | \$20,000 |

Small Unmanned Aircraft Systems – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

Small Unmanned Aircraft Systems (sUAS)

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| Small Unmanned Aircraft Systems | N024-000006404 | 3 | Procurement | Non-IT | Yes | \$6,000 | \$9,400 | \$600 |

Investment Description

The Small Unmanned Aircraft System (sUAS) for the NSC program is intended to address the NSC's requirement for a persistent airborne surveillance capability, and will serve as an information, surveillance, and reconnaissance (ISR) platform for the cutter. This investment will continue to fund the installation and System Operation Verification and Test (SOVT) of sUAS capability on the NSC, to include engineering services, procurement, and installation of sUAS components.

Justification

The FY 2021 President's Budget supports installation of the sUAS system on NSC #9. The sUAS will address the NSC's Key Performance Parameter of daily flight time, which includes 12 hours of continuous unmanned flight operations.

FY 2019 Key Milestone Events

- Continued the installation of sUAS for the NSC fleet.
- Completed topside analysis for the NSC fleet.
- Completed drawing packages for the NSC fleet.

FY 2020 Planned Key Milestone Events

- Continue the installation of sUAS for the NSC fleet.
- Complete Initial Operational Test and Evaluation (IOT&E).

FY 2021 Planned Key Milestone Events

- Continue the installation of sUAS for the NSC fleet.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-----------------------|---------|---------|---------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$24,800 ² | \$6,000 | \$9,400 | \$600 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$24,800 ² | \$6,000 | \$9,400 | \$600 |
| Obligations | \$23,708 ² | \$4,217 | | |
| Expenditures | \$19,035 ² | \$465 | | |

1 - There is no O&S funding exclusively associated with this investment.

2 – FY 2017 funding and prior was appropriated for sUAS within the NSC program.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-----------------------|---|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| N00019-12-D-0011-0009 | Insitu Inc. | FFP | 06/2015 | 06/2015 | 12/2020 | No | \$7,612 |
| Multiple | Naval Information Warfare Center (NIWC) | MIPR | 03/2018 | 03/2018 | 09/2021 | No | \$3,836 |
| 70Z023-18-C-2DAU-0400 | Insitu Inc. | FFP | 06/2018 | 06/2018 | 05/2026 | No | \$25,800 ³ |

3 – This represents the approximate value of total PC&I funded activities under the contract. Remaining activities associated with sUAS operation aboard NSCs are funded in the Operations and Support (O&S) appropriation.

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|---------------------------------------|----------------|------------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| sUAS Installation for the NSC Fleet | FY 2015 Q3 | FY 2016 Q4 | FY 2018 Q3 | FY 2025 Q2 | \$6,000 |
| | FY 2020 | | | | |
| sUAS Installation for the NSC Fleet | FY 2015 Q3 | FY 2016 Q4 | FY 2018 Q3 | FY 2025 Q2 | \$9,400 |
| | FY 2021 | | | | |
| sUAS Program Management and Logistics | FY 2015 Q3 | FY 2016 Q4 | FY 2018 Q3 | FY 2025 Q2 | \$600 |

Long Range Command and Control Aircraft – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

Long Range Command and Control Aircraft

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|------------------------|-------------------|---------------------------|-----------|------|-----------------|-----------------|----------------------------|
| Long Range Command and Control Aircraft | - | - | Procurement | Non-IT | - | - | \$70,000 | - |

Investment Description

This investment supports the purchase of a new C-37 aircraft to ensure that the Coast Guard can continue to provide Long Range Command and Control Aircraft (LRCCA) capability.

Justification

The FY 2021 President's Budget does not include additional funding in FY 2021 for this investment. FY 2020 funding is adequate to purchase a new C-37, install the Coast Guard specific communications and security equipment, and manage the procurement.

The Coast Guard has operated command and control aircraft for more than 65 years. The LRCCA capability provides Department of Homeland Security and Coast Guard senior officials' continuous access to secure communications while traveling. The LRCCA's secure communications allow senior officials to maintain situational awareness and exercise command and control, an essential capability during contingency response and National emergencies. The Coast Guard currently operates two C-37 aircraft, one is owned and the other is leased. The newly purchased C-37 will replace the leased aircraft, which provides the Coast Guard long term cost savings and operational flexibility. The C-37 is a commercially available long-range business jet that provides reliable and efficient transportation for 12 to 15 passengers. The Department of Defense, Department of Justice, and other Federal Agencies also operate C-37s, and the Coast Guard leverages this commonality to provide efficient maintenance and logistics support for the aircraft.

FY 2019 Key Milestone Events

- Completed requirements documents validating the need to maintain the LRCCA capability.

FY 2020 Planned Key Milestone Events

- Release and award a contract to purchase a new C-37 with Coast Guard specific communications and security.

FY 2021 Planned Key Milestone Events

- Deliver a new C-37 for operational service.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|---|-------------|---------|----------|---------|
| Operations and Support ¹ | - | - | - | - |
| Procurement, Construction, and Improvements | - | - | \$70,000 | - |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | - | - | \$70,000 | - |
| Obligations | - | - | | |
| Expenditures | - | - | | |

1 - There are not yet O&S budget requests associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|--------------------------|------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| No Contracts Established | | | | | | | |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|------------------------------|----------------|-----------|--------------|-----------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| | FY 2019 | | | | |
| N/A | | | | | |
| | FY 2020 | | | | |
| Purchase a New C-37 Aircraft | | | FY2020 Q2 | FY2022 Q4 | \$70,000 |
| | FY 2021 | | | | |
| N/A | | | | | |

Other Acquisition Programs – PPA**Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|---------------------------------------|---|
| Other Equipment and Systems | \$3,500 | \$3,500 | \$3,500 | - |
| Program Oversight and Management | \$20,000 | \$20,000 | \$20,000 | - |
| C4ISR | \$23,300 | \$25,156 | \$15,260 | (\$9,896) |
| Coast Guard Logistics Information Management System | \$9,200 | \$6,400 | \$1,100 | (\$5,300) |
| Cyber and Enterprise Mission Platform | - | \$14,200 | \$16,500 | \$2,300 |
| Total | \$56,000 | \$69,256 | \$56,360 | (\$12,896) |
| Discretionary - Appropriation | \$56,000 | \$69,256 | \$56,360 | (\$12,896) |

PPA Level I Description

The Other Acquisition Programs PPA includes funding to support initial acquisition, development, construction, or improvement of any end-use system, hardware, software or equipment costing over \$250,000. In FY 2021, funding will also support continued progress on build-out of Command, Control, Communications, Computers, Intelligence, Surveillance, and Reconnaissance (C4ISR) systems; CG-Logistics Information Management System (CG-LIMS); and emerging Cyber and Enterprise Mission Platform projects. This PPA also provides funding for Program Oversight and Management (PO&M).

The Coast Guard leverages its C4ISR capability to effectively execute a broad mission set in immensely challenging operating environments. Assets are able to receive, evaluate and act upon information obtained through the systems supported in this program. The C4ISR acquisition provides standardized capability to major cutters and aircraft, facilitating interoperability and information sharing inside and outside the Coast Guard. The CG-LIMS acquisition replaces, modernizes and unifies redundant and obsolete logistics systems with a consolidated, centralized, and integrated IT database system with enhanced configuration management, supply support, and improved financial accountability. The Cyber and Enterprise Mission Platform projects support replacement of the obsolete Maritime Security Risk Analysis Model (MSRAM) with a web-based application, recapitalization of military satellite communications (MILSATCOM) capabilities at shore stations with the Mobile User Objective System (MUOS), and transition to a network infrastructure that supports operations in a secure mobile environment. PO&M is critical for oversight and efficient execution of Coast Guard's acquisition programs.

Other Acquisition Programs – PPA Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|-----------------|------------------|-----------------|
| Enacted/Request | \$56,000 | \$69,256 | \$56,360 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$47,181 | \$42,076 | \$34,227 |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | (\$5,300) | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$97,881 | \$111,332 | \$90,587 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$97,881 | \$111,332 | \$90,587 |
| Obligations (Actual/Estimates/Projections) | \$55,805 | \$77,105 | \$64,156 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

**Other Acquisition Programs – PPA
Summary of Budget Changes**

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|-------------------|
| FY 2019 Enacted | - | - | \$56,000 |
| FY 2020 Enacted | - | - | \$69,256 |
| FY 2021 Base Budget | - | - | - |
| C4ISR | - | - | \$15,260 |
| Coast Guard Logistics Information Management System (CG-LIMS) | - | - | \$1,100 |
| Cyber and Enterprise Mission Platform | - | - | \$16,500 |
| Other Equipment and Systems | - | - | \$3,500 |
| Program Oversight and Management | - | - | \$20,000 |
| Total Investment Elements | - | - | \$56,360 |
| FY 2021 Request | - | - | \$56,360 |
| FY 2020 To FY 2021 Change | - | - | (\$12,896) |

Other Acquisition Programs – PPA
Non Pay Budget Exhibits

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|----------------------------|----------------------------|---------------------------------------|--------------------------------------|
| 21.0 Travel and Transportation of Persons | \$570 | \$555 | \$561 | \$6 |
| 23.3 Communications, Utilities, and Misc. Charges | - | - | \$250 | \$250 |
| 25.1 Advisory and Assistance Services | \$46,992 | \$42,537 | \$35,922 | (\$6,615) |
| 25.3 Other Goods and Services from Federal Sources | \$2,050 | \$5,303 | \$1,398 | (\$3,905) |
| 25.7 Operation and Maintenance of Equipment | - | - | \$500 | \$500 |
| 26.0 Supplies and Materials | \$90 | \$261 | \$186 | (\$75) |
| 31.0 Equipment | \$6,298 | \$20,600 | \$17,543 | (\$3,057) |
| Total - Non Pay Object Classes | \$56,000 | \$69,256 | \$56,360 | (\$12,896) |

**Other Acquisition Programs – PPA
Capital Investment Exhibits**

Capital Investment

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| C4ISR | 024-000006343 | 1 | Procurement | IT | Yes | \$23,300 | \$25,156 | \$15,260 |
| Coast Guard Logistics Information Management System | 024-000006115 | 3 | Procurement | IT | Yes | \$9,200 | \$6,400 | \$1,100 |
| Program Oversight and Management | N/A | Non-Major | Procurement | Non-IT | No | \$20,000 | \$20,000 | \$20,000 |
| Other Equipment and Systems | N/A | Non-Major | Procurement | Non-IT | No | \$3,500 | \$3,500 | \$3,500 |
| Cyber and Enterprise Mission Platform | - | - | Procurement | IT | - | - | \$14,200 | \$16,500 |

**Other Equipment and Systems – Investment
Itemized Procurements
End Items Purchases**

Other Equipment and Systems**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Other Equipment and Systems | N/A | Non-Major | Procurement | Non-IT | No | \$3,500 | \$3,500 | \$3,500 |

Investment Description

This investment manages procurement of end-use equipment that supports operations, including vessel travel lifts, specialized test equipment for depot maintenance, and specialized vehicles (e.g., hazmat and fire response, snow removal, road maintenance, and mobile cranes).

The FY 2021 President's Budget funds end-use item equipment and systems expected to cost in excess of \$250,000. These items support a variety of Coast Guard missions, including training simulators and equipment that is used to support the operation and maintenance of vessels, aircraft, and infrastructure.

| End Items Breakdown <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | FY 2020 Enacted | | FY 2021 President's Budget | |
|---|------------------------|----------------|------------------------|----------------|-----------------------------------|----------------|
| | Quantity | Amount | Quantity | Amount | Quantity | Amount |
| Aircraft Operation, Maintenance, and Test Equipment | 3 | \$1,300 | 2 | \$1,135 | - | - |
| Vessel Operation, Maintenance, and Test Equipment | 2 | \$850 | 2 | \$1,015 | 2 | \$750 |
| Fire Response/Rescue Vehicles and Other Vehicles | 1 | \$1,350 | 2 | \$1,350 | 4 | \$2,750 |
| Total | 6 | \$3,500 | 6 | \$3,500 | 6 | \$3,500 |

Note: This table provides a listing of planned procurements and estimated cost based on current information and priorities. This list may be adjusted as new information is discovered and due to emergent needs and priorities.

- **Aircraft Operation, Maintenance, and Test Equipment:** Operation, maintenance, and test equipment to support various Coast Guard aircraft such as MH-65D/E, MH-60T, HC-144, HC-27J, and HC-130J/H. Examples include: automatic circuit analysis testing equipment, radar equipment, embedded GPS/inertial alignment equipment, laser alignment measuring tool, portable wiring harness, portable paint booth, tailcone fixture, and other emergent equipment. This equipment is critical to complete necessary maintenance and repairs during planned depot maintenance and to ensure operational readiness of Coast Guard aircraft.

- Vessel Operation, Maintenance, and Test Equipment: Operation, maintenance, and test equipment to support various Coast Guard boats and vessels. Examples include: hydraulic lift trailer, mobile boat hoists, engine overhaul special tool kit, and other emergent equipment. This equipment is critical to complete necessary maintenance and repairs and to ensure operational readiness of Coast Guard vessels and boats.
- Fire Response/Rescue Vehicle and Other Vehicles: Replacement fire response and aircraft rescue vehicles. These vehicles provide organic fire and emergency response capability in response to fires, general facility emergencies, and aircraft emergencies. Other vehicles may include snow removal or road maintenance equipment/vehicles.

**Program Oversight and Management - Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Program Oversight and Management**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Program Oversight and Management | N/A | Non-Major | Procurement | Non-IT | No | \$20,000 | \$20,000 | \$20,000 |

Investment Description

This investment provides support for Program Oversight and Management (PO&M) activities associated with the transition of the Coast Guard's assets from acquisition to operations, including delivery, provision of logistics, training, and other services necessary to ensure seamless integration into the operational fleet.

Justification

The following FY 2021 activities will be supported by PO&M funding:

| PO&M Activity | Description |
|------------------------------------|---|
| Senior Oversight | Computer support, project management site visits, management support priorities and supplies. |
| Contract Operations | Contracting Officer support for Major System Acquisition projects, Defense Contract Management Agency/Defense Contract Audit Agency support services. |
| Acquisition Workforce Management | Program training, strategic & tactical human capital support, Sustainment/Acquisition-Composite Model support for staff levels, program management & acquisition support. |
| Acquisition Support | Program management, systems engineering, and acquisition management support. |
| Strategic Planning & Communication | Strategic planning support, as required by the CG and DHS, communication management support, external coordination support, required reports and responses. |
| Testing and Evaluation | Execution of Surface; Aviation; C4ISR; and Logistics development and testing programs. |
| Resource Management | Acquisition Performance Management System software licenses and maintenance support; capitalization and audit remediation support; internal controls support; and Life Cycle Cost Estimating support. |

Other Acquisition Programs – PPA

Program Oversight and Management

| PO&M Activity | Description |
|---------------------------------|--|
| Acquisition Programs Oversight | Naval Sea Systems Command (NAVSEA) programmatic support, Naval Surface Warfare Center/NAVSEA direct-site support, program management support, logistics support, technical documentation, performance management, and site visits. |
| Acquisition Programs – Aviation | Program management support to include administrative, business finance, accounting, risk management, schedule analysis, costs analysis, and site visits. |
| Acquisition Programs – Surface | Program management support to include administrative, business finance, accounting, risk management, schedule analysis, costs analysis, and site visits. |
| Acquisition Programs – C4ISR | Program management support for program status control reporting, emerging issue resolution, cross domain issues, technical expertise, Integrated Product Team support, Major System Acquisition project coordinator at Space and Naval Warfare Systems Command, and site visits. |

FY 2019 Key Milestone Events

- Continue to provide cross-programmatic acquisition support.

FY 2020 Planned Key Milestone Events

- Continue to provide cross-programmatic acquisition support.

FY 2021 Planned Key Milestone Events

- Continue to provide cross-programmatic acquisition support.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|----------------|----------------|----------------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$526,028 | \$20,000 | \$20,000 | \$20,000 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$526,028 | \$20,000 | \$20,000 | \$20,000 |
| Obligations | \$520,642 | \$15,123 | | |
| Expenditures | \$515,571 | \$4,370 | | |

¹ – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|----------------------|------------------------------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| HSCG23-13-J-ADW182 | Booz Allen Hamilton Inc. | FFP | 12/2018 | 12/2018 | 12/2019 | No | \$2,361 |
| 70Z023-18-F-ADW06600 | Insight Technology Solutions Inc. | FFP | 02/2019 | 02/2019 | 02/2020 | No | \$1,663 |
| 70Z023-19-C-ADW01500 | Ghostrook Systems Development, LLC | FFP | 02/2019 | 02/2019 | 02/2020 | No | \$2,451 |
| HSCG23-17-F-ADW040 | Credence Management Solutions LLC | FFP | 03/2019 | 03/2019 | 03/2020 | No | \$1,275 |
| 70Z023-18-F-ADW05500 | Chevo Consulting, LLC | FFP | 06/2019 | 06/2019 | 06/2020 | No | \$833 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|----------------------------------|-------------|-----------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Program Oversight and Management | | | FY 2019 Q1 | FY 2023 Q4 | \$20,000 |
| FY 2020 | | | | | |
| Program Oversight and Management | | | FY 2020 Q1 | FY 2024 Q4 | \$20,000 |
| FY 2021 | | | | | |
| Program Oversight and Management | | | FY 2021 Q1 | FY 2025 Q4 | \$20,000 |

C4ISR – Investment Capital Investment Exhibits

Procurement/Acquisition Programs

C4ISR

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| C4ISR | 024-000006343 | 1 | Procurement | IT | Yes | \$23,300 | \$25,156 | \$15,260 |

Investment Description

This investment integrates and supports the design, development, and information assurance posture of C4ISR Integrated hardware and software systems on NSCs, OPCs, PSCs, FRCs, WCCs, and legacy 270-foot WMECs undergoing SLEPs. These assets are using interoperable C4ISR system designs to optimize lifecycle costs and operational effectiveness. Specific program activities include:

- Development, integration, and testing of Sea Commander (the primary sensor, navigation and weapons integration system installed on NSCs) upgrades to support cybersecurity requirements, capability requirements, training, logistics, integration, and testing;
- Tailoring SeaWatch (the primary sensor, navigation and situational awareness integration system installed on various cutter classes) for surface acquisition programs and the 270-foot WMEC SLEP, and providing technical assistance for surface acquisitions to ensure commonality;
- Technical assistance and engineering design management for C4ISR systems on the NSC, OPC, PSC, FRC, WCC, 270-foot WMEC SLEP, and combat systems;
- Information Assurance (IA) / TEMPEST / Certification and Accreditation (C&A) expertise and documentation to newly acquired assets to ensure new USCG assets are delivered with Authority to Operate (ATO) through the Designated Approval Agency (DAA);
- The continued operation of C4ISR development labs and test & integration labs providing product suitability validation and proper network integration and readiness for platform acceptance and installation on surface assets;
- Determining necessary Diminishing Manufacturing Source (DMS) solutions for the test and integration labs and for assets in production;
- Logistics support providing analysis, development, and products to ensure operational capability and readiness of the C4ISR systems and interfaces, and their integration with USCG assets, including technical documentation and training requirements, as well as the initial sparing analysis required to transition the C4ISR system baseline release to asset managers for platform installation, testing, and deployment;
- Engineering Change Proposals (ECPs) development to include software and systems engineering oversight, to accommodate capability upgrades and design modifications related to C4ISR while the asset is in production; and
- Project execution support services for planning, development, engineering, configuration management, safety, and other required disciplines.

Justification

FY 2021 funding will support the design, development, and information assurance posture of C4ISR Integrated hardware and software systems on NSCs, OPCs, PSCs, FRCs, WCCs, and legacy 270-foot WMECs undergoing SLEPs. Funding is primarily associated with Sea Commander and SeaWatch, the main navigation, systems integration and situational awareness tools for NSCs and WMECs, and associated labs.

FY 2019 Key Milestone Events

- Aviation assets:
 - Continued to coordinate and plan for obtaining ATO and TEMPEST certifications.
- Surface assets:
 - Continued tailoring C4ISR systems, combat systems, and SeaWatch for the OPC and PSC.
 - Assisted the NSC, OPC, WCC, and 270-foot WMEC SLEP with C4ISR design, testing, and implementation of related engineering changes.
 - Assisted FRC and NSC programs with achievement of ATO and conducting TEMPEST inspections.
 - Fielded the next block upgrade of Sea Commander, to include interoperability and cyber security upgrades.
 - Continued integration and testing of C4ISR systems on newly-acquired NSCs and FRCs.
- Labs:
 - Continued to operate verification labs to facilitate fielding of Sea Commander for new cutters.
 - Continued to operate labs to develop and test major block upgrades for the NSC combat system, to include interoperability and cyber security upgrades.

FY 2020 Planned Key Milestone Events

- Aviation assets:
 - Continue to coordinate and plan for obtaining ATO and TEMPEST certifications.
- Surface assets:
 - Continue tailoring C4ISR systems, combat systems, and SeaWatch software for the OPC and PSC.
 - Begin tailoring C4ISR systems and SeaWatch software for the WCC.
 - Assist the NSC, OPC, WCC, PSC, and 270-foot WMEC SLEP with C4ISR design, testing, and implementation of related engineering changes.
 - Assist NSC, FRC, OPC, PSC, and 270-foot WMEC SLEP with achievement of ATO and conduct TEMPEST inspections.
 - Support the development, integration, and upgrades of the Sea Commander suite for NSC.
 - Continue integration, training, logistics, and testing of C4ISR systems on newly-acquired assets.
- Labs:
 - Continue to operate verification labs to facilitate fielding of Sea Commander.
 - Continue to operate labs to develop and test major block upgrades for the NSC combat system, to include interoperability and cyber security upgrades.

Other Acquisition Programs – PPA
FY 2021 Planned Key Milestone Events

- Aviation assets:
 - Continue to coordinate and plan for obtaining ATO and TEMPEST certifications.
- Surface assets:
 - Continue tailoring C4ISR systems, combat systems, and SeaWatch software for the OPC, PSC, and WCC.
 - Assist the NSC, OPC, WCC, PSC, and 270-foot WMEC SLEP with C4ISR design, testing, and implementation of related engineering changes.
 - Assist NSC, FRC, OPC, PSC, and 270-foot WMEC SLEP with achievement of ATO and conduct TEMPEST inspections.
 - Field the next block upgrade of Sea Commander, to include interoperability and cyber security upgrades for NSC.
 - Continue integration, training, logistics, and testing of C4ISR systems on newly-acquired assets.
- Labs:
 - Continue to operate verification labs to facilitate fielding of Sea Commander.
 - Continue to operate labs to develop and test major block upgrades for the NSC combat system, to include interoperability and cyber security upgrades.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|----------|----------|----------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$888,043 | \$23,300 | \$25,156 | \$15,260 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$888,043 | \$23,300 | \$25,156 | \$15,260 |
| Obligations | \$870,812 | \$4,248 | | |
| Expenditures | \$841,701 | \$1,940 | | |

¹ – There is no O&S funding exclusively associated with this investment.

Other Acquisition Programs – PPA

C4ISR

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|------------------------|-------------------|-------------|---------------------------|---------------------------|-------------------------|------------------------|---|
| HSCG23-17-C-AC4139 | Lockheed Martin | T&M | 11/2016 | 11/2016 | 01/2020 | No | \$21,000 |
| HSCG23-17-C-AC4138 | Lockheed Martin | CPFF | 11/2016 | 11/2016 | 10/2021 | No | \$9,000 |
| HSCG23-17-F-AC4029 | Vector CSP, LLC | FFP | 9/2017 | 9/2017 | 3/2022 | No | \$10,320 |
| HSHQDC-13-D-E2071 | Validatek, Inc. | FFP | 8/2018 | 9/2018 | 8/2020 | No | \$1,401 |

Significant Changes to Investment since Prior Year Enacted

C4ISR Acquisition Support and Information Assurance/Cybersecurity are funded by individual acquisition programs starting in FY 2021.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|--|--------------------|------------------|---------------------|------------------|--|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Aviation Information Assurance | | | FY 2011 Q3 | FY 2026 Q4 | \$200 |
| Sea Commander Block B: NSC (through NSC 8) | | | FY 2012 Q1 | FY 2019 Q4 | \$17,550 |
| New Asset Acquisition Support: OPC | | | FY 2014 Q1 | FY 2026 Q4 | \$3,500 |
| New Asset Acquisition Support: FRC | | | FY 2009 Q1 | FY 2026 Q4 | \$500 |
| New Asset Acquisition Support: PSC | | | FY 2018 Q1 | FY 2026 Q4 | \$1,100 |
| New Asset Acquisition Support: NSC (NSC 9) | | | FY 2019 Q1 | FY 2026 Q4 | \$450 |
| FY 2020 | | | | | |
| Sea Commander / SeaWatch | | | FY 2020 Q1 | FY 2034 Q4 | \$10,556 |
| C4ISR Acquisition Support | | | FY 2020 Q1 | FY 2034 Q4 | \$7,100 |
| Labs | | | FY 2020 Q1 | FY 2034 Q4 | \$3,800 |
| Information Assurance / Cybersecurity | | | FY 2020 Q1 | FY 2034 Q4 | \$3,700 |
| FY 2021 | | | | | |
| Sea Commander / SeaWatch | | | FY 2020 Q1 | FY 2034 Q4 | \$12,660 |
| Labs | | | FY 2020 Q1 | FY 2034 Q4 | \$2,600 |

**Coast Guard Logistics Information Management System – Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Coast Guard Logistics Information Management System (CG-LIMS)

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Coast Guard Logistics Information Management System | 024-000006115 | 3 | Procurement | IT | Yes | \$9,200 | \$6,400 | \$1,100 |

Investment Description

This investment supports the modernization and unification of the Coast Guard’s logistics configuration, maintenance, supply chain, and technical information into a central database system. The Coast Guard Logistics Information Management System (CG-LIMS) program:

- Directly supports the Coast Guard modernization goal of a unified logistics system that improves mission-readiness, operational effectiveness, and decision-making by enabling decision support at the enterprise and tactical level;
- Enables product line management by providing total asset visibility throughout the enterprise;
- Will be the tool through which all maintenance is managed and how the enterprise supply chain is driven;
- Will organize and manage all technical information relating to Coast Guard assets, including technical publications and manuals, drawings, maintenance procedures, and maintenance data in the system; and
- Will tightly integrate and configure the components of configuration management, maintenance management, supply chain management, and technical information management to allow efficient execution of a standardized business process.

Justification

The FY 2021 President’s Budget continues CG-LIMS development, configuration, and testing with phased delivery deployment to Coast Guard operational assets and support facilities to include aircraft, surface, and shore facility product lines. Specifically, the funding continues to support Configuration/Maintenance Management (Segment 1), Supply Chain Management (Segment 2), and Technical Information Management (Segment 3) functionality.

FY 2019 Key Milestone Events

- Continued developing Configuration/Maintenance Management (CC/MM; Segment 1) and Supply Chain Management (SCM; Segment 2).
- Developed Technical Information Management System (TIMS; Segment 3) user interface portal for multiple communities and inducted civil engineering technical information.
- Planned and designed CG-LIMS/DHS TRIO FSM functional interfaces.
- Commenced Business Process Reengineering to standardize logistics processes across the Coast Guard surface, aviation, C4IT, and shore communities.

FY 2020 Planned Key Milestone Events

- Continue developing CC/MM and SCM (Segments 1 and 2).
- Complete Business Process Reengineering to standardize logistics processes across the Coast Guard surface, aviation, C4IT, and shore communities.
- Assist with retiring the legacy Coast Guard TIMS after CG-LIMS TIM capability has entered and tested civil engineering technical information (Segment 3).
- Continue to develop and test interfaces and integration with DHS TRIO FSM capability.

FY 2021 Planned Key Milestone Events

- Continue developing CC/MM and SCM (Segments 1 and 2).
- Implement Warehouse Management component of SCM at Inventory Control Point (ICP) and perform OT&E for Warehouse Management functionality.
- Complete testing of civil engineering technical information management capability.
- Continue to develop and test interfaces and integration with DHS TRIO FSM capability.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|---|-------------|---------|---------|---------|
| Operations and Support ¹ | - | - | - | - |
| Procurement, Construction, and Improvements | \$58,769 | \$9,200 | \$6,400 | \$1,100 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | - | | | |
| Total Project Funding | \$58,769 | \$9,200 | \$6,400 | \$1,100 |
| Obligations | \$53,696 | \$2,115 | | |
| Expenditures | \$51,861 | - | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-------------------|------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| 70Z02318FADL00600 | Mythics | FFP | 09/2018 | 09/2018 | 09/2019 | No | \$3,923 |
| 70Z02319FADL00300 | Tecolote | FFP | 09/2019 | 09/2019 | 02/2020 | No | \$408 |

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost <i>(Dollars in Thousands)</i> |
|--|-------------|-----------|--------------|------------|---|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| Business Process Reengineering, re-plan interfaces | | | FY 2008 Q2 | FY 2022 Q4 | \$9,200 |
| FY 2020 | | | | | |
| CG-LIMS Development | | | FY 2008 Q2 | FY 2022 Q4 | \$6,400 |
| FY 2021 | | | | | |
| CG-LIMS Development | | | FY 2008 Q2 | FY 2022 Q4 | \$1,100 |

**Cyber and Enterprise Mission Platform – Investment
Capital Investment Exhibits**

Procurement/Acquisition Programs

Cyber and Enterprise Mission Platform

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Cyber and Enterprise Mission Platform | - | - | Procurement | IT | - | - | \$14,200 | \$16,500 |

Investment Description

This investment supports program management activities in support of the Enterprise Mission Platform (EMP), delivering operational and mission support capabilities for Command, Control, Communications, Computers, Cyber, and Intelligence (C5I).

Justification

Cyber and EMP funding provides program management and logistics support for C5I capabilities spanning all Information Technology (IT) portfolios, including IT infrastructure, communications, cyber, navigation, and domain awareness. The following projects will be supported with FY 2021 funding:

Mobile User Objective System (MUOS): This project continues recapitalization of the 40 existing MILSATCOM Ultra High Frequency (UHF) communication capabilities on Coast Guard shore installations with MUOS. Concurrently, an effort is underway to recapitalize the aviation and afloat segments of MUOS through the Coast Guard’s Operations and Support (O&S) appropriation. The existing MILSATCOM is designed to provide a reliable means of communication in theater, disaster areas, remote latitudes, etc.; permits consistent data exchange for maritime domain awareness and DHS law enforcement missions; and meets requirements for Department of Defense interoperability. The current capability is beyond end of life and is beginning to experience system degradation. The system will be non-functional by 2024 and will be replaced by MUOS. Any assets that do not have MUOS will lose this capability entirely.

Mobility 2.0: This project builds the network infrastructure that supports the ability to operate in a secure mobile environment, and continues work on the Marine Information for Safety and Law Enforcement (MISLE) application. Efforts will focus on infrastructure, hardware, and software to include development of a foundational platform that allows for follow-on ability to provide a secure, easy-to-use, and flexible capability to efficiently create mobile applications.

FY 2019 Key Milestone Events

- N/A

FY 2020 Planned Key Milestone Events

- Initiate design work for MUOS shore installations.
- Initiate installation work on MUOS shore installations.
- Initiate MSRAM system design work.
- Initiate design and system engineering for Mobility 2.0.

FY 2021 Planned Key Milestone Events

- Initiate installation work on ten additional MUOS shore installations.
- Complete MSRAM design work.
- Initiate MSRAM engineering, prototyping, and production.
- Continue design and system engineering for Mobility 2.0.
- Initiate design and engineering for Mobility 2.0 foundational platform.

Overall Investment Funding

| <i>(Dollars in Thousands)</i> | Prior Years | FY 2019 | FY 2020 | FY 2021 |
|--|-------------|---------|----------|----------|
| Operations and Support¹ | - | - | - | - |
| Procurement, Construction, and Improvements | - | - | \$14,200 | \$16,500 |
| Research and Development | - | - | - | - |
| Legacy Appropriations | | | | |
| Total Project Funding | - | - | \$14,200 | \$16,500 |
| Obligations | - | - | | |
| Expenditures | - | - | | |

1 – There is no O&S funding exclusively associated with this investment.

Contract Information (Current/Execution Year, Budget Year)

| Contract Number | Contractor | Type | Award Date (mo/yr) | Start Date (mo/yr) | End Date (mo/yr) | EVM in Contract | Total Value (Dollars in Thousands) |
|-----------------|------------|------|--------------------|--------------------|------------------|-----------------|------------------------------------|
| N/A | | | | | | | |

This investment does not currently have any contracts.

Significant Changes to Investment since Prior Year Enacted

No significant changes.

Investment Schedule

| Description | Design Work | | Project Work | | Estimated Cost (Dollars in Thousands) |
|--------------------|-------------|------------|--------------|------------|---------------------------------------|
| | Initiated | Completed | Initiated | Completed | |
| FY 2019 | | | | | |
| N/A | | | | | |
| FY 2020 | | | | | |
| MUOS installations | FY 2020 Q1 | FY 2020 Q3 | FY 2020 Q4 | FY 2025 Q4 | \$8,300 |
| MSRAM | FY 2020 Q1 | FY 2021 Q1 | FY 2021 Q1 | FY 2022 Q4 | \$3,700 |
| Mobility 2.0 | FY 2020 Q1 | FY 2020 Q3 | FY 2020 Q1 | FY 2020 Q4 | \$2,200 |
| FY 2021 | | | | | |
| MUOS installations | | | FY 2020 Q1 | FY 2025 Q4 | \$9,600 |
| Mobility 2.0 | FY 2021 Q1 | FY 2021 Q4 | FY 2021 Q1 | FY 2025 Q4 | \$6,900 |

*Shore Facilities and Aids to Navigation (ATON) – PPA***Budget Comparison and Adjustments****Comparison of Budget Authority and Request**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|---------------------------------------|---|
| Major Shore, Housing, ATON, Survey and Design | \$74,510 | \$77,550 | \$74,900 | (\$2,650) |
| Major Acquisition Systems Infrastructure | \$175,400 | \$122,100 | \$66,831 | (\$55,269) |
| Minor Shore | \$5,000 | \$5,000 | \$5,000 | - |
| Total | \$254,910 | \$204,650 | \$146,731 | (\$57,919) |
| Discretionary - Appropriation | \$254,910 | \$204,650 | \$146,731 | (\$57,919) |

PPA Level I Description

The Shore Facilities and Aids to Navigation (ATON) PPA supports survey and design, and provides for the recapitalization, construction, rebuilding, and improvement of the Coast Guard's shore facilities, military housing, ATON and related equipment. Shore facilities support all Coast Guard operations and address the shore-side needs of the service's operational communities. This funding also provides infrastructure upgrades to homeport new assets and will ensure these facilities are fully functional and ready prior to arrival of new assets.

Shore Facilities and Aids to Navigation – PPA
Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$254,910 | \$204,650 | \$146,731 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$983,748 | \$1,516,091 | \$1,356,288 |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | (\$800) | - | - |
| Supplementals | \$476,755 | - | - |
| Total Budget Authority | \$1,714,613 | \$1,720,741 | \$1,503,019 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$1,714,613 | \$1,720,741 | \$1,503,019 |
| Obligations (Actual/Estimates/Projections) | \$198,522 | \$364,453 | \$657,325 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

**Shore Facilities and Aids to Navigation – PPA
Summary of Budget Changes**

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|-------------------|
| FY 2019 Enacted | - | - | \$254,910 |
| FY 2020 Enacted | - | - | \$204,650 |
| FY 2021 Base Budget | - | - | - |
| Major Acquisition Systems Infrastructure | - | - | \$66,831 |
| Major Shore, AtoN and S&D | - | - | \$74,900 |
| Minor Shore | - | - | \$5,000 |
| Total Investment Elements | - | - | \$146,731 |
| FY 2021 Request | - | - | \$146,731 |
| FY 2020 To FY 2021 Change | - | - | (\$57,919) |

Shore Facilities and Aids to Navigation – PPA

Non Pay Budget Exhibits

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|----------------------------|----------------------------|---------------------------------------|--------------------------------------|
| 21.0 Travel and Transportation of Persons | \$1,740 | \$800 | \$800 | - |
| 23.3 Communications, Utilities, and Misc. Charges | - | \$50 | \$50 | - |
| 25.1 Advisory and Assistance Services | \$7,793 | \$19,800 | \$26,731 | \$6,931 |
| 25.4 Operation and Maintenance of Facilities | \$11,500 | - | - | - |
| 26.0 Supplies and Materials | \$566 | - | - | - |
| 31.0 Equipment | - | - | \$500 | \$500 |
| 32.0 Land and Structures | \$233,311 | \$184,000 | \$118,650 | (\$65,350) |
| Total - Non Pay Object Classes | \$254,910 | \$204,650 | \$146,731 | (\$57,919) |

**Shore Facilities and Aids to Navigation – PPA
Capital Investment Exhibits**

Capital Investment

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Major Shore, Housing, ATON, Survey and Design | N/A | Non-Major | Construction | Non-IT | No | \$74,510 | \$77,550 | \$74,900 |
| Major Acquisition Systems Infrastructure | N/A | Non-Major | Construction | Non-IT | No | \$175,400 | \$122,100 | \$66,831 |
| Minor Shore | N/A | Non-Major | Construction | Non-IT | No | \$5,000 | \$5,000 | \$5,000 |

**Major Shore, Housing, ATON, Survey and Design – Investment
Capital Investment Exhibits**

Construction

Major Shore, Housing, ATON, Survey and Design**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Major Shore, Housing, ATON, Survey and Design | N/A | Non-Major | Construction | Non-IT | No | \$74,510 | \$77,550 | \$74,900 |

Construction Description

This investment supports major PC&I shore facility and housing construction, replacement, upgrade or improvement projects; construction and improvements to buoys and structures assisting navigation on Federal waterways; and survey and design required for future year PC&I shore projects. Shore facility infrastructure includes recapitalizations, modifications, upgrades, real property and land acquisitions, and new construction associated with execution of Coast Guard operations by cutters, boats, and aircraft, as well as shore forces, command and control, logistics, training, and personnel support.

Justification

The FY 2021 Budget include \$74.9M to support the following programs:

Project #1: NCR Air Defense – Aircraft Mission Support Facility Renovation – Joint Base Andrews, MD

Funding Requirement: \$32.0M (estimated)

Description: The project renovates an existing hangar to establish a permanent facility in support of the United States Northern Command NCR Rotary Wing Air Intercept (RWAI) mission.

Justification: The USCG currently performs the RWAI mission using deployed crews and rotating aircraft from Air Station Atlantic City. Establishing a permanent support facility in the NCR for RWAI is the first step in a larger effort to consolidate that mission, which currently draws pilots and airframes from other operational units on a temporary basis. The consolidation effort is designed to focus the proficiency of the aircrews performing the RWAI mission while enhancing the operational readiness of our air stations by removing RWAI deployments from their required operational portfolio. In addition, this consolidation effort will facilitate additional aircraft deployments on cutters.

Shore Facilities and Aids to Navigation (ATON) – PPA**Major Shore, Housing, ATON, Survey and Design**Construction Award Schedule: Q4 of FY 2022 (estimated)

| NCR Air Defense – Aircraft Mission Support Facility Renovation – Joint Base Andrews, MD | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|--|-----------------------|-----------------|--|
| Design | Not applicable | 1 | \$2,000 |
| Demolition | Not applicable | 1 | \$800 |
| Sitework/Foundation | Not applicable | 1 | \$4,000 |
| Construction | 76,000 square feet | 1 | \$22,000 |
| Finishes/Outfitting | Not applicable | 1 | \$3,200 |

Project #2: Station and Aids to Navigation Team Facilities – Sector Buffalo, NYFunding Requirement: \$27.6 (estimated)Description: Project recapitalizes Sector facilities as part of a multi-phase project to consolidate and reorganize the overall site footprint.Justification: The Station and Aids to Navigation Team facilities will be recapitalized, rightsized, and constructed to resilient standards to best support operations and correct existing condition and space deficiencies. The project includes the necessary electrical, telecommunications, water and sewer connections, in addition to the necessary site work and related infrastructure to provide a complete and usable facility, as well as sufficient parking.Construction Award Schedule: Q3 of FY 2022 (estimated)

| Station and Aids to Navigation Team Facilities – Sector Buffalo, NY | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|--|-----------------------|-----------------|--|
| Design | Not applicable | 1 | \$1,400 |
| Demolition | 6,500 square feet | 1 | \$600 |
| Site work/Foundation | Not applicable | 1 | \$2,700 |
| Construction | 15,000 square feet | 1 | \$20,700 |
| Finishes/Outfitting | Not applicable | 1 | \$2,200 |

Project #3: Aviation Pavement – Air Station Clearwater, FL

Funding Requirement: \$7.8M (estimated)

Description: Project recapitalizes failed aviation pavement for both fixed and rotary wing aircraft.

Justification: Air Station Clearwater operates ten H-60 and four HC-130 aircraft, which conduct search and rescue operations and maritime law enforcement, including supporting interagency operations. The project will address storm water drainage, airfield lighting and pavement markings impacted by the construction. Continuing to operate the aircraft without recapitalizing the deteriorated airfield pavement subjects the unit to potential damage to aircraft, injury to personnel, and unplanned disruptions to mission execution.

Construction Award Schedule: Q3 of FY 2022 (estimated)

| Aviation Pavement – Air Station Clearwater, FL | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|---|-----------------------|-----------------|--|
| Design | Not applicable | 1 | \$400 |
| Demolition | Not applicable | 1 | \$200 |
| Sitework/Foundation | Not applicable | 1 | \$700 |
| Construction | Not applicable | 1 | \$5,900 |
| Finishes/Outfitting | Not applicable | 1 | \$600 |

Project #4: Security Gate – Sector Delaware Bay, PA

Funding Requirement: \$3.0M (estimated)

Description: Project recapitalizes damaged facility security gate and associated controls to maintain effective entry point control.

Justification: Project will improve traffic flow, fencing, storm water drainage, lighting, reroute impacted utilities and improve force protection.

Construction Award Schedule: Q1 of FY 2022 (estimated)

| Security Gate – Sector Delaware Bay, PA | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|--|-----------------------|-----------------|--|
| Design | Not applicable | 1 | \$200 |
| Demolition | Not applicable | 1 | \$100 |
| Sitework/Foundation | Not applicable | 1 | \$300 |
| Construction | Not applicable | 1 | \$2,200 |
| Finishes/Outfitting | Not applicable | 1 | \$200 |

Project #5: Housing Project – Station Eastport – Perry, ME

Funding Requirement: \$3.0M (estimated)

Description: Funds support completing construction of a Coast Guard family housing project in Perry, ME.

Justification: The new housing will support enlisted Coast Guard families in a designated Critical Housing Area.

Construction Award Schedule: Q2 of FY 2022

| Housing Project – Station Eastport – Perry, ME | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|---|-----------------------|-----------------|--|
| Design | Not applicable | 1 | \$100 |
| Demolition | Not applicable | Not applicable | Not applicable |
| Site work/Foundation | Not applicable | 1 | \$300 |
| Construction | 4,600 square feet | 2 | \$2,300 |
| Finishes/Outfitting | Not applicable | 1 | \$300 |

Project #6: Shore Infrastructure Survey and Design and Aids to Navigation

Funding Requirement: \$1.5M (estimated)

Description: Activities support the shore infrastructure planning process by funding engineering/feasibility studies and analyses, area development plans, National Environmental Policy Act (NEPA)/Environmental studies, real property appraisal actions, real property and land acquisition, and project development concepts. Additionally, these funds are used for construction and improvement of buoys and structures.

Shore Facilities and Aids to Navigation (ATON) – PPA**Major Shore, Housing, ATON, Survey and Design**

Justification: The projects supported by these efforts contribute to mission support and sustainment of front-line units, as well assisting in safe navigation and the facilitation of maritime commerce.

Construction Award Schedule: (TBD)

| Shore Infrastructure Survey and Design And Aids to Navigation | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|--|-----------------------|-----------------|--|
| Design | Not applicable | 1 | \$1,400 |
| ATON | Not Applicable | 1 | \$100 |

| | |
|---|------------|
| Project: NCR Air Defense – Aircraft Mission Support Facility Renovation – Joint Base Andrews, MD | |
| Contract Solicitation | FY 2022 Q2 |
| Design/Build Construction Award | FY 2022 Q4 |
| Construction Start | FY 2023 Q1 |
| Construction Complete | FY 2025 Q4 |
| Project: Station and Aids to Navigation Team Facilities – Sector Buffalo, NY | |
| Contract Solicitation | FY 2022 Q1 |
| Design/Build Construction Award | FY 2022 Q3 |
| Construction Start | FY 2022 Q4 |
| Construction Complete | FY 2024 Q4 |
| Project: Aviation Pavement – Air Station Clearwater, FL | |
| Contract Solicitation | FY 2022 Q1 |
| Design/Build Construction Award | FY 2022 Q3 |
| Construction Start | FY 2022 Q4 |
| Construction Complete | FY 2023 Q4 |
| Project: Security Gate – Sector Delaware Bay, PA | |
| Contract Solicitation | FY 2021 Q2 |
| Design/Build Construction Award | FY 2022 Q1 |
| Construction Start | FY 2022 Q2 |
| Construction Complete | FY 2023 Q2 |
| Project: Housing Project – Station Eastport – Perry, ME | |
| Contract Solicitation | FY 2021 Q3 |
| Design/Build Construction Award | FY 2022 Q2 |
| Construction Start | FY 2022 Q3 |
| Construction Complete | FY 2024 Q1 |
| Project: Survey and Design and Aids to Navigation | |
| Contract Solicitation | FY 2021 Q4 |
| Design Award | FY 2022 Q2 |
| Design Complete | FY 2023 Q4 |

**Major Acquisition Systems Infrastructure – Investment
Capital Investment Exhibits**

Construction

Major Acquisition Systems Infrastructure (MASI)**Procurement, Construction, and Improvements Funding**

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non-IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|-------------------------------|--------------------------|----------------------------------|------------------|-------------|------------------------|------------------------|-----------------------------------|
| Major Acquisition Systems Infrastructure | N/A | Non-Major | Construction | Non-IT | No | \$175,400 | \$122,100 | \$66,831 |

Construction Description

This program supports shore facility infrastructure modifications, upgrades, new construction, and real property and land acquisition associated with homeporting new or modified cutters, boats, and aircraft. The program also supports infrastructure modifications, upgrades, and new construction to provide logistics, maintenance, and training support for new or modified cutters, boats, and aircraft.

Justification

The FY 2021 Budget include \$66.8M to support the following programs:

Project #1: PSC Phase I – Seattle WA

Funding Requirement: \$62.0M (estimated)

Description: The funding will support waterfront improvements to include real property acquisition, new construction and structural improvements to the piers and wharfs to accommodate larger loads, cleats, bollards, fenders, electrical, and shore-tie upgrades needed for the cutter moorings, and relocation and/or incorporation of existing operational and support functions.

Justification: Seattle is essential to the overall operational force lay-down and needs to be modified in order to accommodate three PSCs. FY 2021 funding provides facilities to meet asset delivery schedules and threshold facilities requirements based on PSC dimensions, shore-tie requirements, operational needs, crewing status, and maintenance schedules.

Construction Award Schedule: Q3 of FY 2021

| PSC Phase I – Seattle, WA | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|---|-----------------------|-----------------|--|
| Construction of Cutter Support Building | 18,000 square feet | 1 | \$20,000 |
| Demolish Pier 36B and Building 3 | 72,000 square feet | 1 | \$9,000 |
| Waterfront Improvements | 23,000 square feet | 1 | \$30,000 |
| Electrical / Shore-tie Upgrades | Not applicable | 1 | \$3,000 |

Project #2: NSC #11 Homeport – Charleston, SC

Funding Requirement: \$3.3M (estimated)

Description: Provide for necessary additional construction and improvements to pier and shore-side base infrastructure to support a fifth NSC.

Justification: Funding will ensure the 5th hull has adequate moorings, shore-ties, and fenders needed for the cutter moorings. Additionally, funds will provide shore-side improvements to accommodate additional cutters storage, shipping and receiving, and maintenance personnel activities.

Construction Award Schedule: Q3 of FY 2021

| NSC #11 Homeport – Charleston, SC | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|--|-----------------------|-----------------|--|
| Construct Additional Cutter Storage and Shipping and Receiving Space | 1100 square feet | 1 | \$2,800 |
| Upgrade Moorings & Install New Fendering | Not applicable | 4 | \$131 |
| Shore-side Renovations for Additional Personnel | 500 square feet | 2 | \$400 |

Project #3: Engineering Studies and Program Support

Funding Requirement: \$1.5M (estimated)

Description: Provide program support and engineering, environmental, real property, and feasibility studies for future-year facilities projects associated with homeporting new or modified cutters, boats, and aircraft

Shore Facilities and Aids to Navigation (ATON) – PPA**Major Acquisition Systems Infrastructure**

Justification: Funding is necessary to establish a five-year window of planning documents in order to properly budget for force location decisions in association with future asset deliveries; more effectively integrate siting decisions for different classes of cutters and aircraft over the long-term planning horizon; and cover any support contracts necessary to maintain the day-to-day functions, oversight, support, and management of this appropriation.

Construction / Lease Award Schedule: (TBD)

| Engineering Studies and Program Support | Estimated Area | Quantity | Estimated Cost (Dollars in Thousands) |
|--|-----------------------|-----------------|--|
| Engineering Studies for Contract Development | Not Applicable | 2 | \$700 |
| Homeporting Studies | Not Applicable | 1 | \$600 |
| Program Support | Not Applicable | 1 | \$200 |

Construction Schedule

| Project: PSC Phase I – Seattle, WA | |
|---|------------|
| Contract Solicitation | FY 2021 Q1 |
| Design Award | FY 2021 Q3 |
| Design Complete | FY 2022 Q2 |
| Construction Award | FY 2021 Q3 |
| Construction Start | FY 2022 Q3 |
| Construction Complete | FY 2025 Q2 |
| Project: NSC #11 Homeport – Charleston, SC | |
| Contract Solicitation | FY 2021 Q1 |
| Design Award | FY 2021 Q3 |
| Design Complete | FY 2022 Q1 |
| Construction Award | FY 2021 Q3 |
| Construction Start | FY 2022 Q1 |
| Construction Complete | FY 2023 Q2 |

Minor Shore – Investment Capital Investment Exhibits

Construction

Minor Shore

Procurement, Construction, and Improvements Funding

| Investment <i>(Dollars in Thousands)</i> | Unique Item Identifier | Acquisition Level | Procurement/ Construction | IT/Non- IT | MAOL | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|---------------------------|----------------------|------------------------------|---------------|------|--------------------|--------------------|----------------------------------|
| Minor Shore | N/A | Non-Major | Construction | Non-IT | No | \$5,000 | \$5,000 | \$5,000 |

Construction Description

This investment supports completion of minor projects that have cost estimates exceeding the Coast Guard's authorized use of O&S funds. For example, this may include:

- Emergency repair and renovation projects with cost estimates exceeding the Coast Guard's authority to utilize O&S funding; and
- Minor facility acquisition and improvement projects that exceed the Coast Guard's authority to utilize O&S funding and are needed to adapt to changing/increasing missions.

Justification

The FY 2021 Budget provides funds to complete minor PC&I shore facility procurement, construction, and improvement projects. These projects are typically less complex and require less advance planning but are more time critical than major shore projects.

Department of Homeland Security

U.S. Coast Guard

Research and Development



**Fiscal Year 2021
Congressional Justification**

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Research and Development

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|-----------------|--------------------|-----|----------------|-------------------------------|-----|----------------|-------------------------------------|-----|--------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Research and Development | - | - | \$20,256 | - | - | \$4,949 | - | - | \$5,276 | - | - | \$327 |
| Total | - | - | \$20,256 | - | - | \$4,949 | - | - | \$5,276 | - | - | \$327 |
| Subtotal Discretionary - Appropriation | - | - | \$20,256 | - | - | \$4,949 | - | - | \$5,276 | - | - | \$327 |

The U.S. Coast Guard’s Research and Development (R&D) appropriation sustains critical mission capabilities through applied research, development, testing, and evaluation (RDT&E) programs. Several R&D programs include partnerships with the Department of Homeland Security (DHS), the Department of Defense (DOD), universities, and other Federal and private research organizations. The Coast Guard’s R&D appropriation provides resources necessary to identify, explore, and demonstrate new technologies and capabilities that directly contribute to increasing productivity and effectiveness of Coast Guard mission execution. R&D funds are used to support the following Technology Readiness Levels (TRLs):

| Basic Research | | Applied Research | | Technology Development | | Technology Demonstration | | System Development | |
|-------------------------------------|---|--|-------------------------------|------------------------------------|---|--|--|--------------------|--|
| TRL-1 | TRL-2 | TRL-3 | TRL-4 | TRL-5 | TRL-6 | TRL-7 | | | |
| Basic Principles Observed/ Reported | Technology Concept/Application Formulated | Critical Function or Characteristic Proof of Concept | Validation in Lab Environment | Validation in Relevant Environment | System Prototypes in Relevant Environment | System Prototypes in Operational Environment | | | |

The FY 2021 President’s Budget includes necessary resources to develop technologies and systems that improve operational presence and response, as well as perform technology assessments to inform the early stages of the acquisition process. Of the funding, \$0.5M is derived from the Oil Spill Liability Trust Fund as authorized by the Oil Pollution Act of 1990 (33 USC § 2701-2761).

Research and Development Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|-----------------|-----------------|-----------------|
| Enacted/Request | \$20,256 | \$4,949 | \$5,276 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$33,059 | \$600 | \$600 |
| Rescissions to Current Year/Budget Year | (\$17,045) | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | (\$1,400) | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$34,870 | \$5,549 | \$5,876 |
| Collections – Reimbursable Resources | \$3,900 | \$5,000 | \$5,000 |
| Total Budget Resources | \$38,770 | \$10,549 | \$10,876 |
| Obligations (Actual/Estimates/Projections) | \$38,170 | \$9,949 | \$10,276 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 76 | - | - |
| FTE (Actual/Estimates/Projections) | 77 | - | - |

Research and Development Collections – Reimbursable Resources

| Collections <i>(Dollars in Thousands)</i> | | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | |
|---|--------|-----------------|-----|----------------|-----------------|-----|----------------|----------------------------|-----|----------------|
| | | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Independent Agency - Other Independent Agencies | Source | - | - | \$400 | - | - | \$750 | - | - | \$750 |
| Department of Homeland Security - Science and Technology | Source | - | - | \$1,550 | - | - | \$1,750 | - | - | \$1,750 |
| Independent Agency - Environmental Protection Agency | Source | - | - | \$1,138 | - | - | \$1,600 | - | - | \$1,600 |
| Department of Homeland Security - U.S. Customs and Border Protection | Source | - | - | \$312 | - | - | \$400 | - | - | \$400 |
| Department of Interior - Bureau of Safety and Environmental Enforcement | Source | - | - | \$500 | - | - | \$500 | - | - | \$500 |
| Total Collections | | - | - | \$3,900 | - | - | \$5,000 | - | - | \$5,000 |

Research and Development Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|-----------------|
| FY 2019 Enacted | - | - | \$20,256 |
| FY 2020 Enacted | - | - | \$4,949 |
| FY 2021 Base Budget | - | - | - |
| Artic Operations | - | - | \$88 |
| Intelligence and Cyber | - | - | \$1,317 |
| Operational Performance Improvements and Modeling | - | - | \$806 |
| Sensor Optimization, Automation, and Visualization | - | - | \$449 |
| Unmanned Systems | - | - | \$1,217 |
| Waterways Management and Environmental Response | - | - | \$1,399 |
| Total Research and Development Projects | - | - | \$5,276 |
| FY 2021 Request | - | - | \$5,276 |
| FY 2020 To FY 2021 Change | - | - | \$327 |

Research and Development Personnel Compensation and Benefits

Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|-----|-----------------|------|-----------------|-----|--------|------|----------------------------|-----|--------|------|--------------------------|-----|--------|------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Research and Development | - | - | \$13,434 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | \$13,434 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Discretionary - Appropriation | - | - | \$13,434 | - | - | - | - | - | - | - | - | - | - | - | - | - |

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|-----------------|-----------------|-------------------------------|-----------------------------|
| 11.1 Full-time Permanent | \$8,754 | - | - | - |
| 11.3 Other than Full-Time Permanent | \$192 | - | - | - |
| 11.5 Other Personnel Compensation | \$144 | - | - | - |
| 11.6 Military Personnel-Basic Allowance for Housing | \$449 | - | - | - |
| 11.7 Military Personnel | \$1,359 | - | - | - |
| 11.8 Special Personal Services Payments | \$4 | - | - | - |
| 12.1 Civilian Personnel Benefits | \$2,417 | - | - | - |
| 12.2 Military Personnel Benefits | \$113 | - | - | - |
| 13.0 Benefits for Former Personnel | \$2 | - | - | - |
| Total - Personnel Compensation and Benefits | \$13,434 | - | - | - |
| Positions and FTE | | | | |

Research and Development Non Pay Budget Exhibits

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|-----------------|-----------------|-------------------------------|-------------------------------------|
| Research and Development | \$6,822 | \$4,949 | \$5,276 | \$327 |
| Total | \$6,822 | \$4,949 | \$5,276 | \$327 |
| Discretionary - Appropriation | \$6,822 | \$4,949 | \$5,276 | \$327 |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$478 | \$452 | \$453 | \$1 |
| 22.0 Transportation of Things | \$51 | \$36 | \$36 | - |
| 23.1 Rental Payments to GSA | \$1,306 | - | - | - |
| 23.2 Rental Payments to Others | \$42 | \$109 | \$36 | (\$73) |
| 23.3 Communications, Utilities, and Misc. Charges | \$420 | \$312 | \$384 | \$72 |
| 25.1 Advisory and Assistance Services | \$1,289 | \$1,137 | \$1,137 | - |
| 25.2 Other Services from Non-Federal Sources | \$387 | \$363 | \$362 | (\$1) |
| 25.3 Other Goods and Services from Federal Sources | \$12 | \$12 | \$12 | - |
| 25.5 Research and Development Contracts | \$952 | \$1,255 | \$1,582 | \$327 |
| 25.6 Medical Care | \$411 | - | - | - |
| 25.7 Operation and Maintenance of Equipment | \$73 | - | - | - |
| 26.0 Supplies and Materials | \$921 | \$920 | \$922 | \$2 |
| 31.0 Equipment | \$466 | \$339 | \$339 | - |
| 42.0 Insurance Claims and Indemnities | \$14 | \$14 | \$13 | (\$1) |
| Total - Non Pay Object Classes | \$6,822 | \$4,949 | \$5,276 | \$327 |

Research and Development Projects Summary of Projects

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|--|----------------------------|----------------------------|---------------------------------------|
| Unmanned Systems | \$3,835 | \$1,213 | \$1,217 |
| Arctic Operations | \$2,129 | \$245 | \$88 |
| Sensor Optimization, Automation, and Visualization | \$2,993 | \$1,282 | \$449 |
| Intelligence and Cyber | \$2,179 | \$450 | \$1,317 |
| Waterways Management and Environmental Response | \$4,252 | \$1,257 | \$1,399 |
| Operational Performance Improvements and Modeling | \$4,868 | \$502 | \$806 |

Unmanned Systems Research and Development

Technology Readiness Level Exhibit

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|--------------------|--------------------|-------------------------------|
| Unmanned Systems | \$3,835 | \$1,213 | \$1,217 |

R&D Project Description

Unmanned Systems R&D projects evaluate and assess benefits and limitations of operating unmanned systems (air, surface, and subsurface) to enhance Coast Guard mission effectiveness.

- **Problem:** The Coast Guard needs to better understand the risks, benefits, and limitations of operating unmanned systems (air, surface, and subsurface) to meet operational needs, including sensor development for maritime first responders; defeat of illicit unmanned aircraft system use in a maritime environment; and economical, effective, persistent maritime domain awareness.
- **Solution:** Assess and evaluate unmanned aircraft systems (UAS) and unmanned maritime (surface/subsurface) vehicles (UMVs) for surveillance, detection, classification, and identification missions; develop and test advanced UAS and UMV payloads in partnership with academia, industry, and DOD; initiate investigation into Unmanned System threats to maritime sector/first responders; and develop applications of the uses of Unmanned Systems beyond traditional surveillance operations.
- **Justification:** Funding requested in the FY 2021 President's Budget for this research project will be used to assess systems to counter unmanned aircraft and underwater vehicles, maritime domain awareness technologies, and maritime unmanned systems.
- **Impact:** Improve operational performance, efficiency, mission execution, and resiliency.

Type of Research

Applied Research through Technology Demonstration

Technology Readiness Level

The program will attain TRL-6 in FY 2021. Various subprojects started from TRL-2 in FY 2017.

Transition Plans

Research will provide prototype demonstrations and knowledge products for Coast Guard decision makers including: recommended tactics, techniques, and procedures; policy, standards, or regulations; cost or risk avoidance; and pre-acquisition / future technology transfer considerations.

Project Schedule

| Research & Development Description | Planned Start Date | Planned Completion | TRL Level(s) |
|---|--------------------|--------------------|--------------|
| FY 2019 | | | |
| Maritime Counter Unmanned Aircraft Systems | FY 2017 Q1 | FY 2021 Q1 | 4 |
| Low-Cost MDA Pilot | FY 2018 Q3 | FY 2021 Q2 | 3 |
| Counter Unmanned Underwater Vehicle (c-UUV)/Anti-swimmer Technology | FY 2019 Q1 | FY 2021 Q2 | 2 |
| Beyond Visual Line of Sight (BVLOS) Technology for Coast Guard (CG) Unmanned Aircraft System (UAS) Operations | FY 2019 Q2 | FY 2022 Q2 | 3 |
| FY 2020 | | | |
| Maritime Counter Unmanned Aircraft System | FY 2017 Q1 | FY 2021 Q1 | 5 |
| Low-Cost MDA Pilot | FY 2018 Q3 | FY 2021 Q2 | 4 |
| Counter Unmanned Underwater Vehicle (c-UUV)/Anti-swimmer Technology | FY 2019 Q1 | FY 2021 Q2 | 3 |
| Beyond Visual Line of Sight (BVLOS) Technology for Coast Guard (CG) Unmanned Aircraft System (UAS) Operations | FY 2019 Q2 | FY 2022 Q2 | 4 |
| Airborne Counter Unmanned Aircraft Systems (c-UAS) | FY 2020 Q1 | FY 2021 Q3 | 2 |
| Maritime Unmanned System Technology (MUST) | FY 2020 Q1 | FY 2024 Q1 | 2 |
| FY 2021 | | | |
| Maritime Counter Unmanned Aircraft System | FY 2017 Q1 | FY 2021 Q1 | 6 |
| Low-Cost MDA Pilot | FY 2018 Q3 | FY 2021 Q2 | 5 |
| Counter Unmanned Underwater Vehicle (c-UUV)/Anti-swimmer Technology | FY 2019 Q1 | FY 2021 Q2 | 4 |
| Beyond Visual Line of Sight (BVLOS) Technology for Coast Guard (CG) Unmanned Aircraft System (UAS) Operations | FY 2019 Q2 | FY 2022 Q2 | 5 |
| Airborne Counter Unmanned Aircraft Systems (c-UAS) | FY 2020 Q1 | FY 2021 Q3 | 3 |
| Maritime Unmanned System Technology (MUST) | FY 2020 Q1 | FY 2024 Q1 | 3 |

Arctic Operations Research and Development

Technology Readiness Level Exhibit

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|--------------------|--------------------|-------------------------------|
| Arctic Operations | \$2,129 | \$245 | \$88 |

R&D Project Description

The Arctic Operations R&D project assesses several facets of operations in the Arctic Region including communications, spill response, vessel capability, and iceberg detection.

- **Problem:** With anticipated increases in maritime traffic through the Arctic Region, the Coast Guard has a variety of emerging mission needs: assessment of communications capabilities with potential to improve mission performance; reliable navigational safety information to identify, assess, and mitigate navigational risks; technology to respond to maritime spills in ice-covered waters; and expanded assessment of Arctic operational capabilities.
- **Solution:** Evaluate and test maritime communication solutions for use in the Arctic, continue to develop spill response technology/concepts for ice environments, and develop safe environmental parameters for Coast Guard personnel operating on ice. Research existing commercial vessels potentially capable of supporting some Coast Guard mission requirements in the Polar Regions. Explore advanced iceberg detection, analytics, and information dissemination methods.
- **Justification:** Funding requested in the FY 2021 President's Budget for this research project will be used to test and evaluate the effectiveness and capability of technologies specific to operations in the Arctic.
- **Impact:** Improved communication, navigational safety, and personnel safety in the Arctic environment.

Type of Research

Applied Research through Technology Demonstration

Technology Readiness Level

The program will attain TRL-5 in FY 2021. Various subprojects began at TRL-2 in FY 2014.

Transition Plans

Research will provide prototype demonstrations and knowledge products for Coast Guard decision makers including: recommended tactics, techniques, and procedures; policy, standards, or regulations; cost or risk avoidance; and pre-acquisition/future technology transfer considerations.

Project Schedule

| Research & Development Description | Planned Start Date | Planned Completion | TRL Level(s) |
|--|--------------------|--------------------|--------------|
| FY 2019 | | | |
| Arctic Operations Technology Assessment | FY 2014 Q1 | FY 2019 Q3 | 5 |
| Ice Condition (ICECON) Risk Assessment Tool(s) | FY 2017 Q1 | FY 2020 Q4 | 3 |
| Safety Parameters for ICE Operations (SPICE Ops) | FY 2018 Q1 | FY 2020 Q2 | 3 |
| Research Existing Vessels Capable of Icebreaking | FY 2018 Q3 | FY 2020 Q1 | 3 |
| Robust Maritime Arctic Communications | FY 2018 Q1 | FY 2020 Q4 | 4 |
| FY 2020 | | | |
| Arctic Technology Evaluation 2019-2020 | FY 2019 Q1 | FY 2021 Q1 | 4 |
| Ice Condition (ICECON) Risk Assessment Tool(s) | FY 2017 Q1 | FY 2020 Q4 | 3 |
| Safety Parameters for ICE Operations (SPICE Ops) | FY 2018 Q1 | FY 2020 Q2 | 3 |
| Research Existing Vessels Capable of Icebreaking | FY 2018 Q3 | FY 2020 Q1 | 3 |
| Robust Maritime Arctic Communications | FY 2018 Q1 | FY 2020 Q4 | 5 |
| FY 2021 | | | |
| Arctic Technology Evaluation 2019-2020 | FY 2019 Q1 | FY 2021 Q1 | 5 |

Sensor Optimization, Automation, and Visualization Research and Development

Technology Readiness Level Exhibit

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|--------------------|--------------------|-------------------------------|
| Sensor Optimization, Automation, and Visualization | \$2,993 | \$1,282 | \$449 |

R&D Project Description

The Sensor Optimization, Automation, and Visualization R&D project evaluates various sensor technologies to support mission effectiveness.

- **Problem:** There are a wide range of sensor technologies, including chemical, biological, nuclear, radar, electro-optical, and infrared sensor systems, that require testing for effectiveness and impact on search planning, detection, and mission operations.
- **Solution:** Evaluate various sensor technologies including, chemical, biological, nuclear, radar, electro-optical and infrared sensor systems effectiveness and improvements to search planning, detection, and mission operations. Evaluate technologies to support command and control visualization and search planning models and enhanced person in the water detection.
- **Justification:** Funding requested in the FY 2021 President's Budget for this research program will be used to incorporate new sensor performance in Search and Rescue Optimal Planning System (SAROPS), evaluate an autonomous surface-search sensor for manned aircraft, and assess drug and explosives detection technologies.
- **Impact:** Improved sensors enhancing mission effectiveness for Ports, Waterways, and Coastal Security; Search and Rescue; and other Coast Guard missions.

Type of Research

Applied Research through Technology Demonstration

Technology Readiness Level

The program will attain TRL-6 in FY 2021. Various subprojects started from TRL-2 in FY 2016.

Transition Plan

Research will provide prototype demonstrations and knowledge products for Coast Guard decision makers including: recommended tactics, techniques, and procedures; policy, standards, or regulations; cost or risk avoidance; and pre-acquisition / future technology transfer considerations.

Project Schedule

| Research & Development Description | Planned Start Date | Planned Completion | TRL Level(s) |
|--|---------------------------|---------------------------|---------------------|
| FY 2019 | | | |
| Evaluation of Potential CG Use of CubeSats | FY 2016 Q3 | FY 2020 Q4 | 2 |
| Cell Phone Location for Search and Rescue | FY 2017 Q1 | FY 2019 Q4 | 5 |
| Intelligence, Surveillance and Reconnaissance (ISR) Enterprise Data Network Study and Analysis | FY 2017 Q3 | FY 2020 Q3 | 3 |
| Enhanced Person in the Water Detection | FY 2018 Q1 | FY 2020 Q2 | 2 |
| Incorporating New Sensor Performance in SAROPS | FY 2018 Q1 | FY 2021 Q2 | 3 |
| CG Nearshore Use of FirstNet | FY 2018 Q2 | FY 2020 Q2 | 4 |
| Performance of Daytime Distress Signals | FY 2018 Q3 | FY 2019 Q4 | 5 |
| Asset Lay-Down and Tasking System | FY 2019 Q1 | FY 2019 Q4 | 5 |
| FY 2020 | | | |
| Evaluation of Potential CG Use of CubeSats | FY 2016 Q3 | FY 2020 Q4 | 6 |
| Intelligence, Surveillance and Reconnaissance (ISR) Enterprise Data Network Study and Analysis | FY 2017 Q3 | FY 2020 Q3 | 4 |
| Enhanced Person in the Water Detection | FY 2018 Q1 | FY 2020 Q2 | 5 |
| Incorporating New Sensor Performance in SAROPS | FY 2018 Q1 | FY 2021 Q2 | 4 |
| CG Nearshore Use of FirstNet | FY 2018 Q2 | FY 2020 Q2 | 6 |
| Autonomous Surface-Search Sensor for Manned Aircraft | FY 2020 Q1 | FY 2021 Q2 | 3 |
| Drug and Explosives Detection Technologies | FY 2020 Q1 | FY 2021 Q4 | 3 |
| FY 2021 | | | |
| Incorporating New Sensor Performance in SAROPS | FY 2018 Q1 | FY 2021 Q2 | 5 |
| Autonomous Surface-Search Sensor for Manned Aircraft | FY 2020 Q1 | FY 2021 Q2 | 4 |
| Drug and Explosives Detection Technologies | FY 2020 Q1 | FY 2021 Q4 | 4 |

Intelligence and Cyber Research and Development

Technology Readiness Level Exhibit

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|--------------------|--------------------|-------------------------------|
| Intelligence and Cyber | \$2,179 | \$450 | \$1,317 |

R&D Project Description

The Intelligence and Cyber R&D project examines opportunities to leverage existing technologies to support the Coast Guard in resisting cyber attacks and to enhance intelligence, surveillance, and reconnaissance (ISR); tasking; collection; processing; exploitation; and dissemination (TCPED).

- **Problem:** Coast Guard platforms and maritime systems require resistance and resilience to cyber attacks and the capability to use new intelligence analysis technologies;
- **Solution:** Work with port partners and leverage DOD and Cybersecurity and Infrastructure Security Agency (CISA) technologies to evaluate existing cybersecurity tools for port critical infrastructure protection and resilience. Investigate enhanced intelligence collection technologies and new analytic techniques to improve ISR and TCPED capability and opportunities for criminal prosecution. Conduct document and media exploitation (DOMEX) testing and improve field reporting. Investigate mobile data solutions to support Coast Guard missions. Examine ways to counter intentional GPS interference. Conduct research on AIS enhancements and resilience.
- **Justification:** Funding requested in the FY 2021 President's Budget for this research program will be used to evaluate security of the Automatic Identification System (AIS) and assess the ability of network technologies to improve cutter connectivity.
- **Impact:** Coast Guard platforms with increased resistance and resilience to cyber attacks.

Type of Research

Applied Research through Technology Demonstration

Technology Readiness Level

The program will attain TRL-6 in FY 2021. Various subprojects started from TRL-2 in FY 2014.

Transition Plan

Research will provide prototype demonstrations and knowledge products for Coast Guard decision makers including: recommended tactics, techniques, and procedures; policy, standards, or regulations; cost or risk avoidance; and pre-acquisition / future technology transfer considerations.

Project Schedule

| Research & Development Description | Planned Start Date | Planned Completion | TRL Level(s) |
|--|---------------------------|---------------------------|---------------------|
| FY 2019 | | | |
| Define and Communicate Exclusion Zones | FY 2014 Q2 | FY 2019 Q4 | 6 |
| Cybersecurity Vulnerabilities, Threats, and Risk Mitigation Strategies for Coast Guard Surface and Air Assets | FY 2017 Q1 | FY 2020 Q4 | 3 |
| Document and Media Exploitation (DOMEX) Testing | FY 2018 Q1 | FY 2019 Q4 | 5 |
| Countering GPS Interference | FY 2018 Q3 | FY 2020 Q2 | 4 |
| USCG/DoD/DISA Mobile Data Solutions | FY 2019 Q1 | FY 2019 Q4 | 5 |
| Risk Based Cruise Ship Safety Score | FY 2019 Q1 | FY 2020 Q3 | 4 |
| FY 2020 | | | |
| Cybersecurity Vulnerabilities, Threats, and Risk Mitigation Strategies for Coast Guard Surface and Air Assets | FY 2017 Q1 | FY 2020 Q4 | 5 |
| Countering GPS Interference | FY 2018 Q3 | FY 2020 Q2 | 5 |
| Risk Based Cruise Ship Safety Score | FY 2019 Q1 | FY 2020 Q3 | 5 |
| Redefine Field Intelligence Reporting and Analysis | FY 2020 Q1 | FY 2020 Q4 | 4 |
| Automatic Identification System (AIS) Cyber Security | FY 2020 Q1 | FY 2021 Q3 | 3 |
| Evaluation and Testing of VHF Data Exchange System (VDES) Impacts on the Automatic Identification System (AIS) | FY 2020 Q1 | FY 2023 Q1 | 3 |
| Evaluate Network Accelerator Technology to Improve Cutter Information Technology (IT) Performance | FY 2020 Q1 | FY 2021 Q4 | 4 |
| FY 2021 | | | |
| Automatic Identification System (AIS) Cyber Security | FY 2020 Q1 | FY 2021 Q3 | 4 |
| Evaluation and Testing of VHF Data Exchange System (VDES) Impacts on the Automatic Identification System (AIS) | FY 2020 Q1 | FY 2023 Q1 | 4 |
| Evaluate Network Accelerator Technology to Improve Cutter Information Technology (IT) Performance | FY 2020 Q1 | FY 2021 Q4 | 5 |

Waterways Management and Environmental Response Research and Development

Technology Readiness Level Exhibit

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|--------------------|--------------------|-------------------------------|
| Waterways Management and Environmental Response | \$4,252 | \$1,257 | \$1,399 |

R&D Project Description

The Waterways Management and Environmental Response R&D project identifies and develops tools to enhance waterway management and environmental response through research in areas such as mitigation of subsurface oil and electronic aids to navigation.

- **Problem:** The Coast Guard is seeking opportunities to improve operational tools for maritime spill response, including accurate detection and mitigation of subsurface oil to 10,000 feet within the water column. The Coast Guard needs to assess new technology for waterways management, including electronic aids to navigation, alternative mooring systems, and ballast water management.
- **Solution:** Provide technical expertise in the areas of pollution prevention and response, non-indigenous species, fisheries management, marine safety, and aids to navigation (ATON). Develop and test in-situ burning (ISB) as a spill response technology; continue research and development of viable spill response technologies; and continue development of heavy oil/tar sands product spill response technologies in freshwater and marine environments. Research and develop solutions for detection and response of oil and oil products on the surface and in the water column. Continue development and testing of technologies to replace traditional buoys, mooring systems, and mariner notification methods with alternative buoy mooring systems and electronic navigation systems to broadcast virtual and synthetic ATON and mariner notices.
- **Justification:** Funding requested in the FY 2021 President's Budget for this research program will be used to evaluate technologies associated with spilled oil detection and recovery, ATON, and water purification.
- **Impact:** Improved spill response and enhanced safety on waterways with reduced maintenance costs.

Type of Research

Applied Research through Technology Demonstration

Technology Readiness Level

The program will attain TRL-6 in FY 2021. Various subprojects started from TRL-2 in FY 2014.

Transition Plans

Research will provide fielded prototypes and provide knowledge products for Coast Guard decision makers including: influencing tactics, techniques, and procedures; standard or regulations; cost or risk avoidance, or pre acquisition/future technology transfer.

Project Schedule

| Research & Development Description | Planned Start Date | Planned Completion | TRL Level(s) |
|---|--------------------|--------------------|--------------|
| FY 2019 | | | |
| Improved In-Situ Burning (ISB) for Offshore Use | FY 2014 Q2 | FY 2019 Q1 | 5 |
| Develop an Environmentally Friendly Buoy Mooring System | FY 2015 Q1 | FY 2020 Q1 | 5 |
| Nearshore and Inland Evaluation of the Estimated Recovery System Potential (ERSP) Calculator | FY 2017 Q1 | FY 2022 Q4 | 3 |
| Research into Navigational Safety Risk Modeling and Analysis Tool | FY 2017 Q1 | FY 2020 Q2 | 4 |
| In-Situ Burning (ISB) Research | FY 2019 Q1 | FY 2021 Q4 | 3 |
| Vessel of Opportunity Skimming System (VOSS) Technology Market Research | FY 2019 Q1 | FY 2020 Q3 | 3 |
| Bromine-Free Water Purification System | FY 2019 Q4 | FY 2021 Q1 | 4 |
| FY 2020 | | | |
| Develop an Environmentally Friendly Buoy Mooring System | FY 2015 Q1 | FY 2020 Q1 | 5 |
| Nearshore and Inland Evaluation of the Estimated Recovery System Potential (ERSP) Calculator | FY 2017 Q1 | FY 2022 Q4 | 4 |
| Research into Navigational Safety Risk Modeling and Analysis Tool | FY 2017 Q1 | FY 2020 Q2 | 5 |
| Vessel of Opportunity Skimming System (VOSS) Technology Market Research | FY 2019 Q1 | FY 2020 Q3 | 5 |
| Bromine-Free Water Purification System | FY 2019 Q4 | FY 2021 Q1 | 5 |
| Mass Rescue Lifesaving Appliance (MRLSA) | FY 2020 Q1 | FY 2022 Q2 | 3 |
| Next Generation Aids to Navigation Buoys | FY 2020 Q1 | FY 2023 Q3 | 4 |
| Advancing UAS and AUV Capabilities to Characterize Water Column and Surface Oil in Ice Environments | FY 2020 Q1 | FY 2021 Q3 | 3 |
| FY 2021 | | | |
| Nearshore and Inland Evaluation of the Estimated Recovery System Potential (ERSP) Calculator | FY 2017 Q1 | FY 2022 Q4 | 5 |
| Bromine-Free Water Purification System | FY 2019 Q4 | FY 2021 Q1 | 6 |
| Mass Rescue Lifesaving Appliance (MRLSA) | FY 2020 Q1 | FY 2022 Q2 | 5 |
| Next Generation Aids to Navigation Buoys | FY 2020 Q1 | FY 2023 Q3 | 5 |
| Advancing UAS and AUV Capabilities to Characterize Water Column and Surface Oil in Ice Environments | FY 2020 Q1 | FY 2021 Q3 | 5 |

Operational Performance Improvements and Modeling Research and Development

Technology Readiness Level Exhibit

| Research and Development Project <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget |
|---|--------------------|--------------------|-------------------------------|
| Operational Performance Improvements and Modeling | \$4,868 | \$502 | \$806 |

R&D Project Description

The Operational Performance Improvements and Modeling R&D project enhances the Coast Guard's modeling and simulation capabilities for better fleet mix analyses, tactical force packages, sensor performance, etc.

- Problem:** The Coast Guard requires analytic competencies for fleet mix, tactical force packages, sensor performance, and data repository as well as data visualization. Improvements in these areas intend to increase the efficiency and effectiveness of interdiction mission patrols. Field operations may be enhanced using mobile technology to capture and access operational data, and near real-time search and rescue patterns for forward assets aim to support more effective mission execution.
- Solution:** Develop enhancements to modeling capability for Coast Guard-wide asset allocation, force structure decision support, and navigational safety. Investigate applications of modeling and simulation to evaluate and improve Coast Guard analytic competencies (mission analysis, crew efficiency, manpower requirements, C4IT obsolescence, survivor modeling, search effectiveness). Investigate technologies through the RDC Science and Technology Innovation Center (STIC) for improving overall mission effectiveness and efficiency such as mobile technology for data entry, single-fuel fleet, corrosion control and monitoring, machine learning (ML), and boarding team equipment for Coast Guard fleet implementation. Explore artificial intelligence (AI) for application in Coast Guard mission planning and disaster response. Research extended reality capabilities to improve Coast Guard mission support and training.
- Justification:** Funding requested in the FY 2021 President's Budget for this research program will be used to enhance survivor modeling, reporting, and statistics and to assess the ability of machine learning to improve mission performance and support.
- Impact:** Increased operational effectiveness, reduced maintenance costs, and enhanced modeling capability.

Type of Research

Applied Research through Technology Demonstration

Research and Development**Operational Performance Improvements and Modeling****Technology Readiness Level**

The program will attain TRL-6 in FY 2021. Various subprojects started from TRL-2 in FY 2014.

Transition Plans

Research will provide prototype demonstrations and knowledge products for Coast Guard decision makers including: recommended tactics, techniques, and procedures; standard or regulations; cost or risk avoidance, or pre-acquisition/future technology transfer.

Project Schedule

| Research & Development Description | Planned Start Date | Planned Completion | TRL Level(s) |
|--|---------------------------|---------------------------|---------------------|
| FY 2019 | | | |
| Diesel Outboard Development | FY 2014 Q2 | FY 2020 Q1 | 5 |
| Mobile Technology for Operational Efficiency | FY 2015 Q2 | FY 2019 Q1 | 5 |
| Corrosion Control and Monitoring | FY 2017 Q1 | FY 2020 Q4 | 5 |
| Improved Efficiency in Domestic Inspections | FY 2018 Q1 | FY 2019 Q3 | 5 |
| Survivor Modeling, Reporting, and Statistics | FY 2018 Q1 | FY 2021 Q4 | 3 |
| Exploring Machine Learning (ML) for Application in USCG Mission Planning & Disaster Response | FY 2018 Q1 | FY 2022 Q1 | 3 |
| Extended Reality (XR) Applications to Improve Coast Guard Mission Support Capabilities | FY 2018 Q1 | FY 2022 Q4 | 4 |
| Airborne Use of Force (AUF) | FY 2019 Q1 | FY 2020 Q1 | 5 |
| U.S. Coast Guard Rotary Wing Covert Study | FY 2019 Q1 | FY 2020 Q2 | 4 |
| Condition-Based Maintenance (CBM) for Coast Guard Asset Product Lines | FY 2019 Q3 | FY 2020 Q4 | 3 |
| FY 2020 | | | |
| Diesel Outboard Development | FY 2014 Q2 | FY 2020 Q1 | 5 |
| Corrosion Control and Monitoring | FY 2017 Q1 | FY 2020 Q4 | 6 |
| Survivor Modeling, Reporting, and Statistics | FY 2018 Q1 | FY 2021 Q4 | 3 |
| Exploring Machine Learning (ML) for Application in USCG Mission Planning & Disaster Response | FY 2018 Q1 | FY 2022 Q1 | 4 |
| Extended Reality (XR) Applications to Improve Coast Guard Mission Support Capabilities | FY 2018 Q1 | FY 2022 Q4 | 5 |
| Airborne Use of Force (AUF) | FY 2019 Q1 | FY 2020 Q1 | 6 |
| U.S. Coast Guard Rotary Wing Covert Study | FY 2019 Q1 | FY 2020 Q2 | 5 |
| Condition-Based Maintenance (CBM) for Coast Guard Asset Product Lines | FY 2019 Q3 | FY 2020 Q4 | 5 |
| Machine Learning Platforms to Improve Coast Guard Tools | FY 2020 Q1 | FY 2021 Q2 | 2 |
| FY 2021 | | | |
| Survivor Modeling, Reporting, and Statistics | FY 2018 Q1 | FY 2021 Q4 | 4 |
| Exploring Machine Learning (ML) for Application in USCG Mission Planning & Disaster Response | FY 2018 Q1 | FY 2022 Q1 | 4 |
| Extended Reality (XR) Applications to Improve Coast Guard Mission Support Capabilities | FY 2018 Q1 | FY 2022 Q4 | 6 |
| Machine Learning Platforms to Improve Coast Guard Tools | FY 2020 Q1 | FY 2021 Q2 | 4 |

Department of Homeland Security

U.S. Coast Guard

Medicare-Eligible Retiree Health Care Fund Contribution



**Fiscal Year 2021
Congressional Justification**

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Medicare-Eligible Retiree Health Care Fund Contribution

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|------------------|--------------------|-----|------------------|-------------------------------|-----|------------------|-------------------------------------|-----|-----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Medicare-Eligible Retiree Health Care Fund Contribution | - | - | \$199,360 | - | - | \$205,107 | - | - | \$215,787 | - | - | \$10,680 |
| Total | - | - | \$199,360 | - | - | \$205,107 | - | - | \$215,787 | - | - | \$10,680 |
| Subtotal Discretionary - Appropriation | - | - | \$199,360 | - | - | \$205,107 | - | - | \$215,787 | - | - | \$10,680 |

The Medicare-Eligible Retiree Health Care Fund Contribution (MERHCFC) funds accrual of the Coast Guard's military Medicare-eligible health benefit contribution to the Department of Defense (DOD) Medicare-Eligible Retiree Health Care Fund. Contributions are for future Medicare-eligible retirees, as well as retiree dependents and their potential survivors. The authority for the Coast Guard to make this payment on an annual basis is provided in P.L. 108-375, the 2005 Defense Appropriations Act. The Coast Guard's annual budget estimate is calculated by multiplying the projected average force strength by DOD actuary projected normal cost rates for active duty and reserve personnel. While this expenditure requires no annual action by Congress, it is scored as discretionary spending.

Medicare-Eligible Retiree Health Care Fund Contribution Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|------------------|
| Enacted/Request | \$199,360 | \$205,107 | \$215,787 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$199,360 | \$205,107 | \$215,787 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$199,360 | \$205,107 | \$215,787 |
| Obligations (Actual/Estimates/Projections) | \$199,360 | \$205,107 | \$215,787 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Medicare-Eligible Retiree Health Care Fund Contribution Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|------------------|
| FY 2019 Enacted | - | - | \$199,360 |
| FY 2020 Enacted | - | - | \$205,107 |
| FY 2021 Base Budget | - | - | \$205,107 |
| Medicare-Eligible Retiree Health Care Fund Adjustment | - | - | \$10,680 |
| Total, Pricing Increases | - | - | \$10,680 |
| Total Adjustments-to-Base | - | - | \$10,680 |
| FY 2021 Current Services | - | - | \$215,787 |
| FY 2021 Request | - | - | \$215,787 |
| FY 2020 To FY 2021 Change | - | - | \$10,680 |

**Medicare-Eligible Retiree Health Care Fund Contribution
Justification of Pricing Changes**

| Pricing Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|--|----------------------------|-----|-----------------|
| | Positions | FTE | Amount |
| Pricing Change 1 - Medicare-Eligible Retiree Health Care Fund Adjustment | - | - | \$10,680 |
| Total Pricing Changes | - | - | \$10,680 |

Pricing Change 1 – Medicare Eligible Retiree Health Care Fund Adjustment: Change reflects actuary projected rates for Active Duty and Reserve personnel and projections for average workforce strength.

**Medicare-Eligible Retiree Health Care Fund Contribution
Personnel Compensation and Benefits**

Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|-----|------------------|------|-----------------|-----|------------------|------|----------------------------|-----|------------------|------|--------------------------|-----|-----------------|------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Medicare-Eligible Retiree Health Care Fund Contribution | - | - | \$199,360 | - | - | - | \$205,107 | - | - | - | \$215,787 | - | - | - | \$10,680 | - |
| Total | - | - | \$199,360 | - | - | - | \$205,107 | - | - | - | \$215,787 | - | - | - | \$10,680 | - |
| Discretionary - Appropriation | - | - | \$199,360 | - | - | - | \$205,107 | - | - | - | \$215,787 | - | - | - | \$10,680 | - |

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|------------------|------------------|----------------------------|--------------------------|
| 12.2 Military Personnel Benefits | \$199,360 | \$205,107 | \$215,787 | \$10,680 |
| Total - Personnel Compensation and Benefits | \$199,360 | \$205,107 | \$215,787 | \$10,680 |
| Positions and FTE | | | | |

Pay Cost Drivers

| Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|------------------|------|--------------------|------------------|------|-------------------------------|------------------|------|-------------------------------------|-----------------|------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| MERHCFC Base Adjustment | - | \$199,360 | - | - | \$205,107 | - | - | \$215,787 | - | - | \$10,680 | - |
| Total - Pay Cost Drivers | - | \$199,360 | - | - | \$205,107 | - | - | \$215,787 | - | - | \$10,680 | - |

Explanation of Pay Cost Driver

MERHCFC Base Adjustment: MERHCFC is based on projected workforce strength. The pay cost drivers reflect projected FY 2021 average workforce strength and changes in annual per capita accrual costs.

Department of Homeland Security

U.S. Coast Guard

Retired Pay



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Retired Pay

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|--------------------|--------------------|-----|--------------------|-------------------------------|-----|--------------------|-------------------------------------|-----|-----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Retired Pay | - | - | \$1,739,844 | - | - | \$1,802,309 | - | - | \$1,869,704 | - | - | \$67,395 |
| Total | - | - | \$1,739,844 | - | - | \$1,802,309 | - | - | \$1,869,704 | - | - | \$67,395 |
| Subtotal Mandatory - Appropriation | - | - | \$1,739,844 | - | - | \$1,802,309 | - | - | \$1,869,704 | - | - | \$67,395 |

The Retired Pay (RP) appropriation provides payments as identified under Retired Serviceman's Family Protection and Survivor Benefits Plans, and other retired personnel entitlements identified under prior-year National Defense Authorization Acts (NDAAs). It includes funding for medical care of retired personnel and their dependents and payments for the Modernized Retirement System (e.g., Thrift Savings Plan contributions, continuation pay, and lump-sum elections). This request supports the benefits outlined above and remains available until expended. The Retired Pay appropriation is scored as a mandatory appropriation.

Retired Pay Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|--------------------|--------------------|--------------------|
| Enacted/Request | \$1,739,844 | \$1,802,309 | \$1,869,704 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$120,352 | \$123,063 | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$1,860,196 | \$1,925,372 | \$1,869,704 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$1,860,196 | \$1,925,372 | \$1,869,704 |
| Obligations (Actual/Estimates/Projections) | \$1,737,133 | \$1,925,372 | \$1,869,704 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Retired Pay Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|--------------------|
| FY 2019 Enacted | - | - | \$1,739,844 |
| FY 2020 Enacted | - | - | \$1,802,309 |
| FY 2021 Base Budget | - | - | \$1,802,309 |
| Retired Pay Contribution | - | - | \$75,640 |
| Total, Pricing Increases | - | - | \$75,640 |
| 2019 NDAA Savings | - | - | (\$3,045) |
| Retired Pay Medical | - | - | (\$5,200) |
| Total, Pricing Decreases | - | - | (\$8,245) |
| Total Adjustments-to-Base | - | - | \$67,395 |
| FY 2021 Current Services | - | - | \$1,869,704 |
| FY 2021 Request | - | - | \$1,869,704 |
| FY 2020 To FY 2021 Change | - | - | \$67,395 |

Retired Pay Justification of Pricing Changes

| Pricing Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|--|----------------------------|-----|-----------------|
| | Positions | FTE | Amount |
| Pricing Change 1 - 2019 NDAA Savings | - | - | (\$3,045) |
| Pricing Change 2 - Retired Pay Contribution | - | - | \$75,640 |
| Pricing Change 3 - Retired Pay Medical | - | - | (\$5,200) |
| Total Pricing Changes | - | - | \$67,395 |

Pricing Change 1 – 2019 NDAA Savings: Savings due to 2019 NDAA measures that increase member co-pay for pharmaceutical prescriptions.

Pricing Change 2 – Retired Pay Contribution: Reflects FY 2021 actuarial adjustments and inclusion of the Modernized Retirement System. The Modernized Retirement System includes payments for Thrift Savings Plan matching contributions and Continuation Pay.

Pricing Change 3 – Retired Pay Medical: Decrease reflects FY 2021 actuarial adjustments for medical payments.

Retired Pay Personnel Compensation and Benefits Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|-----|--------------------|------|-----------------|-----|--------------------|------|----------------------------|-----|--------------------|------|--------------------------|-----|-----------------|------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Retired Pay | - | - | \$1,479,617 | - | - | - | \$1,530,109 | - | - | - | \$1,602,704 | - | - | - | \$72,595 | - |
| Total | - | - | \$1,479,617 | - | - | - | \$1,530,109 | - | - | - | \$1,602,704 | - | - | - | \$72,595 | - |
| Mandatory - Appropriation | - | - | \$1,479,617 | - | - | - | \$1,530,109 | - | - | - | \$1,602,704 | - | - | - | \$72,595 | - |

* The FTE Rate calculation does not include Object Class 11.8-Special Personal Services Payments or 13.0-Benefits for Former Personnel.

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|-----------------------------|
| 12.2 Military Personnel Benefits | \$4,534 | \$5,616 | \$45,949 | \$40,333 |
| 13.0 Benefits for Former Personnel | \$1,475,083 | \$1,524,493 | \$1,556,755 | \$32,262 |
| Total - Personnel Compensation and Benefits | \$1,479,617 | \$1,530,109 | \$1,602,704 | \$72,595 |
| Positions and FTE | | | | |

Pay Cost Drivers

| Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|--------------------|------|--------------------|--------------------|------|-------------------------------|--------------------|------|-------------------------------------|-----------------|------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| Retired Pay | - | \$1,479,617 | - | - | \$1,530,109 | - | - | \$1,602,704 | - | - | \$72,595 | - |
| Total – Pay Cost Drivers | - | \$1,479,617 | - | - | \$1,530,109 | - | - | \$1,602,704 | - | - | \$72,595 | - |

Explanation of Pay Cost Driver

Retired Pay: Increase due to changes in actuarial projections and costs associated with the Modernized Retirement System. The Modernized Retirement System includes payments for Thrift Savings Plan matching contributions and Continuation Pay.

**Retired Pay
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|------------------|------------------|-------------------------------|-------------------------------------|
| Retired Pay | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |
| Total | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |
| Mandatory - Appropriation | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | - | \$11 | \$10 | (\$1) |
| 25.2 Other Services from Non-Federal Sources | - | \$13,608 | \$13,347 | (\$261) |
| 25.3 Other Goods and Services from Federal Sources | - | \$30 | \$30 | - |
| 25.6 Medical Care | \$260,227 | \$235,166 | \$230,674 | (\$4,492) |
| 26.0 Supplies and Materials | - | \$23,385 | \$22,939 | (\$446) |
| Total - Non Pay Object Classes | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| Retired Pay Medical | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |
| Total – Non Pay Cost Drivers | \$260,227 | \$272,200 | \$267,000 | (\$5,200) |

Explanation of Non Pay Cost Driver

Retired Pay Medical: Decrease reflects FY 2021 actuarial adjustments and DOD proposed TRICARE benefit changes.

Department of Homeland Security

U.S. Coast Guard

Boat Safety



**Fiscal Year 2021
Congressional Justification**

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Boat Safety

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----------|------------------|--------------------|-----------|------------------|-------------------------------|-----------|------------------|-------------------------------------|----------|----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Boat Safety | 19 | 19 | \$117,261 | 19 | 19 | \$118,882 | 19 | 19 | \$118,002 | - | - | (\$880) |
| Total | 19 | 19 | \$117,261 | 19 | 19 | \$118,882 | 19 | 19 | \$118,002 | - | - | (\$880) |
| Subtotal Mandatory - Appropriation | 19 | 19 | \$117,261 | 19 | 19 | \$118,882 | 19 | 19 | \$118,002 | - | - | (\$880) |

The Boat Safety program aims to minimize loss of life, personal injury, property damage, and environmental impact associated with the use of recreational boats. The program directly supports the Coast Guard's Maritime Prevention Program by promoting the safe and enjoyable use of public U.S. waterways.

Boat Safety activities include: overseeing manufacturer compliance with Coast Guard regulations; making grants to states and national non-profit boating safety organizations; conducting surveys to measure recreational boating activity; continuing the "Boat Responsibly" national outreach and awareness initiative; promulgating safety regulations; and measuring life jacket wear rates, including the effectiveness of voluntary and mandatory efforts to increase life jacket usage.

In its role as the designated National Recreational Boating Safety Program Coordinator, the Coast Guard is charged with managing dedicated user fee funding provided from the Sport Fish Restoration and Boating Trust Fund to support the National Recreational Boating Safety Program. Under the provisions of the Sportfishing and Recreational Boating Safety Act of 2005 (Subtitle A, Title X, P.L. 109-59), the Coast Guard receives a percentage distribution of total trust fund receipts from the preceding fiscal year (i.e., FY 2021 funding will be a percentage of FY 2020 trust fund receipts). The Funds are available until expended, but are limited in purpose and amount in accordance with existing statute.

Boat Safety Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|------------------|
| Enacted/Request | \$117,261 | \$118,882 | \$118,002 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$6,957 | \$8,767 | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | \$262 | \$240 | \$7,014 |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$124,480 | \$127,889 | \$125,016 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$124,480 | \$127,889 | \$125,016 |
| Obligations (Actual/Estimates/Projections) | \$115,451 | \$127,889 | \$125,016 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | 19 | 19 | 19 |
| Enacted/Request FTE | 19 | 19 | 19 |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | 16 | 19 | 19 |
| FTE (Actual/Estimates/Projections) | 17 | 19 | 19 |

Boat Safety Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|--|-----------|-----|------------------|
| FY 2019 Enacted | 19 | 19 | \$117,261 |
| FY 2020 Enacted | 19 | 19 | \$118,882 |
| FY 2021 Base Budget | 19 | 19 | \$118,882 |
| 2020 Civilian Pay Raise | - | - | \$90 |
| 2021 Civilian Pay Raise | - | - | \$22 |
| FERS Agency Contribution | - | - | \$28 |
| Total, Pricing Increases | - | - | \$140 |
| Trust Fund Receipts Adjustments | - | - | (\$1,048) |
| Total, Pricing Decreases | - | - | (\$1,048) |
| Total Adjustments-to-Base | - | - | (\$908) |
| FY 2021 Current Services | 19 | 19 | \$117,974 |
| Awards Spending Increase | - | - | \$28 |
| Total, Program Increases | - | - | \$28 |
| FY 2021 Request | 19 | 19 | \$118,002 |
| FY 2020 To FY 2021 Change | - | - | (\$880) |

Boat Safety Justification of Pricing Changes

| Pricing Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|--|----------------------------|-----|----------------|
| | Positions | FTE | Amount |
| Pricing Change 1 - 2020 Civilian Pay Raise | - | - | \$90 |
| Pricing Change 2 - 2021 Civilian Pay Raise | - | - | \$22 |
| Pricing Change 3 - FERS Agency Contribution | - | - | \$28 |
| Pricing Change 4 - Trust Fund Receipts Adjustments | - | - | (\$1,048) |
| Total Pricing Changes | - | - | (\$908) |

Pricing Change 1 – 2020 Civilian Pay Raise: Funds the civilian pay raise of 3.1% for calendar year 2020.

Pricing Change 2 – 2021 Civilian Pay Raise: Funds the civilian pay raise of 1.0% for three quarters of calendar year 2021.

Pricing Change 3 – FERS Agency Contribution: Per OMB Circular A-11, agency FERS contributions increased. The regular FERS agency contribution increased by 1.3% from 16.0% in FY 2020 to 17.3% in FY 2021. The pricing change increase reflects the Coast Guard contribution to FERS from FY 2020 to FY 2021.

Pricing Change 4 – Trust Fund Receipts Adjustment: Under provisions of the Sportfishing and Recreational Boating Safety Act, the Coast Guard receives a percentage distribution of total trust fund receipts. The FY 2021 President's Budget Request reflects anticipated needs to non-Federal sources, including the State Recreational Boating Safety Federal Financial Assistance Program.

Boat Safety Justification of Program Changes

| Program Changes <i>(Dollars in Thousands)</i> | FY 2021 President's Budget | | |
|--|----------------------------|-----|-------------|
| | Positions | FTE | Amount |
| Program Change 1 - Awards Spending Increase | - | - | \$28 |
| Total Program Changes | - | - | \$28 |

Program Change 1 – Awards Spending Increase:

Description

The FY 2021 Request includes an increase of \$28K for Awards Spending for civilian employees. The base for this program is \$34K.

Justification

On July 12, 2019, OMB issued Memorandum 19-24 Guidance on Awards for Employees and Agency Workforce Funding Plan. This Memorandum directs agencies to review and update their current awards spending plans in order to: (1) support the strategic use of awards and recognition throughout the year; 2) address workforce challenges and recognize high performing employees; and 3) recognize those employees with talent critical to mission achievement. Consistent with this guidance, the FY 2021 Request increases awards spending to support strategic workforce development.

Performance

The FY 2021 Budget supports the agency workforce planning requirements by providing a one percent increase for awards spending. The additional funding will help drive positive behavior by recognizing high performance.

**Boat Safety
Personnel Compensation and Benefits
Pay Summary**

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | | FY 2020 Enacted | | | | FY 2021 President's Budget | | | | FY 2020 to FY 2021 Total | | | |
|---|-----------------|-----------|----------------|-----------------|-----------------|-----------|----------------|-----------------|----------------------------|-----------|----------------|-----------------|--------------------------|----------|--------------|---------------|
| | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate | Pos. | FTE | Amount | Rate |
| Boat Safety | 19 | 19 | \$2,838 | \$149.37 | 19 | 19 | \$2,901 | \$152.68 | 19 | 19 | \$3,069 | \$161.53 | - | - | \$168 | \$8.85 |
| Total | 19 | 19 | \$2,838 | \$149.37 | 19 | 19 | \$2,901 | \$152.68 | 19 | 19 | \$3,069 | \$161.53 | - | - | \$168 | \$8.85 |
| Mandatory - Appropriation | 19 | 19 | \$2,838 | \$149.37 | 19 | 19 | \$2,901 | \$152.68 | 19 | 19 | \$3,069 | \$161.53 | - | - | \$168 | \$8.85 |

Pay by Object Class

| Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 - FY 2021 Change |
|---|-----------------|-----------------|-------------------------------|-----------------------------|
| 11.1 Full-time Permanent | \$2,170 | \$2,208 | \$2,293 | \$85 |
| 11.3 Other than Full-Time Permanent | \$27 | \$30 | \$52 | \$22 |
| 11.5 Other Personnel Compensation | \$28 | \$29 | \$59 | \$30 |
| 12.1 Civilian Personnel Benefits | \$613 | \$634 | \$665 | \$31 |
| Total - Personnel Compensation and Benefits | \$2,838 | \$2,901 | \$3,069 | \$168 |
| Positions and FTE | | | | |
| Positions - Civilian | 19 | 19 | 19 | - |
| FTE - Civilian | 19 | 19 | 19 | - |

Pay Cost Drivers

| Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 President's Budget | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------|----------------|-----------------|-------------------------------------|--------------|---------------|
| | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate | FTE | Amount | Rate |
| Civilian Pay | 19 | \$2,835 | \$149.21 | 19 | \$2,901 | \$152.68 | 19 | \$3,069 | \$161.53 | - | \$168 | \$8.84 |
| Total – Pay Cost Drivers | 19 | \$2,835 | \$149.21 | 19 | \$2,901 | \$152.68 | 19 | \$3,069 | \$161.53 | - | \$168 | \$8.84 |

Explanation of Pay Cost Driver

Civilian Pay: The pay cost drivers for civilian personnel include all civilian pay and benefits, including required government contributions to FEGLI, FEHB, and TSP, as well as the increase to Civilian awards. Increases to these benefits increase pay driver costs for all civilian FTE.

Boat Safety
Permanent Positions by Grade – Appropriation

| Grades and Salary Range <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|--|--------------------|--------------------|-------------------------------|------------------------------|
| GS-15 | 3 | 3 | 3 | - |
| GS-14 | 3 | 3 | 3 | - |
| GS-13 | 12 | 12 | 12 | - |
| GS-7 | 1 | 1 | 1 | - |
| Total Permanent Positions | 19 | 19 | 19 | - |
| Total Perm. Employment (Filled Positions) EOY | 14 | 14 | 14 | - |
| Position Locations | | | | |
| Headquarters | 17 | 17 | 17 | - |
| U.S. Field | 2 | 2 | 2 | - |
| Averages | | | | |
| Average Personnel Costs, GS Positions | 159,258 | 164,011 | 164,011 | - |
| Average Grade, GS Positions | 13 | 13 | 13 | - |

**Boat Safety
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|------------------|------------------|-------------------------------|-------------------------------------|
| Boat Safety | \$114,423 | \$115,981 | \$114,933 | (\$1,048) |
| Total | \$114,423 | \$115,981 | \$114,933 | (\$1,048) |
| Mandatory - Appropriation | \$114,423 | \$115,981 | \$114,933 | (\$1,048) |

Non Pay by Object Class

| Non-Pay Object Classes <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Change |
|---|--------------------|--------------------|-------------------------------|------------------------------|
| 21.0 Travel and Transportation of Persons | \$154 | \$283 | \$281 | (\$2) |
| 24.0 Printing and Reproduction | \$339 | - | - | - |
| 25.2 Other Services from Non-Federal Sources | \$2,522 | \$1,748 | \$1,734 | (\$14) |
| 25.7 Operation and Maintenance of Equipment | \$23 | \$27 | \$27 | - |
| 26.0 Supplies and Materials | \$5,229 | \$5,312 | \$5,268 | (\$44) |
| 31.0 Equipment | \$9 | \$19 | \$18 | (\$1) |
| 41.0 Grants, Subsidies, and Contributions | \$106,147 | \$108,592 | \$107,605 | (\$987) |
| Total - Non Pay Object Classes | \$114,423 | \$115,981 | \$114,933 | (\$1,048) |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 President's Budget | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|---|--------------------|-------------------------------|-------------------------------|-------------------------------------|
| Boat Safety Grants & Administration | \$114,164 | \$115,981 | \$114,933 | (\$1,048) |
| Total – Non Pay Cost Drivers | \$114,164 | \$115,981 | \$114,933 | (\$1,048) |

Explanation of Non Pay Cost Driver

Boat Safety Grants & Administration: Provides grants for the development and implementation of a coordinated National Recreational Boating Safety Program. This funding level is based on current estimates of trust fund receipts from the Office of Tax Analysis at the Department of Treasury (adjusted to reflect amendments to current law enacted in P.L. 109–59).

Department of Homeland Security

U.S. Coast Guard

Maritime Oil Spill Program



**Fiscal Year 2021
Congressional Justification**

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Maritime Oil Spill Program

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|------------------|--------------------|-----|------------------|-------------------------------|-----|------------------|-------------------------------------|-----|--------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Maritime Oil Spill Program | - | - | \$101,000 | - | - | \$101,000 | - | - | \$101,000 | - | - | - |
| Total | - | - | \$101,000 | - | - | \$101,000 | - | - | \$101,000 | - | - | - |
| Subtotal Mandatory - Appropriation | - | - | \$101,000 | - | - | \$101,000 | - | - | \$101,000 | - | - | - |

The Maritime Oil Spill Program operates under the authority of Title I of the Oil Pollution Act of 1990 (OPA), as amended, which provides for the use of the Oil Spill Liability Trust Fund (OSLTF) to pay for Federal response to oil spills and claims for uncompensated removal costs and damages resulting from such spills. The Maritime Oil Spill Program directly supports the Coast Guard's Marine Environment Protection mission and Maritime Response Program.

In Section seven of Executive Order 12777, the President delegated management responsibility of the OSLTF to the Secretary of the Department in which the Coast Guard is operating. Upon re-delegation by the Secretary, the Commandant of the Coast Guard delegated responsibility to the National Pollution Funds Center (NPFC), which oversees the OSLTF.

The NPFC:

- Provides funding for Federal removal actions in response to a discharge or a substantial threat of discharge of oil to navigable waters of the United States.
- Compensates claimants for OPA removal costs or damages.
- Provides funding to natural resource trustees for Natural Resource Damage Assessments (NRDA).
- Administers the OSLTF.

Maritime Oil Spill Program Budget Authority and Obligations

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|------------------|
| Enacted/Request | \$101,000 | \$101,000 | \$101,000 |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | \$180,789 | \$143,620 | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | \$403 | \$289 | \$5,959 |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$282,192 | \$244,909 | \$106,959 |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$282,192 | \$244,909 | \$106,959 |
| Obligations (Actual/Estimates/Projections) | \$138,572 | \$244,909 | \$106,959 |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Maritime Oil Spill Program Summary of Budget Changes

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions | FTE | Amount |
|---|------------------|------------|------------------|
| FY 2019 Enacted | - | - | \$101,000 |
| FY 2020 Enacted | - | - | \$101,000 |
| FY 2021 Base Budget | - | - | \$101,000 |
| FY 2021 Current Services | - | - | \$101,000 |
| FY 2021 Request | - | - | \$101,000 |
| FY 2020 To FY 2021 Change | - | - | - |

**Maritime Oil Spill Program
Non Pay Budget Exhibits**

Non Pay Summary

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|------------------------|------------------------|---------------------------------------|---|
| Maritime Oil Spill Program | \$101,000 | \$101,000 | \$101,000 | - |
| Total | \$101,000 | \$101,000 | \$101,000 | - |
| Mandatory - Appropriation | \$101,000 | \$101,000 | \$101,000 | - |

Non Pay Cost Drivers

| Non Pay Cost Drivers <i>Dollars in Thousands</i> | FY 2019 Enacted | FY 2020 Enacted | FY 2021 President's Budget | FY 2020 to FY 2021 Total Changes |
|--|----------------------------|----------------------------|---------------------------------------|---|
| Federal Oil Spill Response | \$50,000 | \$50,000 | \$50,000 | - |
| Oil Spill Recovery | \$1,000 | \$1,000 | \$1,000 | - |
| Payment of Claims | \$50,000 | \$50,000 | \$50,000 | - |
| Total – Non Pay Cost Drivers | \$101,000 | \$101,000 | \$101,000 | - |

Explanation of Non Pay Cost Drivers

Federal Oil Spill Response: Provides funding for Federal removal actions in response to a discharge or a substantial threat of discharge of oil to navigable waters of the United States.

Oil Spill Recovery: Provides payment to Prince William Sound Spill Recovery Institute.

Payment of Claims: Provides payment of oil spill removal costs and damages claims, including natural resource damages claims.

Department of Homeland Security

U.S. Coast Guard

Funds



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Funds
Budget Comparison and Adjustments
Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|--|----------------------------|------------|----------------|----------------------------|------------|----------------|---------------------------------------|------------|----------------|---|------------|----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| General Gift Fund | - | - | \$2,864 | - | - | \$2,864 | - | - | \$2,537 | - | - | (\$327) |
| Housing Fund | - | - | - | - | - | - | - | - | \$4,000 | - | - | \$4,000 |
| Total | - | - | \$2,864 | - | - | \$2,864 | - | - | \$6,537 | - | - | \$3,673 |
| Subtotal Discretionary - Offsetting Fee | - | - | - | - | - | - | - | - | \$4,000 | - | - | \$4,000 |
| Subtotal Mandatory - Appropriation | - | - | \$2,864 | - | - | \$2,864 | - | - | \$2,537 | - | - | (\$327) |

General Gift Fund

Budget Activities: The Coast Guard General Gift Fund is authorized under 10 U.S.C. § 2601, which provisions for such funds within the Department of Defense and the Coast Guard. The General Gift Fund is a vehicle that authorizes the Commandant of the Coast Guard to accept gifts and donations for the benefit of museums, chapels, and other organizations under the jurisdiction of the Coast Guard. The Coast Guard is also authorized to accept gifts to be used for the benefit of service members who are wounded, injured or taken ill while in the line of duty, as well as for those members' dependents and survivors.

Budget Request Summary: The FY 2021 Budget estimates \$2.5M in bequests from various sources to the General Gift Fund.

Yard Fund

Budget Activities: The Coast Guard Yard, located in Curtis Bay, MD, provides engineering support and industrial services for maintenance and repair of Coast Guard cutters, aids to navigation and other equipment. The Coast Guard Yard also manages facilities that homeport Coast Guard cutters and house several Coast Guard commands, including the Surface Forces Logistics Center, Sector Baltimore and Curtis Bay Station.

Budget Request Summary: The Yard Fund is a revolving account supported by the Coast Guard's Operations and Support (O&S) and Procurement, Construction & Improvements (PC&I) appropriations. It pays for personnel and materials required for Coast Guard projects and work orders completed by the Coast Guard Yard. These activities indirectly support Coast Guard missions.

Supply Fund

Budget Activities: The Supply Fund, in accordance with 14 U.S.C. § 941, finances the procurement of uniform clothing, commissary provisions, general stores, technical material, and fuel for vessels over 180 feet in length.

Budget Request Summary: The fund is financed by reimbursements from the sale of goods, including the procurement of uniforms, commissioning provisions, stores, materials, and fuel. These activities indirectly support Coast Guard missions.

Housing Fund

Budget Activities: The Coast Guard Housing Fund, in accordance with 14 U.S.C. § 2946, is a compilation of funding streams to be used to acquire, construct, operate, and maintain all associated activities with respect to military family housing and military unaccompanied housing. As directed in §232 of the Department of Homeland Security Appropriations Act, 2020 (Division D of PL 116-93, Consolidated Appropriations Act, 2020), beginning in fiscal year 2021, amounts credited to the Coast Guard Housing Fund pursuant to paragraphs (3) through (5) of subsection (b) of 14 U.S.C. § 2946, shall be classified as discretionary offsetting receipts.

Budget Request Summary: The FY 2021 Budget projects \$4.0M to be credited to the fund, which will be used to offset discretionary investments in the maintenance, repair, and upkeep of military family housing and military unaccompanied housing.

Department of Homeland Security

U.S. Coast Guard

Overseas Contingency Operations (OCO)/Global War on Terrorism (GWOT)



**Fiscal Year 2021
Congressional Justification**

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Overseas Contingency Operations (OCO)

Budget Comparison and Adjustments

Comparison of Budget Authority and Request

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted | | | FY 2020 Enacted | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|--------------------|-----|------------------|--------------------|-----|------------------|-------------------------------|-----|--------|-------------------------------------|-----|--------------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. | FTE | Amount |
| Overseas Contingency Operations (OCO)/Global War on Terrorism | - | - | \$165,000 | - | - | \$190,000 | - | - | - | - | - | (\$190,000) |
| Total | - | - | \$165,000 | - | - | \$190,000 | - | - | - | - | - | (\$190,000) |
| Subtotal Overseas Contingency Operations (OCO) | - | - | \$165,000 | - | - | \$190,000 | - | - | - | - | - | (\$190,000) |

The Overseas Contingency Operations (OCO) supplemental funds the Coast Guard's contributions to the global fight against terror. Historically, this funding was requested by the U.S. Navy as a part of their OCO request, then appropriated directly to the Coast Guard's Operations and Support (O&S) account. For Fiscal Year 2021, funding for the Coast Guard's enduring overseas missions in support of the global fight against terror is included in the Coast Guard's O&S request. This chapter provides greater detail on the uses of this funding.

Coast Guard Active and Reserve components support military operations as part of the global fight against terror, including Operation Freedom's Sentinel, Operation Inherent Resolve, and related missions. Geographic operating regions include Afghanistan, Iraq and the Levant, the Horn of Africa, the Persian Gulf and Gulf Nations, the Arabian Sea, the Indian Ocean, the Philippines, and other countries on a case-by-case basis.

The request includes pay, allowances, subsistence, and other personnel costs for Active and Reserve component service members supporting these activities. The request also includes funding for Reserve mobilization costs and special pay for deployed members including imminent danger pay, family separation allowance, hardship duty pay, and other special and incentive pays.

The request funds activities supporting Department of Defense (DOD) requirements for contingency missions including cutter operations; deployable teams; subsistence and logistics support; fuel and supply purchases; facility support; contract oversight; communications; maintenance; security cooperation; detainee operations (in Guantanamo Bay, Cuba); pre-deployment training; personal protective equipment; and intelligence, surveillance, and reconnaissance activities. These efforts are in addition to existing Coast Guard operations pursuant to its eleven statutory missions, which include Defense Operations separate from support to contingencies associated with OCO funding.

Coast Guard mission areas historically funded by OCO include: Patrol Forces Southwest Asia; detainee operations (Guantanamo Bay); and other support to Operation Freedom's Sentinel, Operation Inherent Resolve, and related missions (Horn of Africa Deployments, Operation Pacific Eagle-Philippines Deployments, etc.).

**Overseas Contingency Operations (OCO)
Budget Authority and Obligations**

| Budget Authority <i>(Dollars in Thousands)</i> | FY 2019 | FY 2020 | FY 2021 |
|--|------------------|------------------|----------------|
| Enacted/Request | \$165,000 | \$190,000 | - |
| Carryover and/or Recoveries (Actual/Estimates/Projections) | - | - | - |
| Rescissions to Current Year/Budget Year | - | - | - |
| Net Sequestered Resources | - | - | - |
| Reprogrammings/Transfers | - | - | - |
| Supplementals | - | - | - |
| Total Budget Authority | \$165,000 | \$190,000 | - |
| Collections – Reimbursable Resources | - | - | - |
| Total Budget Resources | \$165,000 | \$190,000 | - |
| Obligations (Actual/Estimates/Projections) | \$165,000 | \$190,000 | - |
| Personnel: Positions and FTE | | | |
| Enacted/Request Positions | - | - | - |
| Enacted/Request FTE | - | - | - |
| Onboard and Actual FTE; Includes Collections - Reimbursable Resources | | | |
| Onboard (Actual/Estimates/Projections) | - | - | - |
| FTE (Actual/Estimates/Projections) | - | - | - |

Overseas Contingency Operations (OCO) Summary of Budget Changes¹

| Budget Formulation Activity <i>(Dollars in Thousands)</i> | Positions ² | FTE ² | Amount |
|---|------------------------|------------------|-------------------|
| FY 2019 Enacted | - | - | \$165,000 |
| FY 2020 President's Budget | - | - | \$190,000 |
| FY 2021 Base Budget | 202 | 186 | \$190,000 |
| Annualization of FY 2020 Fast Response Cutter Follow-On | - | 16 | \$3,669 |
| Military Pay and Allowances Cost Increase | - | - | \$1,484 |
| Total, Pricing Increases | - | - | \$5,153 |
| Termination of FY 2020 Fast Response Cutter Follow-On One-Time Costs | - | - | (\$557) |
| Termination of FY 2020 Fast Response Cutter Transition One-Time Costs | - | - | (\$17,500) |
| Total, Pricing Decreases | - | - | (\$18,057) |
| Total Adjustments-to-Base | - | - | (\$12,904) |
| FY 2021 Current Services | - | - | \$177,096 |
| Fast Response Cutter Follow-On | 124 | 70 | \$14,174 |
| Fast Response Cutter Shoreside Support | 20 | 10 | \$1,426 |
| Fast Response Cutter Transition | - | - | \$22,269 |
| Decommission Two Island Class Patrol Boats | (12) | (5) | \$35 |
| Total, Program Increases | - | - | \$37,904 |
| FY 2021 Request (O&S Program Change) | 334 | 277 | \$215,000 |
| FY 2020 To FY 2021 Change | 334 | 277 | \$25,000 |

¹ This table is for illustrative purposes only and depicts how the Coast Guard developed an OCO request for FY 2021 based on historic funding levels. This amount is not being requested as a separate appropriation but as an O&S program change.

² The historic requests for Coast Guard OCO funding made by the Navy did not include positions or FTE. With resources for enduring operations moving to O&S, it is necessary to establish a proper baseline that captures the actual positions and FTE supporting these operations.

Overseas Contingency Operations (OCO) Justification of Pricing Changes

| Pricing Changes <i>(Dollars in Thousands)</i> | FY 2021 OMB Submission | | |
|---|------------------------|-----|------------|
| | Positions | FTE | Amount |
| Pricing Change 1 - Annualization of FY 2020 Fast Response Cutter Follow-On | - | 16 | \$3,669 |
| Pricing Change 2 - Military Pay and Allowances Cost Increase | - | - | \$1,484 |
| Pricing Change 3 – Termination of FY 2020 Fast Response Cutter Follow-On One-Time Costs | - | - | (\$557) |
| Pricing Change 4 – Termination of FY 2020 Fast Response Cutter Transition One-Time Costs | - | - | (\$17,500) |
| Total Pricing Changes | - | 16 | (\$12,904) |

Pricing Change 1 –Annualization of FY 2020 Fast Response Cutter Follow-On: Annualizes the new-asset follow-on for Fast Response Cutters enacted in FY 2020, beginning the transition of Patrol Forces Southwest Asia (PATFORSWA) from 110-foot Island Class Patrol Boats to 154-foot Sentinel Class Fast Response Cutters, homeported in Manama, Bahrain. The FY 2020 OCO funding included two Fast Response Cutter crews as well as operations and maintenance for one Fast Response Cutter.

Pricing Change 2 –Military Pay and Allowances Cost Increase: Accounts for annual increases to incremental pay, special pay, and allowances associated with approved pay raises, actuarial rate projections for Permanent Change of Station and Housing costs, and other military allowances and special pays.

Pricing Change 3 –Termination of FY 2020 Fast Response Cutter Follow-On One Time Costs: Terminates one-time costs associated with the FY 2020 initiative for two Fast Response Cutter crews as well as operations and maintenance for one Fast Response Cutter.

Pricing Change 4 –Termination of FY 2020 Fast Response Cutter Transition One Time Costs: Terminates one-time costs associated with the FY 2020 initiative beginning the transition of PATFORSWA from 110-foot Island Class Patrol Boats to 154-foot Sentinel Class Fast Response Cutters, which includes operationally-required modifications; specialized theater-specific equipment; and in-theater supplies and support.

Overseas Contingency Operations Justification of Program Changes

| Program Changes <i>(Dollars in Thousands)</i> | FY 2021 OMB Submission | | |
|--|------------------------|-----|----------|
| | Positions | FTE | Amount |
| Program Change 1 – Fast Response Cutter Follow-On | 124 | 70 | \$14,174 |
| Program Change 2 – Fast Response Cutter Shoreside Support | 20 | 10 | \$1,426 |
| Program Change 3 – Fast Response Cutter Transition | - | - | \$22,269 |
| Program Change 4 – Decommission Two Island Class Patrol Boats | (12) | (5) | \$35 |
| Total Pricing Changes | 132 | 75 | \$38,625 |

Program Change 1 – Fast Response Cutter Follow-On:

Description

The FY 2021 OCO includes an increase of 124 personnel and \$14.2M. The request funds crews for four Fast Response Cutters as well as operations and maintenance for three Fast Response Cutters.

- Fast Response Cutter Operations and Maintenance for Hulls 42, 45, and 46 to be homeported in Manama, Bahrain.
- Fast Response Cutter Crews for Hulls 45-48 to be homeported in Manama, Bahrain.

Justification

The Fast Response Cutter is the replacement for the 110-foot Island Class patrol boat that is past its designed service life. Congress has indicated strong support for the transition of PATFORSWA from 110-foot Island Class Patrol Boats to 154-foot Sentinel Class Fast Response Cutters in the FY 2018, FY 2019, and FY 2020 appropriations. This request funds operations and maintenance of newly-delivered Fast Response Cutters whose production was appropriated to support contingency operations. It also includes deployment-specific training.

Performance

The 154-foot Sentinel Class Fast Response Cutter is more capable than the 110-foot patrol boat with advanced electronics and enhanced operational capabilities. This funding improves and expands the Coast Guard's capability to support United States Central Command and Operation Freedom's Sentinel and replaces legacy cutters that have exceeded their service life.

Program Change 2 – Fast Response Cutter Shoreside Support:**Description**

The FY 2021 request includes an increase of 20 personnel, and \$1.4M. The request funds shoreside support personnel necessary to support Fast Response Cutters in Manama, Bahrain.

Justification

The transition of Patrol Forces Southwest Asia from 110-foot Island Class Patrol Boats to 154-foot Sentinel Class Fast Response Cutters requires additional shoreside support personnel to meet the maintenance requirements of the more advanced Fast Response Cutter. This represents the incremental need above existing shore support personnel at PATFORSWA.

Performance

The 154-foot Sentinel Class Fast Response Cutter is more capable than the 110-foot patrol boat with advanced electronics and enhanced operational capabilities, and requires more shoreside support than its predecessor.

Program Change 3 – Fast Response Cutter Transition:**Description**

The FY 2021 request includes an increase of \$22.2M. The request funds operationally-required modifications; specialized theater-specific equipment; in-theater supplies and support; and other requirements for the PATFORSWA transition to Fast Response Cutters.

Justification

PATFORSWA requires additional incremental funds to support the transition from 110-foot Island Class Patrol Boats to 154-foot Sentinel Class Fast Response Cutters. These incremental costs include operationally-required modifications; specialized theater-specific equipment; supplies and support; transport of Fast Response Cutters to the theater of operations; theater-unique training munitions; and temporary mooring facilities.

Performance

Modifications to Fast Response Cutters and existing infrastructure are necessary to meet mission requirements for support to U. S. Central Command and Operation Freedom's Sentinel.

Program Change 4 – Decommission Two Island Class Patrol Boats:**Description**

The FY 2021 request includes a decrease of 12 personnel and an increase of \$0.2M. The request reduces incremental personnel and operating costs associated with the decommissioning of two 110-foot Island Class patrol boats, and funds costs associated with demobilization and resetting decommissioned cutters to pre-war capability.

Justification

The 110-foot patrol boat fleet is beyond its projected 20-year service life and is increasingly costly to maintain and operate. In accordance with the Coast Guard's patrol boat transition plan and the Congressionally-directed transition of Coast Guard patrol forces in the Arabian Gulf, two Patrol Boats supporting PATFORSWA will be decommissioned. Following these decommissionings, there will be four 110-foot patrol boats supporting PATFORSWA until the transition to Fast Response Cutters is complete.

Performance

This request will generate no adverse impact on mission performance, and no degradation of Coast Guard support to U. S. Central Command. The two 110-foot Island Class patrol boats being decommissioned will have been replaced by more capable Fast Response Cutters, which will be in-theater and operational before the legacy patrol boats are decommissioned.

Overseas Contingency Operations (OCO) Mission Exhibits

Overview

| Organization <i>(Dollars in Thousands)</i> | FY 2019 Enacted ² | | | FY 2020 Enacted ² | | | FY 2021 President's Budget | | | FY 2020 to FY 2021 Total Changes | | |
|---|---------------------------------|-----|------------------|---------------------------------|-----|------------------|-------------------------------|------------------|------------------|-------------------------------------|------------------|-----------------|
| | Pos. | FTE | Amount | Pos. | FTE | Amount | Pos. ¹ | FTE ¹ | Amount | Pos. ¹ | FTE ¹ | Amount |
| Operation Freedom's Sentinel | - | - | \$165,000 | - | - | \$190,000 | - | - | - | - | - | (\$190,000) |
| Operation Freedom's Sentinel – Patrol Forces Southwest Asia | - | - | - | - | - | - | 334 | 277 | \$148,986 | 334 | 277 | \$148,986 |
| Operation Freedom's Sentinel – Guantanamo Bay Security | - | - | - | - | - | - | - | - | \$50,242 | - | - | \$50,242 |
| Operation Freedom's Sentinel – Other Missions | - | - | - | - | - | - | - | - | \$8,292 | - | - | \$8,292 |
| Operation Inherent Resolve and Other Missions | - | - | - | - | - | - | - | - | \$7,480 | - | - | \$7,480 |
| Total | - | - | \$165,000 | - | - | \$190,000 | 334 | 277 | \$215,000 | 334 | 277 | \$25,000 |
| Subtotal Overseas Contingency Operations | - | - | \$165,000 | - | - | \$190,000 | 334 | 277 | \$215,000 | 334 | 277 | \$25,000 |

¹ Prior appropriations for Coast Guard OCO did not include positions or FTE due to DOD OCO budget request processes. With resources for enduring operations moving to O&S, it is necessary to establish a proper baseline that captures the actual positions and FTE supporting these operations.

² Prior to Fiscal Year 2021, the Navy requested OCO funding for the Coast Guard under a sub-activity entitled 'Coast Guard Support' and that finding was appropriated to the Coast Guard in the annual appropriation. The Navy characterized the entirety of the Coast Guard's OCO funding as supporting Operation Freedom's Sentinel.

This section provides additional descriptive detail on the missions that the Coast Guard conducts in support of the global fight against terror. The Coast Guard supports the two primary OCO-funded operations, Operation Freedom's Sentinel and Operation Inherent Resolve. It conducts a number of missions within the OCO-funded theater of operations. In addition, the Coast Guard's inherently multi-mission nature means that some units support multiple named operations or regions.

Historically, the different OCO-funded missions conducted by the Coast Guard have been below the threshold at which the Department of Defense and the Navy track operations, and the entirety of the OCO funding requested for the Coast Guard was characterized as support to Operation Freedom's Sentinel.

This section describes in detail how the requested funds are projected to be used to meet DOD requirements for the global war on terrorism across four mission areas, in order to describe and explain the FY 2021 program change that moves these enduring overseas operations into the Coast Guard's O&S appropriation. The cost drivers provided for each mission are based on projected force strength and anticipated operational needs and are used to illustrate how the program changes affect the O&S PPAs, and are illustrative only – the amounts described are already incorporated into the O&S PPAs within that account's justification documents.

Overseas Contingency Operations Operation Freedom's Sentinel – Patrol Forces Southwest Asia

Mission Description

Patrol Forces Southwest Asia (PATFORSWA) is the largest Coast Guard unit outside the United States. The unit was established in 2002 when U.S. Naval Forces Central Command (NAVCENT) requested U.S. Coast Guard support for combat operations under Operation Iraqi Freedom (OIF). In 2003, the Coast Guard deployed resources associated with PATFORSWA, including four 110-foot Island Class Patrol Boats and associated support functions, to the Arabian Gulf. The four patrol boats were present in the Northern Arabian Gulf when OIF combat operations commenced in March 2003. Based on the unit's successes and effectiveness in supporting contingency operations, two additional 110-foot Island Class Patrol Boats were deployed to the region in 2004. PATFORSWA and its patrol boats have continuously operated in the region since that time.

Today, these patrol boats and an advanced interdiction team directly support US Central Command's Theater Security Cooperation, maritime security, and counter-piracy efforts in the Middle East with the unique capabilities and authorities that only the Coast Guard can provide. Coast Guard patrol boats participate in approximately 40 Joint Exercises and Patrols annually with partner nations, including naval forces from the Kingdom of Saudi Arabia, Bahrain, Iraq, Kuwait, Qatar, the United Arab Emirates, the United Kingdom, and France. PATFORSWA brings unmatched expertise in Visit, Board, Search, and Seizure (VBSS) to the region. In 2010, a Maritime Engagement Team (MET) joined PATFORSWA to actively train U.S. Navy, coalition, and partner nation personnel operating in the Arabian Gulf, facilitating seizures of illegal weapons and narcotics shipments. PATFORSWA is based at Naval Support Activity Bahrain and also operates a Forward Operating Base (FOB) in Kuwait to provide logistics support to the patrol boats when operating in the Northern Arabian Gulf.

Historically, PATFORSWA has supported OIF, Operation New Dawn, Operation Inherent Resolve (OIR), Operation Enduring Freedom, and Operation Freedom's Sentinel (OFS). Today, PATFORSWA's missions support U.S. Central Command and NAVCENT across several contingency operations, including OFS, OIR, and Operation Spartan Shield. In recent years, the U.S. Navy has categorized PATFORSWA as supporting OFS.

Fast Response Cutters (FRCs) provide increased operational range, enhanced sea keeping, superior command, control, communications, computer, intelligence, surveillance, and reconnaissance capabilities, and a more capable stern-launched cutter boat, making them more effective than the 110-foot Island Class Patrol Boats at meeting the military requirements of the region. Congress has appropriated funding for FRCs above the Coast Guard's domestic program of record of 58, specifically to replace the 110-foot patrol boats operating in PATFORSWA, and the FY 2021 request supports the transition.

Projected Mission Cost Drivers

| Organization <i>(Dollars in Thousands)</i> | FY 2021 President's Budget |
|--|-------------------------------|
| Military Pay and Allowances | \$29,300 |
| Training and Recruiting | \$8,528 |
| Operating Funds and Unit Level Maintenance | \$38,999 |
| Centrally Managed Accounts | \$2,881 |
| Intermediate and Depot Level Maintenance | \$69,278 |
| Reserve Training | - |
| Total | \$148,986 |
| <hr/> | |
| Subtotal – Operation Freedom's Sentinel – Patrol Forces Southwest Asia | \$148,986 |
| <hr/> | |
| Request Positions | 334 |
| Request FTE | 277 |

Explanation of Mission Cost Drivers

Military Pay and Allowances: Consistent with the military branches within the DOD, pay costs are based on deployment assumptions. In order to sustain current military operations, funding is requested to finance the incremental costs (i.e., pay, allowances, subsistence, and other personnel costs) for personnel deployed in support of Operation Freedom's Sentinel.

Special pays associated with support to contingency operations include Hardship Duty Pay (HDP), Special Duty Pay (SDP), and Family Separation Allowance (FSA). Deployed personnel also receive casualty and disability benefits including reimbursement of SGLI premiums. Allowances include non-pay personnel costs such as military Permanent Change of Station (PCS) and household goods storage entitlements.

The Coast Guard is different from the military branches within DOD in that Coast Guard units are designed for the day-to-day completion of the Service's eleven statutory missions. For the Coast Guard to sustain enduring overseas contingency operations, additional personnel are required above the normal unit complement. This contingency increment represents positions and FTE added to the Coast Guard for the sole purpose of supporting the military requirements of the enduring contingency. PATFORSWA conducts its missions with a combination of these contingency increment personnel and deployments of existing units and personnel.

PATFORSWA personnel include the crews and shoreside support of patrol boats supporting US Central Command missions, as well as the MET and FOB Kuwait. In FY 2021, the Coast Guard will be in the midst of transitioning this command from six legacy 110-foot Island Class Patrol Boats to six 154-foot Fast Response Cutters specifically appropriated for this mission, resulting in a significantly higher average number of personnel in the theater of operations compared to previous years.

| Mobilization And Deployment Assumptions | FY 2021 President's Budget |
|---|-------------------------------|
| Active Duty Contingency Increment (FTE) | 277 |
| Active Duty Deployment | 101 |
| Reserve Mobilization | - |
| Total – Average Strength | 378 |

Training and Recruiting: Training costs reflect deployment-specific training and preparation for personnel deploying to PATFORSWA cutters and shoreside support responsibilities. This Pre-Deployment Training (PDT) is provided by the Coast Guard's Special Missions Training Center (SMTC) Expeditionary Branch to all PATFORSWA members deploying for a one year tour to the Arabian Gulf. PDT includes training on theater-specific requirements and equipment for Anti-Terrorism/Force Protection, missions, and communications.

Additional training costs in FY 2021 are associated with PATFORSWA's transition to FRCs, which requires additional cutter crews and support personnel to complete PDT during the transition period.

Operating Funds and Unit Level Maintenance: Operating funds support the theater-specific activities of PATFORSWA's patrol boats and shoreside support forces. This includes the transportation of materials, parts, and supplies, as well as personnel travel, to and from the theater of operations. Operating funds are used to outfit and equip units and personnel with theater-specific personal protective equipment to meet the force protection and mission requirements of the operating area. Operating funds also support facility support, critical communications equipment and services, and personnel lodging.

An important operating funds cost driver is fuel, supply, and maintenance costs associated with cutter support to contingency operations. Mission and theater requirements necessitate PATFORSWA cutters operate at a higher operational tempo and maintain a higher state of readiness compared to domestic cutters, driving a higher per-platform operating cost. These funds also facilitate cutter operations via port services in Bahrain and at FOB Kuwait.

Operating funds are critical to fielding theater-specific operational capabilities including Theater Security Cooperation, VBSS training, and countering Unmanned Aerial Systems (cUAS).

For FY 2021, additional costs associated with PATFORSWA's transition to FRCs include FRC operating and unit maintenance costs, fuel for cutters transiting to the theater of operations, mission-specific requirements for the FRCs and their crews, as well as the shipment of FRC-specific unit level maintenance items and other supplies to the theater.

Centrally Managed Accounts: Funding within centrally managed accounts is used to replenish operationally-expended munitions in theater and to provide training ammunition for theater-specific training events. PATFORSWA cutters have different weapons and ammunition requirements compared to domestic cutters of the same class, and these funds support the incremental costs associated with these additional requirements.

Munitions costs are higher in FY 2021 as new Fast Response Cutters are equipped with theater-specific operational and training ammunition.

Intermediate and Depot Level Maintenance: In addition to supporting cutter depot maintenance necessitated by the PATFORSWA cutters' higher operational tempo, these funds support critical theater-specific communication, navigation, and situational awareness capabilities that enable the cutters to effectively conduct operations alongside U.S. Navy, coalition, and partner nation units.

The high operational tempo and readiness requirements associated with PATFORSWA cutter operations require additional depot maintenance support. This includes more frequent maintenance availabilities and drydocks, as well as the need to stock additional parts within the theater to facilitate rapid repairs. These maintenance requirements also extend to cutter subsystems such as communications, sensors, and cutter boats.

Effective operations in support of NAVCENT require robust and compatible communications systems. These include underway connectivity with sufficient bandwidth in a region where the Coast Guard does not otherwise operate, theater-specific secure communications capabilities, integrated operational logistics systems that facilitate interoperability with the U.S. Navy and partner nations, and cyber defense of in-theater networks.

For FY 2021, additional costs associated with PATFORSWA's transition to FRCs include theater-specific 'warfighter' modifications to the cutters, and the installation and support of theater-specific communications equipment. Transition costs also include procurement and shipment of additional FRC parts and equipment to the theater to facilitate readiness requirements and facility modifications necessary to accommodate FRCs.

Overseas Contingency Operations Operation Freedom's Sentinel – Guantanamo Bay Security

Mission Description

U.S. Naval Station Guantanamo Bay, Cuba, has been involved in the Global War on Terrorism since 2002 as a holding location for detainees. Detainee operations, inherently tied to contingency operations, are funded with OCO. The Coast Guard has had an enduring role in providing force protection for Joint Task Force Guantanamo Bay (JTF-GTMO), initially with Maritime Safety and Security Teams (MSSTs) and more recently with Port Security Units (PSUs).

Today, PSUs provide around-the-clock anti-terrorism, force protection, and security along the coastline and Naval Station Guantanamo Bay's defensive sea area, which extends three miles from the naval station's shoreline. While detainee operations in support of the Global War on Terrorism are linked to several operations, in recent years, the U.S. Navy has categorized detainee operations at Guantanamo Bay as supporting OFS.

PSUs are reserve units whose entire operational concept is based on rapidly-deployable water and land-based force protection in close coordination with the Department of Defense, making them ideally suited to the mission in Guantanamo Bay. Each PSU operates six Transportable Port Security Boats (TPSBs), specially designed and equipped for the force protection mission. PSUs combine boat crews and shoreside teams to provide both waterborne security and point-protection to DOD assets. At sea, PSUs provide armed escorts to inbound Coast Guard cutters, Navy ships, and commercial vessels transiting to Naval Station Guantanamo Bay. PSUs also escort authorized maritime traffic passing through the Naval Station route to Cuba and enforce offshore security zones. On land, PSUs provide anti-terrorism defense protection to assets and personnel.

Under the current operational model, PSU deployments to Guantanamo Bay last nine months and are staggered to maintain a continuous counter-terrorism and force protection presence. The Coast Guard's eight PSUs support Guantanamo Bay security requirements on a rotational basis.

Projected Mission Cost Drivers

| Organization <i>(Dollars in Thousands)</i> | FY 2021 President's Budget |
|---|-------------------------------|
| Military Pay and Allowances | \$18,460 |
| Training and Recruiting | \$1,425 |
| Operating Funds and Unit Level Maintenance | \$20,303 |
| Centrally Managed Accounts | \$404 |
| Intermediate and Depot Level Maintenance | \$7,549 |
| Reserve Training | \$2,100 |
| Total | \$50,242 |
| <hr/> | |
| Subtotal – Operation Freedom's Sentinel – Guantanamo Bay Security | \$50,242 |
| <hr/> | |
| Request Positions | - |
| Request FTE | - |

Explanation of Mission Cost Drivers

Military Pay and Allowances: Consistent with the military branches within the DOD, pay costs are based on mobilization assumptions. In order to sustain current military operations, funding is requested for military pay and entitlements (i.e., Basic Pay, Basic Allowance for Housing (BAH), retired pay accrual, social security contributions, and incentive pays) for Reserve members on active duty to provide essential military operational support to Operation Freedom's Sentinel.

In addition to base military pay and entitlements for mobilized Reserve personnel, special pays associated with support to contingency operations include HDP, SDP, and FSA. Deployed personnel also receive casualty and disability benefits including reimbursement of SGLI premiums.

Coast Guard PSUs deploy to Guantanamo Bay with approximately 120 personnel. Due to required training before a deployment and demobilization after, multiple PSUs are often active at the same time. As a result, the average mobilized strength supporting this mission is approximately 180.

| Mobilization And Deployment Assumptions | FY 2021 President's Budget |
|---|-------------------------------|
| Active Duty Contingency Increment (FTE) | - |
| Active Duty Deployment | - |
| Reserve Mobilization | 180 |
| Total – Average Strength | 180 |

Training and Recruiting: Training costs reflect deployment-specific training and preparation for PSUs mobilizing to deploy to Guantanamo Bay provided by the Coast Guard's SMTC, which is the Service's largest unit conducting Deployable Specialized Forces and deployment training. SMTC training includes operationally-required skills, as well as the use of expeditionary equipment essential to PSU deployments.

Operating Funds and Unit Level Maintenance: Operating funds support the theater-specific activities of PSUs deployed to Guantanamo Bay. This includes the transportation of materials and supplies, as well as personnel travel, to and from the theater of operations. Operating funds are used to outfit and equip PSU personnel with theater-specific personal protective equipment to meet the force protection and mission requirements of the operating area.

Operating funds support fuel, supply, and maintenance costs of the PSU's TPSBs when deployed. These funds also support theater-specific equipment, unit mobilization and demobilization, and repair of equipment when each PSU returns from deployment, ensuring the unit retains the capabilities needed to be deployment-ready.

PSU mobilization, demobilization, boat maintenance, and travel are the largest cost drivers for operating funds supporting this mission.

Centrally Managed Accounts: Funding within centrally managed accounts is used to replenish operationally-expended munitions and to provide training ammunition for training events specific to operations at JTF-GTMO.

Intermediate and Depot Level Maintenance: In addition to supporting TPSB depot maintenance, these funds support critical theater-specific communication, navigation, and situational awareness capabilities that enable the PSU to effectively conduct force protection activities alongside U.S. Marine Corps Security Forces and other DOD units.

The readiness requirements associated with the critical anti-terrorism force protection mission in Guantanamo Bay necessitate additional depot maintenance support and parts stocks for TPSBs and other PSU expeditionary equipment. These funds are also used to procure and maintain mission and region-specific search and detection equipment, as well as radio and satellite communications systems compatible with DOD forces.

Reserve Training: Due to their status as Reserve units, pre-deployment training required for PSUs deploying to Guantanamo Bay that is not facilitated by SMTC is funded from reserve training.

Overseas Contingency Operations Operation Freedom's Sentinel – Other Missions

Mission Description

In addition to deploying full units, the Coast Guard brings its unique capabilities and authorities to the Global War on Terror through deployable teams that augment DOD and partner nation resources. Two key examples of this are the Coast Guard Reserve personnel that mobilize and deploy as a part of U.S. Navy Coastal Riverine Squadrons (CRS) and the Advanced Interdiction Teams (AITs) from Coast Guard Maritime Safety Response Teams (MSRTs).

Coast Guard Reservists are embedded with Navy CRS, bringing the Coast Guard's unique expertise and authorities to the CRS' littoral maritime security operations. In the U.S. Central Command theater, CRS provide maritime force protection and anti-terrorism capabilities. Embedded Coast Guard personnel routinely deploy with their CRS units to the Horn of Africa and the Arabian Gulf, and have been doing so since 2013.

MSRTs and their AITs represent the Nation's elite Visit, Board, Search, and Seizure (VBSS) capability, including conducting VBSS on vessels within non-compliant crews. AITs bring this capability by deploying aboard U.S. Navy warships for counter-piracy and anti-terrorism missions in the Arabian Gulf, Arabian Sea, and Indian Ocean. AITs often work alongside and train Navy VBSS teams aboard the ships on which they deploy. Under the current operational model, AIT deployments to the U.S. Central Command area of responsibility last four months and are staggered to maintain a continuously available capability.

Coast Guard AITs previously operated in support of Operation Enduring Freedom, and now support its successor, OFS, as well as related missions in the Horn of Africa, the Arabian Gulf, and the Arabian Sea.

Projected Mission Cost Drivers

| Organization <i>(Dollars in Thousands)</i> | FY 2021 President's Budget |
|--|-------------------------------|
| Military Pay and Allowances | \$503 |
| Training and Recruiting | \$4,210 |
| Operating Funds and Unit Level Maintenance | \$1,282 |
| Centrally Managed Accounts | \$80 |
| Intermediate and Depot Level Maintenance | \$1,980 |
| Reserve Training | \$237 |
| Total | \$8,292 |
| <hr/> | |
| Subtotal – Operation Freedom's Sentinel – Other Missions | \$8,292 |
| <hr/> | |
| Request Positions | - |
| Request FTE | - |

Explanation of Mission Cost Drivers

Military Pay and Allowances: Consistent with the military branches within the DOD, pay costs are based on deployment and mobilization assumptions. In order to sustain current military operations, funding is requested to finance the incremental costs (i.e., pay, allowances, subsistence, and other personnel costs) for Active Duty personnel deployed in support of Operation Freedom's Sentinel and military pay and entitlements (i.e., Basic Pay, Basic Allowance for Housing (BAH), retired pay accrual, social security contributions, and incentive pays) for Reserve members on active duty.

Special pays associated with support to contingency operations include HDP, SDP, and Family Separation FSA. Deployed personnel also receive casualty and disability benefits including reimbursement of SGLI premiums.

CRS deployments include an average of four to five Coast Guard Reservists. Based on deployment timeframes, the average number of mobilized Reservists supporting this mission is projected to be five in FY 2021. MSRTs deploy 12-person AITs for four months, with an overlap to ensure continuity. As a result, the Coast Guard projects an average of 16 Active Duty members deployed.

| Mobilization And Deployment Assumptions | FY 2021 President's Budget |
|---|-------------------------------|
| Active Duty Contingency Increment (FTE) | - |
| Active Duty Deployment | 16 |
| Reserve Mobilization | 5 |
| Total – Average Strength | 21 |

Training and Recruiting: Training costs reflect deployment-specific training and preparation for AITs provided by the Coast Guard's Special Missions Training Center (SMTC), which is the Service's largest unit conducting Deployable Specialized Forces and deployment training. SMTC training includes theater-specific requirements and specialized capabilities including Tactical Operations, Close-Quarters Combat, Advanced Interdiction, and Counterterrorism.

Operating Funds and Unit Level Maintenance: Operating funds support the theater-specific activities of AITs and CRS-embedded Reservists. This includes the transportation of materials and supplies, as well as personnel travel, to, from, and within the theater of operations. Operating funds are used to outfit and equip AIT and CRS personnel with theater-specific personal protective equipment to meet the force protection and mission requirements of the operating area.

These funds also support theater-specific equipment for AITs and mobilization and demobilization of Reservists.

Centrally Managed Accounts: Funding within centrally managed accounts is used to replenish operationally-expended munitions and to provide training ammunition for theater-specific training events.

Intermediate and Depot Level Maintenance: These funds support critical theater-specific communication, navigation, and situational awareness capabilities that enable the AIT to effectively operate with the Navy.

Reserve Training: Due to their status as Reserve personnel, some training costs for CRS-embedded personnel are funded from reserve training.

**Overseas Contingency Operations
Operation Inherent Resolve and Other Missions**

Mission Description

Operations in the vicinity of the Philippines are associated with OCO funding under Operation Inherent Resolve via Operation Pacific Eagle-Philippines (OPE-P). On September 1, 2017, the Secretary of Defense designated OPE-P an overseas contingency operation. OPE-P is a counterterrorism campaign conducted by the U.S. Indo-Pacific Command, in coordination with other U.S. Government agencies, to support the Philippine government and its military forces in their efforts to counter Islamic State of Iraq and Syria (ISIS) affiliates and other priority violent extremist organizations in the Philippines.

The Coast Guard has a long history of supporting the Philippine Navy and Coast Guard as they strive to protect their nation's waters. This has included the transfer of former U.S. Coast Guard High Endurance Cutters via Excess Defense Article transfer and numerous training exchanges.

U. S. Coast Guard National Security Cutter (NSC) deployments in support of the U.S. Indo-Pacific Command have enabled valuable professional exchanges with the Philippine Coast Guard, including training in maritime security and law enforcement. These capabilities critical to the Philippine Coast Guard's ability to counter violent extremist organizations.

Projected Mission Cost Drivers

| Organization <i>(Dollars in Thousands)</i> | FY 2021 President's Budget |
|--|---------------------------------------|
| Military Pay and Allowances | \$80 |
| Training and Recruiting | - |
| Operating Funds and Unit Level Maintenance | \$5,100 |
| Centrally Managed Accounts | - |
| Intermediate and Depot Level Maintenance | \$2,300 |
| Reserve Training | - |
| Total | \$7,480 |
| Subtotal – Operation Inherent Resolve and Other Missions | \$7,480 |
| Request Positions | - |
| Request FTE | - |

Explanation of Mission Cost Drivers

Military Pay and Allowances: Consistent with the military branches within the Department of Defense (DOD), pay costs are based on deployment assumptions. In order to sustain current military operations, funding is requested to finance the incremental costs (i.e., pay, allowances, subsistence, and other personnel costs) for personnel deployed in support of contingency operations. Military pay and allowances for this mission are estimated based on two separate NSC deployments to the Philippines lasting less than 30 days each.

| Mobilization And Deployment Assumptions | FY 2021 President's Budget |
|--|---------------------------------------|
| Active Duty Contingency Increment (FTE) | - |
| Active Duty Deployment | 14 |
| Reserve Mobilization | - |
| Total – Average Strength | 14 |

Operating Funds and Unit Level Maintenance: Funds incremental fuel, supplies, and maintenance costs associated with NSC deployments to the Philippines.

Intermediate and Depot Level Maintenance: Funds in-theater depot maintenance costs associated with NSC deployments to the Philippines, and additional spare parts to mitigate risks during out-of-hemisphere deployments.