To provide for pay and allowances for members of the Coast Guard during a funding gap, to provide full funding to address the shoreside facility maintenance and recapitalization backlog of the Coast Guard, and to diversify the Coast Guard, and for other purposes.

IN THE SENATE OF THE UNITED STATES

introduced the following bill; which was read twice and referred to the Committee on

A BILL

To provide for pay and allowances for members of the Coast Guard during a funding gap, to provide full funding to address the shoreside facility maintenance and recapitalization backlog of the Coast Guard, and to diversify the Coast Guard, and for other purposes.

Be it enacted by the Senate and House of Representa-
tives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Unwavering Support for Our Coast Guard Act”.

SEC. 2. FINDINGS.

Congress makes the following findings:
(1) The Coast Guard saves individuals in peril, thwarts illicit and coercive maritime activities, and fosters economic prosperity and environmental stewardship.

(2) The Coast Guard is at all times a branch of the Armed Forces of the United States.

(3) Additionally, the Coast Guard is a Federal law enforcement agency, a regulatory body, a first responder, and a member of the United States intelligence community.

(4) With its unique mission set and authorities, the Coast Guard has a key role in addressing emerging national priorities in the United States and across the globe.

(5) The Coast Guard is deployed worldwide. The white-hull diplomacy of the Coast Guard is essential to United States security.

(6) Domestically, the Coast Guard keeps the waterways of the United States open and commerce moving smoothly by ensuring marine safety and maintaining aids to navigation.

(7) Last year, the Coast Guard responded to 16,845 search and rescue cases and saved 4,286 lives.
(8) The Coast Guard has admirably performed its missions with a fleet of aging vessels, aircraft, and facilities. The Coast Guard deserves Congress’s strong and full support for the recapitalization of its assets.

SEC. 3. PAY AND ALLOWANCES FOR CERTAIN MEMBERS OF THE COAST GUARD DURING FUNDING GAP.

(a) IN GENERAL.—During a funding gap, the Secretary of the Treasury shall make available to the Secretary of Homeland Security, out of any amounts in the general fund of the Treasury not otherwise appropriated, such amounts as the Secretary of Homeland Security determines to be necessary to continue to provide, without interruption, pay and allowances to members of the Coast Guard, including reserve components thereof, who perform active service during the funding gap.

(b) FUNDING GAP DEFINED.—In this section, the term “funding gap” means any period after the beginning of a fiscal year for which interim or full-year appropriations for the personnel accounts of the Coast Guard have not been enacted.

SEC. 4. FULL FUNDING FOR SHORESIDE FACILITY MAINTENANCE AND RECAPITALIZATION.

(a) STATEMENT OF POLICY.—It shall be the policy of the United States to provide, on the earliest date prac-
ticable, full funding to address the shoreside facility mainten-
ance and recapitalization backlog of the Coast Guard.

(b) Authorization of Appropriations.—There is
authorized to be appropriated to the Secretary of Hom-
land Security to eliminate the shoreside facility mainte-
nance and recapitalization backlog of the Coast Guard
$2,600,000,000 for fiscal years 2022 through 2030.

SEC. 5. FLEET MIX ANALYSIS.

(a) In General.—The Commandant of the Coast
Guard (referred to in this Act as the “Commandant”) shall conduct an updated fleet mix analysis that provides
for a fleet mix sufficient, as determined by the Com-
mandant—

(1) to carry out—

(A) the missions of the Coast Guard; and

(B) emerging mission requirements; and

(2) to address—

(A) national security threats; and

(B) the global deployment of the Coast
Guard to counter great power competitors.

(b) Report.—Not later than 1 year after the date
of the enactment of this Act, the Commandant shall sub-
mit to Congress a report on the results of the updated
fleet mix analysis required by subsection (a).
SEC. 6. SHORE INFRASTRUCTURE INVESTMENT PLAN.

(a) IN GENERAL.—The Commandant shall develop an updated shore infrastructure investment plan that includes—

(1) the construction of additional facilities to accommodate the updated fleet mix described in section 5(a);

(2) improvements necessary to ensure that existing facilities meet requirements and remain operational for the lifespan of such fleet mix, including necessary improvements to information technology infrastructure;

(3) a timeline for the construction and improvement of the facilities described in paragraphs (1) and (2); and

(4) a cost estimate for construction and lifecycle support of such facilities, including for necessary personnel.

(b) REPORT.—Not later than 1 year after the date on which the report under section 5(b) is submitted, the Commandant shall submit to Congress a report on the plan required by subsection (a).

SEC. 7. PARTNERSHIP PROGRAM TO DIVERSIFY THE COAST GUARD.

(a) ESTABLISHMENT.—The Commandant shall establish a program for the purpose of increasing the num-
ber of underrepresented minorities in the enlisted ranks of the Coast Guard.

(b) PARTNERSHIPS.—In carrying out the program established under subsection (a), the Commandant shall—

(1) seek to enter into 1 or more partnerships with eligible entities—

(A) to increase the visibility of Coast Guard careers;

(B) to promote curriculum development—

(i) to enable acceptance into the Coast Guard; and

(ii) to improve success on relevant exams, such as the Armed Services Vocational Aptitude Battery; and

(C) to provide mentoring for students entering and beginning Coast Guard careers; and

(2) enter into a partnership with an existing Junior Reserve Officers’ Training Corps for the purpose of promoting Coast Guard careers.

(c) ELIGIBLE INSTITUTION DEFINED.—In this section, the term “eligible institution” means—

(1) an institution of higher education (as defined in section 101 of the Higher Education Act of 1965 (20 U.S.C. 1001));
(2) an institution that provides a level of educational attainment that is less than a bachelor’s degree;

(3) a part B institution (as defined in section 322 of the Higher Education Act of 1965 (20 U.S.C. 1061));

(4) a Tribal College or University (as defined in section 316(b) of that Act (20 U.S.C. 1059(c)));

(5) a Hispanic-serving institution (as defined in section 502 of that Act (20 U.S.C. 1101a));

(6) an Alaska Native-serving institution or a Native Hawaiian-serving institution (as defined in section 317(b) of that Act (20 U.S.C. 1059(b)));

(7) a Predominantly Black institution (as defined in section 371(c) of that Act (20 U.S.C. 1071q(c)));

(8) an Asian American and Native American Pacific Islander-serving institution (as defined in such section); and

(9) a Native American-serving nontribal institution (as defined in such section).

SEC. 8. COAST GUARD YARD RESILIENCY.

(a) FINDINGS.—Congress makes the following findings:
(1) For over a century, Coast Guard vessels have been built, repaired, and renovated in the Coast Guard Yard (referred to in this section as the “Yard”) in Baltimore, Maryland.

(2) As 1 of only 5 remaining public shipyards in the United States, the Yard provides a unique capability to support the Coast Guard and the national fleet, including the National Oceanic and Atmospheric Administration, the Navy, the Army, and other Government agencies.

(3) The Yard is an essential component of the core industrial base and fleet support operations of the Coast Guard, and its primary mission is to renovate, maintain, and repair Coast Guard vessels.

(4) The Coast Guard is in the midst of recapitalizing its surface fleet by replacing smaller vessels with larger, more capable assets. Until recently, the Yard provided the Coast Guard with the organic capacity to service every vessel in the Coast Guard fleet, except polar icebreakers.

(5) With the acquisition of the National Security Cutter and the projected acquisition of the Offshore Patrol Cutter, the Coast Guard will no longer have the organic capacity to service every vessel in the Coast Guard fleet.
(b) Authorization of Appropriations.—There is authorized to be appropriated to the Secretary of Homeland Security to improve the infrastructure of the Coast Guard public shipyard $350,000,000.