

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY
Date: Monday, February 13, 2017 12:41:03 AM
Attachments: (b) (5)

(b) (6), (b) (7)(C) – The responses to the environmental mitigation questions look good. I made a minor correction on question 10 and added information to question 11 regarding the number of property owners across the southwest border. Edits attached.

Thanks.

From: (b) (6), (b) (7)(C)
Sent: Sunday, February 12, 2017 5:39 PM
To: (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
>
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY
Importance: High

Good evening,

Attached includes additional input from (b) (6), (b) (7)(C) and (b) (6), (b) (7)(C). We still need to include the CTIMR total per the question below from FY2007/8 to 2015. I also need confirm the total numbers we built within the 654 total.

If everyone is good with the attached with the additional input we need, I can work with (b) (6), (b) (7)(C) tomorrow morning for his review.

Thanks,

(b) (6), (b) (7)(C) << File: SAC Homeland Security QFRs - DRAFT_v3.docx >>

- c. **Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?**

DRAFT RESPONSE:

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 5:32 PM

To: (b) (6), (b) (7)(C)

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

Importance: High

All –

Please draft responses attached. Below are the responses we still need, I don't have the most up to date numbers for the last two and didn't find the CTIMR totals for FY07/08 to FY15 in the GAO report. I did include the average CTIMR we've been providing.

I will be online this weekend to consolidate more input.

Thanks,

(b) (6)

- Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?
On average, CBP spends approximately \$50-55M to maintain and repair TI along the southwest border. This does not include all TI sustainment needs.
- What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?
- What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

<< File: SAC Homeland Security QFRs - DRAFT.DOCX >>

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 3:21 PM

To: (b) (6), (b) (7)(C)

>

Cc: (b) (6), (b) (7)(C)

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

My input below is in **BLUE** font for questions 2 and 11.

v/r

(b) (6), (b) (7)(C)

-----Original Appointment-----

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 11:41 AM

To: (b) (6), (b) (7)(C)

Subject: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

When: Friday, February 10, 2017 1:00 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: (b) (7)(E)

Hi everyone –

We received a very short turn around task from the Senate Homeland Security Committee. Below are the questions we're on the hook for answering. I included some notes on suggested responses for a few...

This is the only time on (b) (6), (b) (7)(C) calendar to talk this through. We will need to round answers together for (b) (6), (b) (7)(C) review today.

Sorry for the short notice....we're just the messengers!

Thanks,

(b) (6),

1. DHS/CBP/Border Patrol has stated that the total cost of building 654 miles of existing fencing along the southwest border was \$2.3 billion.
2. Does that \$2.3 billion figure include:
 - a. Costs for the design and construction of all tactical infrastructure, including but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure? If not, how much did DHS/CBP/Border Patrol spend on designing and constructing tactical infrastructure along the southwest border from FY 2007 to FY 2015?

•

(b) (5)

(b) (6), (b) (7)(C)

(b) (5)

(b) (5)

- b. Land acquisition costs? If not, what was the total cost – including any and all legal expenses – of acquiring all of the parcels needed to construct 654 miles of existing fencing? How many parcels had to be acquired? From how many property owners? How many condemnation cases are still pending? And what are the anticipated total costs of any still-pending condemnation cases?

(b) (5)

<< Message: FW: Total PF and VF Expenditure >>

- c. Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?

(b) (6), (b) (7)(C) – (b) (5)

- d. Environmental Mitigation? If not, how much did DHS/CBP/Border Patrol spend on environmental mitigation to build the 654 miles of existing fencing?

(b) (5)

(b) (5)

?

e. Utility relocation? If not, how much did DHS/CBP/Border Patrol spend on utility relocation to build the 654 miles of existing fencing?

- (b) (5)
- Removal or retirement of existing structures? If not, how much did DHS/CBP/Border Patrol spend on the removal or retirement of existing structures along the southwest border from FY 2007 to FY 2015?

- (b) (5)

9. Please send a full copy of the Request for Information (RFI) that was mentioned at your Feb. 1, 2017 briefing before the Senate Homeland Security and Governmental Affairs Committee. Please include any internal DHS/CBP/Border Patrol projections on the size, scope, cost and method of payment for the wall that President Trump has ordered and/or any communications with White House officials about the size, scope, cost and method of payment for the wall.

10. What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?

11. How many additional parcels of land would need to be acquired to build a continuous wall along the entire length of the southwest border? From how many property owners? What is the anticipated cost of that land acquisition?

- (b) (5)

12. What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

- (b) (6), (b) (7)(C) is checking with (b) (6), (b) (7)(C)

13. What is the anticipated cost for all environmental mitigation, utility relocation, and removal or retirement of existing structures that would be needed for a continuous wall along the entire length of the southwest border?

- (b) (6), (b) (7)(C) - (b) (5)

What is the total anticipated ongoing annual cost of hiring 5,000 additional Border Patrol agents as stipulated in the Jan. 25 Executive Order?

- (b) (5)

<< File: Senate Homeland Security Committee Wall Inquiries Feb 2 2017.docx >>

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY
Date: Monday, February 13, 2017 8:55:37 AM
Attachments: (b) (5)

Thanks, (b) (6), (b) (7)(C) Attached is a revised version with input on FY08 to 15 CTIMR cost. Please let me know if anyone has any edits ASAP and/or if this version is ok for (b) (6), (b) (7)(C) to review.

Thanks,

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
Sent: Monday, February 13, 2017 12:41 AM
To: (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

(b) (6), (b) (7)(C) – The responses to the environmental mitigation questions look good. I made a minor correction on question 10 and added information to question 11 regarding the number of property owners across the southwest border. Edits attached.

Thanks.

From: (b) (6), (b) (7)(C)
Sent: Sunday, February 12, 2017 5:39 PM
To: (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY
Importance: High

Good evening,

Attached includes additional input from (b) (6), (b) (7)(A) and (b) (6), (b) (7)(A). We still need to include the CTIMR total per the question below from FY2007/8 to 2015. I also need confirm the total numbers we built within the 654 total.

If everyone is good with the attached with the additional input we need, I can work with (b) (6), (b) (7)(A) tomorrow morning for his review.

Thanks,

(b) (6), (b) (7)(A) << File: SAC Homeland Security QFRs - DRAFT_v3.docx >>

- c. **Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?**

DRAFT RESPONSE:

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 5:32 PM

To: (b) (6), (b) (7)(C)

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

Importance: High

All –

Please draft responses attached. Below are the responses we still need, I don't have the most up to date numbers for the last two and didn't find the CTIMR totals for FY07/08 to FY15 in the GAO report. I did include the average CTIMR we've been providing.

I will be online this weekend to consolidate more input.

Thanks,

(b) (6), (b) (7)(A)

- Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?

(b) (5)

(b) (5)

- What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?
- What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

<< File: SAC Homeland Security QFRs - DRAFT.DOCX >>

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 3:21 PM

To: (b) (6), (b) (7)(C)

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] >

Cc: (b) (6), (b) (7)(C)

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

My input below is in **BLUE** font for questions 2 and 11.

v/r

(b) (6), (b) (7)(C)

[REDACTED]

-----Original Appointment-----

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 11:41 AM

To: (b) (6), (b) (7)(C)

[REDACTED]

Subject: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

When: Friday, February 10, 2017 1:00 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: (b) (7)(E)

Hi everyone –

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Sorry for the short notice....we're just the messengers!

Thanks,

(b) (6),

1. DHS/CBP/Border Patrol has stated that the total cost of building 654 miles of existing fencing along the southwest border was \$2.3 billion.

2. Does that \$2.3 billion figure include:

a. Costs for the design and construction of all tactical infrastructure, including but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure? If not, how much did DHS/CBP/Border Patrol spend on designing and constructing tactical infrastructure along the southwest border from FY 2007 to FY 2015?

- (b) (5)
(b) (6), (b) (7)(C) - (b) (5)
[Redacted]
[Redacted]

b. Land acquisition costs? If not, what was the total cost – including any and all legal expenses – of acquiring all of the parcels needed to construct 654 miles of existing fencing? How many parcels had to be acquired? From how many property owners? How many condemnation cases are still pending? And what are the anticipated total costs of any still-pending condemnation cases?

- (b) (5)
[Redacted]

(b) (5)

<< Message: FW: Total PF and VF Expenditure >>

- c. Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?

(b) (6), (b) (7)(C) – (b) (5)

- d. Environmental Mitigation? If not, how much did DHS/CBP/Border Patrol spend on environmental mitigation to build the 654 miles of existing fencing?

(b) (5)

- e. Utility relocation? If not, how much did DHS/CBP/Border Patrol spend on utility relocation to build the 654 miles of existing fencing?

(b) (5)

- Removal or retirement of existing structures? If not, how much did DHS/CBP/Border Patrol spend on the removal or retirement of existing structures along the southwest border from FY 2007 to FY 2015?

(b) (5)

9. Please send a full copy of the Request for Information (RFI) that was mentioned at your Feb. 1, 2017 briefing before the Senate Homeland Security and Governmental Affairs Committee. Please include any internal DHS/CBP/Border Patrol projections on the size, scope, cost and method of payment for the wall that President Trump has ordered and/or any communications with White House officials about the size, scope, cost and method of payment for the wall.

10. What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?

11. How many additional parcels of land would need to be acquired to build a continuous wall along the entire length of the southwest border? From how many property owners? What is the anticipated cost of that land acquisition?

(b) (5)

(b) (5)

12. What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

- (b) (6), (b) (7)(C) is checking with (b) (6), (b) (7)(C)

13. What is the anticipated cost for all environmental mitigation, utility relocation, and removal or retirement of existing structures that would be needed for a continuous wall along the entire length of the southwest border?

- (b) (6), (b) (7)(C) - (b) (5)

What is the total anticipated ongoing annual cost of hiring 5,000 additional Border Patrol agents as stipulated in the Jan. 25 Executive Order?

- (b) (5)

<< File: Senate Homeland Security Committee Wall Inquiries Feb 2 2017.docx >>

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: SAC Homeland Security QFRs - DRAFT FOR REVIEW
Date: Monday, February 13, 2017 1:50:15 PM
Attachments: (b) (5)
Importance: High

Good afternoon OCC –

(b) (5)

Thanks,

(b) (6),

(b) (6), (b) (7)(C)

Kearns & West

OA/FM&E/BPFTI PMO

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: SAC Homeland Security QFRs - DRAFT FOR REVIEW
Date: Monday, February 13, 2017 2:46:13 PM
Attachments: (b) (5)

(b) (5)

(b) (6), (b) (7)(C)

This communication might contain communications between attorney and client, communications that are part of the agency deliberative process, or attorney-work product, all of which are privileged and not subject to disclosure outside the agency or to the public. Please consult with the Office of Assistant Chief Counsel, Indianapolis, U.S. Customs and Border Protection before disclosing any information contained in this email.

From: (b) (6), (b) (7)(C)
Sent: Monday, February 13, 2017 1:50 PM
To: (b) (6), (b) (7)(C)
>
Cc: (b) (6), (b) (7)(C)
Subject: SAC Homeland Security QFRs - DRAFT FOR REVIEW
Importance: High

Good afternoon OCC –

(b) (5)

(b) (5)

Thanks,

(b) (6)

(b) (6), (b) (7)(C)

Kearns & West

OA/FM&E/BPFTI PMO

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY
Date: Friday, February 10, 2017 5:31:52 PM
Attachments: (b) (5)
Importance: High

All –

Please draft responses attached. Below are the responses we still need, I don't have the most up to date numbers for the last two and didn't find the CTIMR totals for FY07/08 to FY15 in the GAO report. I did include the average CTIMR we've been providing.

I will be online this weekend to consolidate more input.

Thanks,

(b) (6),

- Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?

(b) (5)

- What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?
- What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 3:21 PM

To: (b) (6), (b) (7)(C)

Cc: (b) (6), (b) (7)(C)

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

My input below is in **BLUE** font for questions 2 and 11.

v/r

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

-----Original Appointment-----

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 11:41 AM

To: (b) (6), (b) (7)(C)

Subject: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

When: Friday, February 10, 2017 1:00 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: (b) (7)(E)

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Thanks,

(b) (6),

1. DHS/CBP/Border Patrol has stated that the total cost of building 654 miles of existing fencing along the southwest border was \$2.3 billion.
2. Does that \$2.3 billion figure include:
 - a. Costs for the design and construction of all tactical infrastructure, including but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure? If not, how much did DHS/CBP/Border Patrol spend on designing and constructing tactical infrastructure along the southwest border from FY 2007 to FY 2015?

•

(b) (5)

(b) (6), (b) (7)(C) –

(b) (5)

b. Land acquisition costs? If not, what was the total cost – including any and all legal expenses – of acquiring all of the parcels needed to construct 654 miles of existing fencing? How many parcels had to be acquired? From how many property owners? How many condemnation cases are still pending? And what are the anticipated total costs of any still-pending condemnation cases?

(b) (5)

<< Message: FW: Total PF and VF Expenditure >>

c. Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?

•

(b) (6), (b) (7)(C) –

(b) (5)

d. Environmental Mitigation? If not, how much did DHS/CBP/Border Patrol spend on environmental mitigation to build the 654 miles of existing fencing?

(b) (5)

e. Utility relocation? If not, how much did DHS/CBP/Border Patrol spend on utility relocation to build the 654 miles of existing fencing?

- (b) (5)

- Removal or retirement of existing structures? If not, how much did DHS/CBP/Border Patrol spend on the removal or retirement of existing structures along the southwest border from FY 2007 to FY 2015?

- (b) (5)

9. Please send a full copy of the Request for Information (RFI) that was mentioned at your Feb. 1, 2017 briefing before the Senate Homeland Security and Governmental Affairs Committee. Please include any internal DHS/CBP/Border Patrol projections on the size, scope, cost and method of payment for the wall that President Trump has ordered and/or any communications with White House officials about the size, scope, cost and method of payment for the wall.

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(b) (5)

(b) (5)

12. What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

- (b) (6), (b) (7)(C) is checking with (b) (6), (b) (7)(C)

13. What is the anticipated cost for all environmental mitigation, utility relocation, and removal or retirement of existing structures that would be needed for a continuous wall along the entire length of the southwest border?

- (b) (6), (b) (7)(C) — (b) (5)

What is the total anticipated ongoing annual cost of hiring 5,000 additional Border Patrol agents as stipulated in the Jan. 25 Executive Order?

- (b) (5)

<< File: Senate Homeland Security Committee Wall Inquiries Feb 2 2017.docx >>

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY
Date: Friday, February 10, 2017 5:42:24 PM
Attachments: (b) (5)

Thanks (b) (6), (b) (7)(C)

I just re-englishified my response with respect to the number of owners. ☺

I think it reads more clearly now...please see attached.

Have a great weekend!

v/r

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 5:32 PM

To: (b) (6), (b) (7)(C)

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

Importance: High

All –

Please draft responses attached. Below are the responses we still need, I don't have the most up to date numbers for the last two and didn't find the CTIMR totals for FY07/08 to FY15 in the GAO report. I did include the average CTIMR we've been providing.

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<< File: SAC Homeland Security QFRs - DRAFT.DOCX >>

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 3:21 PM

To: (b) (6), (b) (7)(C)

Cc: (b) (6), (b) (7)(C) >

Subject: RE: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

My input below is in **BLUE** font for questions 2 and 11.

v/r

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

-----Original Appointment-----

From: (b) (6), (b) (7)(C)

Sent: Friday, February 10, 2017 11:41 AM

To: (b) (6), (b) (7)(C)

Subject: Senate Homeland Security QFRs: RESPONSES DUE BY 4pm EST TODAY

When: Friday, February 10, 2017 1:00 PM-1:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: (b) (7)(E)

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2. Does that \$2.3 billion figure include:

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•

(b) (5)

(b) (6), (b) (7)(C) -

(b) (5)

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(b) (5)

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<< Message: FW: Total PF and VF Expenditure >>

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- (b) (6), (b) (7)(C) – (b) (5)

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- (b) (5)

- (b) (5)

e. Utility relocation? If not, how much did DHS/CBP/Border Patrol spend on utility relocation to build the 654 miles of existing fencing?

- (b) (5)

- Removal or retirement of existing structures? If not, how much did

DHS/CBP/Border Patrol spend on the removal or retirement of existing structures along the southwest border from FY 2007 to FY 2015?

• [REDACTED] (b) (5)

9. Please send a full copy of the Request for Information (RFI) that was mentioned at your Feb. 1, 2017 briefing before the Senate Homeland Security and Governmental Affairs Committee. Please include any internal DHS/CBP/Border Patrol projections on the size, scope, cost and method of payment for the wall that President Trump has ordered and/or any communications with White House officials about the size, scope, cost and method of payment for the wall.

10. What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?

11. How many additional parcels of land would need to be acquired to build a continuous wall along the entire length of the southwest border? From how many property owners? What is the anticipated cost of that land acquisition?

• [REDACTED] (b) (5)

12. What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

• [REDACTED] (b) (6), (b) (7)(C) is checking with [REDACTED] (b) (6), (b) (7)(C)

13. What is the anticipated cost for all environmental mitigation, utility relocation, and removal or retirement of existing structures that would be needed for a continuous wall along the entire length of the southwest border?

• [REDACTED] (b) (6), (b) (7)(C) — [REDACTED] (b) (5)

What is the total anticipated ongoing annual cost of hiring 5,000 additional Border Patrol agents as stipulated in the Jan. 25 Executive Order?

• [REDACTED] (b) (5)

<< File: Senate Homeland Security Committee Wall Inquiries Feb 2 2017.docx >>

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C) [1](#)
Cc: (b) (6), (b) (7)(C)
Subject: RE: SAC Homeland Security QFRs - DRAFT FOR REVIEW
Date: Monday, February 13, 2017 3:10:50 PM
Attachments: (b) (5)

(b) (6), (b) (7) —

(b) (5)

Thank you!

(b) (6),

From: (b) (6), (b) (7)(C)
Sent: Monday, February 13, 2017 2:46 PM
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
>
Subject: RE: SAC Homeland Security QFRs - DRAFT FOR REVIEW

(b) (5)

Thanks,

(b) (6), (b) (7)(C)

This communication might contain communications between attorney and

client, communications that are part of the agency deliberative process, or attorney-work product, all of which are privileged and not subject to disclosure outside the agency or to the public. Please consult with the Office of Assistant Chief Counsel, Indianapolis, U.S. Customs and Border Protection before disclosing any information contained in this email.

From: (b) (6), (b) (7)(C)

Sent: Monday, February 13, 2017 1:50 PM

To: (b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C) >

Cc: (b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C) >

Subject: SAC Homeland Security QFRs - DRAFT FOR REVIEW

Importance: High

Good afternoon OCC –

(b) (5)

Thanks,

(b) (6)

(b) (6), (b) (7)(C)

Kearns & West

OA/FM&E/BPFTI PMO

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: NEW TASK: OCA Tasking - Senate Homeland Security Committee Wall Inquiries
Date: Monday, February 13, 2017 3:39:56 PM
Attachments: [SAC Homeland Security QFRs - DRAFT v.8_OCC Input.docx](#)
[Horizontal Contruction Sources Sought FBO Posting 1 Feb 17.pdf](#)

Hi (b) (6), (b) (7)(C) —

Attached is our submission and an accompanying document (in response to #9) for this task. Please see below guidance OCC provided regarding external inquiries regarding wall. We think that language should be sent with our response submission.

(b) (5)

Please let know if you have any questions.

Thanks,

(b) (6),
(b) (7)(C)

From: (b) (6), (b) (7)(C)
Sent: Monday, February 13, 2017 12:14 PM
To: (b) (6), (b) (7)(C)
>
Cc: (b) (6), (b) (7)(C)
>
Subject: RE: NEW TASK: OCA Tasking - Senate Homeland Security Committee Wall Inquiries

Hi All,

Just a reminder that the following task is due by 3:00 PM today.

Thanks again!

(b) (6), (b) (7)(C)
Tasking Coordinator, Business Operations Division
Border Patrol & Air and Marine (BPAM)

Program Management Office
Facilities Management & Engineering

(b) (6), (b) (7)(C)
[REDACTED]

From: (b) (6), (b) (7)(C)
Sent: Friday, February 10, 2017 1:17 PM
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: NEW TASK: OCA Tasking - Senate Homeland Security Committee Wall Inquiries

And we're back to Monday. Now due at 3 PM Monday. EAC Kolbe has asked that OES be given time to review.

(b) (6), (b) (7)(C)
Tasking Coordinator, Business Operations Division
Border Patrol & Air and Marine (BPAM)
Program Management Office
Facilities Management & Engineering

(b) (6), (b) (7)(C)
[REDACTED]

From: (b) (6), (b) (7)(C)
Sent: Friday, February 10, 2017 12:34 PM
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: NEW TASK: OCA Tasking - Senate Homeland Security Committee Wall Inquiries

Good news – they extended to 10:00 AM on Tuesday!

(b) (6), (b) (7)(C)
Tasking Coordinator, Business Operations Division
Border Patrol & Air and Marine (BPAM)
Program Management Office
Facilities Management & Engineering

(b) (6), (b) (7)(C)
[REDACTED]

From: (b) (6), (b) (7)(C)
Sent: Friday, February 10, 2017 12:03 PM
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)

Subject: RE: NEW TASK: OCA Tasking - Senate Homeland Security Committee Wall Inquiries

Thank you (b) (6) – we are on it.

(b) (6)

Branch Chief, Communications and Workforce Strategy
Border Patrol & Air and Marine Program Management Office
Facilities Management and Engineering
Office of Facilities and Asset Management

(b) (6)

From: (b) (6)

Sent: Friday, February 10, 2017 12:02 PM

To: (b) (6)

Cc: (b) (6)

Subject: NEW TASK: OCA Tasking - Senate Homeland Security Committee Wall Inquiries

Importance: High

Hi (b) (6), (b) (7)(C)

OCA has asked that we please provide answers to the items highlighted in yellow in the attached document titled "Senate Homeland Security Committee Wall Inquiries" by 10:00 AM 2/13. Attached for your reference, please find background on this in the document titled "AAR CHS Hearing"

When you have a moment to review, can you please work with (b) (6), (b) (7)(C) to draft responses to this?

Thank you and please let me know if you have any questions!

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C) On Behalf Of OCA TASKING

Sent: Friday, February 10, 2017 8:57 AM

To: BPTasking (b) (7)(E) >; Enterprise Services Exec Sec

<(b) (7)(E)>

Cc: OCA TASKING <(b) (7)(E)>; (b) (6), (b) (7)(C)

Subject: OCA Tasking - Senate Homeland Security Committee Wall Inquiries

Tasker Name: Senate Homeland Security Committee Wall Inquiries

Lead Office(s) OCA

Required Coordination: BP, ES

Product: Provide answers to the questions in the third document with the tasker name

Requestor: AC(A) Lowry, OCA (in conjunction with AMO)

POC Assistant Chief (b) (6), (b) (7)(C)

Due to OCA Tasking NLT Noon Tuesday February 14, 2017

(b) (6), (b) (7)(C)

Tasking Coordinator, Business Operations Division

Border Patrol & Air and Marine (BPAM)

Program Management Office

Facilities Management & Engineering

(b) (6), (b) (7)(C)

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Senate Homeland Security Committee

Recent Wall/Fence Congressional Inquiries
(as of February 2, 2017)

HSGAC Staff Requests

On January 13 and January 18, HSGAC staff emailed DHS requesting information on existing fencing and plans for a border wall. DHS provided some information in response on January 18 and January 25, which we appreciated. However, some of our questions are still unaddressed. Rather than repeat them, we have tried to make them clearer below. Several of them ask for further details on Senator Tester's question related the costs of the proposed Border Wall from above:

1. DHS/CBP/Border Patrol has stated that the total cost of building 654 miles of existing fencing along the southwest border was \$2.3 billion

2. Does that \$2.3 billion figure include:

- a. **Costs for the design and construction of all tactical infrastructure, including but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure? If not, how much did DHS/CBP/Border Patrol spend on designing and constructing tactical infrastructure along the southwest border from FY 2007 to FY 2015?**

DRAFT RESPONSE: The \$2.3B total includes design, real estate, and construction of gates, roads, bridges and drainage infrastructure for 516 miles of fence (PF70 – 78 miles, PF225 – 211 miles, and VF300 – 227 miles). This total does not include lighting.

- b. **Land acquisition costs? If not, what was the total cost – including any and all legal expenses – of acquiring all of the parcels needed to construct 654 miles of existing fencing? How many parcels had to be acquired? From how many property**

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owners? How many condemnation cases are still pending? And what are the anticipated total costs of any still-pending condemnation cases?

DRAFT RESPONSE:

Cost:

- Land acquisition and associated legal costs for closed and pending litigation is included in the \$2.3B cost to construction 516 miles of pedestrian and vehicle fence.

Parcels:

- As of the end of 2010 CBP acquired over 600 distinct tracts of property in approximately 400 acquisitions, but the number of tracts continues to evolve due to ongoing litigation.

Property Owners:

- The number of total property owners associated with the approximately 400 original acquisitions has not been calculated. Whereas the properties were originally thought to be owned by certain individuals, couples, trusts, partnerships, corporations, municipalities, etc.; that was based on publically available land records, which were later proven erroneous and incomplete, particularly in South Texas. (b) (5)

(b) (5)

c. Maintenance of existing fencing? If not, how much did DHS/CBP/Border Patrol spend on maintaining and repairing all tactical infrastructure along the southwest border from FY 2007 to FY 2015?

DRAFT RESPONSE: CBP spent approximately \$446 million on TI (fence, roads, bridges, lighting, gates, and drainage infrastructure) maintenance and repair from FY2008 to FY2015. This is in addition to the approximately \$2.3B.

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d. Environmental Mitigation? If not, how much did DHS/CBP/Border Patrol spend on environmental mitigation to build the 654 miles of existing fencing?

DRAFT RESPONSE: Environmental mitigation costs are included in the \$2.3B for approximately 516 miles of fence, i.e. PF-70, PF-225, and VF 300.

e. Utility relocation? If not, how much did DHS/CBP/Border Patrol spend on utility relocation to build the 654 miles of existing fencing?

DRAFT RESPONSE: To CBP's knowledge, utilities were not relocated as a result of primary border fence construction.

f. Removal or retirement of existing structures? If not, how much did DHS/CBP/Border Patrol spend on the removal or retirement of existing structures along the southwest border from FY 2007 to FY 2015?

DRAFT RESPONSE: Please define what is meant by "existing structures". If this question is related to removing or retiring fence, CBP didn't not remove, retire, or replace existing and/or legacy fence for Pedestrian Fence 225, Pedestrian Fence 70, and Vehicle Fence 300.

3. How much did DHS/CBP/Border Patrol spend on the deployment of southwest border technology, surveillance and intelligence systems, including, but not limited to radar, sensors, cameras, aerostats, drones and other equipment, that was not designated as "tactical infrastructure" from FY 2007 to FY 2015?
4. Has DHS/CBP/Border Patrol conducted any cost-benefit analyses to determine the effectiveness of existing infrastructure, personnel, and technology in preventing the illegal entry of people, drugs, and other contraband into the United States?
5. What office or offices at DHS/CBP/Border Patrol are responsible for conducting cost-benefit analyses that could be used to determine the effectiveness of existing infrastructure, personnel, and technology in preventing the illegal entry of people drugs, and other contraband into the United States and/or to inform decision-making on where and how to deploy additional infrastructure, personnel, and technology?

This communication might contain communications between attorney and client, communications that are part of the agency deliberative process, or attorney-work product, all of which are privileged and not subject to disclosure outside the agency or to the public. Please consult with the Office Chief Counsel, U.S. Customs and Border Protection before disclosing any information contained in this document.

6. What methodology has been used to conduct any cost-benefit analyses mentioned above? What data and metrics were examined in determining how effective existing infrastructure, personnel, and technology are in preventing the illegal entry of people, drugs, and other contraband into the United States?
7. What were the results of any cost-benefit analyses that DHS/CBP/Border Patrol conducted? Please send a copy of the most recent cost-benefit analysis that has been conducted.
8. Will the comprehensive border security study that was mandated in President Trump's Jan. 25 Executive Order on "Border Security and Immigration Enforcement Improvements" include a cost-benefit analysis on the effectiveness of additional infrastructure, personnel, and technology in preventing the illegal entry of people, drugs, and other contraband into the United States? If so, what data, metrics, and methodology will be used to conduct the analysis? If not, why not?
9. Please send a full copy of the Request for Information (RFI) that was mentioned at your Feb. 1, 2017 briefing before the Senate Homeland Security and Governmental Affairs Committee. Please include any internal DHS/CBP/Border Patrol projections on the size, scope, cost and method of payment for the wall that President Trump has ordered and/or any communications with White House officials about the size, scope, cost and method of payment for the wall.

DRAFT RESPONSE: Please see attached file.

10. What is the anticipated cost of designing and constructing all associated tactical infrastructure, including, but not limited to fencing, gates, roads, bridges, lighting, and drainage infrastructure, along the entire length of the southwest border?

DRAFT RESPONSE: (b) (5)

[REDACTED]

This communication might contain communications between attorney and client, communications that are part of the agency deliberative process, or attorney-work product, all of which are privileged and not subject to disclosure outside the agency or to the public. Please consult with the Office Chief Counsel, U.S. Customs and Border Protection before disclosing any information contained in this document.

11. How many additional parcels of land would need to be acquired to build a continuous wall along the entire length of the southwest border? From how many property owners? What is the anticipated cost of that land acquisition?

DRAFT RESPONSE: CBP cannot identify the number of land owners or tracts until land records research is conducted and access is gained to the properties to perform surveys and title work. In addition, the number of property owners affected will be dependent on the final location of the wall. CBP's current estimates for real estate are based on average amounts spent in PF225: (b) (7)(E) in Rio Grande Valley Sectors and Laredo Sectors, and (b) (7)(E) in other Sectors.

12. What is the anticipated annual cost of maintaining all tactical infrastructure that would be needed for a continuous wall along the entire length of the southwest border?

DRAFT RESPONSE: Projected annual TI maintenance costs are approximately (b) (5) a year. This assumes that a (b) (5). These estimates will be updated as requirements are further refined.

13. What is the anticipated cost for all environmental mitigation, utility relocation, and removal or retirement of existing structures that would be needed for a continuous wall along the entire length of the southwest border?

DRAFT RESPONSE: Historically, CBP committed the Department of the Interior with up to approximately \$50M to mitigate impacts of border fence construction. CBP provided approximately \$17M of the \$50M commitment. DOI managed and prioritized border fence mitigation activities.

What is the total anticipated ongoing annual cost of hiring 5,000 additional Border Patrol agents as stipulated in the Jan. 25 Executive Order?

OFAM RESPONSE/INPUT: CBP estimates that approximately 27 to 35 stations with an estimated capacity of (b) (7)(E) agents will be needed to accommodate 5,000 additional Border Patrol Agents and the 1,600 Border Patrol Agents needed to meet their hiring mandate cap. The total cost to build these stations is approximately \$(b) (5). Approximately (b) (5) total will be needed annually to maintain, repair, and operate these stations.

This communication might contain communications between attorney and client, communications that are part of the agency deliberative process, or attorney-work product, all of which are privileged and not subject to disclosure outside the agency or to the public. Please consult with the Office Chief Counsel, U.S. Customs and Border Protection before disclosing any information contained in this document.

Base Notice: Horizontal Construction Contracts In Support of the Fort Worth District, USACE - W9126G17RHCS2

Notice Type:
Sources Sought

Posted Date:
February 1, 2017

Response Date:
Mar 01, 2017 4:00 pm Central

Archiving Policy:
Manual Archive

Archive Date:

-

Classification Code:
Y -- Construction of structures and facilities

NAICS Code:
237 -- Heavy and Civil Engineering Construction/237310 -- Highway, Street, and Bridge Construction

NOTICE INFORMATION

Agency/Office:
U.S. Army Corps of Engineers

Location:
USACE District, Fort Worth

Title:
Horizontal Construction Contracts In Support of the Fort Worth District, USACE

Description(s):
Added: Feb 01, 2017 12:44 pm
SOURCES SOUGHT SYNOPSIS
For

Horizontal Construction Contracts
In Support of the Fort Worth District, USACE

This is a SOURCES SOUGHT announcement; a market survey for information only, to be used for preliminary planning purposes. THIS IS NOT A SOLICITATION FOR PROPOSALS AND NO CONTRACT WILL BE AWARDED FROM THIS SYNOPSIS, THEREFORE NO PROPOSALS ARE REQUIRED AT THIS TIME. No reimbursement will be made for any costs associated with providing information in response to this synopsis or any follow up information requests. Respondents will not be notified of the results of the Sources Sought or resulting market research.

The U.S. Army Corps of Engineers, Fort Worth District has a requirement for horizontal construction services requiring the solicitation and award of Multiple Award Task Order Contracts (MATOCs) in support of Fort Worth District programs and Interagency and International (IIS) partners including, but not limited to, Defense Logistics Agency, Department of Homeland Security, Drug Enforcement Agency, AFCEC, and Department of Veterans Affairs. The proposed acquisitions will be firm fixed price, indefinite delivery-indefinite quantity (IDIQ) contracts.

The results of the market research will determine the type of business set-asides that will be utilized in the resulting Requests for Proposals.

The purpose of this synopsis is to gain knowledge of interest, capabilities and qualifications of various members of industry, to include the Small Business Community: Small Business, Section 8(a), Historically Underutilized Business Zones (HUB-Zone), Service-Disabled Veteran-Owned Small Business (SDVOSB), and Woman Owned Small Business (WOSB). The Government must ensure there is adequate competition among the potential pool of responsible firms.

The contract period of performance is for a 1 year base period and up to four 1 year option periods. The total contract capacity, minimum Task Order size, and maximum Task Order size for the resulting contract(s) will be determined after the completion of Market Research which includes an analysis of the sources sought capabilities statements received.

The North American Industry Classification System code for this procurement is 237310, Highway, Street, and Bridge Construction, which has a small business size standard of \$36.5M.

The type projects anticipated to be completed under the resulting contracts include construction or repair of: roads, boat ramps, parking lots, retaining walls, fences, walls, runways, drainage improvements, and runways. These projects may be design-build or design-bid-build.

Small Businesses are reminded under FAR 52.219-14, Limitations on Subcontracting that they must perform [at least 15% of the cost of the contract, not including the cost of materials, with their own employees for general construction-type procurement.

Prior Government contract work is not required for submitting a response under this sources sought synopsis.

Anticipated RFP issuance date is on or about 1 September 2017. The official synopsis citing the solicitation number will be issued on Federal Business Opportunities www.fbo.gov and inviting firms to register electronically to receive a copy of the solicitation when it is issued.

Responses to this Synopsis shall be limited to 5 pages and shall include the following information:

The completed Sources Sought Response document included as an attachment to this Sources Sought.

Interested Firms shall respond to this Sources Sought Synopsis no later than 1 March 2017. All interested firms must be registered at www.sam.gov to be eligible for award of Government contracts. Email your response to Erin Williams at erin.k.williams2@usace.army.mil

Primary Point of Contact.:

Alice Austin

alice.m.austin@usace.army.mil

Phone: 8178861267

Contracting Office Address:

Attn: CESWF-CT

PO Box 17300

Fort Worth, Texas 76102-0300

United States

Allow Vendors To Add/Remove From Interested Vendors:

Yes

Allow Vendors To View Interested Vendors List:

Yes

Recovery and Reinvestment Act Action:

No

Solicitation External Reference:

<https://www.fbo.gov/spg/USA/COE/DACA63/W9126G17RHCS2/listing.html>

Solicitation External Reference To Packages:

<https://www.fbo.gov/spg/USA/COE/DACA63/W9126G17RHCS2/packages.html>

PROCUREMENT NOTICE INFO

Created: February 1, 2017 12:44 pm

By: [Alice Austin](#)

Modified: February 1, 2017 12:44 pm

By: [Alice Austin](#)

NOTICE HISTORY

Original Notice: **W9126G17RHCS2** (Feb 01, 2017)

FILES

[Response Form](#) 

Feb 01, 2017

[Horizontal SS Respon](#)

From: [BORKOWSKI, MARK S](#)
To: (b) (6), (b) (7)(C)
Cc: [CALVO, KARL H.](#); (b) (6), (b) (7)(C); [PROVOST, CARLA \(USBP\)](#); [BORKOWSKI, MARK S](#)
Subject: RE: Fence Briefing
Date: Thursday, November 10, 2016 3:58:06 PM
Attachments: [Fence Response to C2.pptx](#)

Here is the way I would send it forward. We still need to get the final "go" from USBP.

From: (b) (6), (b) (7)(C)
Sent: Thursday, November 10, 2016 3:32 PM
To: (b)(6);(b)(7)(C) BORKOWSKI, MARK S
(b)(6);(b)(7)(C)
Cc: CALVO, KARL H. <(b) (6), (b) (7)(C)>
(b)(6);(b)(7)(C)
(b)(6);(b)(7)(C)
(b)(6);(b)(7)(C)
Subject: Fence Briefing

AC Borkowski:

Is the plan to combine the attached submission to EAC Alles from OBP to the OFAM paper attached to the email below? I have the attached two documents that EAC Alles can review, however I wanted to clarify what the final product was planned to be?

Please advise...

Thanks!!

(b) (6), (b) (7)(C)
Chief of Staff
Enterprise Services
U.S. Customs and Border Protection
Department of Homeland Security
Ronald Reagan Building (b)(6);(b)(7)(C)
1300 Pennsylvania Ave, NW
Washington, DC 20229

(b) (6), (b) (7)(C)
(b)(6);(b)(7)(C)
(b)(6);(b)(7)(C)

From: (b) (6), (b) (7)(C)
Sent: Thursday, November 10, 2016 3:09 PM
To: BORKOWSKI, MARK S <(b) (6), (b) (7)(C)>

(b) (6), (b) (7)(C)

Cc: CALVO, KARL H. (b) (6), (b) (7)(C)

>
Subject: Fence Briefing

Mr. Borkowski & (b) (6), (b) (7)(C) – Please find attached the fence briefing requested by EAC Alles in preparation for his discussion with C2. This briefing addresses what we currently have, what our approach would be to future TI builds, legal, staffing and other considerations. It is our understanding that USBP will be addressing the future requirements component of the discussion directly and we stand ready to support them in the development of cost estimates associated with those requirements. This briefing deck was developed by (b) (6), (b) (7)(C) and his staff of SMEs and cleared by AC Calvo. If EAC Alles would like to walk through this information, we will make ourselves available to discuss.

Best,

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

Chief of Staff

Office of Facilities and Asset Management

(b) (6), (b) (7)(C)

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence

November 9, 2016



U.S. Customs and
Border Protection





Map of Existing Fence

(b) (7)(E)



U.S. Customs and
Border Protection

Infrastructure Requirements (per USBP)

Sector	Fencing Change	Road Construction Change	Road Repair Change
Blaine	(b)	(7)	(E)
Spokane			
Havre			
Grand Forks			
Detroit			
Buffalo			
Swanton			
Houlton			
Miami			
Ramey			
New Orleans			
Rio Grande Valley			
Laredo			
Del Rio			
Big Bend			
El Paso			
Tucson			
Yuma			
El Centro			
San Diego			
TOTAL			



Approach to Fence Construction

- **Cost:**

- Pedestrian Fence: (b) (5)
- Vehicle Fence: (b) (5)
- Patrol Roads: (b) (5)

- **Other Considerations**

- (b) (5)



U.S. Customs and
Border Protection



Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**

- (b) (5)

- **Procurement**

- (b) (5)
 - (b) (5)
 - (b) (5)

- **Other Considerations:**

- (b) (5)



U.S. Customs and
Border Protection



Roads

- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements include (b) (7)(E). Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance. CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.
- The average cost to construct new roads is approximately (b) (5) per mile.
 - Estimate is a rough order of magnitude does not include land acquisition.
- The recurring average cost to maintain existing roads is (b) (5) per mile, per year.
 - Estimates for "recurring costs" reflect average maintenance costs per mile of roads.



U.S. Customs and
Border Protection



BACKUP



U.S. Customs and
Border Protection



Border Fence Overview

- To date, U.S. Customs and Border Protection (CBP) completed 654 miles of primary pedestrian and vehicle fence.
 - Border Fence provides persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats.
 - CBP has completed three main fence programs since the enactment of the Secure Fence Act in 2006: Pedestrian Fence (PF) 70, PF 225, and Vehicle Fence (VF) 300. Any fence constructed prior to these programs is considered “legacy.”*
 - Tactical Infrastructure (TI) also includes gates; roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

Sector	Pedestrian Fence				Vehicle Fence
	Primary	Secondary	Tertiary	TOTAL PF	TOTAL VF
Big Bend (BBT)	(b) (7)(E)				
Del Rio (DRT)					
El Centro (ELC)					
El Paso (EPT)					
Laredo (LRT)					
Rio Grande Valley (RGV)					
San Diego (SDC)					
Tucson (TCA)					
Yuma (YUM)					
TOTAL					



U.S. Customs and
Border Protection

*The term “legacy” is also used to define older fence designs including landing mat. These legacy designs are being assessed for replacement.
Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.

BW11 FOIA CBP 002852



Border Fence Photos

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



U.S. Customs and
Border Protection



Border Fence Photos

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



U.S. Customs and
Border Protection



Border Fence Photos

Pedestrian Fence – PV-1 Bollard Tucson Sector



U.S. Customs and
Border Protection



Approach to Fence Construction

- **Cost:** On average, cost to construct primary pedestrian or secondary pedestrian fence is approximately (b) (5) per mile. Vehicle fence costs on average approximately (b) (5) per mile.
 - Cost to construct includes project planning and oversight, environmental planning and compliance, real estate planning, design and construction.
 - Average cost does not include real estate acquisition, potential litigation costs, or environmental mitigation.
 - (b) (5).
- **Legal Considerations**

(b) (5)



U.S. Customs and
Border Protection



Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**

- The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
 - Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
- In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.

- **Procurement**

- CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. Currently the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction.

- **Other Considerations:**

- Additional staffing will be required in all program areas to meet the demands of fence construction while still maintaining current programs
 - Additional workload specifically in the areas of real estate, environmental, engineering, financial management, communications and reporting, project management, and support services will require additional staff within the program office and its parent organizations.
 - Office of Chief Counsel, Procurement, and support from the Department of Justice will also need to be considered to ensure bandwidth to meet these requirements.
- To meet additional staffing requirements, staff support contracts will need to be put in place and an expedited hiring process for hiring federal employees needs to be prioritized and completed as soon as possible.



U.S. Customs and
Border Protection



Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- The purpose of border fence construction is to provide persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats. (b) (7)(E)
(b) (7)(E)
- To date, CBP completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; gates and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.



U.S. Customs and
Border Protection



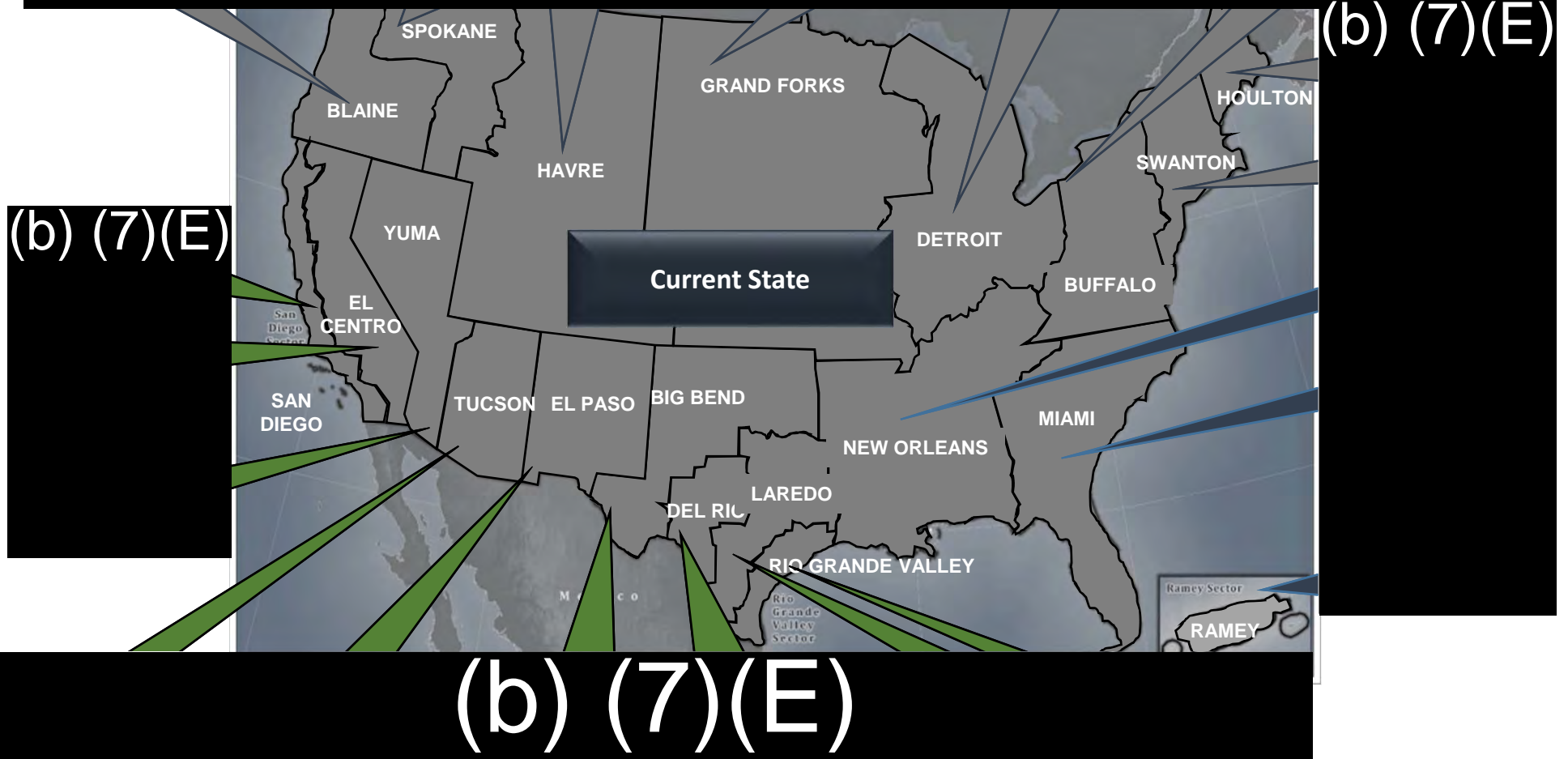
Current Tactical Infrastructure Unfunded Requirements

- Currently identified requirements from USBP that have been documented by FM&E are listed below. USBP is currently developing their full requirements list to provide to CBP leadership.
 - RGV (b) (7)(E) Phase 2, (b) (5): (b) (7)(E)
 - Rough Order of Magnitude (ROM) includes approximately (b) (5) in real estate costs.
 - RGV Fence Segments O-1 – O-3, (b) (5) Project includes the construction of (b) (7)(E) miles of primary pedestrian fence. (Note, this mileage in
 - ROM cost estimate includes 18 miles of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate.
 - ELC Fence Repair / Panel Replacement, (b) (5) Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 Sand Dunes All Weather Road Improvement, (b) (5) Project includes (b) (7)(E) of road improvements.
 - TCA Organ Pipe Maintenance and Repair, (b) (5) Requirement includes maintenance on the Organ Pipe Cactus National Monument.



U.S. Customs and
Border Protection

(b) (7)(E)



Challenges

- Environmental (NEPA)

- (b) (5)

- Real Estate

- (b) (5)

- Statutory limitations

- (b) (5)

- These same challenges (b) (5)

From: (b) (6), (b) (7)(C)
To: CALVO, KARL H.; BORKOWSKI, MARK S; (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: Fence Briefing
Date: Thursday, November 10, 2016 4:08:57 PM
Attachments: Fence Response to C2 v2 (b) (6) 111016.pptx

Per AC Calvo, we're comfortable with the combined approach. I've made an amendment to slide 4 in the attached (access roads, not patrol roads). I also recommend striking slide 16 as the numbers don't match the official count on slide 2.

Chief Provost – I understand there are some additional changes coming from USBP. I am happy to work with you to consolidate anything additional. Please let me know how we can assist.

Best,

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

From: CALVO, KARL H.

Sent: Thursday, November 10, 2016 4:05 PM

To: BORKOWSKI, MARK S (b) (6), (b) (7)(C) (b) (6), (b) (7)(C)

Cc: (b) (6), (b) (7)(C)

>; PROVOST, CARLA (USBP)

(b) (6), (b) (7)(C)

Subject: RE: Fence Briefing

Looks good to me. Thx.

Karl H. Calvo, PMP, CFM

Assistant Commissioner
Office of Facilities and Asset Management
U.S. Customs & Border Protection
1331 Pennsylvania Avenue, NW
Washington, DC 20229

(b) (6), (b) (7)(C)

From: BORKOWSKI, MARK S

Sent: Thursday, November 10, 2016 3:58 PM

To: (b) (6), (b) (7)(C)

>

Cc: CALVO, KARL H. (b) (6), (b) (7)(C)

PROVOST, CARLA (USBP) <(b) (6), (b) (7)(C)>; BORKOWSKI, MARK S

(b) (6), (b) (7)(C)

Subject: RE: Fence Briefing

Here is the way I would send it forward. We still need to get the final "go" from USBP.

From: (b) (6), (b) (7)(C)

Sent: Thursday, November 10, 2016 3:32 PM

To: (b)(6);(b)(7)(C) BORKOWSKI, MARK S

(b) (6), (b) (7)(C) <v>

Cc: CALVO, KARL H. <(b) (6), (b) (7)(C)>; (b) (6), (b) (7)(C)

Subject: Fence Briefing

AC Borkowski:

Is the plan to combine the attached submission to EAC Alles from OBP to the OFAM paper attached to the email below? I have the attached two documents that EAC Alles can review, however I wanted to clarify what the final product was planned to be?

Please advise...

Thanks!!

(b) (6), (b) (7)(C)

Chief of Staff

Enterprise Services

U.S. Customs and Border Protection

Department of Homeland Security

Ronald Reagan Building (b) (6), (b) (7)(C)

1300 Pennsylvania Ave, NW

Washington, DC 20229

(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)

Sent: Thursday, November 10, 2016 3:09 PM

To: BORKOWSKI, MARK S (b) (6), (b) (7)(C)

>

Cc: CALVO, KARL H. <(b) (6), (b) (7)(C)>

>

Subject: Fence Briefing

Mr. Borkowski & (b) (6), (b) (7)(C) – Please find attached the fence briefing requested by EAC Alles in preparation for his discussion with C2. This briefing addresses what we currently have, what our approach would be to future TI builds, legal, staffing and other considerations. It is our understanding that USBP will be addressing the future requirements component of the discussion directly and we stand ready to support them in the development of cost estimates associated with those requirements. This briefing deck was developed by (b) (6), (b) (7)(C) and his staff of SMEs and cleared by AC Calvo. If EAC Alles would like to walk through this information, we will make ourselves available to discuss.

Best,

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)

Chief of Staff

Office of Facilities and Asset Management

(b) (6), (b) (7)(C)

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence

November 11, 2016



U.S. Customs and Border Protection



BW11 FOIA CBP 002865



Map of Existing Fence

(b) (7) (E)



U.S. Customs and Border Protection

decimal place.

BW11 FOIA CBP 002866



Summary of Requirements & Costs

Requirment Type	New Miles VF	ROM (-50/+100) Cost
New Primary PF	(b) (7)(E)	(b) (5)
New VF		
Replacement Primary PF		
New Secondary PF		
New Roads		
Repairs to Existing Roads		
Total Cost		





Other Critical TI Requirements

- **Carrizo Cane Removal**

- Method: Mechanical with herbicide
- Required in:
 - All Laredo
 - All Del Rio
 - Some RGV
 - Some El Centro

- **Boat Ramps**

- RGV – 17
- LRT – TBD
- DRT – TBD





Approach to Fence Construction

- **Cost:**

- Primary PF: (b) (5)
- VF: (b) (5)
- Secondary PF: (b) (5)

- **Government Furnished Material (GFM) and Supply Chain:**

- (b) (5)

- **Procurement**

(b) (5)





Approach to Complete Fence Construction

- **Other Considerations**

(b) (5)





BACKUP



U.S. Customs and Border Protection



Border Fence Overview

- To date, U.S. Customs and Border Protection (CBP) completed **654 miles of primary pedestrian and vehicle fence**.
 - Border Fence provides persistent impedence to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats.
 - CBP has completed three main fence programs since the enactment of the Secure Fence Act in 2006: Pedestrian Fence (PF) 70, PF 225, and Vehicle Fence (VF) 300. Any fence constructed prior to these programs is considered “legacy.”*
 - Tactical Infrastructure (TI) also includes (b) (7) (E); roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

	Pedestrian Fence	Vehicle Fence
Sector	(b) (7) (E)	
Big Bend (BBT)		
Del Rio (DRT)		
El Centro (ELC)		
El Paso (EPT)		
Laredo (LRT)		
Rio Grande Valley (RGV)		
San Diego (SDC)		
Tucson (TCA)		
Yuma (YUM)		
TOTAL		





Proposed New Fencing

(b) (5)

(b) (5)



(b) (5)

(b) (5)



U.S. Customs and Border Protection



Fence Requirements – Primary, PF & VF

Sector	Existing VF	New Miles VF	ROM (-50/+100) Acquisition Cost VF	Existing Primary PF	New Miles Primary PF	ROM (-50/+100) Acquisition Cost Primary PF
SDC	(b) (7)(E)	(b) (7)(E)	(b) (5)	(b) (7)(E)	(b) (7)(E)	(b) (5)
ELC						
YUM						
TCA						
EPT						
BBT						
DRT						
LRT						
RGV						
BLW						
SPW						
HVM						
GFN						
DTM						
BUN						
SWB						
HLT						





Fence Requirements – Replacement PF & Secondary PF

Sector	Replacement Miles PF	ROM (-50/+100) Acquisition Cost Replacement PF	Existing Secondary PF	New Miles Secondary PF	ROM (-50/+100) Acquisition Cost Secondary PF	Existing Tertiary PF
SDC	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)
ELC		\$			\$	
YUM		\$			\$	
TCA		\$				
EPT		\$				
BBT		\$				
DRT		\$				
LRT		\$			\$	
RGV		\$				
BLW		\$				
SPW		\$			\$	
HVM		\$				
GFN		\$				
DTM		\$				
BUN		\$				
SWB		\$				
HLT		\$				
		\$			\$	





Border Fence Photos

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



U.S. Customs and Border Protection

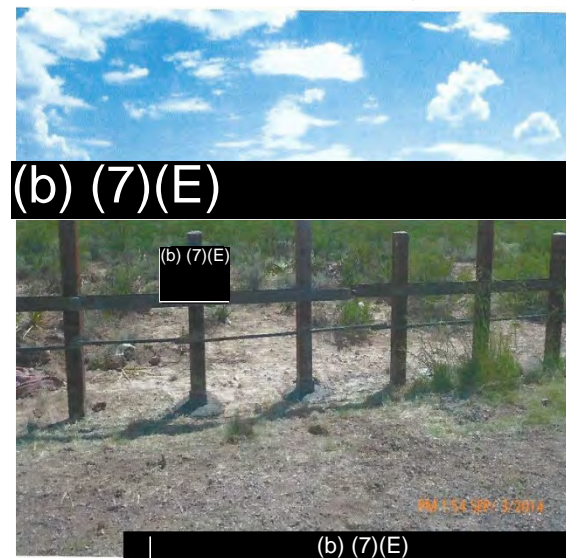


Border Fence Photos

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



U.S. Customs and Border Protection



Border Fence Photos

Pedestrian Fence – PV-1 Bollard Tucson Sector



U.S. Customs and Border Protection



Approach to Fence Construction

- **Costs to Construct Primary PF (same for fence replacement costs)**

- On average, cost to construct primary pedestrian or replace primary pedestrian fence is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

- **Cost to Construct Secondary PF**

- On average, cost to construct secondary PF is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

– (b) (5)

- **Costs to Construct VF**

- On average, cost to construct vehicle fence fence is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.





Approach to Fence Construction

- Legal Considerations

(b) (5)





Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**
 - The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
 - Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
 - In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.
- **Procurement**
 - CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. Currently the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction.





Approach to Complete Fence Construction

- **Other Considerations:**

- Additional staffing will be required in all program areas to meet the demands of fence construction while still maintaining current programs
 - Additional workload specifically in the areas of real estate, environmental, engineering, financial management, communications and reporting, project management, and support services will require additional staff within the program office and its parent organizations.
 - Office of Chief Counsel, Procurement, and support from the Department of Justice will also need to be considered to ensure bandwidth to meet these requirements.
- To meet additional staffing requirements, staff support contracts will need to be put in place and an expedited hiring process for hiring federal employees needs to be prioritized and completed as soon as possible.
- [REDACTED] (b) (5)
- Locality dynamics (ex. AZ vs. TX)
- Statutory limitations
 - Prohibited from maintaining operationally critical county roads. Requires legislative change
- Do not have documented fence requirements in many locations (current and former IG & GAO Audits)
 - Majority of fence requirements up to this point were for legacy fence replacement





Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- The purpose of border fence construction is to provide persistent impedance to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats. (b) (7)(E)
(b) (7)(E)
- To date, CBP completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; gates and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.





Road Requirements

Sector	Existing All Weather Roads	New Road Miles	ROM (-50/+100) Acquisition Cost New Roads	Road Repair Miles*	ROM (-50/+100) Repair Cost New Roads
SDC	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)	\$ (b) (5)
ELC			\$ (b) (5)		\$ (b) (5)
YUM			\$		\$
TCA			\$		\$
EPT			\$		\$
BBT			\$		\$
DRT			\$		\$
LRT			\$		\$
RGV			\$		\$
BLW			\$		
SPW			\$		\$
HVM			\$		
GFN			\$		
DTM			\$		
BUN			\$		
SWB			\$		
HLT			\$		
			\$		\$





Road Considerations

- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements (b) (7)(E). Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance. CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.
- The average cost to construct new roads is currently estimated at (b) (5).
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.
- The recurring average cost to maintain existing roads (b) (5) per mile, per year.
 - Estimates for "recurring costs" are rough order of magnitude (-50/+100) and reflect average maintenance costs per mile of road plus environmental compliance and staffing and human capital requirements.





Current Tactical Infrastructure Unfunded Requirements

- Currently identified requirements from USBP that have been documented by FM&E are listed below. USBP is currently developing their full requirements list to provide to CBP leadership.
 - RGV (b) (7)(E) Phase 2, (b) (5): (b) (7)(E).
 - Rough Order of Magnitude (ROM) includes approximately (b) (5) in real estate costs.
 - RGV Fence Segments O-1 – O-3, (b) (5): Project includes the construction of 14 miles of primary pedestrian fence. (Note, this mileage in
 - ROM cost estimate includes 18 miles of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate.
 - ELC Fence Repair / Panel Replacement, (b) (5): Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 Sand Dunes All Weather Road Improvement, (b) (5): Project includes (b) (7)(E) of road improvements.
 - TCA Organ Pipe Maintenance and Repair, (b) (5): Requirement includes maintenance on the Organ Pipe Cactus National Monument.



From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: Fence and Infrastructure Brief.pptx
Date: Wednesday, November 09, 2016 10:49:37 PM
Attachments: [Fence and Infrastructure Brief.pptx](#)

All – thanks again for your edits and assistance today. We still have a little more work to get this moving but here is the draft as it stands tonight. I plan to call (b) (6), (b) (7)(C) to review the legal information and to call (b) (6) on the procurement section. Lastly, (b) (6), (b) (7)(C) and I are going to tag up around 1030 to look over the requirements. After that, I'll send back for final review and hopefully we can submit by noon.

(b) (6), (b) (7)(C) – can you please take a look at the roads slide? I want to make sure the wording on RE/ENV clearance is consistent with how you have been briefing it as well. I truly appreciate the help!

Thanks!

(b) (6), (b) (7)(C)
Business Operations
OFAM / BPAM PMO

(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
Sent: Wednesday, November 09, 2016 4:04 PM
To: (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C) >
Cc: (b) (6), (b) (7)(C)
Subject: Fence and Infrastructure Brief.pptx

All – here is my **ROUGH** draft. I'm pulling the rest of the standard language, charts, and requirements right now. Please let me know if there is a specific topic that needs to be covered that isn't in this draft. If there is, please let me know and I will add it in and get an updated version to you all later tonight / tomorrow AM.

Thanks!

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence

November 9, 2016



U.S. Customs and
Border Protection



BW11 FOIA CBP 002888



Border Fence Overview

- To date, US Customs and Border Protection (CBP) completed 654 miles of primary pedestrian and vehicle fence.
 - The purpose of border fence construction is to provide persistent impedance to illegal cross-border activity, (b) (7)(E)
 - CBP has completed three main fence construction programs since the Secure Fence Act was enacted in 2006. These programs include PF70, PF225, and VF300. Any fence constructed prior to these programs in considered “legacy”*.
 - It is important to note that tactical infrastructure (TI) also includes gates; roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

Sector	Pedestrian Fence				Vehicle Fence		
	Primary	Secondary	Tertiary	TOTAL PF	Fixed	Mobile	TOTAL VF
Big Bend (BBT)	(b) (7)(E)						
Del Rio (DRT)							
El Centro (ELC)							
El Paso (EPT)							
Laredo (LRT)							
Rio Grande Valley (RGV)							
San Diego (SDC)							
Tucson (TCA)							
Yuma (YUM)							
TOTAL							



*The term “legacy” is also used to define older fence designs including landing mat. These legacy designs are being assessed for replacement.



Border Fence Photos

Pedestrian Fence – PV-1 Bollard Tucson Sector



U.S. Customs and
Border Protection



Map of Existing Fence

Border Fence

(b) (7)(E)



U.S. Customs and
Border Protection



Border Fence Photos

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



U.S. Customs and
Border Protection

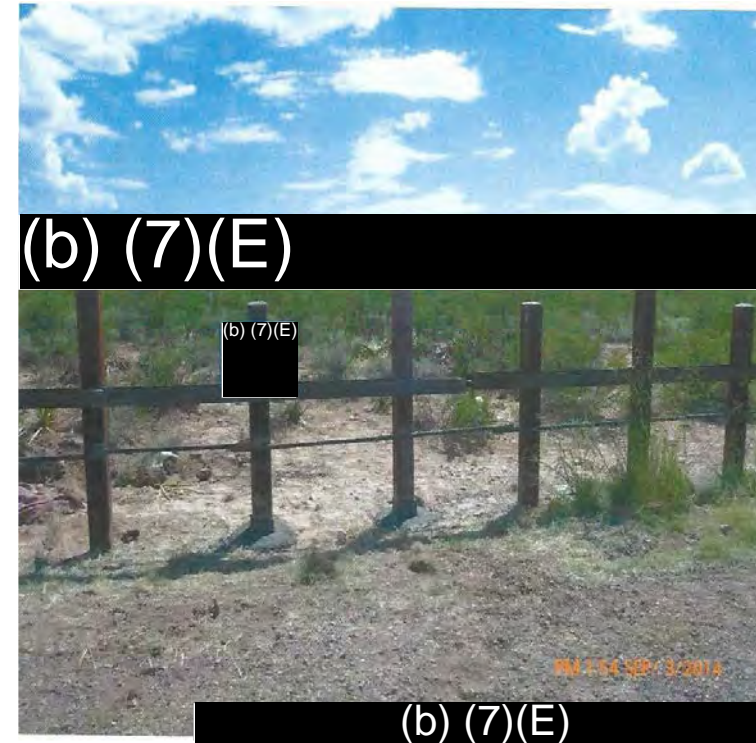


Border Fence Photos

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



U.S. Customs and
Border Protection



Approach to Fence Construction

- **Cost:** On average, cost to construct is approximately (b) (5) per mile.
 - Cost to construct includes project planning and oversight, environmental compliance, real estate planning, design and construction.
 - Average cost does not include real estate acquisition or litigation costs.

- **Legal Considerations**

Need review from OCC

(b) (5)



U.S. Customs and
Border Protection



Approach to Complete Fence Construction

**Need additional info from USACE
Calling (b) (6) in the AM**

- **Procurement:**

(b) (5)

- In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.
- CBP has worked with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction.

- **Other Considerations:**

- Additional staffing will be required in all program areas to meet the demands of fence construction while still maintaining current programs
 - Additional workload specifically in the areas of real estate, environmental, engineering, financial management, reporting, project management, and support services will require additional staff within the program office
 - Office of Chief Counsel, Procurement, and support from the Department of Justice will also need to be considered to ensure bandwidth to meet these requirements.
- To meet the additional staffing requirements staff support contracts will need to be put in place and the hiring process for hiring federal employees needs to be prioritized and completed as soon as possible.



U.S. Customs and
Border Protection



Tactical Infrastructure Requirements

- USBP is prioritizing and compiling all requirements for infrastructure improvements including fence construction and fence replacement.
 - Budget constrained requirements include (b) (7)(E) of new fence in San Diego, El Centro, El Paso and Rio Grande Valley Sectors.
 - Fence replacement requirements include approximately (b) (7)(E) in Tucson, El Paso, San Diego, Yuma, and El Centro Sectors.
- Currently identified requirements from USBP include:
 - RGV (b) (7)(E) Phase 2 (b) (5) (b) (7)(E).
 - Rough Order of Magnitude (ROM) includes approximately (b) (5) in real estate costs.
 - RGV Fence Segments O-1 – O-3, (b) (5): Project includes the construction of (b) (7)(E) miles of primary pedestrian fence.
 - ROM cost estimate includes 18 miles of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate
 - ELC Fence Repair / Panel Replacement, (b) (5): Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 Sand Dunes All Weather Road Improvement, (b) (5): Project includes (b) (7)(E) miles of road improvements
 - TCA Organ Pipe Maintenance and Repair, (b) (5): Requirement includes maintenance on the Organ Pipe Cactus National Monument.

Need review / complete from USBP



U.S. Customs and
Border Protection



BACKUP



U.S. Customs and
Border Protection



Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- Section 102 of the Secure Fence Act, which required DHS to construct – in the most expeditious manner possible – the infrastructure necessary to deter and prevent illegal entry on our Southwest Border. The Secure Border Initiative (SBI) was charged with the construction of border fence under U.S. Customs and Border Protection.
- The purpose of border fence construction is to provide persistent impedance to illegal cr
(b) (7)(E)
[REDACTED]
- To date, US Customs and Border Protection (CBP) completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; gates and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.





Roads


- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements include (b) (7)(E). Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance.





Still to complete for backup

Brief statement on segments not complete under PF225 and VF300.....

- A large black rectangular redaction box covers the majority of the page content. In the center of this box, the text "(b) (5)" is written in large, white, sans-serif font.




U.S. Customs and
Border Protection

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Subject: Fence Response to C2 v3 (b) (6) 111016.pptx
Date: Friday, November 11, 2016 8:31:30 AM
Attachments: (b) (5)

Ready for review when you are.

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Subject: Fence Response to C2 v3 (b) (6), (b) (7)(C) 111016.pptx
Date: Friday, November 11, 2016 8:37:24 AM
Attachments: [Fence Response to C2 v3 \(b\) \(6\), \(b\) \(7\)\(C\) 111016.pptx](#)

Use this version instead.

CBP Office of Administration Facilities Management and Engineering

Tactical Infrastructure Update

January 27, 2010



U.S. Customs and
Border Protection

~~For Official Use Only~~



Program Summary (as of 1/08/10)

Facilities Management & Engineering

FM&E

Building for a Secure America

	PF	VF	Total
Total Planned Fence	(b) (5), (b) (7)(E)		
Complete**			
Under Construction			
Under Contract			
Remaining to Contract			

* Actual fence completion mileage will vary from planned mileage



U.S. Customs and
Border Protection

Schedule for Completion of PF 225 Phase II

Facilities Management & Engineering

FM&E

Building for a Secure America

- The projects below have not been completed:

(b) (5)



U.S. Customs and
Border Protection

Schedule for Completion of PF 225 Phase II

Facilities Management & Engineering

FM&E

Building for a Secure America

(b) (5)



U.S. Customs and
Border Protection

Schedule for Completion of PF 225 Phase II

Facilities Management & Engineering

FM&E

Building for a Secure America

(b) (5)



U.S. Customs and
Border Protection

RGV (b) (7)(E) Request For Proposal (RFP)

Facilities Management & Engineering

FM&E

Building for a Secure America

Proposed plan moving forward:

- (b) (5)
-
-



U.S. Customs and
Border Protection

PF225/VF300 Drainage Improvements Project (DIP)

Facilities Management & Engineering

FM&E

Building for a Secure America

- Project is proceeding on schedule
 - Marfa, Yuma, Tucson and San Diego/El Centro RFPs have been issued
 - Contractor pre-bid site visits occurring now
 - (b) (5)
- Current Estimated cost is (b) (5)



U.S. Customs and
Border Protection

CTIMR Acquisition Update

Facilities Management & Engineering

FM&E

Building for a Secure America

Comprehensive Tactical Infrastructure Maintenance and Repair (CTIMR):

- TI Program and CBP Acquisitions are staggering the release of RFPs for CTIMR
- FM&E TI requires nine PM/COTRs in order to manage the contracts at the sector level
- Dates of note:
 - Department of Homeland Security (DHS) approved small business approach: September 2009
 - Acquisition Plan (AP) Brief to the Chief Procurement Officer (CPO): September 2009
 - DHS CPO Provided Acquisition Memorandum Decision approval: September 2009
 - (b) (5)
 -
 -
- FME has obtained TI requirements from the Sectors and is performing detailed review for real estate and environmental clearance

(b) (5)



**U.S. Customs and
Border Protection**

Prioritized Projects for Funding (as of 1/27/10)

Facilities Management & Engineering

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Project

Estimated Cost

- (b) (5)

- O-1 through O-3

(b) (5)

- (b) (5)

SUBTOTAL

(b) (5)

- Real Estate claims



U.S. Customs and
Border Protection

Real Estate Status

Impacting Fence Construction

Facilities Management & Engineering

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(b) (5)



U.S. Customs and
Border Protection

Starr County, Texas Projects

Segments O-1, O-2, & O-3

Facilities Management & Engineering

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Building for a Secure America

- Meeting with Commissioner Ruth (now former Commissioner) on January 6, 2010 regarding the segments was successful:

- Commissioner Ruth agreed no additional modeling is required (b) (5)

(b) (5)

- A new IBWC Commissioner has been appointed, Ed Drusina. The impact of the new commissioner on the O-1 through O-3 project is currently unknown



U.S. Customs and
Border Protection

(b) (7)(E) Fence Segments (b) (7)(E)

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- (b) (7)(E)
- As a result, these segments have been removed from the VF300 baseline. The VF 300 project is now complete.



**U.S. Customs and
Border Protection**

▪ **Recent U.S. IBWC concerns have included:**

- Reimbursement for Nogales flooding in July 2008

(b) (5)

- DeConcini Port of Entry (POE) Drainage Concerns

- (b) (5)

- Edinburg Pump Station Levee Wall (Hidalgo O-4B)

- (b) (5)

(b) (5)



(b) (7)(E) , San Diego, CA

Smuggler's Gulch

Facilities Management & Engineering

FM&E

Building for a Secure America

- Major storm events took place the week of January 18, 2010 in San Diego
 - Erosion controls inspected last week in anticipation of the storms
 - Both contractor and the Corps of Engineers personnel are closely monitoring project
 - FM&E visited project on January 21, 2010, as well as area (b) (7)(E)
- Re-vegetation is developing; erosion controls are in place and well maintained; re-vegetation “enhancements” change order issued (\$380K); “on-site” progress meeting held with the Corps/Kiewit (the contractor) on January 21, 2010
- Proactive outreach with external stakeholders is continuing (b) (6); (b) (7)(C) coordinating)
 - Tijuana River Valley Recovery Team site visit – January 28, 2010
 - Tijuana River Valley Recovery Team meeting – January 29, 2010
 - Continuing dialog with the Environmental Protection Agency (EPA) and Council of Environmental Quality (CEQ) regarding the status of the project



**U.S. Customs and
Border Protection**

Environmental Items

Facilities Management & Engineering

FM&E

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- (b) (7)(E)
 - PMO has been assisting the Tucson Sector regarding USFWS concerns that (b) (7)(E) is impacting fish in (b) (7)(E)
 - USFWS recently sent letter to Sector requesting for Section 7 consultation
 - PMO drafting response to USFWS and options moving forward

(b) (5)

(b) (5)



U.S. Customs and
Border Protection

San Diego Border Infrastructure System (BIS)

Facilities Management & Engineering

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U.S. Customs and
Border Protection

San Diego Border Infrastructure System (BIS)

Facilities Management & Engineering

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U.S. Customs and
Border Protection

Rio Grande Valley (RGV)(b) (7)(E)

Facilities Management & Engineering

FM&E

Building for a Secure America



U.S. Customs and
Border Protection

From: (b) (6), (b) (7)(C)
To: BORKOWSKI, MARK S.; (b) (6), (b) (7)(C)
Cc: CALVO, KARL H.; (b) (6), (b) (7)(C); PROVOST, CARLA (USBP); (b) (6), (b) (7)(C)
Subject: Fence Deck for OMB vFINAL 111616.pptx
Date: Wednesday, November 16, 2016 3:31:29 PM
Attachments: [Fence Deck for OMB vFINAL 111616.pptx](#)

AC Borkowski & Chief (b) (6), (b) (7)(C) —

Attached please find the deck with the handful of changes we've discussed over the last few days for your OMB meeting tomorrow. A little later this evening I will send you a few additional talking points regarding the "quick wins" discussion we were having earlier today.

Please take a look at the attached and let me know if you have any questions or changes.

Best,

(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C)
Chief of Staff
Office of Facilities and Asset Management

(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence

November 17, 2016



U.S. Customs and Border Protection

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Map of Existing Fence

(b) (7)(E)

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.



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Summary of Notional Requirements & Costs

Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50/+100) Cost	Annual Tail Costs ROM (-50/+100)
New Primary PF	(b) (5)		
New VF			
Replacement Primary PF			
New Secondary PF			
New Roads			
Repairs to Existing Roads			
Total Costs		\$ (b) (5)	

The mileage shown above is notional, resulting from an initial data gathering exercise conducted by USBP. Final requirements and solutions may vary significantly from above as the data are validated, feasibility determined and additional elements (e.g. technology) of a total border security & situational awareness strategy are considered.



Other Critical TI Requirements

- **Carrizo Cane Removal**

- Method: Mechanical with herbicide
- Required in:
 - All Laredo
 - All Del Rio
 - Some RGV
 - Some El Centro

- **Boat Ramps**

- RGV – 17
- LRT – TBD
- DRT – TBD



Approach to Fence Construction

- **Cost:**

- Primary PF: (b) (5) per mile
 - Average of (b) (5) mile for real estate and environmental planning, construction and construction oversight.
 - (b) (5)/mile for mileage in all Sectors except Laredo & RGV
 - (b) (5) mile for mileage in Laredo & RGV
 - (b) (5)/mile for environmental mitigation
 - (b) (5)/mile for real estate acquisition
 - (b) (5)/mile for staffing increases required to support the program
- Secondary PF: (b) (5) per mile
 - Average of (b) (5)/mile for real estate and environmental planning, construction and construction oversight – also include (b) (5) mile for road between layers of fence
 - (b) (5) mile for environmental mitigation
 - (b) (5) mile for real estate acquisition
 - (b) (5)/mile for staffing increases required to support the program



Approach to Fence Construction

- **Cost (continued)**

- VF: (b) (5) per mile
 - Average of (b) (5)/mile for real estate and environmental planning, construction and construction oversight.
 - (b) (5)/mile for environmental mitigation
 - (b) (5)/mile for real estate acquisition
 - (b) (5)/mile for staffing increases required to support the program

- **Government Furnished Material (GFM) and Supply Chain:**

- (b) (5)

- **Procurement**

- (b) (5)
- (b) (5)
- (b) (5)



Approach to Complete Fence Construction

- Other Considerations

(b) (5)



BACKUP



U.S. Customs and Border Protection

Border Fence Overview

- To date, U.S. Customs and Border Protection (CBP) completed **654 miles of primary pedestrian and vehicle fence**.
 - Border Fence provides persistent impedence to illegal cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats.
 - CBP has completed three main fence programs since the enactment of the Secure Fence Act in 2006: Pedestrian Fence (PF) 70, PF 225, and Vehicle Fence (VF) 300. Any fence constructed prior to these programs is considered “legacy.”*
 - Tactical Infrastructure (TI) also includes (b) (7)(E); roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

Sector	Pedestrian Fence				Vehicle Fence
	Primary	Secondary	Tertiary	TOTAL PF	TOTAL VF
Big Bend (BBT)	(b) (7)(E)				
Del Rio (DRT)					
El Centro (ELC)					
El Paso (EPT)					
Laredo (LRT)					
Rio Grande Valley (RGV)					
San Diego (SDC)					
Tucson (TCA)					
Yuma (YUM)					
TOTAL					



U.S. Customs and Border Protection

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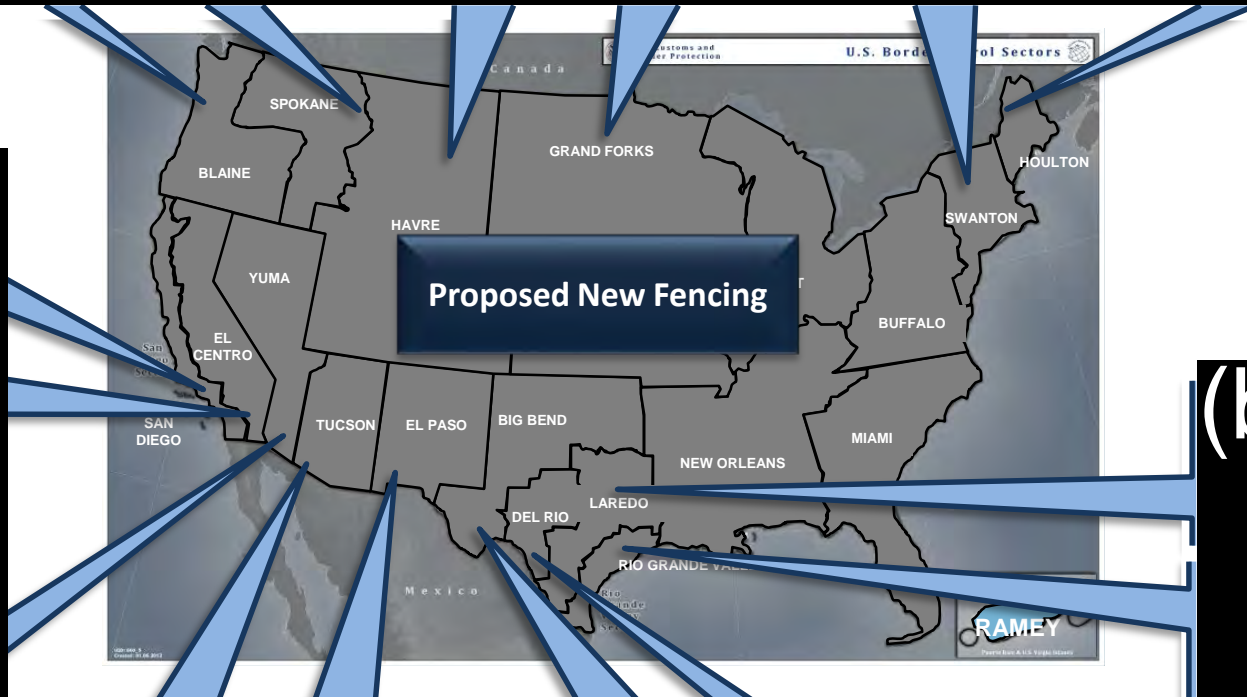
9

*The term “legacy” is also used to define older fence designs including landing mat. These legacy designs are being assessed for replacement.
Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.

Proposed New Fencing

(b) (5)

(b) (5)



(b) (5)

(b) (5)



U.S. Customs and Border Protection

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Fence Requirements – Primary, PF & VF

Sector	Existing VF	New Miles VF	ROM (-50/+100) Acquisition Cost VF	Existing Primary PF	New Miles Primary PF	ROM (-50/+100) Acquisition Cost Primary PF
SDC	(b) (7)(E)		\$ (b) (5)	(b) (7)(E)		\$ (b) (5)
ELC			\$			\$
YUM			\$			\$
TCA			\$			\$
EPT			\$			\$
BBT			\$			\$
DRT			\$			\$
LRT			\$			\$
RGV			\$			\$
BLW			\$			\$
SPW			\$			\$
HVM			\$			\$
GFN			\$			\$
DTM			\$			\$
BUN			\$			\$
SWB			\$			\$
HLT			\$			\$
			\$			\$



Fence Requirements – Replacement PF & Secondary PF

Sector	ROM (-50/+100) Acquisition Cost Replacement PF	Existing Secondary PF	New Miles Secondary PF	ROM (-50/+100) Acquisition Cost Secondary PF	Existing Tertiary PF
SDC	\$ (b) (5)	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)
ELC	\$			\$	
YUM	\$			\$	
TCA	\$				
EPT	\$				
BBT	\$				
DRT	\$				
LRT	\$			\$	
RGV	\$				
BLW	\$				
SPW	\$			\$	
HVM	\$				
GFN	\$				
DTM	\$				
BUN	\$				
SWB	\$				
HLT	\$				
	\$			\$	



Border Fence Photos – Legacy for Replacement

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



U.S. Customs and
Border Protection

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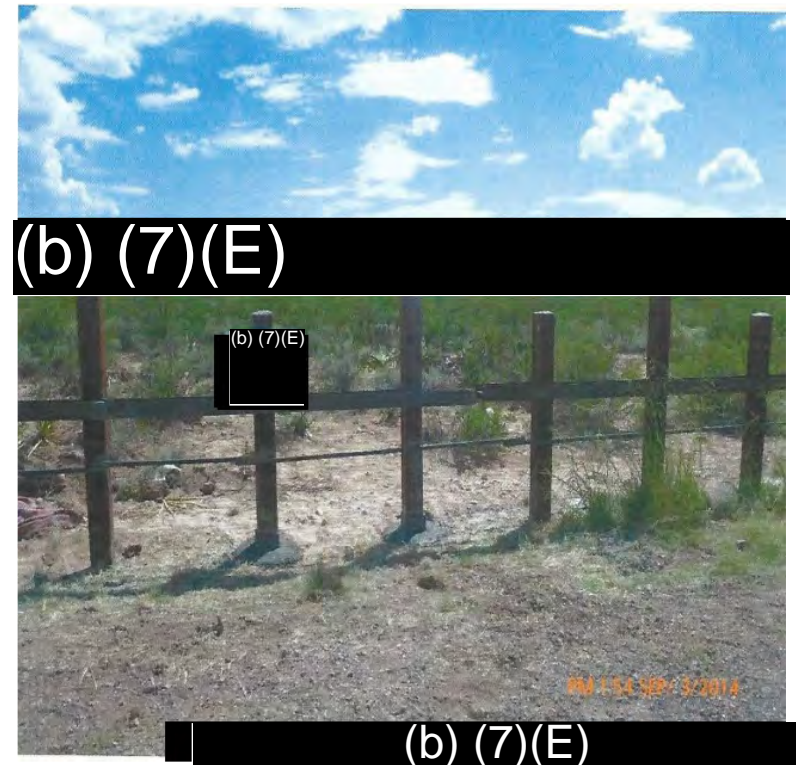
BW11 FOIA CBP 002934

Border Fence Photos – VF Designs

Vehicle Fence – Normandy

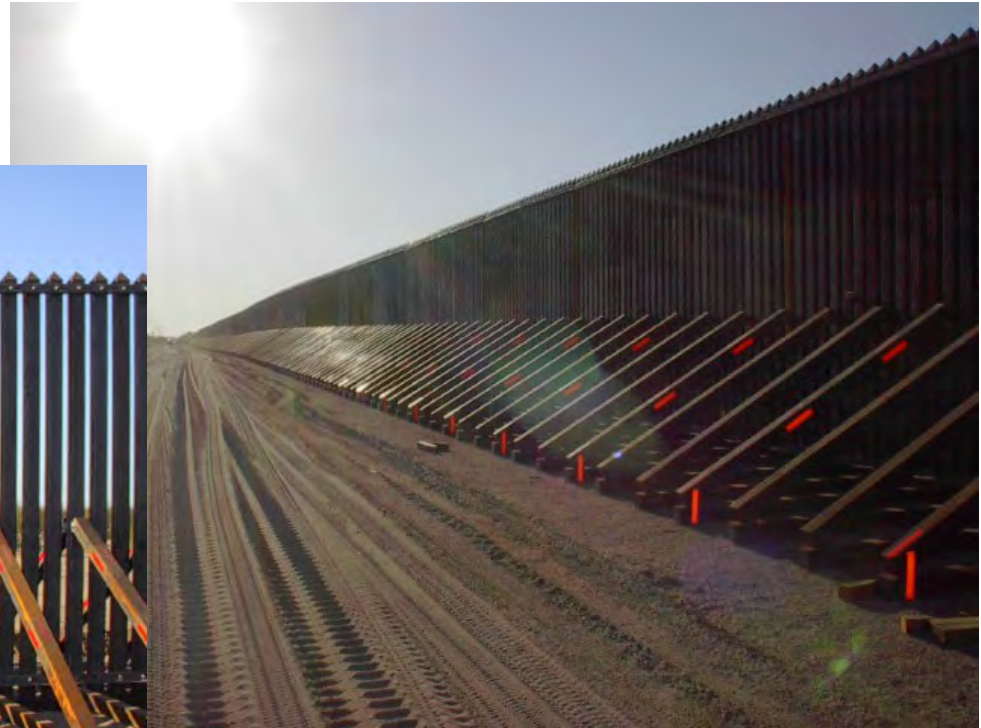


Vehicle Fence – Post/Rail



Border Fence Photos – Floating Fence Design

Pedestrian Fence – Floating Fence – El Centro Sector



U.S. Customs and
Border Protection

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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



U.S. Customs and
Border Protection

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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



Pedestrian Fence – PV-1 Bollard Yuma Sector



U.S. Customs and Border Protection

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Approach to Fence Construction

- **Costs to Construct Primary PF (same for fence replacement costs)**

- On average, cost to construct primary pedestrian or replace primary pedestrian fence is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

- **Cost to Construct Secondary PF**

- On average, cost to construct secondary PF is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

- (b) (5)

- **Costs to Construct VF**

- On average, cost to construct vehicle fence fence is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.



Approach to Fence Construction

- Legal Considerations

(b) (5)



Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**

- The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
 - Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
- In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.

- **Procurement**

- CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. Currently the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction.



Approach to Complete Fence Construction

- **Other Considerations:**

- Additional staffing will be required in all program areas to meet the demands of fence construction while still maintaining current programs
 - Additional workload specifically in the areas of real estate, environmental, engineering, financial management, communications and reporting, project management, and support services will require additional staff within the program office and its parent organizations.
 - Office of Chief Counsel, Procurement, and support from the Department of Justice will also need to be considered to ensure bandwidth to meet these requirements.
- To meet additional staffing requirements, staff support contracts will need to be put in place and an expedited hiring process for hiring federal employees needs to be prioritized and completed as soon as possible.
- [REDACTED] (b) (5)
- Locality dynamics (ex. AZ vs. TX)
- Statutory limitations
 - Prohibited from maintaining operationally critical county roads. Requires legislative change
- Do not have documented fence requirements in many locations (current and former IG & GAO Audits)
 - Majority of fence requirements up to this point were for legacy fence replacement



Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- The purpose of border fence construction is to provide persistent impedance to illegal cr (b) (7)(E)
[REDACTED]
- To date, CBP completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; gates and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.



Road Requirements

Sector	Existing All Weather Roads	New Road Miles	ROM (-50/+100) Acquisition Cost New Roads	Road Repair Miles*	ROM (-50/+100) Repair Cost New Roads
SDC	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)	\$ (b) (5)
ELC			\$ (b) (5)		\$ (b) (5)
YUM			\$		\$
TCA			\$		\$
EPT			\$		\$
BBT			\$		\$
DRT			\$		\$
LRT			\$		\$
RGV			\$		\$
BLW			\$		
SPW			\$		\$
HVM			\$		
GFN			\$		
DTM			\$		
BUN			\$		
SWB			\$		
HLT			\$		
			\$		\$



Road Considerations

- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements include (b) (7)(E). Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance. CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.
- The average cost to construct new roads is currently estimated at (b) (5)
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.
- The recurring average cost to maintain existing roads is (b) (5) per mile, per year.
 - Estimates for "recurring costs" are rough order of magnitude (-50/+100) and reflect average maintenance costs per mile of road plus environmental compliance and staffing and human capital requirements.



Current Tactical Infrastructure Unfunded Requirements

- Currently identified requirements from USBP that have been documented by FM&E are listed below. USBP is currently developing their full requirements list to provide to CBP leadership.
 - RGV (b) (7)(E) Phase 2, (b) (5): (b) (7)(E).
 - Rough Order of Magnitude (ROM) includes approximately (b) (5) in real estate costs.
 - RGV Fence Segments O-1 – O-3, (b) (5): Project includes the construction of (b) (7)(E) miles of primary pedestrian fence. (Note, this mileage in
 - ROM cost estimate includes (b) (7)(E) of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate.
 - ELC Fence Repair / Panel Replacement, (b) (5): Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 Sand Dunes All Weather Road Improvement, (b) (5): Project includes (b) (7)(E) of road improvements.
 - TCA Organ Pipe Maintenance and Repair, (b) (5): Requirement includes maintenance on the Organ Pipe Cactus National Monument.



From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: Fence Response to C2 v6 (b) (6), (b) (7)(C) 111116.pptx
Date: Tuesday, November 15, 2016 9:21:32 AM
Attachments: [Fence Response to C2 v6 \(b\) \(6\), \(b\) \(7\)\(C\) 111116.pptx](#)

All – Attached is the most recent deck for C2. It embeds all the changes we discussed as placeholders so it's easy to see how we get from there to the finish line. (b) (6), (b) (7)(C) is just updating some of the cost assumptions now in the spreadsheet and we'll get that back to you shortly as well.

(b) (6), (b) (7)(C)

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence

November 11, 2016



U.S. Customs and Border Protection



BW11 FOIA CBP 002948



Map of Existing Fence

(b) (7)(E)

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.



U.S. Customs and Border Protection

BW11 FOIA CBP 002949



A Foundation on Which to Build Fence

- **Mandate:**
- **Breadth of Mandate:**
- **Accomplishment Record:**



U.S. Customs and Border Protection



Map of Proposed Fence



U.S. Customs and Border Protection

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.

BW11 FOIA CBP 002951



Map of Existing & Proposed Fence



U.S. Customs and Border Protection

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.

BW11 FOIA CBP 002952



Summary of Requirements & Costs

Requirment Type	New Miles	Acquisition/Initial Costs ROM (-50/+100) Cost	Annual Tail Costs ROM (-50/+100)
New Primary PF	(b) (5)		
New VF			
Replacement Primary PF			
New Secondary PF			
New Roads			
Repairs to Existing Roads			
Total Costs		\$	(b) (5)





Quickest Wins

- **Where can we be turning dirt on the first mile of NEW fence? And how quickly based on RE/ENV requirements being met.**
- **Where can we be replacing fence and how quickly? What's the difference? Why can we replace fence so much quicker than build new.**



U.S. Customs and
Border Protection

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.



Approach to Fence Construction

- **Cost:**

- Primary PF: (b) (5) per mile
 - Average of (b) (5) mile for real estate and environmental planning, construction and construction oversight.
 - (b) (5) mile for mileage in all Sectors except Laredo & RGV
 - (b) (5) mile for mileage in Laredo & RGV
 - (b) (5) mile for environmental mitigation
 - (b) (5) mile for real estate acquisition
 - (b) (5) mile for staffing increases required to support the program
- Secondary PF: (b) (5) per mile
 - Average of (b) (5) mile for real estate and environmental planning, construction and construction oversight – also include (b) (5) mile for road between layers of fence
 - (b) (5) mile for environmental mitigation
 - (b) (5) mile for real estate acquisition
 - (b) (5) mile for staffing increases required to support the program





Approach to Fence Construction

- **Cost (continued)**

- VF: (b) (5) per mile
 - Average of (b) (5)/mile for real estate and environmental planning, construction and construction oversight.
 - (b) (5)/mile for environmental mitigation
 - (b) (5) mile for real estate acquisition
 - (b) (5)/mile for staffing increases required to support the program

- **Government Furnished Material (GFM) and Supply Chain:**

- (b) (5)

- **Procurement**

- (b) (5)
- (b) (5)
- (b) (5)





Approach to Complete Fence Construction

- **Other Considerations**

(b) (5)





BACKUP



U.S. Customs and Border Protection



Border Fence Overview

- To date, U.S. Customs and Border Protection (CBP) completed **654 miles of primary pedestrian and vehicle fence**.
 - Border Fence provides persistent impedence to illegal cross-border activity, (b) (7)(E)
 - CBP has completed three main fence programs since the enactment of the Secure Fence Act in 2006: Pedestrian Fence (PF) 70, PF 225, and Vehicle Fence (VF) 300. Any fence constructed prior to these programs is considered “legacy.”*
 - Tactical Infrastructure (TI) also includes (b) (7)(E); roads, bridges and boat ramps; drainage structures and grates; lighting and electrical systems; and vegetation and debris removal.

Sector	Pedestrian Fence				Vehicle Fence
	Primary	Secondary	Tertiary	TOTAL PF	TOTAL VF
Big Bend (BBT)	(b) (7)(E)				
Del Rio (DRT)					
El Centro (ELC)					
El Paso (EPT)					
Laredo (LRT)					
Rio Grande Valley (RGV)					
San Diego (SDC)					
Tucson (TCA)					
Yuma (YUM)					
TOTAL					





Maps

State by State Maps: 16 total
4 current fence
4 proposed fence
4 combined fence

Please note that numbers may not add up due to rounding. Fence mileage is tracked to the thousandth decimal place.



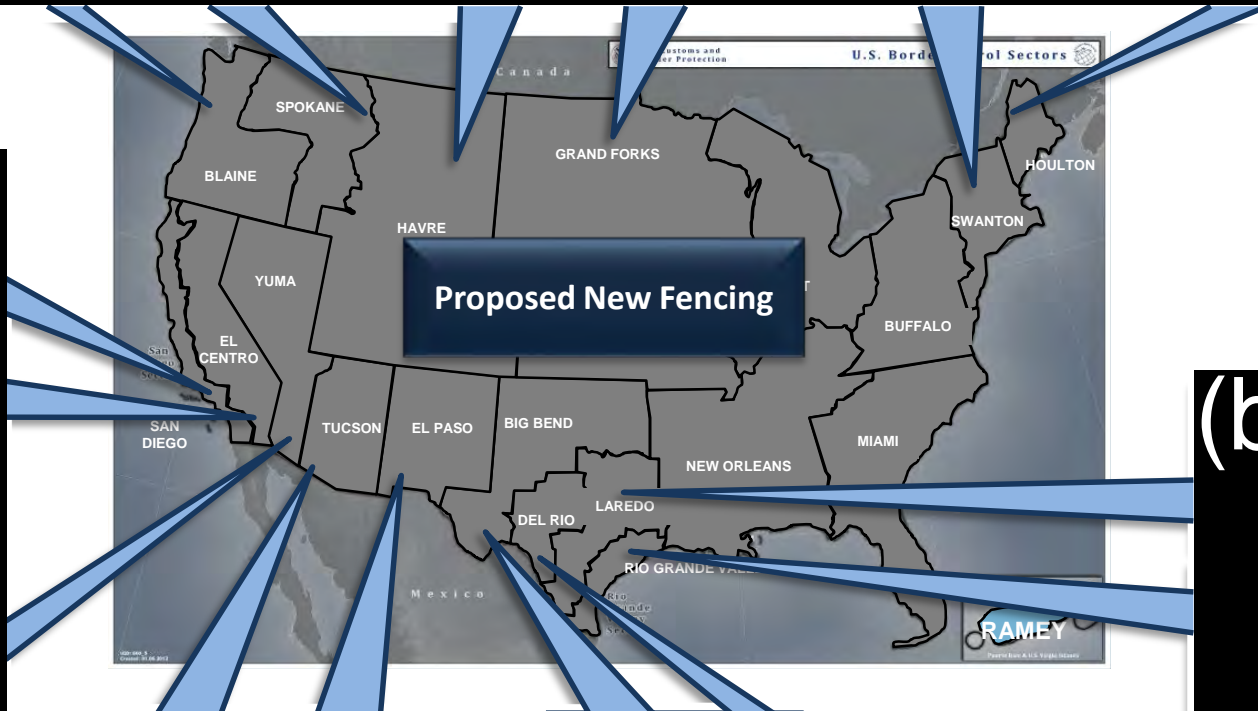
U.S. Customs and Border Protection



Proposed New Fencing

(b) (5)

(b) (5)



(b) (5)

(b) (5)



U.S. Customs and Border Protection



All Fence Requirements – Primary, PF & VF

Sector	Existing VF	New Miles VF	ROM (-50/+100) Acquisition Cost VF	Existing Primary PF	New Miles Primary PF	ROM (-50/+100) Acquisition Cost Primary PF
SDC	(b) (7)(E)	(b) (7)(E)	(b) (5)	(b) (7)(E)	(b) (7)(E)	(b) (5)
ELC						
YUM						
TCA						
EPT						
BBT						
DRT						
LRT						
RGV						
BLW						
SPW						
HVM						
GFN						
DTM						
BUN						
SWB						
HLT						





All Fence Requirements – Replacement PF & Secondary PF

Sector	Replacement Miles PF	ROM (-50/+100) Acquisition Cost Replacement PF	Existing Secondary PF	New Miles Secondary PF	ROM (-50/+100) Acquisition Cost Secondary PF	Existing Tertiary PF
SDC	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)		\$ (b) (5)	(b) (7)(E)
ELC		\$			\$	
YUM		\$			\$	
TCA		\$			\$	
EPT		\$			\$	
BBT					\$	
DRT					\$	
LRT					\$	
RGV					\$	
BLW					\$	
SPW					\$	
HVM					\$	
GFN					\$	
DTM					\$	
BUN					\$	
SWB					\$	
HLT					\$	
		\$			\$	





USBP Prioritized Requirements

USBP to provide

- 1. List of prioritized priorities to build**
- 2. List of prioritized priorities to replace**





Border Fence Photos – Legacy Fence for Replacement

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



U.S. Customs and Border Protection



Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



U.S. Customs and Border Protection



Border Fence Photos – Preferred PF Design

**As many good pics of bollard as
we can find, especially those that
show the view through the
bollards**

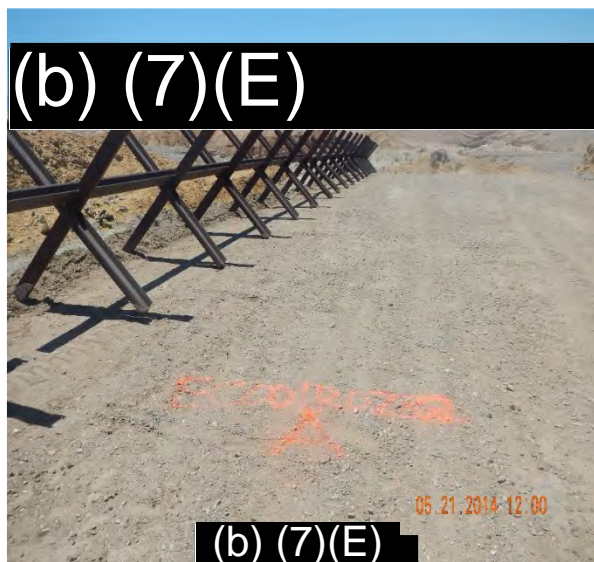


U.S. Customs and
Border Protection

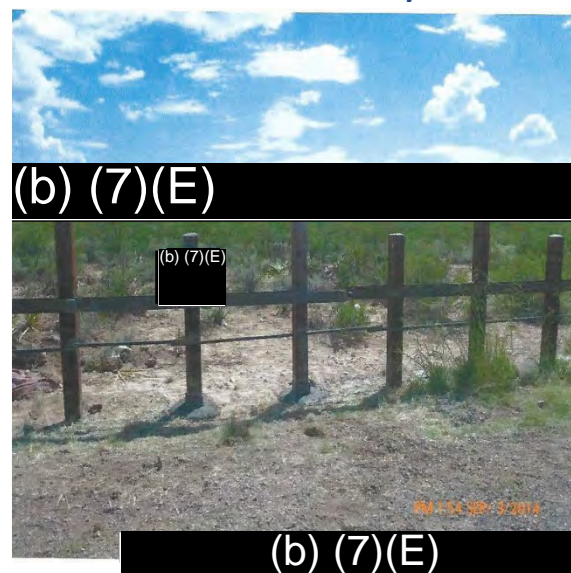


Border Fence Photos – Vehicle Fence Designs

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail





Approach to Fence Construction

- **Costs to Construct Primary PF (same for fence replacement costs)**

- On average, cost to construct primary pedestrian or replace primary pedestrian fence is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

- **Cost to Construct Secondary PF**

- On average, cost to construct secondary PF is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.

- (b) (5)

- **Costs to Construct VF**

- On average, cost to construct vehicle fence fence is approximately (b) (5) per mile.
- Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.





Approach to Fence Construction

- Legal Considerations

(b) (5)





Approach to Complete Fence Construction

- **Government Furnished Material (GFM) and Supply Chain:**

- The Buy American Act restricts the purchase of supplies that are not domestic products requiring 50% of the components to be produced in the U.S.
 - Exceptions include non-availability and unreasonable costs. In order to purchase steel at a reasonable cost, the CBP Head of Contracting Activity (HCA) will need to utilize FAR Part 25.2 to make a determination on cost reasonableness. Without a determination of cost reasonableness, there is a high risk of extremely high costs for steel.
- In order to ensure steel availability on time, at a lower cost and to avoid contractors competing for materials, CBP will establish a Supply Chain Management contract to purchase and deliver steel to the sites. Contract will be similar to the Boeing contract utilized during the prior fence construction programs.

- **Procurement**

- CBP continues to work with its service providers to establish Multiple Award Task Order Contracts (MATOC) and Indefinite Delivery Indefinite Quantity (IDIQ) Contracts to allow for an expedited contract award process for fence construction. Currently the existing contract vehicles allow for \$167M in capacity for design and \$162M in capacity for construction.





Approach to Complete Fence Construction

- **Other Considerations:**

- Additional staffing will be required in all program areas to meet the demands of fence construction while still maintaining current programs
 - Additional workload specifically in the areas of real estate, environmental, engineering, financial management, communications and reporting, project management, and support services will require additional staff within the program office and its parent organizations.
 - Office of Chief Counsel, Procurement, and support from the Department of Justice will also need to be considered to ensure bandwidth to meet these requirements.
- To meet additional staffing requirements, staff support contracts will need to be put in place and an expedited hiring process for hiring federal employees needs to be prioritized and completed as soon as possible.
- [REDACTED] (b) (5)
- Locality dynamics (ex. AZ vs. TX)
- Statutory limitations
 - Prohibited from maintaining operationally critical county roads. Requires legislative change
- Do not have documented fence requirements in many locations (current and former IG & GAO Audits)
 - Majority of fence requirements up to this point were for legacy fence replacement





Border Fence Background

- Section 102(b) of the Illegal Immigration Reform and Immigrant Responsibility Act of 1996 (IIRIRA), as amended, authorizes the Department of Homeland Security (DHS) to construct border infrastructure, including fencing, in locations where such infrastructure would be most practical and effective in deterring illegal entry on the southwest border.
- The purpose of border fence construction is to provide persistent impedance to illegal cr (b) (7)(E)
[REDACTED]
- To date, CBP completed 654 miles of primary pedestrian and vehicle fencing along the southwest border: approximately 354 miles of pedestrian fence and 300 miles of vehicle fence at the cost of approximately \$2.3 billion.
- It is important to note that tactical infrastructure (TI) also includes roads; (b) (7)(E) and bridges; drainage structures and grates; lighting and electrical systems; vegetation and debris removal; and tower real property, construction and maintenance.





Road Requirements

Sector	Existing All Weather Roads	New Road Miles	ROM (-50/+100) Acquisition Cost New Roads	Road Repair Miles*	ROM (-50/+100) Repair Cost New Roads
SDC	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)	\$ (b) (5)
ELC			\$ (b) (5)	(b) (7)(E)	\$ (b) (5)
YUM			\$ (b) (5)		\$ (b) (5)
TCA			\$ (b) (5)		\$ (b) (5)
EPT			\$ (b) (5)		\$ (b) (5)
BBT			\$ (b) (5)		\$ (b) (5)
DRT			\$ (b) (5)		\$ (b) (5)
LRT			\$ (b) (5)		\$ (b) (5)
RGV			\$ (b) (5)		\$ (b) (5)
BLW			\$ (b) (5)		\$ (b) (5)
SPW			\$ (b) (5)		\$ (b) (5)
HVM			\$ (b) (5)		\$ (b) (5)
GFN			\$ (b) (5)		\$ (b) (5)
DTM			\$ (b) (5)		\$ (b) (5)
BUN			\$ (b) (5)		\$ (b) (5)
SWB			\$ (b) (5)		\$ (b) (5)
HLT			\$ (b) (5)		\$ (b) (5)
			\$ (b) (5)		\$ (b) (5)





Road Considerations

- CBP manages an inventory of over 5,100 miles of roads identified by the U.S. Border Patrol for maintenance.
 - Roads are utilized for operational requirements include (b) (7)(E). Additionally, these roads provide access to tactical infrastructure including fence and boat ramps.
- CBP is currently in the process of obtaining both real estate access and environmental clearance to ensure maintenance can be conducted on these roads.
 - As of November 2016, 1,509 miles are fully cleared for maintenance and the remaining 3,619 miles are in the process of acquiring both real estate access and environmental clearance. CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.
- The average cost to construct new roads is currently estimated at (b) (5).
 - Estimate is a rough order of magnitude (-50/+100) and includes project planning and oversight, environmental planning and compliance, environmental mitigation, real estate planning and acquisition, staffing and human capital requirements, design and construction.
- The recurring average cost to maintain existing roads is (b) (5) per mile, per year.
 - Estimates for "recurring costs" are rough order of magnitude (-50/+100) and reflect average maintenance costs per mile of road plus environmental compliance and staffing and human capital requirements.





Other Critical TI Requirements

- **Carrizo Cane Removal**

- Method: Mechanical with herbicide
- Required in:
 - All Laredo
 - All Del Rio
 - Some RGV
 - Some El Centro

- **Boat Ramps**

- RGV – 17
- LRT – TBD
- DRT – TBD





Current Tactical Infrastructure Unfunded Requirements

- Currently identified requirements from USBP that have been documented by FM&E are listed below. USBP is currently developing their full requirements list to provide to CBP leadership.
 - RGV (b) (7)(E) Phase 2, (b) (5): (b) (7)(E)
 - Rough Order of Magnitude (ROM) includes approximately (b) (5) in real estate costs.
 - RGV Fence Segments O-1 – O-3, (b) (5): Project includes the construction of (b) (7)(E) miles of primary pedestrian fence. (Note, this mileage in
 - ROM cost estimate includes 18 miles of roads to access the fence segments.
 - Assumes (b) (7)(E) fence design and costs associated with real estate acquisition are not included in this estimate.
 - ELC Fence Repair / Panel Replacement, (b) (5): Project includes replacement and repair of approximately (b) (7)(E) of primary pedestrian fence.
 - YUM C-1 Sand Dunes All Weather Road Improvement, (b) (5): Project includes (b) (7)(E) of road improvements.
 - TCA Organ Pipe Maintenance and Repair, (b) (5): Requirement includes maintenance on the Organ Pipe Cactus National Monument.



From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: SAC-HS Minority Majority_FENCE RFI_DRAFT_011317_OCC_USBP_ENV INPUT CLEAN (003).docx
Date: Friday, January 13, 2017 2:17:23 PM
Attachments: [SAC-HS Minority Majority_FENCE RFI_DRAFT_011317_OCC_USBP_ENV INPUT CLEAN \(003\).docx](#)

Here it is.

(b) (6), (b) (7)(C) do you know where this request came from? Is it the same tasker that came out last night at 5:45 about the get backs from the HSAC brief?

(b) (6), (b) (7)(C)
Border Patrol & Air and Marine Program Management Office (BPAM PMO)
(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
Sent: Friday, January 13, 2017 2:15 PM
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: RE: SAC-HS Minority Majority_FENCE RFI_DRAFT_011317_OCC_USBP_ENV INPUT CLEAN (003).docx

Does (b) (6), (b) (7)(C) have the doc

From: (b) (6), (b) (7)(C)
Sent: Friday, January 13, 2017 1:34:42 PM
To: (b) (6), (b) (7)(C)
Subject: RE: SAC-HS Minority Majority_FENCE RFI_DRAFT_011317_OCC_USBP_ENV INPUT CLEAN (003).docx

Got it – thanks.

(b) (6), (b) (7)(C)
Border Patrol & Air and Marine Program Management Office (BPAM PMO)
(b) (6), (b) (7)(C)

From: (b) (6), (b) (7)(C)
Sent: Friday, January 13, 2017 1:26 PM
To: (b) (6), (b) (7)(C)
Subject: SAC-HS Minority Majority_FENCE RFI_DRAFT_011317_OCC_USBP_ENV INPUT CLEAN (003).docx

Couple of minor edits – make the changes and considered cleared

SAC/HS Majority

1. CBP has indicated on multiple occasions the ROM has been reported for fencing at (b) (5)/mile; however, they have heard from numerous senior officials at CBP that the estimate is closer to (b) (5) / mile for new fencing. Please provide clarity on the two figures and verify CBP's estimate for NEW pedestrian fencing.

ANSWER:

The average cost to construct new primary pedestrian fence is currently estimated to be between (b) (5) ion and (b) (5) per mile. This is based off of the historical \$6.5 million per mile, which did not include the real estate acquisition cost, and was adjusted to add in risks associated with new construction in areas where there is currently no fence and the increased cost and risk of building fence on the south side of the (b) (7)(E) in the flood plain

Currently, the average cost to construct new primary pedestrian fence includes:

- \$ (b) (5) for real estate and environmental planning, construction and construction oversight
 - (b) (5) for real estate acquisition
 - (b) (5) in all Sectors except Laredo & Rio Grande Valley
 - (b) (5) in Laredo & Rio Grande Valley. (This is due to additional constructions risks with building new pedestrian fence along the river where there are (b) (7)(E)).
- Approximately (b) (5) for environmental mitigation
- Approximately (b) (5) for staffing increases required to support the program

*It should be noted that these estimates do not account for future market fluctuations (e.g. increased fuel costs, labor, raw materials).

*Additionally, please note that these estimates will continue to fluctuate as U.S. Border Patrol (USBP) requirements are finalized.

SAC/HS Minority (RESPONSES REQUESTED BY FRIDAY, JANUARY 13, 2016 COB)

2. What did we spend on the 650 miles of fence in place today?

ANSWER: CBP has spent approximately \$2.3 billion to construct fence.

3. What was the average cost per mile when those segments were initially constructed?

ANSWER: The average cost per mile was \$ (b) (5) million for pedestrian and \$ (b) (5) million for vehicle.

4. How many miles are actually fence vs vehicle barriers?

Note: OCA does have this information from previous inquiries, but provided for awareness.

ANSWER: Approximately 354 miles of pedestrian fence and 300 miles of vehicle fence/barrier.

5. Does CBP have any measures of the success of the existing fence? Or the failure? (Various news articles have referred to a drop in apps with the fence, but from CBP's POV how much is directly applicable to the fencing vs. other factors (economy, family reunification, etc?)

Note: Please refer to the NYT article referenced by staff.

ANSWER: USBP to provide input

Historically, CBP has deployed tactical infrastructure in areas of high threat. Following deployments, CBP routinely noticed a reduction in apprehensions.

6. What are the sources of the various estimates of the cost of new fencing? Any source more reliable than another?

ANSWER: We are not aware of the sources of the various public fence estimates and can only speak to the validity of the numbers we have been utilizing.

7. Do the various estimates assume all 1,200 to 1,400 (or 1,989 full) additional miles? 20 foot wall? Forty foot wall?

ANSWER: Again, we are not aware of the sources of the various public fence estimates and can only speak to the validity of the numbers we have been utilizing. The location and height of border fence is based upon the operational requirements identified by USBP.

8. Do the estimates assume costs of purchasing private property? How many miles currently unfenced are on private land?

ANSWER: Again, we are not aware of the sources of the various public fence estimates and can only speak to the validity of the numbers we have been utilizing.

Miles of current unfenced border that occur on private land is difficult to determine without official operational requirements from US Border Patrol and knowing where actual new fence placement would occur in relation to the border.. Without fence requirements and knowing where actual fence placement would occur, CBP is not in a position to conduct the necessary title research to identify landownership of current unfenced border area.

9. What was the cost per mile of the double wall between Tijuana and San Diego?

ANSWER: The referenced double fence was constructed prior to the creation of the Department of Homeland Security and CBP. This is considered legacy fence and CBP does not have an accurate estimate of the cost for any legacy fence segments.

Portions of the BIS were completed by former INS and are considered legacy fence. Other portions were constructed by DHS/CBP. Because some of the BIS is legacy fence and some was constructed by CBP, it is difficult, if not impossible, to produce accurate cost estimates.

10. What examples do we have of the private land owners opposing or going to court over the land? How many lawsuits outstanding covering how many miles (and length of cases)?

ANSWER: Real estate acquisition for border fence construction is a very complex issue, particularly in Texas. There are many different factors that affect the number and status of condemnation cases. CBP makes every effort to acquire property through negotiating offers to sell with landowners.

(b) (5)

HAC/HS Majority

Requested during briefing held yesterday on Border Migration – has not been tasked through formal Get Back process at this time.

11. Provide maintenance costs of tactical infrastructure (e.g., pedestrian fencing).

ANSWER: On average, CBP spends \$50-55 million per year to maintain and repair all of its tactical infrastructure, at the cost of approximately \$(b) (5) per mile. This cost includes maintenance and repair of approximately (b) (7)(E) thousands of miles of roads with associated bridges, approximately two thousand light posts, hundreds of drainage systems and grates, thousands of acres of vegetation and debris removal and other infrastructure, making it difficult to pin point exact totals for fence specifically. That said, CBP estimates it spends approximately (b) (5) er year to maintain and repair existing pedestrian and vehicle fence. The majority of our maintenance and repair needs is for roads to access border fence.