

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: FW: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS
Date: Friday, November 11, 2016 9:03:38 AM
Attachments: (b) (5)

fysa

From: (b) (6), (b) (7)(C)
Sent: Friday, November 11, 2016 8:51 AM
To: BORKOWSKI, MARK S <(b) (6), (b) (7)(C)>; (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C) PROVOST, CARLA (USBP) (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C) CALVO, KARL H. (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)
(b) (6), (b) (7)(C)
(b) (6), (b) (7)(C)
Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

All – Attached is the final consolidated deck. All the content from both the OFAM and USBP decks has been combined. The existing fence lengths have been adjusted to match OFAM's records and all new requirements by USBP have been run through the OFAM cost models. The base brief is five content slides with all detail pushed to the back-up.

Should further work be required, I'll be standing by.

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

From: BORKOWSKI, MARK S
Sent: Friday, November 11, 2016 6:47 AM
To: (b) (6), (b) (7)(C)
(b) (6), (b) (7)(C) PROVOST, CARLA (USBP) (b) (6), (b) (7)(C);
(b) (6), (b) (7)(C) CALVO, KARL H. (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)

Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

Folks,

This looks like a lot of good work--but please don't overwork this task. C2 is looking for the big picture and pricing rules of thumb. We don't have to have high fidelity pricing.

3 or 4 charts for the primary deck--keep the message simple. The backup detail will be great but let's not hold up answering the mail for the sake of solving world hunger#

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

Sent: Friday, November 11, 2016 12:21:49 AM

To: (b) (6), (b) (7)(C); PROVOST, CARLA (USBP); (b) (6), (b) (7)(C) CALVO, KARL H.; (b) (6), (b) (7)(C); BORKOWSKI, MARK S

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

Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

Thank you, sir. The new estimates are completed and I've updated the tables. I plan to look at these again first AM with fresh eyes and get this back to the group CCed here for final concurrence.

Best,

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

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

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

Sent: Thursday, November 10, 2016 10:04 PM

To: PROVOST, CARLA (USBP); (b) (6), (b) (7)(C)

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

(b) (6), (b) (7)(C) BORKOWSKI, MARK S <MARK.S.BORKOWSKI@CBP.DHS.GOV>

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

Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

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

Thanks for the phone call. After our discussion, please use the OFAM (FM&E) model generated numbers. The USBP numbers are tactically very good, but the model is more comprehensive at the strategic level and account for the increased complexity of mega projects (economy of scale, environmental considerations, increased project management staff, etc.). Secondly, please use your numbers on the distances. But please ensure the numbers presented, round up to the higher of the two. We need the mega macro number to be large enough to cover the requirement with a consistent story from all of CBP. Then please make sure you tell us...so we can all tell the same story!

Don't hesitate to call if you need help!

VR

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

From: PROVOST, CARLA (USBP)

Sent: Thursday, November 10, 2016 9:28:39 PM

To: (b) (6), (b) (7)(C); CALVO, KARL H.; (b) (6), (b) (7)(C); BORKOWSKI, MARK S

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

Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

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

Try calling (b) (6), (b) (7)(C)

Carla L. Provost

Deputy Chief

U.S. Border Patrol

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

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

Sent: Thursday, November 10, 2016 9:25 PM

To: (b) (6), (b) (7)(C) >; PROVOST, CARLA (USBP)

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

>; BORKOWSKI, MARK S

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

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

Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

Ms. (b) (6), (b) (7)(C)

Questions regarding costs should be referred to XD (b) (6), (b) (7)(C) or his designee. He is copied above.

Thanks.

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

Deputy Chief

Law Enforcement Operations Directorate

U.S. Border Patrol

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

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

Sent: Thursday, November 10, 2016 9:11 PM

To: PROVOST, CARLA (USBP) <(b) (6), (b) (7)(C)>; CALVO, KARL H.

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

BORKOWSKI, MARK S <(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)

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

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

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

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

Subject: RE: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

Chief Provost – There are some minor data differences and some questions regarding the costs that I need to resolve to combine these. I realize it's late in the evening but would it be possible to discuss by phone briefly in order expedite completion? I'm happy to work with whomever the appropriate points of contact are to do this as quickly as possible.

Thank you,

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

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

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

From: PROVOST, CARLA (USBP)

Sent: Thursday, November 10, 2016 8:40 PM

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

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

BORKOWSKI, MARK S <(b) (6), (b) (7)(C)>

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

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

Subject: FW: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

ALCON,

Please find attached USBP's submission for the Infrastructure (fencing and roads) transition pptx. I appreciate your patience as our team worked diligently to get these updated numbers. Please let us know if you have questions or concerns.

Thank you,
Carla

Carla L. Provost

Deputy Chief

USBP

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

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

Sent: Thursday, November 10, 2016 8:14 PM

To: PROVOST, CARLA (USBP) (b) (6), (b) (7)(C)

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

Subject: TI Presidential Transition (FINAL 2).pptx

Changes as requested

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: FW: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS
Date: Wednesday, November 16, 2016 7:12:19 AM
Attachments: (b) (5)

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

(b) (5)

Thanks-

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

Senior Attorney
Office of Assistant Chief Counsel, Indianapolis
Customs and Border Protection

(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: Friday, November 11, 2016 8:21 PM
To: (b) (6), (b) (7)(C)
Subject: FW: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

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

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

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

Subject: TI Presidential Transition FENCE & ROADS

Date: Monday, November 14, 2016 9:30:43 AM

Attachments: (b) (5)

All – Please see attached for the deck that went forward last week regarding fence and roads. Lots of good information in here.

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

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), (b) (7)(C)

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

Subject: FW: TI Presidential Transition (FINAL 2).pptx FENCE & ROADS

ALCON,

Please find attached USBP's submission for the Infrastructure (fencing and roads) transition pptx. I appreciate your patience as our team worked diligently to get these updated numbers. Please let us know if you have questions or concerns.

Thank you,
Carla

Carla L. Provost

Deputy Chief

USBP

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

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

Sent: Thursday, November 10, 2016 8:14 PM

To: PROVOST, CARLA (USBP) [REDACTED] (b) (6), (b) (7)(C)

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

Subject: TI Presidential Transition (FINAL 2).pptx

Changes as requested

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: Updated deck for C2
Date: Tuesday, November 22, 2016 2:41:19 PM
Attachments: [C2 TI Requirements Deck INTERNAL 11 22 2016v1.pptx](#)

Updates include:

- Delete proposed map
- New 'notional' language; need USBP to confirm
- Broke out slide 5 and 6 to show SWB and NB
- Added in definition of Roosevelt Reservation
- Added CA/US treaty language
- Updated the note on the timeline slide
- Split out slides 32 and 33 to show NB and SWB

Please let me know of any other edits.

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

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), (b) (7)(C)

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence and Roads

November 23, 2016



U.S. Customs and
Border Protection



BW11 FOIA CBP 003046



Map of Existing Fence

(b) (7) (E)



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2

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



A Foundation on Which to Build Fence

- CBP was tasked with building 700 miles of “two layer” fencing on the southwest border which was later changed to meet USBP operational requirements of 654 miles of primary fence.
- This was tasked to CBP in July 2007, with over 600 miles completed by January 20, 2009.
- 654 miles of primary fence have been completed to date, with the majority of mileage completed between 2008 and 2009.





Map of Existing & Proposed Fence

(b) (7)(E), (b) (5)

This is a high level view of proposed requirements refinements of geospatial lines in progress



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Summary of Unconstrained Operational Needs & Cost Estimates

Southwest Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (7)(E), (b) (5)			
New VF				
Replacement Primary PF & VF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				
Total Costs		\$	(b) (5)	

Northern Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (7)(E), (b) (5)	(b) (7)(E), (b) (5)	(b) (7)(E), (b) (5)	(b) (7)(E), (b) (5)
New VF				
Replacement Primary PF & VF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				
Total Costs				



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Summary of Unconstrained Operational Needs & Cost Estimates

Southwest and Northern Border				
Requirement Type	New Miles	Acquisition/Initial Costs	20 Year Recurring Costs	Total End State Cost
New Primary PF	(b) (7)(E), (b) (5)			
New VF				
Replacement Primary PF & VF				
New Secondary PF				
New Roads				
Repairs to Existing Roads				
Total Costs		\$	(b) (5)	

Unconstrained operational need at the beginning of the planning process does not necessarily reflect the feasibility of the ultimate execution of those needs. These miles do not reflect the critical need nor do they reflect alternate enforcement solutions.

*****Statement pending USBP Approval / Edits*****



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Quickest Wins

- Replacement of (b) (7)(E) primary pedestrian and vehicle fence in El Centro, Tucson, and El Paso where CBP already has real estate access and environmental analysis has been completed.

(b) (5)

- The right to access, construct, maintain, and repair tactical infrastructure in many areas of the border is secured through the Roosevelt Reservation: a 1907 Executive Order authorizing federal property rights within 60-feet of the international border in CA, AZ, & NM. The Roosevelt Reservation is the basis for CBP property rights along much of the border fence.





Estimated High Level Timeline

Overall Project Assumptions:

- 1)
- 2)
- 3)

(b) (5)

Notice to
Proceed
(NTP)

NTP + 12
months

NTP + 24
months

NTP + 36
months

(b) (5)



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Quick Win Timeline

Quick Win Assumptions:

- 1)
- 2)
- 3)

(b) (5)

Notice to
Proceed
(NTP)

NTP + 12
months

NTP + 24
months

NTP + 36
months

Acquisition

Design

Environmental

*Real
Estate*

(b) (5)



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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 (slide 1 of 2)

(b) (5)



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Approach to Complete Fence Construction

- **Other Considerations (slide 2 of 2)**

(b) (5)





BACKUP



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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					



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15

*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.



Maps – Current Fence, California

(b) (7) (E)



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Maps – Current & Proposed Fence, California

(b) (7)(E), (b) (5)

This is a high level view of proposed requirements refinements of geospatial lines in progress



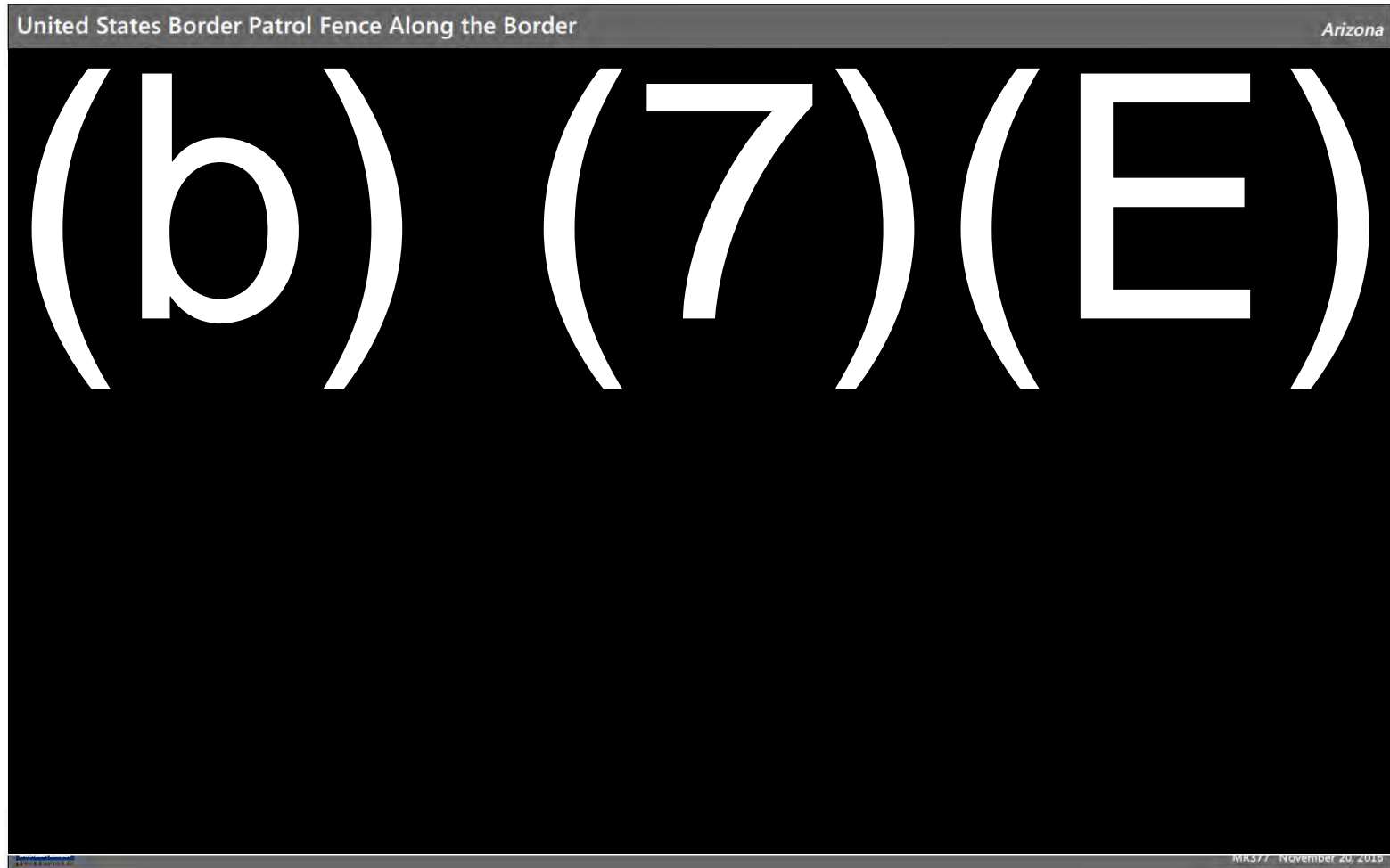
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Maps – Current Fence, Arizona



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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Border Protection

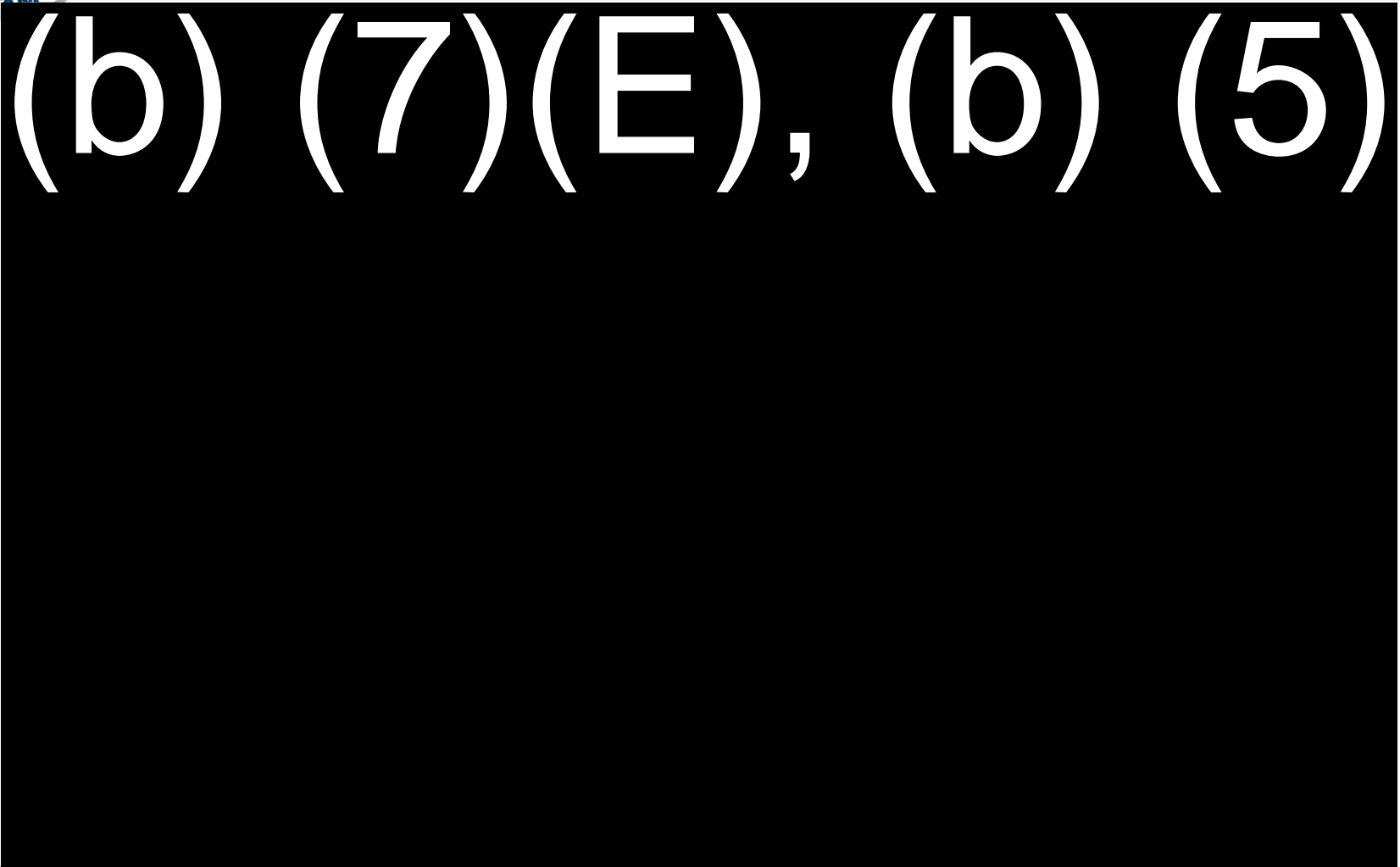
~~PREDECISIONAL/FOR OFFICIAL USE ONLY~~

BW11 FOIA CBP 003063



Maps – Current & Proposed Fence, Arizona

(b) (7)(E), (b) (5)

A large black rectangular redaction box covers the majority of the slide content, starting below the title and ending above the footer. The text "(b) (7)(E), (b) (5)" is printed in large white font at the top left of this redacted area.

This is a high level view of proposed requirements refinements of geospatial lines in progress



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Maps – Current Fence, New Mexico

United States Border Patrol Fence Along the Border

New Mexico

(b) (7) (E)

Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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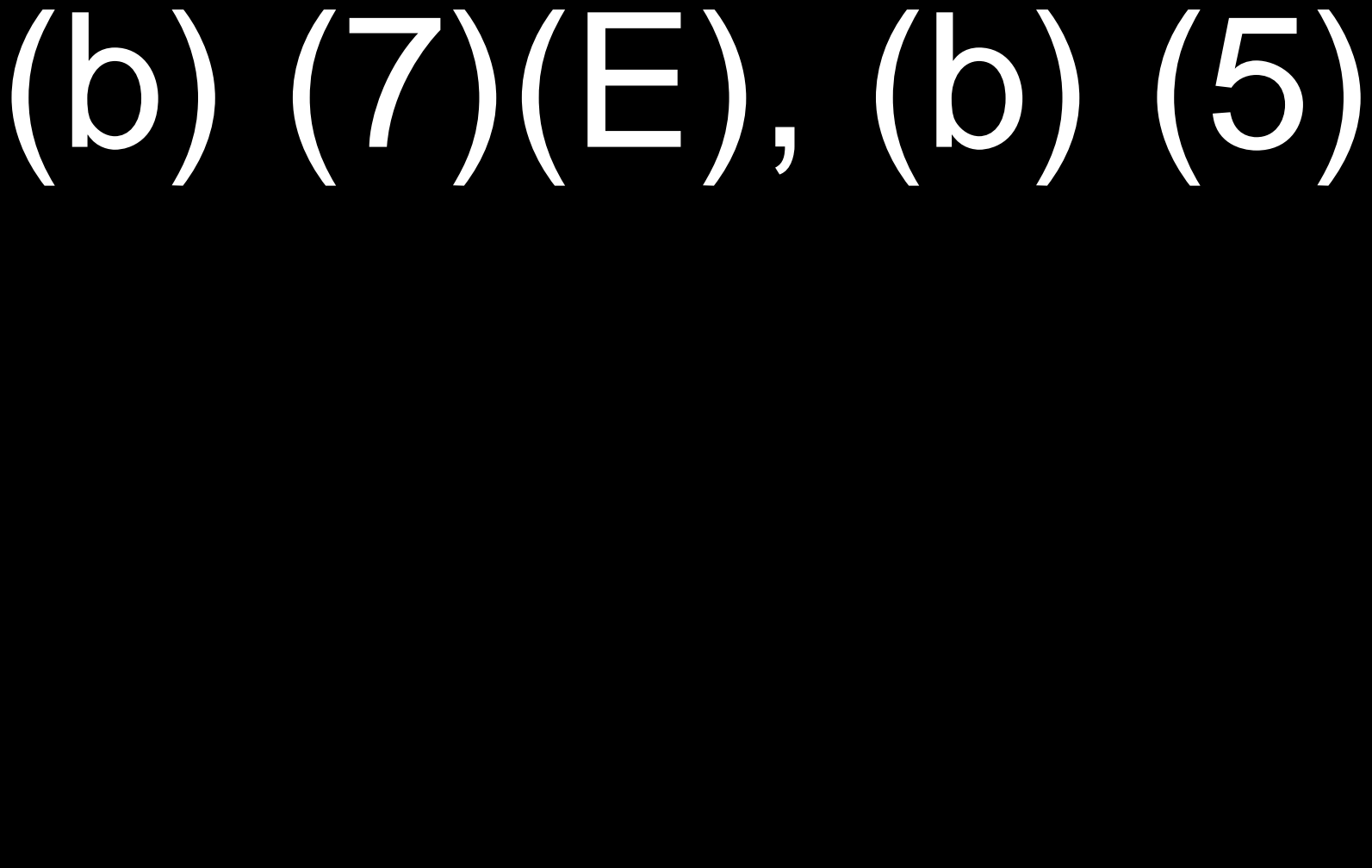
~~PREDECISIONAL/FOR OFFICIAL USE ONLY~~

BW11 FOIA CBP 003065



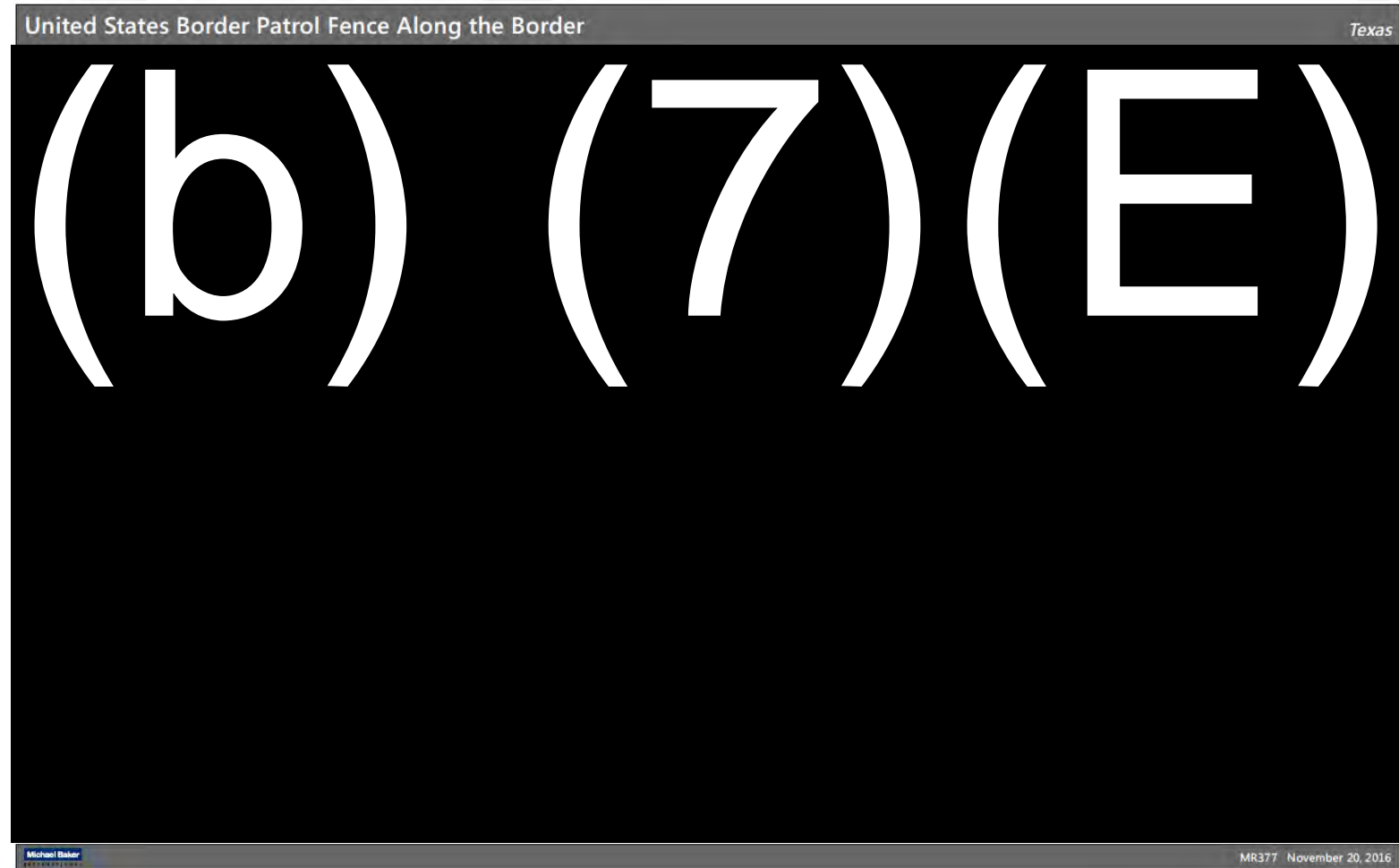
Maps – Current & Proposed Fence, New Mexico

(b) (7)(E), (b) (5)

A large, solid black rectangular redaction box covers the majority of the page content, starting below the title and ending above the footer. The text "(b) (7)(E), (b) (5)" is printed in large white font at the top left of this redacted area.



Maps – Current Fence, Texas



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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BW11 FOIA CBP 003067



Maps – Current & Proposed Fence Fence, Texas

(b) (7)(E), (b) (5)

*Please Note: Anywhere there is secondary fence, there is a primary fence layer below it.
This is a high level view of proposed requirements refinements of geospatial lines in progress*



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Maps – Current & Proposed Fence Fence, Washington

(b) (7)(E), (b) (5)

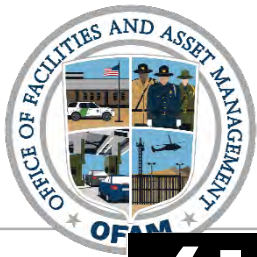




Maps – Proposed Fence, Idaho

(b) (5)





Maps – Current & Proposed Fence, Montana

(b) (7)(E), (b) (5)





Maps – Proposed Fence, New York

(b) (5)





Maps – Proposed Fence, Vermont

(b) (5)





Maps – Proposed Fence, New Hampshire

(b) (5)





Maps – Proposed Fence, Maine

(b) (5)





Proposed New Fencing

(b) (5)

(b) (5)



(b) (5)

(b) (5)



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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
Northern Border Total	(b) (7)(E)		\$ (b) (5)	(b) (7)(E)		\$ (b) (5)
BLW			\$			\$
BUN			\$			\$
DTM			\$			\$
GFN			\$			\$
HLT			\$			\$
HVM			\$			\$
SPW			\$			\$
SWB			\$			\$
Southwest Border Total			\$			\$
BBT			\$			\$
DRT			\$			\$
ELC			\$			\$
EPT			\$			\$
LRT			\$			\$
RGV			\$			\$
SDC			\$			\$
TCA			\$			\$
YUM			\$			\$
Grand Total			\$			\$





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
Northern Border Total	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)		\$ (b) (5)	(b) (7)(E)
BLW		\$			\$	
BUN		\$			\$	
DTM		\$			\$	
GFN		\$			\$	
HLT		\$			\$	
HVM		\$			\$	
SPW		\$			\$	
SWB		\$			\$	
Southwest Border Total		\$			\$	
BBT		\$			\$	
DRT		\$			\$	
ELC		\$			\$	
EPT		\$			\$	
LRT		\$			\$	
RGV		\$			\$	
SDC		\$			\$	
TCA		\$			\$	
YUM		\$			\$	
Grand Total		\$			\$	





Border Fence Photos – Legacy for Replacement

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



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BW11 FOIA CBP 003079

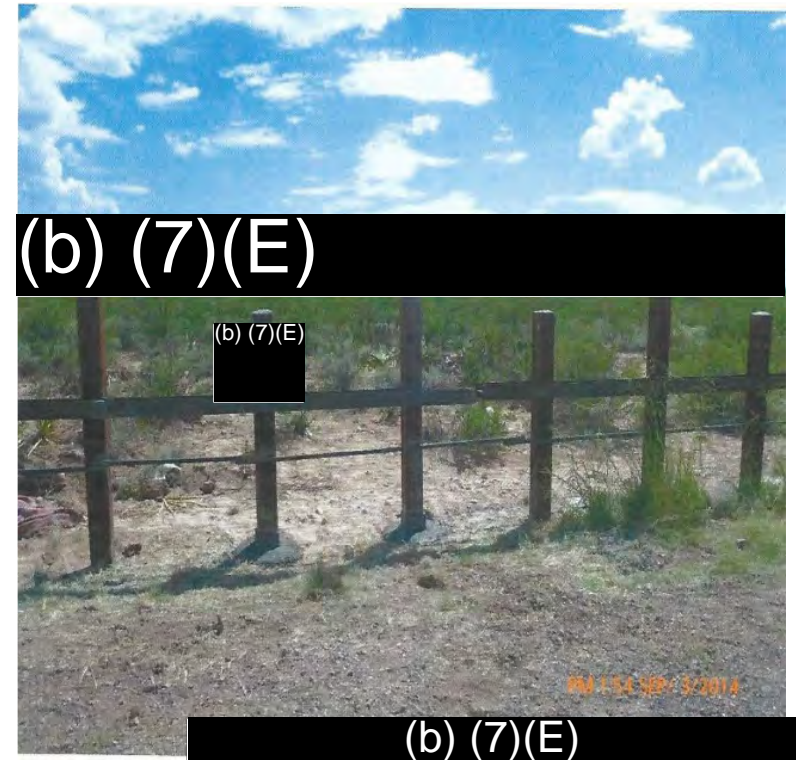


Border Fence Photos – VF Designs

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



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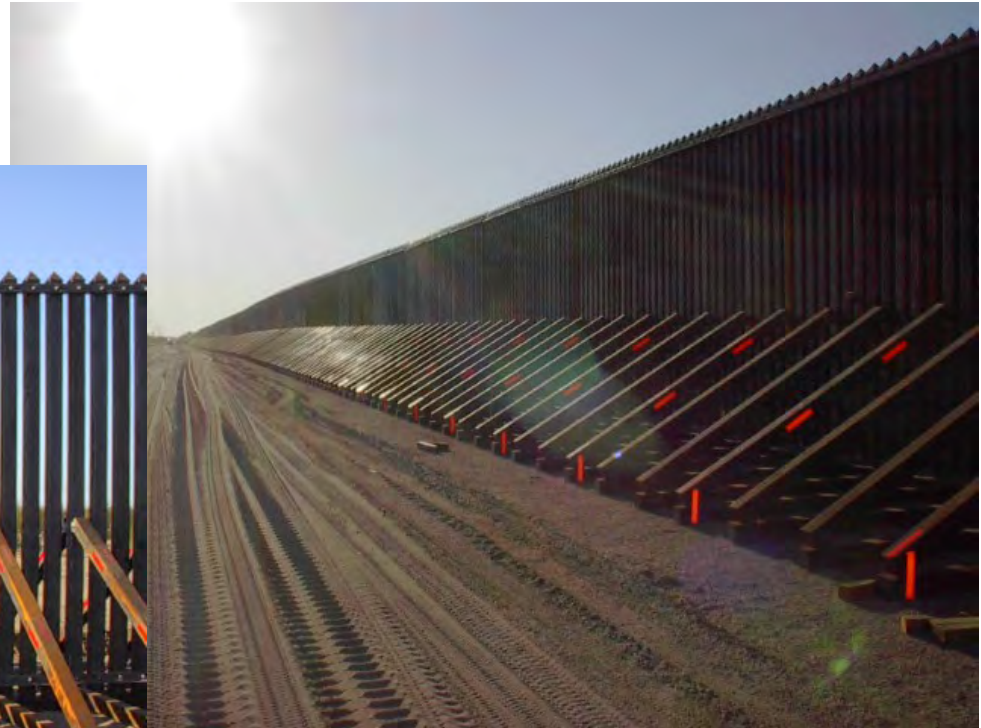
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Border Fence Photos – Floating Fence Design

Pedestrian Fence – Floating Fence – El Centro Sector



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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



Pedestrian Fence – PV-1 Bollard Yuma Sector



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Border Fence Photos – Levee Wall

Pedestrian “Flevee” – Fence on Levee



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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)



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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:

(b) (5)





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; (b) (7)(E)s 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) (5)	(b) (5)	(b) (7)(E)	\$(b) (5)
ELC					\$(b) (5)
YUM					\$(b) (5)
TCA					\$(b) (5)
EPT					\$(b) (5)
BBT					\$(b) (5)
DRT					\$(b) (5)
LRT					\$(b) (5)
RGV					\$(b) (5)
BLW					\$(b) (5)
SPW					\$(b) (5)
HVM					\$(b) (5)
GFN					\$(b) (5)
DTM					\$(b) (5)
BUN					\$(b) (5)
SWB					\$(b) (5)
HLT					\$(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) bollard 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)
Subject: FW: Fence Presentation to OCC - Thursday
Date: Tuesday, November 29, 2016 3:40:57 PM
Attachments: (b) (5)
Importance: High

Should (b) (6), (b) (7)(C) be the one doing this presentation? I'm going to review the deck but want to make sure you all have an opportunity to weigh in here.

(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: Tuesday, November 29, 2016 1:59 PM

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

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

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

Subject: Fence Presentation to OCC - Thursday

Importance: High

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

As I believe (b) (6), (b) (7)(C) informed you, I was invited to present to OCC on Thursday afternoon. I have given this presentation a number of times at OCC's request for their new attorneys and for new DOJ and USACE attorneys...albeit in a slightly different format. However, this time I will not just be presenting to new attorneys, I'll be speaking to most of their office here in DC.

As you'll see, I didn't invent new slides per se, I pulled from our new BPAM 101 brief which (b) (6), (b) (7)(C) provided, a couple slides from our recent C2 brief, and a few slides I prepared for recent PMRs. OCC's desire was for me to cover fence, with a focus on real estate of course. That said, I'll lead off by briefly introducing the new BPAM organization – I will not spend much time on that though.

Please let me know if the power point is good-to-go, or if you require any amendments.

Thank you in advance!

Very Respectfully,

(b) (6), (b) (7)(C), **MBA PMP**
Real Estate Program Manager

LMI Government Consulting
Border Patrol Air and Marine
Program Management Office
Facilities Management and Engineering
U.S. Customs and Border Protection

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

*Excel as a trusted strategic partner enhancing
Border Patrol's proud legacy.*

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: PRINT PLEASE
Date: Wednesday, November 23, 2016 12:10:54 PM
Attachments: [C2 TI Requirements Deck INTERNAL 11 23 2016 FINAL.pptx](#)

Hi (b) (6), (b) (7)(C) – Can you please print 12 copies of this in color asap? It's a beast – be warned. Thank you, thank you! Gobble, gobble! ;-)

(b) (6), (b) (7)(C) is also going to send you maps to print too.

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

From: (b) (6), (b) (7)(C)
To: (b) (6), (b) (7)(C)
Cc: (b) (6), (b) (7)(C)
Subject: Deck for 2 pm
Date: Wednesday, November 23, 2016 12:25:20 PM
Attachments: [C2_T1 Requirements Deck INTERNAL 11_23_2016 FINAL.pptx](#)

Hi (b) (6), (b) (7)(C) —

Please see attached for the 2 pm deck (Overview of the Fence Follow-On Discussion). Can you please attach to the invite for those calling in?

Thank you.

Regards,

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

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

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), (b) (7)(C)

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

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

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

Subject: FINAL (yes, really) C2 TI deck

Date: Wednesday, November 23, 2016 1:15:22 PM

Attachments: [C2 TI Requirements Deck INTERNAL 11_23_2016 FINAL.pptx](#)

C2 meeting was bumped up to 2 pm EST today. Attached is the final deck.

Regards,

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

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

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), (b) (7)(C)

CBP Enterprise Services

Office of Facilities and Asset Management

Overview of CBP Fence and Roads

November 23, 2016



U.S. Customs and
Border Protection



BW11 FOIA CBP 003099



Map of Existing Fence

(b) (7)(E)



A Foundation on Which to Build Fence

- CBP was tasked with building 700 miles of “two layer” fencing on the southwest border which was later changed to meet USBP operational requirements of 654 miles of primary fence.
- This was tasked to CBP in July 2007, with over 600 miles completed by January 20, 2009.
- 654 miles of primary fence have been completed to date, with the majority of mileage completed between 2008 and 2009.



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Map of Existing & Proposed Fence

(b) (7)(E), (b) (5)

This is a high level view of proposed requirements refinements of geospatial lines in progress



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Summary of Unconstrained Operational Needs & Cost Estimates

Southwest Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (7)(E)	\$	(b) (5)	(b) (5)
New VF		\$		
Replacement Primary PF & VF		\$		
New Secondary PF		\$		
New Roads		\$		
Repairs to Existing Roads		\$		
Total Costs		\$		
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (7)(E)	\$	(b) (5)	(b) (5)
New VF		\$		
Replacement Primary PF & VF		\$		
New Secondary PF		\$		
New Roads		\$		
Repairs to Existing Roads		\$		
Total Costs		\$		



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Summary of Unconstrained Operational Needs & Cost Estimates

Southwest and Northern Border				
Requirement Type	New Miles	Acquisition/Initial Costs ROM (-50%/+100%) Cost	20 Year Recurring Costs (Maintenance and Repair)	Total End State Cost
New Primary PF	(b) (7)(E)	\$	(b) (5)	
New VF		\$		
Replacement Primary PF & VF		\$		
New Secondary PF		\$		
New Roads		\$		
Repairs to Existing Roads		\$		
Total Costs		\$		

Unconstrained operational needs at the beginning of the planning process do not necessarily reflect the feasibility of the ultimate execution of those needs. These miles do not reflect the critical need nor do they reflect alternate enforcement solutions.

*****Statement pending USBP Approval / Edits*****



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Quickest Wins

- Replacement of 184.4 primary pedestrian and vehicle fence in El Centro, Tucson, and El Paso where CBP already has real estate access and environmental analysis has been completed.

(b) (5)

- The right to access, construct, maintain, and repair tactical infrastructure in many areas of the border is secured through the Roosevelt Reservation: a 1907 Executive Order authorizing federal property rights within 60-feet of the international border in CA, AZ, & NM. The Roosevelt Reservation is the basis for CBP property rights along much of the border fence.





Estimated High Level Timeline

Overall Project Assumptions:

- 1)
- 2)
- 3)

(b) (5)

Notice to
Proceed
(NTP)

NTP + 12
months

NTP + 24
months

NTP + 36
months

(b) (5)

Construction Phase Assumptions:

- 1)

(b) (5)



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Quick Win Timeline

Quick Win Assumptions:

1
2
3

(b) (5)

Notice to
Proceed
(NTP)

NTP + 12
months

NTP + 24
months

NTP + 36
months

Acquisition

Design

Environmental

*Real
Estate*

(b) (5)



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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 (slide 1 of 2)

(b) (5)



Approach to Complete Fence Construction

- Other Considerations (slide 2 of 2)

(b) (5)



BACKUP



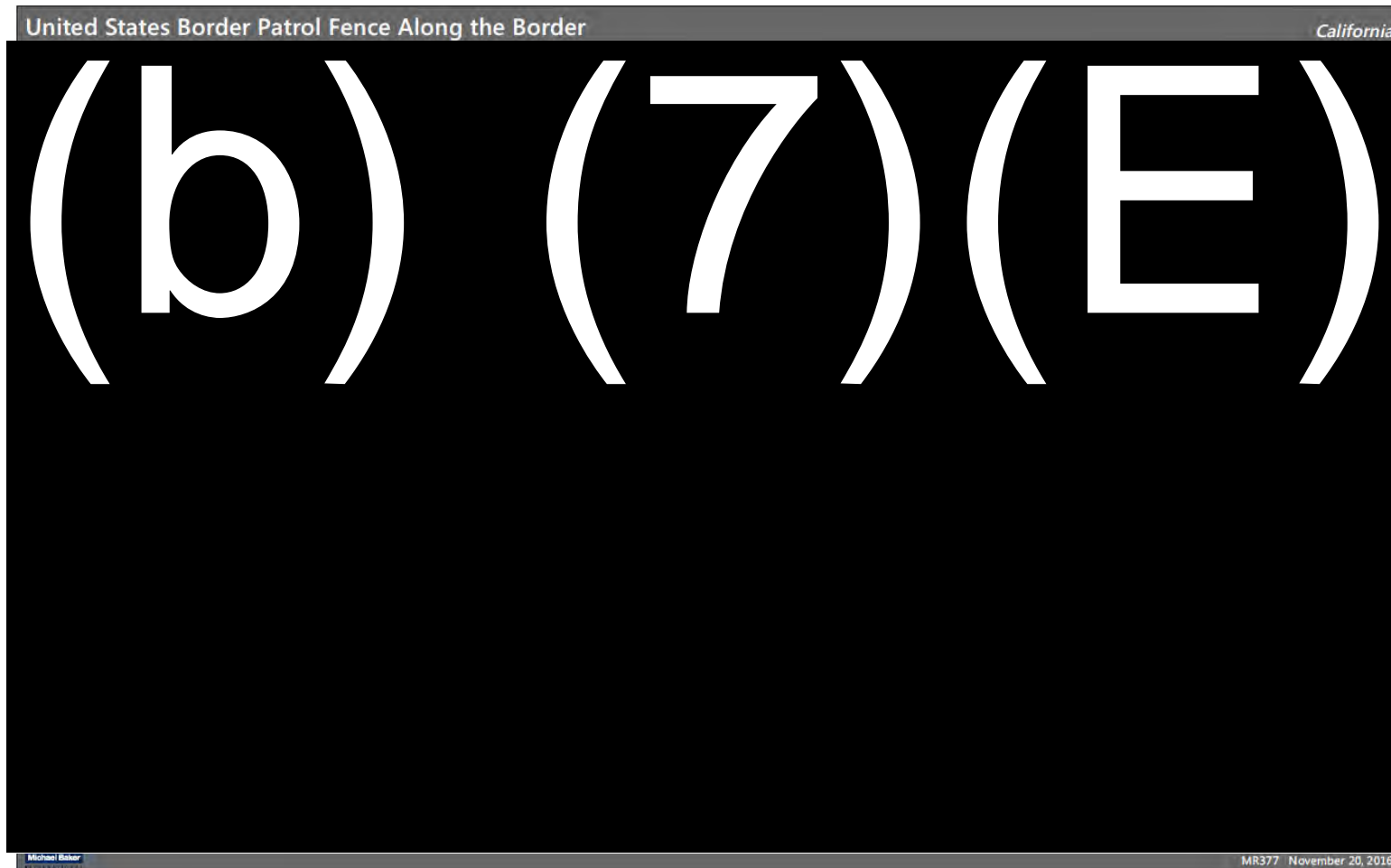
Border Fence Overview

- 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					



Maps – Current Fence, California



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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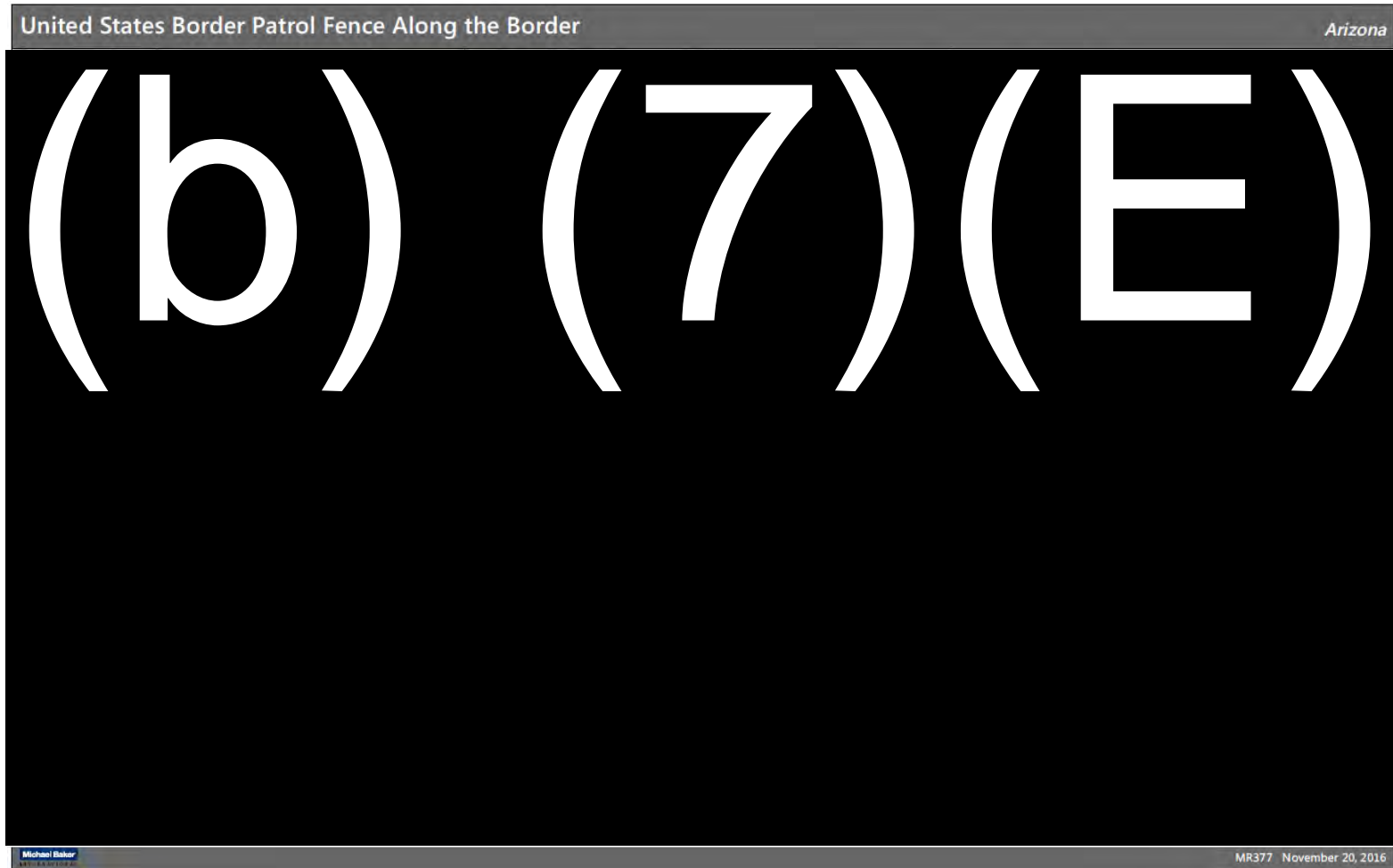
Maps – Current & Proposed Fence, California

(b) (7)(E), (b) (5)





Maps – Current Fence, Arizona



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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BW11 FOIA CBP 003116



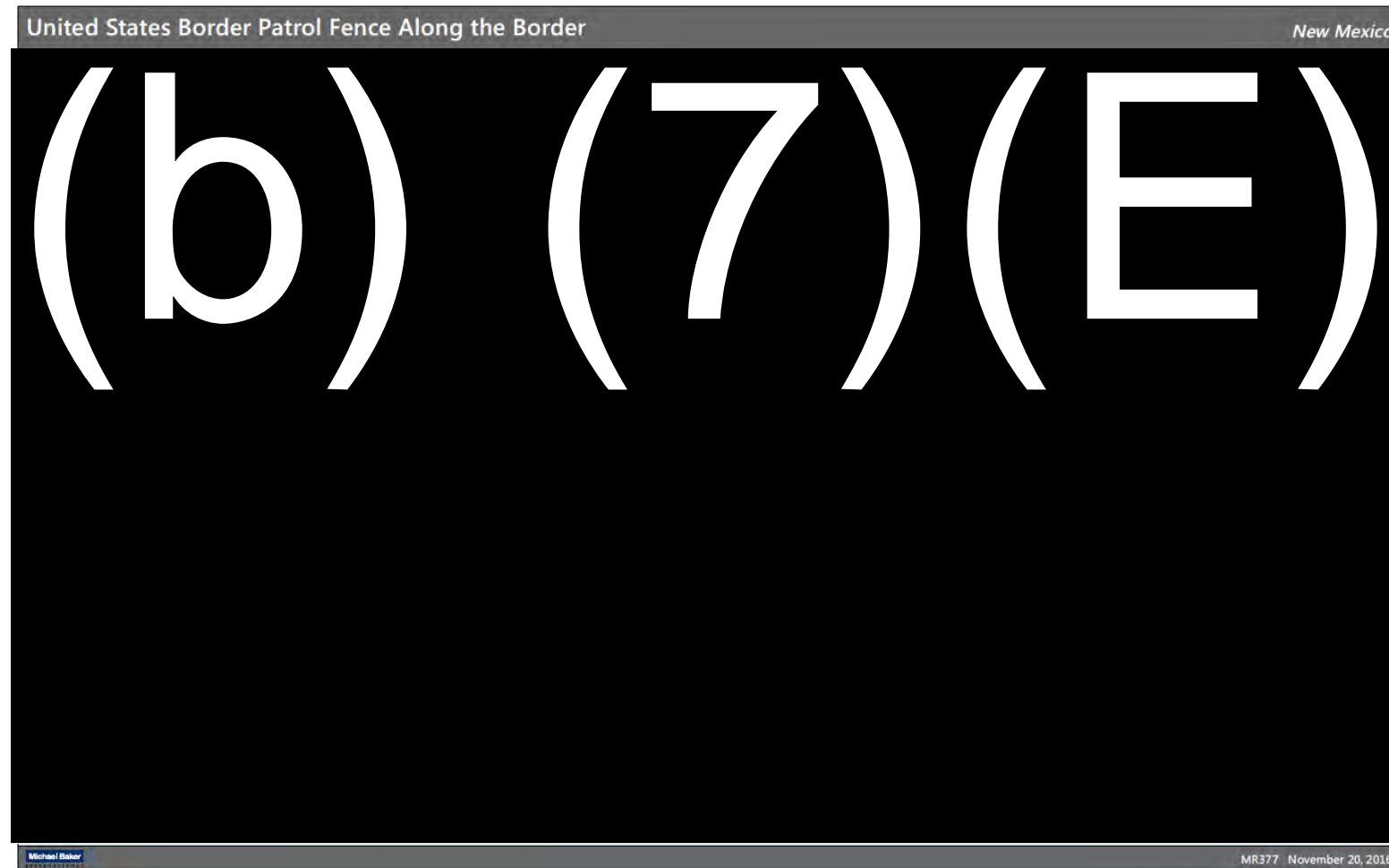
Maps – Current & Proposed Fence, Arizona

(b) (7)(E), (b) (5)





Maps – Current Fence, New Mexico



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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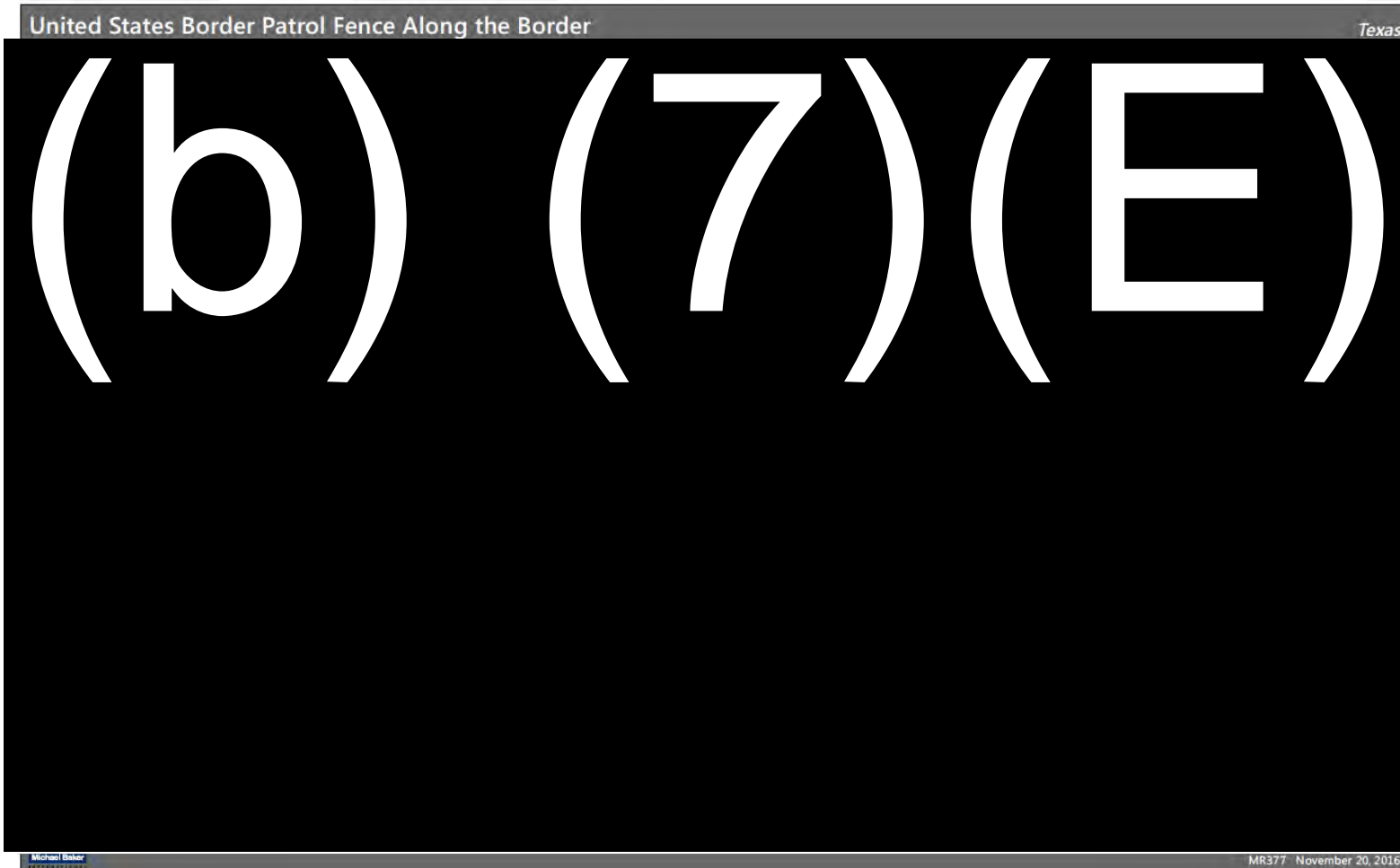
Maps – Current & Proposed Fence, New Mexico

(b) (7)(E), (b) (5)





Maps – Current Fence, Texas



Please Note: This is a high level view of proposed requirements refinements of geospatial lines in progress



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Maps – Current & Proposed Fence Fence, Texas

(b) (7)(E), (b) (5)



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Maps – Current & Proposed Fence Fence, Washington

(b) (7)(E), (b) (5)





Maps – Proposed Fence, Idaho

(b) (5)



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Maps – Current & Proposed Fence, Montana

(b) (7)(E), (b) (5)



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26



Maps – Proposed Fence, New York

(b) (5)





Maps – Proposed Fence, Vermont

(b) (5)



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Maps – Proposed Fence, New Hampshire

(b) (5)



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BW11 FOIA CBP 003127



Maps – Proposed Fence, Maine

(b) (5)





Proposed New Fencing

(b) (5)

(b) (5)



(b) (5)

(b) (5)



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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
Northern Border Total	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)	(b) (7)(E)	(b) (7)(E)	\$ (b) (5)
BLW	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
BUN	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
DTM	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
GFN	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
HLT	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
HVM	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
SPW	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
SWB	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
Southwest Border Total	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
BBT	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
DRT	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
ELC	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
EPT	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
LRT	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
RGV	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
SDC	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
TCA	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
YUM	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$
Grand Total	(b) (7)(E)	(b) (7)(E)	\$	(b) (7)(E)	(b) (7)(E)	\$





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
Northern Border Total	(b) (7)(E)	\$(b) (5)	(b) (7)(E)	(b) (7)(E)	\$(b) (5)	(b) (7)(E)
BLW		\$			\$	
BUN		\$			\$	
DTM		\$			\$	
GFN		\$			\$	
HLT		\$			\$	
HVM		\$			\$	
SPW		\$			\$	
SWB		\$			\$	
Southwest Border Total		\$			\$	
BBT		\$			\$	
DRT		\$			\$	
ELC		\$			\$	
EPT		\$			\$	
LRT		\$			\$	
RGV		\$			\$	
SDC		\$			\$	
TCA		\$			\$	
YUM		\$			\$	
Grand Total		\$			\$	



U.S. Customs and
Border Protection

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Border Fence Photos – Legacy for Replacement

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy



U.S. Customs and
Border Protection

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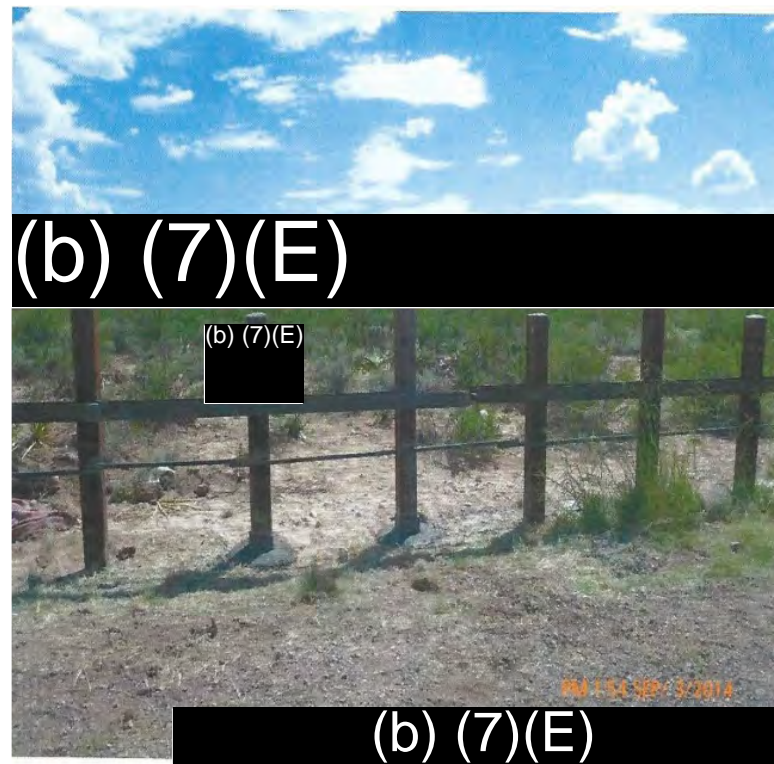


Border Fence Photos – VF Designs

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail



U.S. Customs and
Border Protection

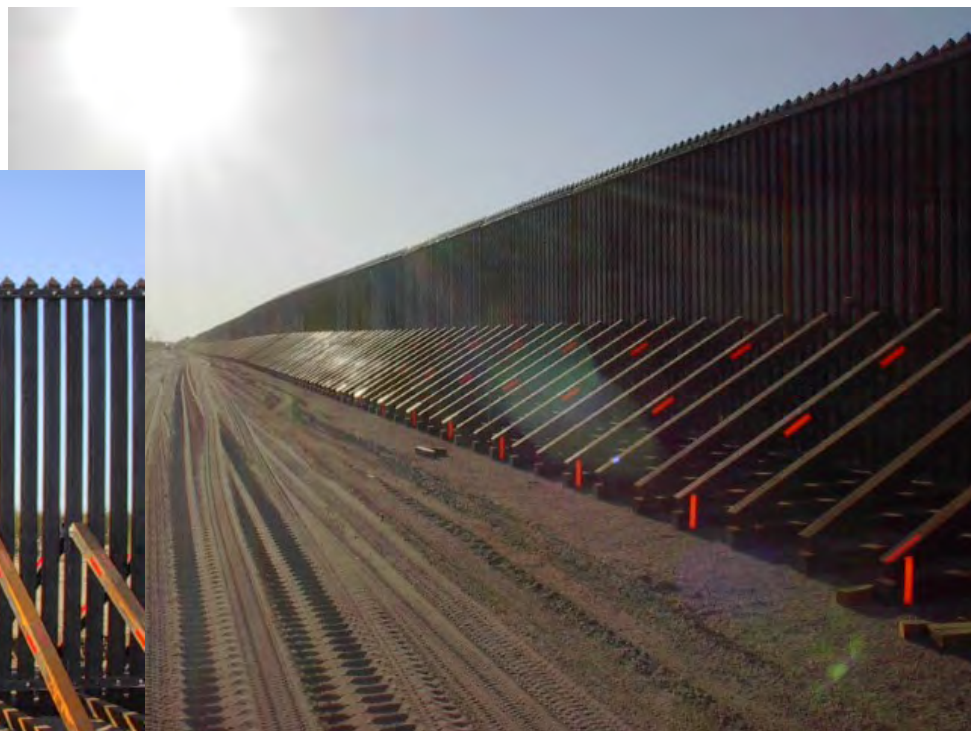
PREDECISIONAL/FOR OFFICIAL USE ONLY

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Border Fence Photos – Floating Fence Design

Pedestrian Fence – Floating Fence – El Centro Sector



U.S. Customs and
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Border Fence Photos – Preferred PF Design

Pedestrian Fence – PV-1 Bollard Tucson Sector



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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

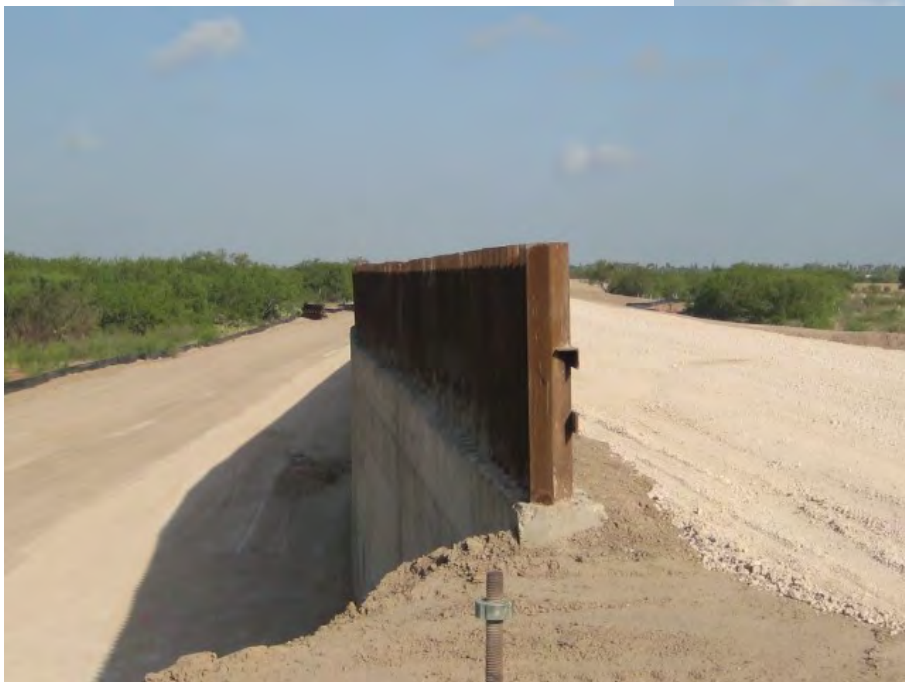
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Border Fence Photos – Levee Wall

Pedestrian “Flevee” – Fence on Levee



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:

(b) (5)





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; (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)
YUM					\$ (b) (5)
TCA					\$ (b) (5)
EPT					\$ (b) (5)
BBT					\$ (b) (5)
DRT					\$ (b) (5)
LRT					\$ (b) (5)
RGV					\$ (b) (5)
BLW					\$ (b) (5)
SPW					\$ (b) (5)
HVM					\$ (b) (5)
GFN					\$ (b) (5)
DTM					\$ (b) (5)
BUN					\$ (b) (5)
SWB					\$ (b) (5)
HLT					\$ (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) bollard 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: FW: Send these to (b) (6), (b) (7)(C)
Date: Thursday, January 19, 2017 3:25:17 PM
Attachments: [Proposed Fence 20170113.xlsx](#)
[Requirements Definitions 01132017.pptx](#)

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

Attached is the weekly update with the proposed fence spreadsheet. Also attached is the draft requirements definition ppt. please let me know your thoughts on the requirements definition and we can get it ready for higher levels of leadership.

Thanks!

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

Business Operations
OFAM / BPAM PMO

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

Sector

C++

C+

OMB

BBT - Big Bend

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

(b) (7)(E)

BLW - Blaine

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

DRT - Del Rio

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

ELC - El Centro

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

EPT - El Paso

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

HVM - Havre

Primary PF
Primary VF
Secondary PF
Replacement PF

VF to PF
Total

(b) (7)(E)

HLT - Houlton

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

LRT - Laredo

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

RGV - Rio Grande Valley

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

SDC - San Diego

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

SPW - Spokane

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

SWB - Swanton

Primary PF
Primary VF
Secondary PF

Replacement PF
VF to PF
Total

(b) (7)(E)

TCA - Tuscon

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

YUM - Yuma

Primary PF
Primary VF
Secondary PF
Replacement PF
VF to PF
Total

Primary PF

BBT
BLW
DRT
ELC
EPT
HVM
HLT
LRT
RGV
SDC
SPW
SWB
TCA
YUM
Total

C++

(b) (7)(E)

Primary VF

BBT
BLW
DRT
ELC
EPT
HVM
HLT
LRT
RGV
SDC
SPW
SWB
TCA
YUM
Total

Secondary PF

BBT
BLW
DRT
ELC
EPT
HVM
HLT
LRT
RGV
SDC
SPW

SWB
TCA
YUM
Total

Replacement PF

BBT
BLW
DRT
ELC
EPT
HVM
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LRT
RGV
SDC
SPW
SWB
TCA
YUM
Total

VF to PF

BBT
BLW
DRT
ELC
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HVM
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LRT
RGV
SDC
SPW
SWB
TCA
YUM
Total

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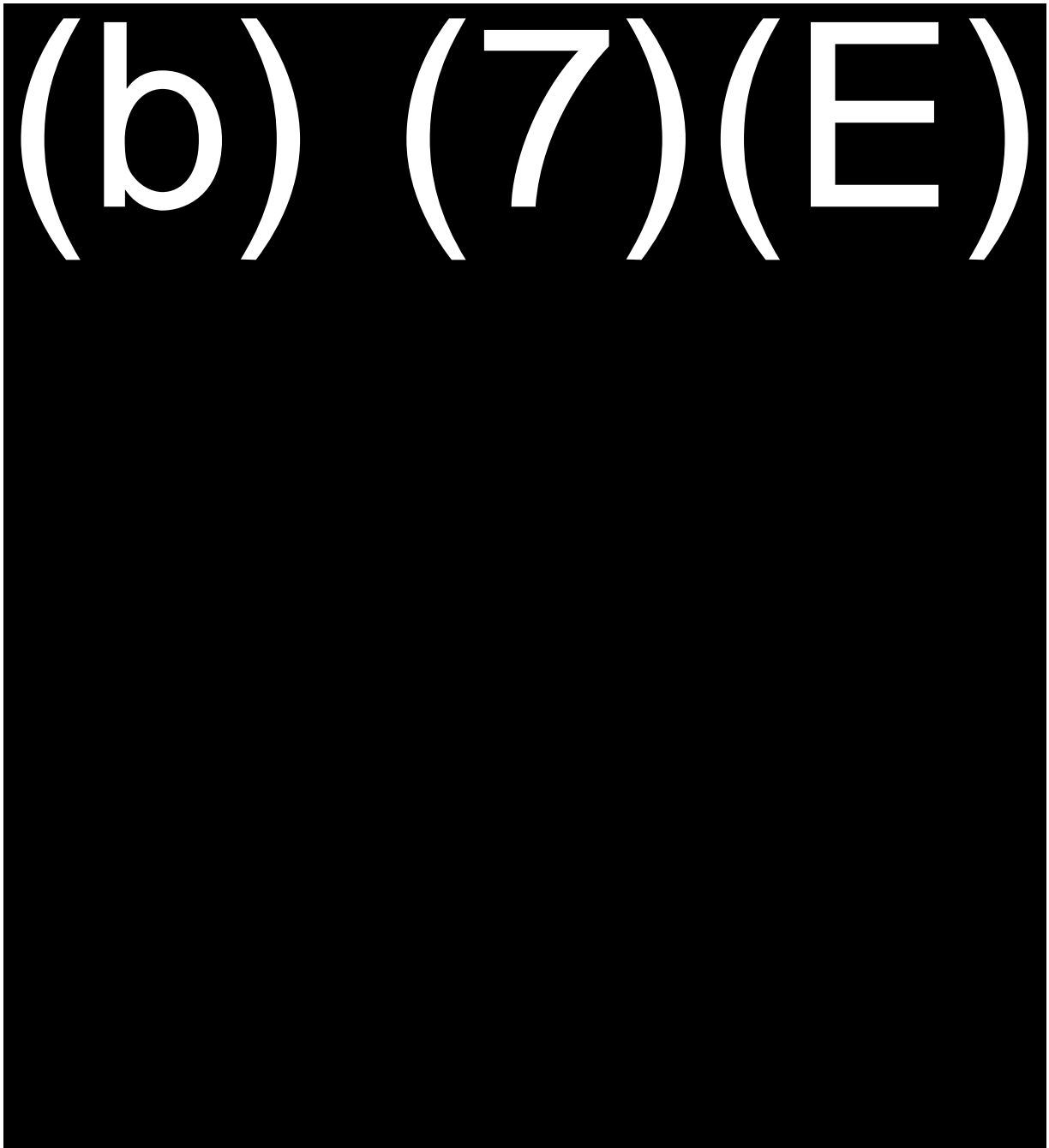
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(b) (7)(F)

BW11 FOIA CBP 003177

BW11 FOIA CBP 003178

Sum of Length_Miles	Column Labels
Row Labels	Constrained + OMB Constrained ++ Grand Total
USBP - Big Bend (BBT)	(b) (7)(E)
PF Primary	
VF Primary	
USBP - Blaine (BLW)	
PF Primary	
USBP - Del Rio (DRT)	
PF Primary	
USBP - El Centro (ELC)	
PF Primary	
PF Secondary	
Replacement	
VF to PF	
USBP - El Paso (EPT)	
PF Primary	
PF Secondary	
Replacement	
VF to PF	
USBP - Havre (HVM)	
PF Primary	
VF Primary	
USBP - Houlton (HLT)	
VF Primary	
USBP - Laredo (LRT)	
PF Primary	
PF Secondary	
USBP - Rio Grande Valley (RGV)	
PF Primary	
USBP - San Diego (SDC)	
PF Primary	
PF Secondary	
Replacement	
USBP - Spokane (SPW)	
PF Primary	
PF Secondary	
VF Primary	
USBP - Swanton (SWB)	
PF Primary	
VF Primary	
USBP - Tucson (TCA)	
PF Primary	
PF Secondary	
Replacement	
VF to PF	
USBP - Yuma (YUM)	
PF Secondary	
Replacement	
Grand Total	

Sum of Length_Miles	Column Labels			
Row Labels	Constrained +	OMB	Constrained ++	Grand Total
PF Primary	(b) (7)(E)			
USBP - Big Bend (BBT)				
USBP - Blaine (BLW)				
USBP - Del Rio (DRT)				
USBP - El Centro (ELC)				
USBP - El Paso (EPT)				
USBP - Havre (HVM)				
USBP - Laredo (LRT)				
USBP - Rio Grande Valley (RGV)				
USBP - San Diego (SDC)				
USBP - Spokane (SPW)				
USBP - Swanton (SWB)				
USBP - Tucson (TCA)				
VF Primary				
USBP - Big Bend (BBT)				
USBP - Havre (HVM)				
USBP - Houlton (HLT)				
USBP - Spokane (SPW)				
USBP - Swanton (SWB)				
PF Secondary				
USBP - El Centro (ELC)				
USBP - El Paso (EPT)				
USBP - Laredo (LRT)				
USBP - San Diego (SDC)				
USBP - Spokane (SPW)				
USBP - Tucson (TCA)				
USBP - Yuma (YUM)				
Replacement				
USBP - El Centro (ELC)				
USBP - El Paso (EPT)				
USBP - San Diego (SDC)				
USBP - Tucson (TCA)				
USBP - Yuma (YUM)				
VF to PF				
USBP - El Centro (ELC)				
USBP - El Paso (EPT)				
USBP - Tucson (TCA)				
Grand Total				

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PF Primary	Constrained ++
Replacement	OMB
Replacement	Constrained +
VF to PF	OMB
VF to PF	OMB
PF Primary	Constrained ++
PF Primary	Constrained ++
PF Primary	Constrained ++
PF Primary	Constrained ++
VF to PF	OMB
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Replacement	Constrained +

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Replacement	Constrained +
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PF Primary	Constrained +
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PF Primary	Constrained +
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PF Secondary	Constrained ++
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PF Secondary	Constrained ++
PF Primary	Constrained +
PF Primary	Constrained +
PF Primary	Constrained +
PF Secondary	Constrained ++
Replacement	Constrained +
PF Primary	Constrained +
Replacement	Constrained +
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PF Primary	Constrained +
Replacement	Constrained +
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PF Primary	Constrained +
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Replacement	Constrained +
Replacement	Constrained +

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VF to PF	OMB
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C++ = all features

C+ = Constrained 'No'

OMB = Constrained 'Yes' + 'No'

New Construction includes; PF Primary, VF Primary, Unconstructed PF, Unconstructed VF

Primary PF includes Unconstructed PF

Primary VF includes Unconstructed VF

U.S. Customs and Border Protection

Office of Facilities and Asset Management

Fence and Road Mileage

Nomenclature and Breakdown of Requirements

January 6, 2016



U.S. Customs and
Border Protection





Nomenclature

- Constrained Plus-Plus – full inventory of fence requirements, new construction and replacement
- Constrained Plus – Priority miles
- OMB Values – Miles utilized for the OMB budget task



U.S. Customs and
Border Protection



Constrained Plus-Plus

These numbers include the full inventory of requirements from USBP covering the northern and southern borders.

- New Fence – (b) (7)(E)
 - Primary Pedestrian – (b) (7)(E)
 - Fence Secondary Pedestrian – (b) (7)(E)
 - Fence Vehicle – (b) (7)(E)
- Replacement – (b) (7)(E) no change
 - PF – (b) (7)(E)
 - VF to PF – (b) (7)(E)

Total Constrained Plus-Plus – (b) (7)(E)



U.S. Customs and
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Constrained Plus-Plus

These numbers include the full inventory of requirements from USBP covering the northern and southern borders.

Sector	Primary Pedestrian	Primary Vehicle	Secondary Pedestrian	Replacement Pedestrian	Vehicle to Pedestrian
Big Bend	(b) (7) (E)				
Blaine					
Del Rio					
El Centro					
El Paso					
Havre					
Houlton					
Laredo					
Rio Grande Valley					
San Diego					
Spokane					
Swanton					
Tucson					
Yuma					
Total					





Constrained Plus

- New Fence Construction – (b) (7)(E)
 - SDC = (b) (7)(E)
 - EPT = [REDACTED]
 - RGV = [REDACTED]
- Replacement Fence – (b) (7)(E)
 - SDC = (b) (7)(E)
 - ELC = [REDACTED]
 - YUM = [REDACTED]
 - TCA = [REDACTED]
 - EPT = [REDACTED]
- Other
 - RGV = Real Estate funding for (b) (7)(E)
 - HVM = fencing or other barrier TBD

Total Constrained Plus – (b) (7)(E)



U.S. Customs and
Border Protection



OMB Values – Frozen

Constrained requirements for “quick-wins” including priority new fence construction, all replacement fence (PF replacement and VF to PF replacement), non-owned operational roads that are “Green-Green”, and the real estate funding required to complete the RGV (b) (7)(E) project.

- New Fence Construction – (b) (7)(E)
 - SDC = (b) (7)(E)
 - EPT = (b) (7)(E)
 - RGV (b) (7)(E)
- Replacement Fence – (b) (7)(E)
 - SDC (b) (7)(E)
 - ELC = (b) (7)(E)
 - YUM (b) (7)(E)
 - TCA = (b) (7)(E)
 - EPT = (b) (7)(E)
- Roads – (b) (7)(E)
- RGV (b) (7)(E) Real Estate – (b) (7)(E)

Total OMB Fence Values – (b) (7)(E)



U.S. Customs and
Border Protection



OMB Values – Measured

Constrained requirements for “quick-wins” including priority new fence construction, all replacement fence (PF replacement and VF to PF replacement), non-owned operational roads that are “Green-Green”, and the real estate funding required to complete the RGV (b) (7)(E) project.

- New Fence Construction – (b) (7)(E)
 - SDC (b) (7)(E)
 - EPT
 - RGV
- Replacement Fence – (b) (7)(E)
 - SDC (b) (7)(E)
 - ELC =
 - YUM
 - TCA =
 - EPT =
- Roads (b) (7)(E)
- RGV (b) (7)(E) Real Estate (b) (7)(E)

Total OMB Fence Values (b) (7)(E)



U.S. Customs and
Border Protection