

**From:** (b) (6), (b) (7)(C)  
**To:** (b) (6), (b) (7)(C)  
**Subject:** RE: Meet with IBWC re: O-1, O-2 and O-3  
**Date:** Tuesday, July 20, 2010 7:42:13 AM  
**Attachments:** [07\\_20\\_10\\_O-1 thru O-3 State Dept brief.ppt](#)

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Attached is the briefing we will be using today.

Thx <<07\_20\_10\_O-1 thru O-3 State Dept brief.ppt>>

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**From:** (b) (6), (b) (7)(C)  
**Sent:** Thursday, July 01, 2010 9:53 PM  
**To:** (b) (6), (b) (7)(C)  
**Subject:** Meet with IBWC re: O-1, O-2 and O-3  
**When:** Tuesday, July 20, 2010 8:00 AM-9:30 AM (GMT-05:00) Eastern Time (US & Canada).  
**Where:** EPA Building, West, Conference Room B-155 Conference call in # (b) (7)(E) Pass code (b) (7)(E)

For folks that cannot attend in person, please use the conference call in numbers below:

(b) (7)(E)  
Passcode (b) (7)(E)

IBWC friends-please go to the main entrance of the EPA building located at 1301 Constitution Avenue and we will meet you there and escort you to our conference room

CBP Office of Finance  
**Facilities Management and Engineering**

**Briefing to Department of State**  
**Pedestrian Fence Segments O-1, O-2 and O-3**

July 20, 2010



U.S. Customs and  
Border Protection



# Why Are These Fence Segments Needed?

***BLUF: The construction of O-1, O-2 and O-3 is critical to our Nation's security as well as the safety of the nearby local communities and we need IBWC and Department of State's support for an unilateral decision to proceed with the fence construction***

Areas in which O-1, O-2 and O-3 are proposed are currently and have historically been subjected to significant illegal border activities

– In FY 09:

- (b) (7)(E)
- 
- 

The construction of O-1, O-2 and O-3 is CBP's highest tactical infrastructure priority

- Included in April 2008 Secretary Waiver
- Construction is funded



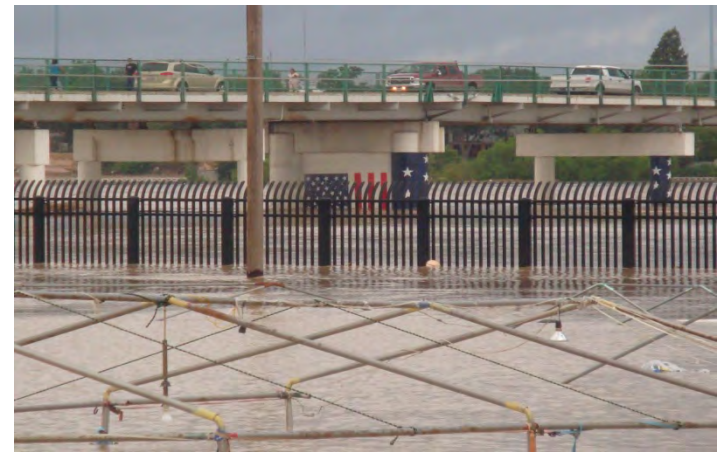
# Background

- All 3 segments to be built in areas with no flood protection levees with wide flood plain limits
- O-1, O-2 and O-3 are (b) (7)(E) miles in length, respectively.
- “Bollard style” fence
- Began planning & design of the segments in Fall 2007 thru present
- Technical analysis has proven to be very challenging (and expensive)
  - Hydraulic modeling is not an exact science
  - Treaty thresholds are conservative
  - Multiple analyses conducted over the last 2 yrs
  - +\$1M in “design analysis” costs
- Mexico has consistently opposed the construction of border fencing since the passage of the Secure Fence Act



# Study Summary

- Assumed flood event (240,000 cfs) is based on a 1988 Hurricane Gilbert in Rio Grande City
- IBWC criteria:
  - Max. flow deflection = 5%
  - Max rise in water surface elevation (WSE) = 3” in Urban areas and 6” in Rural Areas.
- Fence is modeled as (b) (7)(E) solid wall
  - Conservative assumption
  - (b) (7)(E)
- Current CBP proposed alignments result in:
  - No impacts above thresholds in Mexico!
  - Impacts in U.S. are minimal (see segment summary slides & maps)
- IBWC recommended alignments
  - (b) (5)
  - (b) (5)



# O-1 Segment Summary

- Located in Roma, Texas
- Approximately (b) (7)(E) with approximately (b) (7)(E) located in the floodplain
- Fence modeled as an impermeable barrier with an (b) (7)(E)  
(b) (7)(E)
- 100% of the projected impacts on Mexico within IBWC's criteria
- 91% of the projected impacts on U.S. within IBWC's criteria
  - 9 X-sections (out of 95) have projected Water Surface Elevations (W.S.E.) increases greater than 6-inches
    - Of the 9 X-sections, 6 exceed threshold by less than 2.5 inches; maximum increase is 11.4 inches
    - All 9 X-sections located in agricultural areas; no impacts on existing structures; maximum increase in flood plain width is 35 feet
  - All 95 X-sections meet Flow Diversion threshold



# O-2 Segment Summary

- Located in Rio Grande City, Texas
- Approximately (b) (7)(E) with approximately (b) (7)(E) located in the floodplain
- Fence modeled as an impermeable barrier with (b) (7)(E)
- 100% of the projected impacts on Mexico within IBWC's criteria
- 84% of the projected impacts on U.S. within IBWC's criteria
  - 3 X-sections (out of 83) have projected Water Surface Elevations (W.S.E.) increases greater than 6-inches
    - Of the 3 X-sections, 2 exceed threshold by less than 1.5 inches; maximum increase is 9.8-inches
    - The 3 X-sections are located in an approximately 1000 ft section of agricultural areas; no impacts on existing structures
  - 69 X-sections (out of 83) meet Flow Diversion threshold
    - All 14 X-sections located immediately downstream of the (b) (7)(E)
    - Of the 14 X-sections that exceed the threshold, 11 exceed by less than 2%; maximum flow diversion is 10.62% at X-section 9385.623
    - At all 14 X-sections, the projected river velocities are reduced relative to the existing conditions and all very low (less than 1 ft/sec)





# O-3 Segment Summary

- Located in Los Ebanos, Texas
- Approximately (b) (7)(E) long all of it located in the floodplain
- Fence modeled as an impermeable barrier
- 100% of the projected impacts on Mexico within IBWC's criteria
- 89% of the projected impacts on U.S. within IBWC's criteria
  - All X-sections (out of 35) have projected Water Surface Elevations (W.S.E.) within the threshold
  - 4 X-section (out of 35) exceeded the Flow Diversion threshold
    - Because of the alignment of the river channel (serpentine) and the orientation of the cross-sections in this area, the model's estimate flow diversion results are not indicative of actual expected conditions
    - Projected velocities are essentially the same for pre-fence vs. post fence conditions and are very low (less than 1 ft/sec)





# Conclusion

- From a practical perspective, our proposed fence alignments will not adversely effect the floodplain in Mexico or U.S.
- Our current proposed alignments reflect the optimum locations from the perspective of border security and flood plain impacts
- We need IBWC and State Department support to build these segments as soon as possible



**From:** (b) (6), (b) (7)(C)  
**To:** (b) (6)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** RE: O1, O2, O3 Report  
**Date:** Friday, July 30, 2010 12:47:49 PM  
**Attachments:** [07\\_20\\_10\\_O-1 thru O-3 State Dept brief.ppt](#)

I'd like to refer to the attached during our call. Thx

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**From:** (b) (6) ]  
**Sent:** Friday, July 30, 2010 11:41 AM  
**To:** (b) (6), (b) (7)(C)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** RE: O1, O2, O3 Report

I'm available now until 10 then again from 10:30 to noon.

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**From:** (b) (6), (b) (7)(C)  
**Sent:** Friday, July 30, 2010 5:07 AM  
**To:** (b) (6)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** RE: O1, O2, O3 Report

Can we talk about the report today (this AM)? I do have some questions and suggestions and would like to get this into the hand of IBWC and State ASAP. Let me know what time works best for you all. It shouldn't take more than 15 minutes.

Thx

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**From:** (b) (6) ]  
**Sent:** Thursday, July 29, 2010 5:06 PM  
**To:** (b) (6)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** FW: O1, O2, O3 Report

(b) (6)

Below is the link to the Summary Report we completed in preparation for your August 4<sup>th</sup> meeting regarding O1, O2, & O3. Like to suggested that we teleconference on Monday to go over any questions or changes you may have on the report. Let me know if you need anything else.

(b) (6)

The logo for Baker, consisting of the word "Baker" in white sans-serif font on a blue rectangular background.

**Message** Please find the link to the eftp for the report on O1, O2, O3.  
Thanks,

**Text:**

(b) (6)

To retrieve these attachments, click on the secure link below.

(b) (7)(E)

Access to this information will expire on 8/5/2010 12:00:00 AM

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**From:** (b) (6), (b) (7)(C)  
**To:** (b) (6), (b) (7)(C)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** RE: Draft TI OBP sr. leadership briefing  
**Date:** Wednesday, September 01, 2010 6:11:33 PM  
**Attachments:** [09\\_03\\_10\\_Chief\\_Self\\_issues\\_brief\\_V1.ppt](#)

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

The updated briefing is attached.

(b) (5)

Thx

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

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**From:** (b) (6), (b) (7)(C)  
**Sent:** Wed 9/1/2010 3:17 PM  
**To:** (b) (6), (b) (7)(C)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** RE: Draft TI OBP sr. leadership briefing

If you can send me the PP I can make my edits –if not here are my edits

(b) (7)(E) add a bullet – Require S-1 approval to initiate the ESP for the Project –

Delete the Yuma (b) (7)(E) bullet

Thanks

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**From:** (b) (6), (b) (7)(C)  
**Sent:** Tuesday, August 31, 2010 10:40 PM  
**To:** (b) (6), (b) (7)(C)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** Draft TI OBP sr. leadership briefing

Folks

(b) (6), (b) (7)(C) and others are meeting with OBP leadership including Chief (b) (6), (b) (7)(C) on Friday to brief them on the status of our TI projects. Given the time constraints not all projects are discussed at this briefing as we try to focus it on projects we understand the Chief to be most interested in. Please review the attached briefing for factual accuracy and send me your suggested comments by COB tomorrow.

Thanks

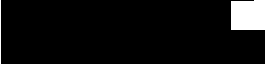
(b) (6), (b) (7)(C)

(b) (6), (b) (7)(C), P.E., PMP, LEED-AP, CCM  
Chief Engineer

CBP, OA, FM&E

Border Patrol Facilities and Tactical Infrastructure Program Management Office

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

A large black rectangular redaction box covers the text below the FOIA exemption codes.

# CBP Office of Finance Facilities Management and Engineering

## Tactical Infrastructure Update

September 3, 2010



U.S. Customs and  
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Border Protection

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U.S. Customs and  
Border Protection

# O-1 thru O-3

- Awaiting IBWC/Dept of State decision on our current proposed alignments
- We believe we have successfully demonstrated that the fence will not impact the flood plain in MX and not adversely impact any existing structures in the U.S.



U.S. Customs and  
Border Protection

# NON-RESPONSIVE



U.S. Customs and  
Border Protection



# NON-RESPONSIVE



U.S. Customs and  
Border Protection

# NON-RESPONSIVE



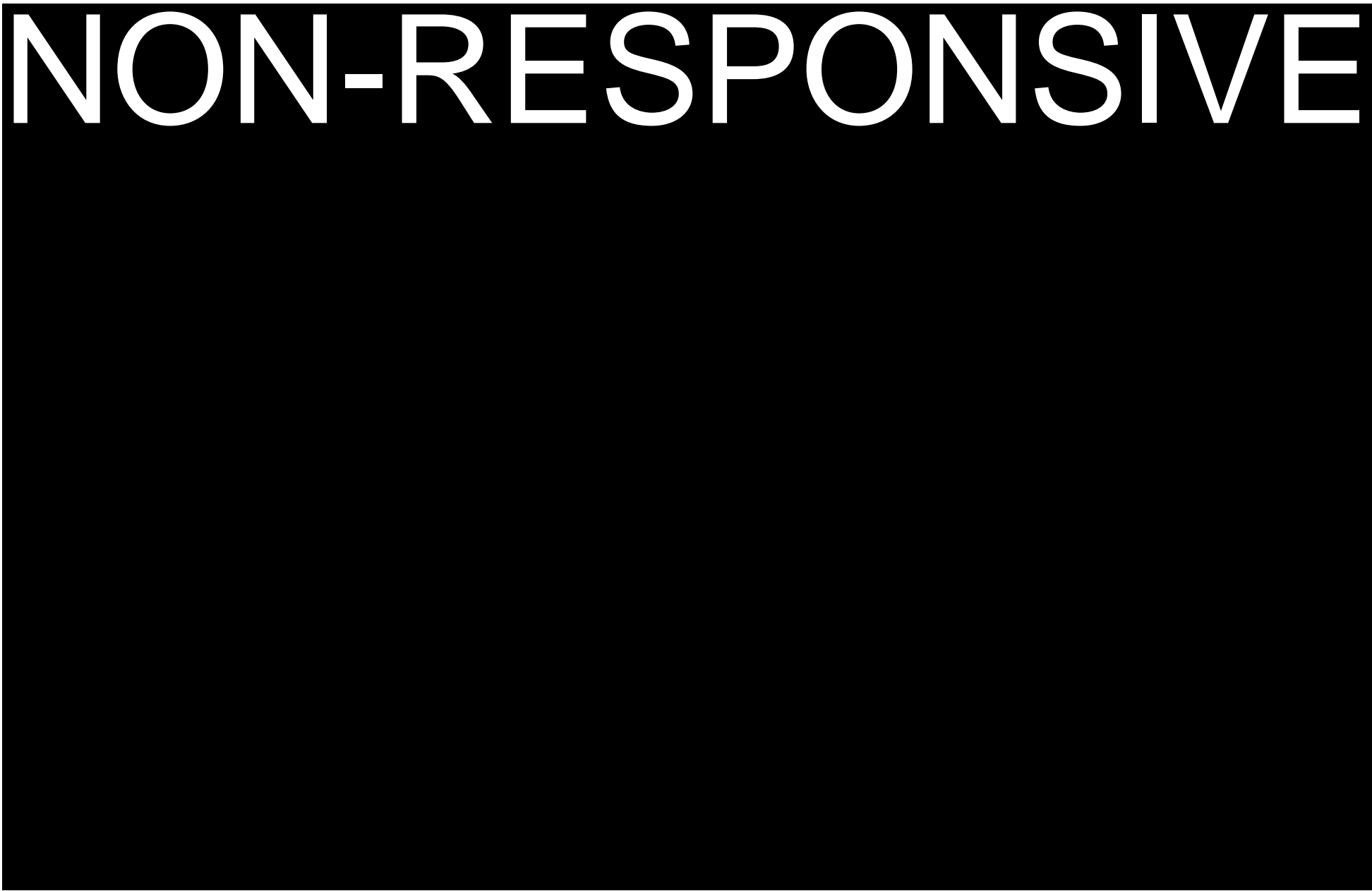
U.S. Customs and  
Border Protection

# NON-RESPONSIVE



U.S. Customs and  
Border Protection

# NON-RESPONSIVE



U.S. Customs and  
Border Protection

**From:** (b) (6), (b) (7)(C)  
**To:** (b) (6), (b) (7)(C)  
**Subject:** FW: Final RGV Total Mission Planning Notes & Maps  
**Date:** Tuesday, July 03, 2012 4:51:32 PM  
**Attachments:** [Rio Grande Valley Sector Total Mission Planning Notes 062512 Final.pdf](#)  
[O-1 O-3 RGV Meeting 062512 Markups.pdf](#)

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Not that you have enough to read, I thought I would forward you the RGV minutes from the “total mission” request from OBP.

At this point, all this is sitting in OBP’s lap and we have pressed them for any help they may need. “Crickets”

Let me know if you have any questions.

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**From:** (b) (6), (b) (7)(C)  
**Sent:** Monday, June 25, 2012 2:40 PM  
**To:** (b) (6), (b) (7)(C)  
**Cc:** (b) (6), (b) (7)(C)  
**Subject:** Final RGV Total Mission Planning Notes & Maps

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

Per your request, attached are the final notes and O-segment Maps with Markups.

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

(b) (6), (b) (7)(C)  
Project Manager, T1 Project Division  
Border Patrol Facilities and Tactical Infrastructure  
Program Management Office  
Facilities Management and Engineering  
(b) (6), (b) (7)(C)

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

Rio Grande Valley Sector “Total Mission Planning”

Monday, June 18<sup>th</sup> - Friday, June 22<sup>nd</sup>

Trip Report and Note Prepared by (b) (6)

**Executive Summary**

The below trip report and notes are to capture the requirements, challenges, and conversations held in and throughout the Rio Grande Valley Sector, to include OBP HQ and Station representation. The week of events were driven by OBP HQ as a result of the DHS Secretary’s approval of the Southwest Texas Campaign. The below notes include information that may directly or indirectly impact the BPFTI office to include discussions on Tactical Infrastructure (O-1, O-2, O-3, (b) (7)(E) Phase 1 & 2, Roads), CTIMR, New / Relocation of (b) (7)(E) & Access Roads, C2 Facilities, Facilities, Checkpoints, FOBs and Mobile needs by Border Patrol. Briefings and Google Earth points for (b) (7)(E) & TI locations were presented by each Station, but are not in the possession of any OTIA or BPFTI participants. They may be available upon request to OBP HQ but are not readily available at this point in time.

OBP HQ commented that they would take all the requirements from this week and sit down to review Station priorities once back in DC over the next couple of week. At that point they will have a better view of what is needed for RGV Sector. A date for this determination was not established, funding is not currently available for new requirements, and knowledge on whom will be briefed was not provided at the end of the week in the field.

A few points of observation:

OBP HQ continued to express to Stations that they need to “think about the cost” or “be cost effective”, but on more than one occasion the RGV Sector PAIC expressed and guided the Stations that this is a requirement gathering meeting and that they should focus on the operational requirements they have and provide the raw need to OBP HQ and OBP HQ would review cost effective manners.

Regarding (b) (7)(E) location, OBP HQ acknowledged towards the end of the week that they should have been asking the stations (b) (7)(E) instead of having station report location of (b) (7)(E). They noted that they were doing this backwards, but all Stations did presented (b) (7)(E) locations. Access Roads, nor Real Estate were not taken into account when placing (b) (7)(E). Additionally, Environmental impact was not discussed either unless it was on USFWS land (b) (5) (b) (5). Many stations do have existing facilities for future C2 Facilities, some better than others but could be taken into account when working through this requirement for future use.

(b) (5)

### Participants

- Participates included (b) (6) (OTIA (b) (7)(E) PM), (b) (6) (OTIA (b) (7)(E) Program), (b) (6) (OTIA lead for ENV/Real Estate), (b) (6) (BPFTI), (b) (6) (BPFTI), (b) (6) (BPFTI), OBP HQ (Chief (b) (6), (b) (7)(C) (b) (6) (b) (6)), and 2 other BP Agents from HQ, RGV Sector PAIC, RGV TI Sector team ((b) (6) and (b) (6) and 25+ Border Patrol Agents representing each of the Station within RGV Sector.

### Agenda

- Monday June 18<sup>th</sup> was included a site visit to Brownville Station to the C2 Facility (~2 hour travel time; ~2 hours at the facility)
- Tuesday June 19<sup>th</sup> was a site visit to the (b) (7)(E) AOR and (b) (7)(E) AOR (8am - 5pm)
- Wednesday June 20<sup>th</sup> was located at Weslaco Station all day with presentations from OBP HQ (Chief (b) (6), (b) (7)(C) OTIA (b) (6) BPFTI (b) (6) / (b) (6) TI Division Director (b) (6) Technology Lead (b) (6) and Station Briefings (Falfurra Station, Kingsville Station, Harlington Station, and Brownville Station).
- Thursday June 21<sup>st</sup> was located at Weslaco Station all day with presentations from the remaining Stations (Rio Grande City, Ft. Brown Station, Weslaco Station, and McAllen Station)

### Program Overview Briefs by OBP HQ, OTIA, and BPFTI

- Chief (b) (6), (b) (7)(C) briefed the group to explain that the purpose of this week was to review each Stations' challenges and issues which could be fixed by future Technology, Tactical Infrastructure, CTIMR, Facilities, and mobile / manpower. No funding currently exists, but they are using this meeting as a preplanning for future funding by DHS. (b) (6) discussed the need to collect and prioritize technology & TI requirements.
- (b) (6) briefed on the OTIA program. No funding currently existing for RGV (b) (7)(E) Construction. (b) (7)(E).
- (b) (6) briefed O-1, O-2, O-3 Real Estate. We mentioned that this was briefed to OBP HQ and a decision is waiting on the priority and need for this Fence Segment so we can move forward with Real Estate at BPFTI. Reviewed RGV Phase 1 (b) (7)(E) Project: Under test (b) (7)(E) (b) (7)(E) Project which is fully funded and all county and state roads are in Phase 2 which is not funded.



**(b) (7)(E) Station Brief**

- (b) (7)(E) locations for (b) (7)(E) Laydown and (b) (7)(E) were provided. (b) (7)(E)
- Station stated that (b) (7)(E)
- New Checkpoint is #4 on the construction list, fully funded, and is currently slated for a construction completion of February 2016 per last months BPFTI Report (OBP pulled up the report during the meeting). Two Real Estate locations are currently under Market Research and hasn't been finalized - (1) Preferred Location: (b) (7)(E) along the Highway or (2) Alternate Location: (b) (7)(E) (b) (7)(E). (b) (5)
- The existing C2 Facility would not work at the existing Checkpoint, but the preferred location for a new C2 facility would be a the new Checkpoint with an alternative site at the Station. **Noted that we may want to look into any existing facility drawings for the station C2 Room and LAN Room.**
- Station is going to go back and review (b) (5)

**(b) (7)(E) Station**

- (b) (7)(E) Station currently cover Zone (b) (7)(E)
- (b) (5)
- (b) (7)(E)
- (b) (5)
- ), but they do have current roads in (b) (7)(E) (b) (7)(E)
- A new (b) (7)(E) Station is currently being planned and is funded. The draft public EA has just recently ended, Real Estate has almost concluded and construction is schedule for next year. (b) (7)(E)

**(b) (7)(E) Station**

- (b) (7)(E)
- Currently has (b) (7)(E) of border fence and 8 fencing segments ( (b) (7)(E)
- Station AOR covers (b) (7)(E) total border miles
- (b) (7)(E)
- (b) (7)(E)
- Has wildlife refuges land and sandpit challenges.
- Border zones (b) (7)(E)
- (b) (7)(E) POE - issues (b) (7)(E)
- Port of (b) (7)(E) (b) (7)(E)
- (b) (7)(E) (b) (7)(E)
- (b) (7)(E) (b) (7)(E)
- (b) (7)(E) (b) (7)(E)
- (b) (7)(E) (b) (7)(E)
- (b) (7)(E) (Current (b) (7)(E) is being tested)
- Discussed the relocation of some existing (b) (7)(E) and making other exiting (b) (7)(E) (b) (7)(E). A few (b) (7)(E) locations are around the (b) (7)(E) Fence Segment.
- Many of the access roads for the proposed (b) (7)(E) locations are caliche
- (b) (7)(E) Fence Line has a sand pit area that has an existing (b) (7)(E) that they want to move to assist with this trouble spot
- (b) (7)(E) The Ocolots are present in this area and propose the "IBC Road" (b) (7)(E) to help for visibility. (b) (5)
- OBP HQ is going to inquire with OFO if they could (b) (7)(E) from the Port.
- Looking to place (b) (7)(E) (b) (7)(E)
- Since access roads to proposed (b) (7)(E) sites are existing, may be able to cover with CTIMR.

**(b) (7)(E) Station**

- Covers (b) (7)(E) miles
- (b) (7)(E)
- Identification of (b) (7) Boat Ramps in the area that may need assistance, but are existing. Were created with old landing mats.
- Currently (b) (7)(E) and the proposed (b) (7)(E)
- Road issue to (b) (7)(E) location site at (b) (7)(E). Muddy, but may be able to use current (b) (7)(E) for new technology.
- Proposing a new (b) (7)(E) in (b) (7)(E) ( (b) (7)(E) ). Land owner previously sued government for fence area. Road is a mix between calicha road and dirt, so help may be needed on the access road. There is an existing (b) (7)(E). The land owner has water access in the area. There is also a new development that is being constructed in that area.
- IBWC (b) (7)(E) problems.

**(b) (7)(E) Station**

- (b) (7)(E) Station covers (b) (7)(E)
- (b) (7)(E)
- (b) (7)(E)
- (b) (7)(E)
- A lot of private land owners along most of the roads – no big ranches.
- (b) (7)(E) Project is currently being worked for roadwork in (b) (7)(E) area
- (b) (7)(E)
- Proposed (b) (7)(E) locations were not based on Access Roads access, only operational. (b) (5)
- Alternate sites were not chosen.
- Discussed O-1 & O-2 Fence Segment and Roads (See Map). Station would like to keep original fence alignment access roads (red line) but go with the proposed fence alignment (yellow line).
- (b) (7)(E) coverage in DOI land.
- (b) (7)(E) new boat ramps proposed (locations unknown)

**(b) (7)(E) Station**

- (b) (7)(E) of TI and Border Fence

- (b) (7)(E) sites

- (b) (7)(E)

- (b) (7)(E)

- No current location for a C2 facility. Possibility to agree to a Co-location with (b) (7)(E) Station. This would help to share resources and space.

**(b) (7)(E) Station**

- Currently has C2 Facility space ready with (b) (7)(E) workstations for SESs and a raise floor. Also has a separate room for LAN space.

- (b) (7)(E) Station) is the key issue area. Near (b) (7)(E) POE,

- (b) (7)(E)

- (b) (7)(E) of current (b) (6) Road Project has no road to use and (b) (7)(E)

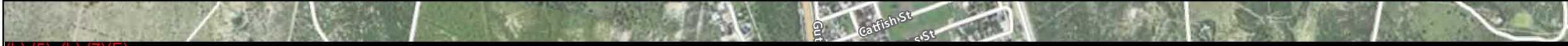
- (b) (7)(E) Fence Segment (b) (7)(E)

**(b) (7)(E) Station**

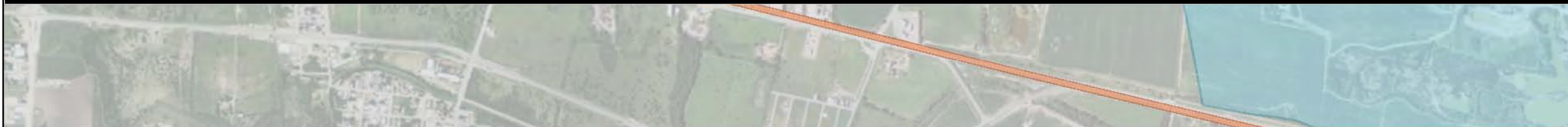
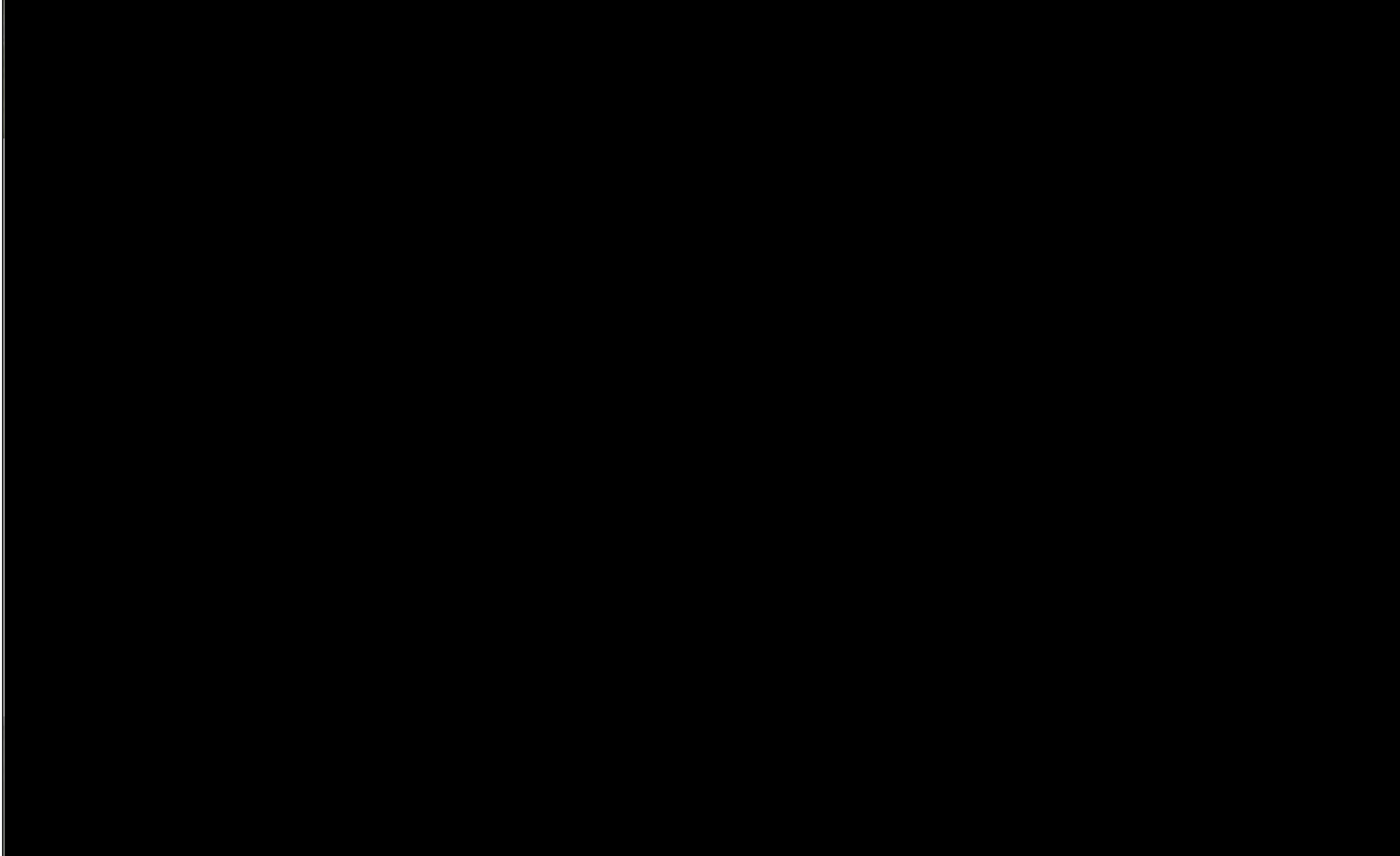
- Discussed O-3 Fence Segment and Roads (See Map). Station did provide fence segment that is most significant, but stated they would like the original road more than anything if funds were tight.

- (b) (7)(E)



- 78% of border area is owned by USFWS




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



### Fence

-  Original Fence Alignment
-  Proposed Fence Alignment

### Proposed Floodplain\*

-  Proposed Floodplain\*

**(b) (5)**

\*The floodplain limit represents proposed conditions, after the fence is installed, and is not indicative of existing conditions

*\*If sheet measures less than 11x17" it is a reduced print.  
Reduce scale accordingly.*

1 in = 0.25 mi 1:15,840





March 28, 2012  
Michael Baker Jr., Inc.

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

### Fence

-  Original Fence Alignment
-  Proposed Fence Alignment

### Proposed Floodplain\*

-  Proposed Floodplain\*

**(b) (5)**

\*The floodplain limit represents proposed conditions, after the fence is installed, and is not indicative of existing conditions

*\*If sheet measures less than 11x17" it is a reduced print.  
Reduce scale accordingly.*

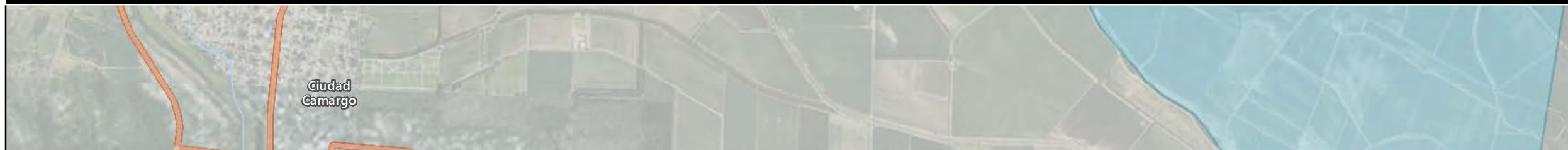
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1:31,680



March 28, 2012  
Michael Baker Jr., Inc.



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Cuevitas



### Fence

-  Original Fence Alignment
-  Proposed Fence Alignment

### Proposed Floodplain\*

-  Proposed Floodplain\*

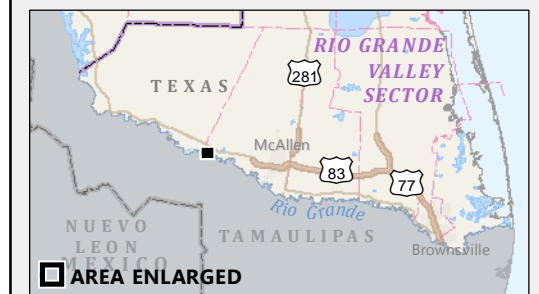
**(b) (5)**

\*The floodplain limit represents proposed conditions, after the fence is installed, and is not indicative of existing conditions

*\*If sheet measures less than 11x17" it is a reduced print.  
Reduce scale accordingly.*

1 in = 0.13 mi

1:7,920



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Lower Rio Grande  
Valley National  
Wildlife Refuge