

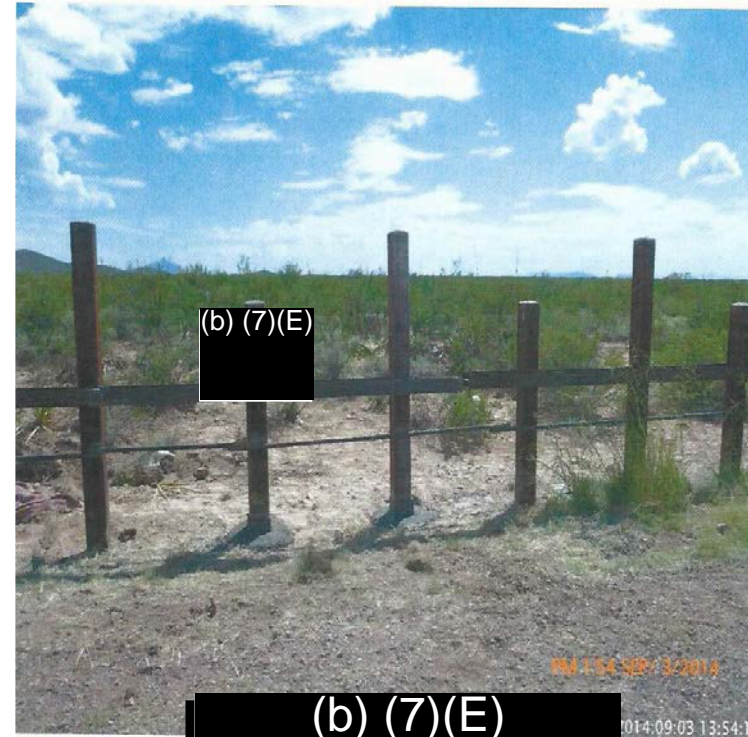


Border Fence Photos

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail





Approach to Fence Construction

- **Cost:** On average, cost to construct is approximately (b) (5) per mile.
 - Cost to construct include 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.**

Need review from OCC

- **Legal Considerations**

– (b) (5)

–





Approach to Complete Fence Construction

**Need additional info from USACE
Calling (b) (6), (b) (7)(C) in the AM**

- **Procurement:**

- Under the prior fence programs, DHS required CBP to acquire 70% of all steel for fence construction from the U.S. and prohibited CBP from purchasing any steel from Mexico. In order to minimize costs and ensure larger availability of materials, CBP will need to utilize NAFTA and purchase steel from not only the U.S. and Canada but also from Mexico.
- 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.





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), (b) (5) in Tucson, El Paso, San Diego, Yuma, and El Centro Sectors.
- Currently identified requirements from USBP include:
 - RGV Gates Phase 2, (b) (5) Project includes the completion of 36 gaps in the fence.
 - 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) of primary pedestrian fence.
 - ROM cost estimate includes (b) (7)(E) 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.

Need review / complete from USBP





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 cross-border activity, which offers Border Patrol agents more time to respond to and resolve threats. Although it is possible to create a breach, or to climb over the fence, the delay in crossing provides agents with additional time to react, thereby increasing the probability of a successful law enforcement resolution.
- 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 patrol and drag roads. 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. **CBP is in the process of acquiring real estate access and completing environmental clearances on the remaining 3,619 miles.**





Still to complete for backup

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

- Program had fence segments that were a part of the original PF225 program but were cost prohibitive, could not obtain agreement with TON, could not obtain agreement with IBWC (Flood plains – hydrology issues). (L-1A, L-1B – Presidio levee costs were too expensive), O-1 – O-3, (b) (7)(E)*



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 006797



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	Fixed	Mobile	TOTAL VF
Big Bend (BBT)	<div style="display: flex; justify-content: space-around; font-size: 4em;"> (b) (7) (E) </div>						
Del Rio (DRT)							
El Centro (ELC)							
El Paso (EPT)							
Laredo (LRT)							
Rio Grande Valley (RGV)							
San Diego (SDC)							
Tucson (TCA)							
Yuma (YUM)							
TOTAL							

Why are there different between fixed and mobile? See (b) (6), (b) (7)(C) s notes on the *



*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

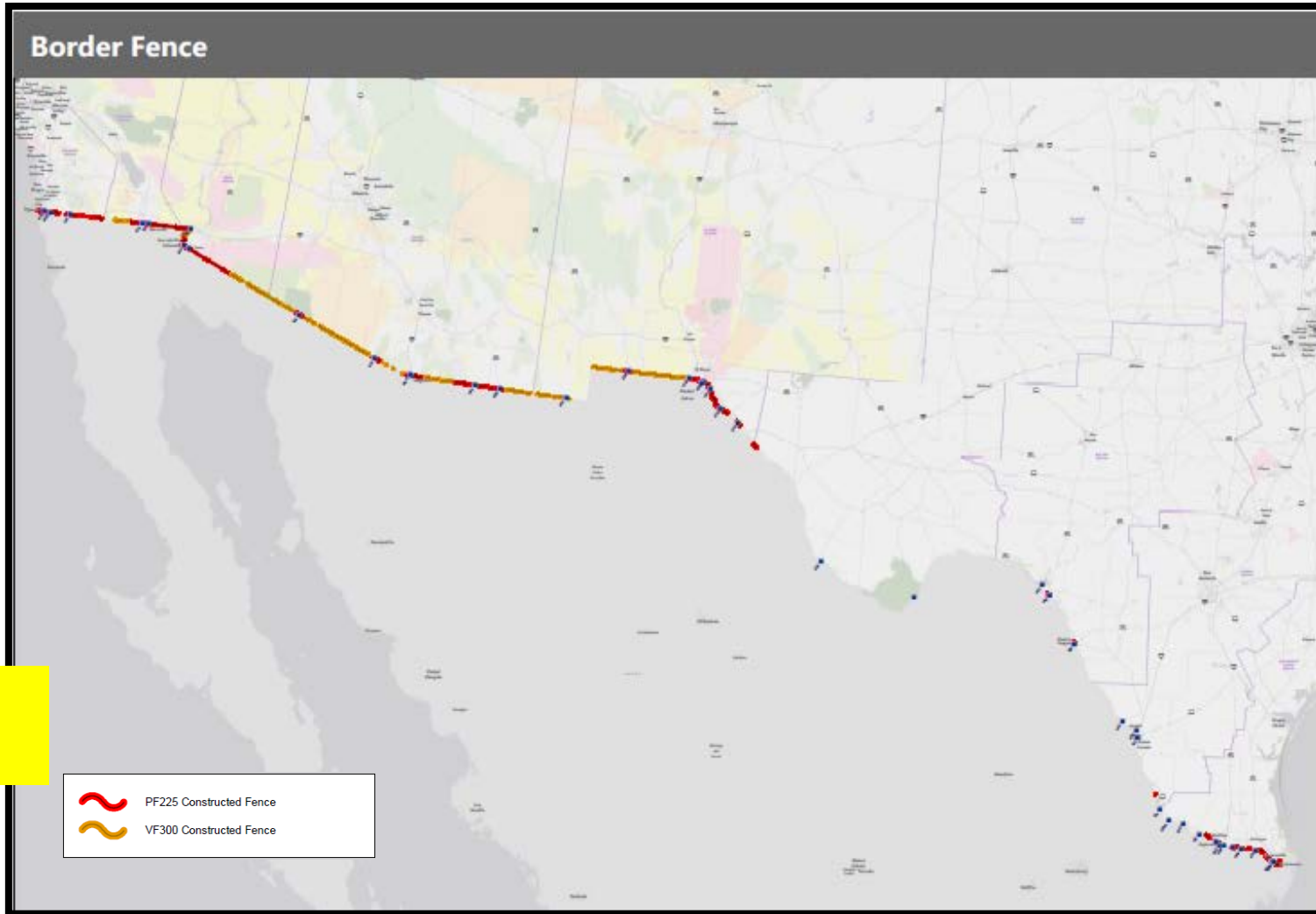
Pedestrian Fence – PV-1 Bollard Tucson Sector



U.S. Customs and
Border Protection



Map of Existing Fence



Where is legacy?



U.S. Customs and Border Protection



Border Fence Photos

Pedestrian Fence – Bollard & Legacy



Pedestrian Fence – Legacy





Border Fence Photos

Vehicle Fence – Normandy



Vehicle Fence – Post/Rail





Approach to Fence Construction

- **Cost:** On average, cost to construct primary pedestrian fence is 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.
 - VF, secondary and tertiary fence costs??

Need review from OCC

- **Legal Considerations**

– (b) (5)

–





Approach to Complete Fence Construction

**Need additional info from USACE
Calling (b) (6), (b) (7)(C) in the AM**

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

- Under the prior fence programs, DHS required CBP to acquire 70% of all steel for fence construction from the U.S. and prohibited CBP from purchasing any steel from Mexico. In order to minimize costs and ensure larger availability of materials, CBP will need to leverage NAFTA to purchase steel from not only the U.S. and Canada but also from Mexico.
- 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: 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.

- **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 the 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.





Tactical Infrastructure Requirements

- USBP is prioritizing and compiling all requirements for infrastructure improvements including new 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), (b) (5) in Tucson, El Paso, San Diego, Yuma, and El Centro Sectors.
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 - TCA Organ Pipe Maintenance and Repair, (b) (5) Requirement includes maintenance on the Organ Pipe Cactus National Monument.

Need review / complete from USBP
(b) (5)





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 (CBP).
- 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. Although it is possible to create a breach, or to climb over the fence, the delay in crossing provides agents with additional time to react, thereby increasing the probability of a successful law enforcement resolution.
- 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.





Roads

Are we prepared to pull this forward and provide general cost info when we get USBP requirements?

- 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 patrol and drag roads. 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.





Still to complete for backup

Why not included in requirements we're tracking?

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

- Program had fence segments that were a part of the original PF225 program but were cost prohibitive, could not obtain agreement with TON, could not obtain agreement with IBWC (Flood plains – hydrology issues). (L-1A, L-1B – Presidio levee costs were too expensive), O-1 – O-3, (b) (7)(E)*



CBP Office of Finance Facilities Management and Engineering

April 27, 2009



U.S. Customs and
Border Protection



Program Summary

	PF	VF	Total
Fence required by December 2008	(b) (7)(E), (b) (5)		
Fence completed - as of 4/10/09	(b) (7)(E), (b) (5)		
Planned conversion of VF to PF	(b) (7)(E), (b) (5)		
Upgraded PF	(b) (7)(E), (b) (5)		
Remaining to be built	(b) (7)(E), (b) (5)		

Additional VF miles need to be built to offset the VF miles that will become PF miles

Additional Projects:

- Presidio, Texas:** Approximately (b) (7)(E) of Primary Pedestrian Fence (L-1A & L-1B) CBP is currently working on design with the International Boundary and Water Commission (IBWC) and U.S. Army Corps of Engineers (USACE). Geotechnical surveys are underway.
- Starr County, Texas:** Approximately (b) (7)(E) of Primary Pedestrian Fence (O-1 – O-3) Hydrology study currently underway.



Construction Status

As of 4/17/09

MAP ID #	State	Sector	Location	Contractor	Current Task Order Amt	Material Cost	Construction & Materials Cost	Qty (miles)	Actual Miles	Estimated completion
									4/17/09	
(b) (7)(E)	CA	SDC	Pack Truck Trail	Granite	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	Oct-09
(b) (7)(E)	TX	EPT	EPS Pumphouse to end of fence at Roadside Park	Cerrudo Services	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	May-09
(b) (7)(E)	TX	EPT	(b) (7)(E) E of US 54 to Socorro Headgates	Kiewit New Mexico	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	May-09
(b) (7)(E)	TX	EPT	Socorro Headgates to 1 mi W of FAB POE	Kiewit New Mexico	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	May-09
(b) (7)(E)	TX	EPT	Ysleta	Kiewit	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	Jun-09
(b) (7)(E)	TX	MAR	Neely's Crossing	ECC	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	Jun-09
(b) (7)(E)	TX	DRT	DRS San Felipe & Rio Grande to Cienegas Creek & Rio Grande	Ameristar	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	Apr-09
(b) (7)(E)	TX	DRT	EGT (b) (7)(E) i upstream to (b) (7)(E) No of POE	Ameristar	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	Jun-09
(b) (7)(E)	TX	DRT	EGT POE to North of POE	Ameristar	(b) (4)	(b) (4)	(b) (4)	(b) (7)(E)	(b) (7)(E)	Jun-09



Construction Status

As of 4/17/09

MAP ID #	State	Sector	Location	Contractor	Current Task Order Amt	Material Cost	Construction & Materials Cost	Qty (miles)	Actual Miles 4/17/09	Estimated completion
(b) (7)(E)	TX	RGV	Hidalgo	Ballenger	(b) (4)				(b) (7)(E)	Apr-09
	TX	RGV	Hidalgo	Ballenger						Apr-09
	TX	RGV	Hidalgo	Ballenger						Apr-09
	TX	RGV	Hidalgo	Ballenger						Apr-09
	TX	RGV	Hidalgo	SER						Apr-09
	TX	RGV	Hidalgo	Zachry						May-09
	TX	RGV	Hidalgo	McAllen						Apr-09
	TX	RGV	Weaver's Mountain	JACO-MCC						Jun-09
	TX	RGV	W Los Indios POE	ECC						May-09
	TX	RGV	W Los Indios POE	ECC						May-09
	TX	RGV	E Los Indios POE	Kiewit Texas						May-09
	TX	RGV	Joe's Bar-Nemo Road	Kiewit Texas						May-09
	TX	RGV	Triangle - La Paloma	Kiewit Texas						Apr-09
	TX	RGV	Ho Chi Minh - Estero	Kiewit Texas						May-09
	TX	RGV	Proposed Carmen Road Feight Train Bridge	Weston						Jun-09
	TX	RGV	Proposed Flor De Mayo POE to Garden Park	Weston						Jun-09
	TX	RGV	B&M POE to Los Tomates	Weston						Jun-09



Presidio County Projects

Segments L-1A & L-1B

Facilities Management & Engineering

FM&E

Building for a Secure America

- FM&E has tentatively agreed to partner with the U.S. Army Corps of Engineers (USACE) and U.S. International Boundary and Water Commission (IBWC) to rebuild the levees in which the segments are to be constructed.
 - The rebuilt levees will include a retaining wall similar to the Hidalgo solution.
- A draft Memorandum of Agreement (MOA) has been prepared and is being reviewed by all three parties.
 - The MOA describes the roles and responsibilities of each party.
 - CBP will acquire (via USACE) the real estate needed to support the retaining wall construction, provide environmental stewardship plans for the construction activities (April 2008 S1 waiver included these segments), and provide funding to USACE for the "retaining wall" portion of the project.
 - The IBWC will provide USACE with conceptual designs for the new levee/wall and funding for the "levee" portion of the project.
 - USACE will be responsible for designing and constructing the new levee/wall. Joint project costs such as Corps Project Management, contractor mobilization/demobilization will be shared by CBP and the US IBWC 50/50.
- IBWC is currently conducting extensive geotechnical testing at the proposed levee/wall footprints.
 - Analysis will be completed by early June.
 - If geotechnical results are positive (i.e. the majority of ex. soils are suitable for levee construction), design will commence with an estimated completion date of September 09.
 - RFP will be released for bid by the USACE multiple award task order contracts with award expected by November 09
 - Estimated completion date of June 2010.



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

BW11 FOIA CBP 006814

Starr County Projects

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

Facilities Management & Engineering

FM&E

Building for a Secure America

- FM&E is utilizing a new strategy with the IBWC, USACE and Rio Grande Valley Sector to identify fence alignments that would be operationally effective while having minimal impact on the floodplain.
- The new strategy involves developing a new floodplain model that takes into account the existing development in the floodplain both in the U.S. and Mexico.
 - This model will demonstrate the impacts of the proposed fence on the floodplain will be minimal relative to the impacts of the existing development.
 - IBWC believes this approach has a higher likelihood for success since the model used last year assumed no development within the floodplain and predicted noteworthy floodplain impacts from the fence.
- Once complete, the USACE and IBWC will calibrate the model to ensure it is accurately predicting "current" floodplain conditions.
 - Alternative fence alignments will then be simulated to identify the optimum alignment from an operational and floodplain impact perspective.
 - Developing the new floodplain model will be an arduous undertaking and is expected to take several months to complete.
- Potential Decision from the IBWC is expected in January 2010.



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

BW11 FOIA CBP 006815

FY 2009 TI Budget Summary

D&D Funds

Facilities Management & Engineering

FM&E

Building for a Secure America

	FY 07	FY 08	FY 09	Total
TI D&D Budget as of 4/22/09	43,575	16,974,400	105,307,604	122,325,579
SBI net pull back for FY 09 spending cap *		(16,965,289)		(16,965,289)
RWA unexpended balance TBD				0
Actual balance as of 4/22/09	43,575	9,111	105,307,604	105,360,290
Approved PF CR's pending funding requests	(10,000)	0	(7,487,436)	(7,497,436)
Approved VF CR's pending funding requests	0	0	(5,307,397)	(5,307,397)
Other pending actions (DOJ IAA & Douglas Ditch)				
CR anticipated credits/savings approved				
Subtotal with approved CRs/other actions				
NTP contingency	(2,239,649)	(9,111)	(54,447,660)	(56,696,420)
Construction contingency			(17,952,347)	(17,952,347)
VF 300 (b) (7)(E) to replace (b) (7)(E)			(5,100,000)	(5,100,000)
PF Segmen (b) (7)(E) (b) (7)(E)			(3,250,000)	(3,250,000)
PF segment (b) (7)(E)			(3,965,000)	(3,965,000)
Crossovers			(3,250,953)	(3,250,953)
Subtotal contingency/new projects	0	0	1,075,498	1,075,498
Fence Gates			(19,706,250)	(19,706,250)
Real estate Planning and acquisition for FY 10			(18,000,000)	(18,000,000)
USACE Program Oversight, Mgt, Design FY 10			(12,000,000)	(12,000,000)
PF 225 (b) (7)(E) Projects			(58,267,440)	(58,267,440)
Real Estate Acquisition Risk for RGV (unfunded)				
Estimated risk			(b) (5)	
Risk reserve available			0	0
TOTAL FY 07/08/09 TI revised including all FY 09	0	0	(131,898,192)	(131,898,192)



U.S. Customs and Border Protection

* SBI not planning to reimburse TI for these funds.

BW11 FOIA CBP 006816

FY 2009 TI Budget Summary

O&M Funds

Facilities Management & Engineering

FM&E

Building for a Secure America

	FY 07	FY 08	FY 09	Total
TI O&M Budget as of 4/22/09	185	111,043	11,092,714	11,203,942
Held by Congress pending Exp. Plan Approval			60,000,000	60,000,000
Actual balance as of 4/22/09	185	111,043	71,092,714	71,203,942
Approved pending funding requests		0	0	0
Subtotal with approved CRs/other actions	185	111,043	71,092,714	71,203,942
Interim contracts				
Fence	(185)	(111,043)	(4,577,966)	(4,689,194)
Roads			(2,914,748)	(2,914,748)
Electrical/Lights			(16,450,000)	(16,450,000)
Drainage/grates			(7,200,000)	(7,200,000)
Debris and vegetation removal			(16,450,000)	(16,450,000)
Real Estate			(4,000,000)	(4,000,000)
GIS systems development			(1,500,000)	(1,500,000)
Other O&M (not covered interim contracts)			(7,000,000)	(7,000,000)
Drainage Remediation			(11,000,000)	(11,000,000)
Grate retrofit				0
Scour protection low water crossings & rip rap				0
TOTAL FY 07/08/09 TI revised including all FY 09	0	0	0	0



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

BW11 FOIA CBP 006817

FY 2007/2008 Carryover Risk Contingency Reserve & FY 2008 Yearend Reprogrammed funds

Facilities Management & Engineering

FM&E

Building for a Secure America

	<u>TOTAL</u>
Starting Balance Oct 1, 2008 Contingency Reserve	\$85,954,906
Obligations	
VF 300 MATOC construction contracts	(\$5,176,568)
SSCM amendment	(\$4,931,000)
Hidalgo Amendment	(\$34,911,587)
PF 225 Change Requests	(\$25,144,327)
VF Change Requests	(\$4,059,294)
Travel/Other	(\$4,919,994)
Recoveries	\$10,505,842
SBI net pull back for FY 09 spending cap	(\$16,965,289)
Reprogram and Transfer to OFAM for TI O&M	(\$300,000)
Remaining balance as of 4/22/09	\$52,688
FY 2009 TI D&D Budget	\$110,000,000
Obligations	
PF 225 Change Requests	(\$899,421)
VF Change Requests	\$0
Contractor support (LMI)	(\$2,595,000)
DOI Liason	(\$200,000)
N/A (construction oversight PF)	(\$750,000)
Travel/Other	(\$247,975)
Remaining balance as of 4/22/09	\$105,307,604



U.S. Customs and
Border Protection

FY 2009 – 2011 TI Budget Summary

As of 4/22/09 (in thousands)

Facilities Management & Engineering

FM&E

Building for a Secure America

	FY 2009				FY 2010	FY 2011
	<u>Budget Plan</u>	<u>SBInet Pullback (1)</u>	<u>Committed/Obligated</u>	<u>Balance to OF</u>	<u>Estimated Base</u>	<u>Estimated Base</u>
FY 2007 BSFIT Carryover Operations and Maintenance Development and Deployment Subtotal	(b)				(5)	
FY 2008 BSFIT Carryover Operations and Maintenance Development and Deployment Subtotal						
FY 2009 BSFIT (2) Program Management Environmental (3) Operations and Maintenance Development and Deployment Subtotal						
TOTAL						

(1) Pending decision with BP on reimbursement from SBInet with FY 09 BSFIT

(2) After full allocation of BSFIT funding is released and apportioned, partial allocation available at this time.

(3) Congressional Environmental add on in FY 09 approps language, FY 10 & FY 11 in the D&D plans



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