

**Presidential Transition Office Tasking 170 – Fence Lab**

- Documentation related to requirements and specifications development including research done at Texas A&M any FFRDC.

**OFAM Response:** The Fence Lab Project was established in November of 2006 to identify, test, and evaluate fence/barriers for low cost, rapid deployment, and high performance. Fence Lab created a nineteen point criteria in December of 2006 to establish minimal standards for accepting fence/barriers and to establish metrics for evaluating candidates. Fence Lab identified several fence and barrier candidates that were low cost (under \$1.3M per mile), quickly deployable (one mile per day) and high performing, but with the understanding that one design would not fit the needs of the Southwest Border. Each sector or station had different requirements based on local needs such as: (b) (7)(E)

(b) (7)(E) that would enhance the fence/barrier performance. The test facilities were at the (b) (7)(E) (b) (7)(E), which consisted of a 2,000-acre complex of research and training facilities situated (b) (7)(E) (b) (7)(E). In addition to (b) (7)(E) testing conducted with each fence design, a U.S. Border Patrol (USBP) “Tiger Team” was onsite to assess each fence design and the time it would take to defeat each design given standard breach techniques experienced along the border.

Ultimately however, the Fence Lab Project recommended pedestrian fences that did not meet CBP’s requirements. Using the lessons learned from the Fence Lab, CBP worked with the U.S. Army Corps of Engineers and USBP to develop pedestrian fence designs that would meet USBP requirements. Three types were identified and constructed along the SW border: (b) (7)(E). It was also established that (b) (7)(E) would be the minimum height requirement for deterrence on (b) (7)(E), which was incorporated into the design standard. Also as a result of the findings, (b) (7)(E) were found to be the most effective types for vehicle fence.

CBP also evaluated construction of these fence types through value engineering. Value engineering allowed CBP to reduce construction costs of the fence, while still meeting USBP requirements. The value engineering determined designs for items like the (b) (7)(E)

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(b) (7)(E). Using these considerations along with subsequent lessons learned discussions, we developed a “Fence Tool-kit” that we still use today.

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