



## TACTICAL INFRASTRUCTURE – FENCE AND ROADS

### EXECUTIVE SUMMARY:

- The United States Border Patrol (~~USBP~~) deploys fencing to impede the illegal flow of cross-border traffic and all weather roads to rapidly respond to incursions.
- Tactical Infrastructure (~~TI~~) provides the critical infrastructure to deter and prevent illegal cross-border entry into the United States. The ~~CBP-TI~~ Tactical Infrastructure Program is managed by the Office of Facilities and Asset Management (OFAM). OFAM oversees the planning, construction, and maintenance of all ~~TI~~ tactical infrastructure components on behalf of ~~CBP's~~ Border Patrol ~~USBP~~.
- ~~TI~~ Tactical infrastructure is located primarily along the southwest border (~~SWB~~) and includes roads, boat ramps, crossovers, bridges, fencing, gates, lights, electrical components, drainage structures, and debris and vegetation removal that slows, delays, and acts as an obstacle to illicit cross-border activity.
- OFAM obligated \$125 million in ~~TI~~ construction, maintenance, and repair expenses in Fiscal Year 2016. OFAM expects to obligate \$76 million for ~~TI~~ tactical infrastructure in FY 2017.
- CURRENT INVENTORY:
  - **Total Primary Fence: 654**
    - 354 Primary Pedestrian Fence miles
    - 300 Vehicle Fence miles
  - 37 Secondary Fence miles
  - 14 Tertiary Fence miles
  - 1,519 Gates/Crossings/Game Panels
  - 1,257 miles of roads
  - 14 Bridges
  - 8 Boat Ramps

### BACKGROUND:

The Secure Fence Act of 2006 required the Department of Homeland Security (~~DHS~~) to construct infrastructure to deter and prevent illegal entry, especially along the ~~SWB~~ southwest border. The Secure Border Initiative (~~SBI~~) was the original program overseeing plans to secure America's borders and reduce illegal immigration. The ~~TI~~ Tactical Infrastructure Program was created in October 2007 to oversee the construction of pedestrian and vehicle fence, roads, and lighting along the ~~SWB~~ southwest border. In 2009, the ~~TI~~ Tactical Infrastructure Program was moved to the ~~CBP's~~ Facilities Management and Engineering Directorate, now part of OFAM.

The construction of both pedestrian and vehicle fence required significant real estate and environmental components, ranging from licenses and easement outgrants to special land use permits, leases, resolutions and rights-of-way, environmental assessments, and clearance with a variety of local and state governments and agencies.

**Fence:** ~~USBP~~ Border Patrol has deployed two types of fencing, pedestrian and vehicle, at strategic locations along southwest border to impede the flow of illegal crossings. The pedestrian fencing is further broken down into three types; primary, secondary, and tertiary.



- Primary Fence (~~PF~~) uses (b) (7)(E) to impede illegal pedestrian and vehicular traffic.
- Secondary Fencing (~~SF~~) provides a second layer of security, (b) (7)(E)
- Tertiary Fence (~~TF~~) uses (b) (7)(E) to delineate property limits and/or the limits of the tactical infrastructure TI corridor. The (b) (7)(E) for ~~TF~~-tertiary fence consists (b) (7)(E)
- Vehicle Fence (~~VF~~) uses (b) (7)(E) sections to resist illegal vehicular traffic across the border (b) (7)(E)

**Roads:** There are two categories of roads that are vital to USBP's Border Patrols's mission: Fence Access Roads and Patrol/Operational Roads.

1. Fence Access Roads include roads required to reach the fence and also roads along the fence line. CBP must have reliable and undeniable access to the border fence at all times to execute timely routine and emergency maintenance and repair. These roads are also used for direct enforcement of the border.
2. Patrol/Operational Roads are oriented parallel to, and at various distances from, the border. These roads are used to (b) (7)(E)

**CURRENT STATUS:**

- USBP Border Patrol has utilized its requirements process to identify its highest priority tactical infrastructure TI requirements including fence, roads, and other tactical infrastructure TI as identified by Border Patrol USBP. Operational access (i.e. roads) is the current tactical infrastructure TI requirements priority.
- The Comprehensive Tactical Infrastructure Maintenance and Repair (~~CTIMR~~) program provides for the maintenance of the tactical infrastructure TI portfolio. OFAM continues to utilize ~~this program the CTIMR~~ to maintain the tactical infrastructure TI and patrol roads to the greatest extent with the current budget.
- The use of both owned and non-owned roads, including access roads to deployed fencing and operational patrol roads, are also maintained by the Tactical Infrastructure TI Program. These roads provide access to the fence and assist in Border Patrol's efforts to monitor and respond to illegal cross-border activity.

**FUTURE STATE/NEXT STEPS:**

- Border Patrol USBP will continue ~~to leverage the CTIMR program~~ to address the priority fence and road requirements, while requesting additional funding through the annual budget process in order to meet the requirements of Border Patrol USBP.
- The replacement of primary legacy fence is a Border Patrol USBP requirement. (b) (7)(E)
- Projects in Progress:
  - (b) (7)(E) – (b) (7)(E) of legacy fence replacement at the cost of \$12.6 million
  - (b) (7)(E) – Approximately (b) (7)(E) of legacy fence replacement at the cost of \$45 million



U.S. Customs and  
Border Protection

POC for Further Discussion: **(b)(6);(b)(7)(C)**

CBP Contact Office: Office of Facilities and Asset Management

Date Prepared: October 17, 2016