Current Border Barrier
Land Border/ River Border – 696 miles / 1,295 miles
Pedestrian Barrier – 354 miles
Vehicle Barrier – 300 miles
Total Barrier - 654 miles primary barrier (1,300 miles NO barrier)

- **33 percent** of the 1,991 mile southwest border is covered by primary pedestrian and vehicle fencing. GAO-17-331
  - San Diego (Land Border = 60 miles) - 46 miles primary fencing
  - El Centro (Land Border = 70 miles) - 59 miles primary fencing
  - Yuma (Land Border = 126 miles) - 107 miles primary fencing
  - Tucson (Land Border = 262 miles) - 211 miles primary fencing
  - El Paso (Land /River Border = 180 miles/88 miles) - 166 miles primary fencing
  - Big Bend (River Border = 510 miles) - 5 miles primary fencing
  - Del Rio (River Border = 210 miles) - 4 miles primary fencing
  - Laredo (River Border = 171 miles) - 1 miles primary fencing
  - Rio Grande Valley (River Border = 273 miles) - 55 miles primary fencing

President Clinton
- 1992-1994- **14 miles of primary fencing** and **2 miles of secondary fencing** was constructed in San Diego Sector.
- 1999 - **4 miles of primary fencing** was constructed in El Centro Sector.

President Bush
- 2006-2008 - **124 miles of vehicle barrier and primary fence** was constructed in El Paso Sector.
- 2007-2008 – **53 miles of primary fencing** and **42 miles of vehicle barrier** was constructed in Yuma Sector.
- 2007 - **28 miles of primary fencing** and **41 miles of vehicle barrier** was constructed in Tucson Sector.

President Obama (Funds obligated under Bush administration)
- 2008-2009 - **27 miles of primary fencing** and **70 miles of vehicle barrier** was constructed in Tucson Sector.
- 2008-2009 - **14 miles of primary fencing** was constructed in San Diego Sector.
- 2008-2009 - **48 miles of primary fencing** (levee) was constructed in Rio Grande Valley Sector.
President Trump

- The number of border barrier miles has not increased under the Trump administration. All border barrier construction projects during the Trump administration have been for the replacement of existing border barrier (primary pedestrian/vehicle barrier).

Explanation:

- Renovation/replacement of primary pedestrian barrier (fence) with Border Wall System (San Diego, El Centro, El Paso) and conversion of vehicle barrier (fence) to Border Wall System (El Paso) = “New Wall”
  - FY17 Omnibus enacted
    - $497,401,337
      - $341,200,000 to replace approximately 40 miles of existing primary pedestrian and vehicle border fencing & 35 Gates
        - Replacement of 14 miles of primary pedestrian barrier in San Diego (Border Wall System)
        - Replacement 2 miles of primary pedestrian barrier in El Centro (Border Wall System)
        - Replacement 20 miles of primary vehicle barrier in El Paso (Border Wall System)
        - Replacement 4 miles of primary pedestrian barrier in El Paso (Border Wall System)
        - Installing 35 new gates in the Rio Grande Valley
Fencing

Vehicle Fence: Normandy

Vehicle: Post on Rail

Secondary Fence

Tertiary Fence

Vehicle Barrier - Normandy/Post on Rail (El Paso Sector)
Primary Fencing (Laredo, TX) Collaboration between City of Laredo, Laredo College, Border Patrol

Primary (Landing Mat) & Secondary Fencing (San Diego, CA)
FY18 Omnibus enacted

- $1,571,000,000
  - $251,000,000 for approximately 14 miles of secondary fencing (San Diego) (Border Wall System)
    - Does not increase current border barrier miles
  - $445,000,000 for 25 miles of new primary pedestrian levee fencing (Rio Grande Valley) (Border Wall System)
  - $196,000,000 for 8 miles of new primary pedestrian fencing (Rio Grande Valley) (Border Wall System)
  - $445,000,000 for replacement of existing primary pedestrian fencing (Border Wall System)

RGV-03

- On October 31, 2018, CBP awarded a contract to SLCO Ltd. (Galveston, TX) in the amount of $145M for construction of approximately six miles of levee wall system in the McAllen Station area of responsibility in Hidalgo County, Texas. Construction is scheduled to begin in February 2019.
  - The RGV-03 project includes the construction and installation of tactical infrastructure including a reinforced concrete levee wall to the height of the existing levee, 18 feet tall steel bollards installed on top of the concrete wall, and vegetation removal along a 150 foot enforcement zone throughout the approximately six miles of levee wall system. The enforcement zone will also include detection technology, lighting, video surveillance, and an all-weather patrol road parallel to the levee wall.

RGV-02

- On November 11, 2018, CBP awarded a contract to SLSCO in the amount of $167M for construction of approximately eight miles of levee wall system south of Alamo, Donna, Weslaco, Progreso and Mercedes, Texas within Hidalgo County. Construction is scheduled to begin in February 2019.
  - The RGV-02 project consists of five segments and includes the construction and installation of tactical infrastructure including a reinforced concrete levee wall to the height of the existing levee, 18-foot tall steel bollards installed on top of the concrete wall, and vegetation removal along a 150-foot enforcement zone throughout the approximately eight miles of levee wall system. The levee wall system will include detection technology, lighting, video surveillance, and an all-weather patrol road parallel to the levee wall.

FY19 Border Wall System Program:

- FY19 Budget includes $1.6B for the construction of 64 miles of new border wall system and one mile of replacement wall
  - 20 miles of new border wall system in Rio Grande City Station AOR where there is no border wall
- 44 miles of new border wall system in McAllen, Weslaco, Harlingen, Brownsville, and Fort Brown Station AORs to bridge gaps between existing border wall segments
- 1 mile of replacement border wall in the Brownsville Station AOR near the University of Texas – RGV Campus

Levee Wall (Rio Grande Valley, TX)

Drug Enforcement Administration, 2018 National Drug Threat Assessment (NDTA)

- Mexican TCOs transport the majority of illicit drugs into the United States across the SWB using a wide array of smuggling techniques.
- The most common method employed by these TCOs involves transporting illicit drugs through U.S. Ports of Entry (POEs) in passenger vehicles with concealed compartments or commingled with legitimate goods on tractor trailers.

FY 2017 DHS Entry/Exit Overstay Report

- At the end of FY 2017, there were 606,926 Suspected In-Country Overstays.
  - As of May 1, 2018, the number of Suspected In-Country Overstays for FY 2017 further decreased to 421,325
- U.S. Border Patrol Apprehensions FY 2017 = 303,916