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DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR 2012

HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

ONE HUNDRED TWELFTH CONGRESS

FIRST SESSION

SUBCOMMITTEE ON HOMELAND SECURITY

ROBERT B. ADERHOLT, Alabama, *Chairman*

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JOHN ABNEY CULBERSON, Texas
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NOTE: Under Committee Rules, Mr. Rogers, as Chairman of the Full Committee, and Mr. Dicks, as Ranking Minority Member of the Full Committee, are authorized to sit as Members of all Subcommittees.

BEN NICHOLSON, JEFF ASHFORD, KRIS MALLARD,
KATHY KRANINGER, and MILES TAYLOR,
Staff Assistants

PART 3

DEPARTMENT OF HOMELAND SECURITY

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Southwest Border Enforcement	**439**

Printed for the use of the Committee on Appropriations

PART 3
ICE
TSA
SW Border

DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR 2012

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67–979 WASHINGTON : 2011

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DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR 2012

FRIDAY, MARCH 11, 2011.

IMMIGRATION AND CUSTOMS ENFORCEMENT

WITNESS

JOHN MORTON, ASSISTANT SECRETARY, U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT, DEPARTMENT OF HOMELAND SECURITY

OPENING STATEMENT: CHAIRMAN ADERHOLT

Mr. ADERHOLT. Good morning. The hearing is called to order.

This morning we would like to welcome John Morton, who is the Director of U.S. Immigration and Customs Enforcement, better known as ICE, as we consider the President's FY12 budget request. This is the Nation's second largest Federal investigative agency. Director Morton, we thank you for being here this morning; and we look forward to hearing your testimony before the Subcommittee.

Let me take just a moment to express this Subcommittee's condolences for the loss of Special Agent Zapata. Our thoughts and our prayers go out to his family and friends, his colleagues, and all those who knew him. His death is a stark reminder of the risks law enforcement officers face in the line of duty each and every day. I want to thank the men and women of ICE for their service, in recognition that it comes with great personal sacrifice.

Turning to today's hearing, we want answers to three main questions:

Number one, how does the FY12 request stabilize ICE's budget in terms of eliminating waste and improving efficiencies; two, how does the budget match resources to operational needs; and, three, how does ICE demonstrate real results in terms of the best possible security at the lowest possible cost?

ICE has come a long way in its relatively short history. Eight years ago, field offices were rationing vehicle use due to shortfalls in equipment and other accounts. ICE's mission expanded and contracted multiple times, as the Office of Air & Marine, the Federal Air Marshal Service, and the Federal Protective Service were transferred in and then out of ICE. As a new agency, ICE has had to distinguish itself among other law enforcement agencies to carve out its mission space.

To see the progress ICE has made, one only has to look at the news over the past few weeks. On March 1st, ICE led 173 Federal, State, and local law enforcement partners in 168 U.S. cities in Project Southern Tempest, resulting in 678 gang-related arrests. 447 were charged with criminal offenses, 231 were administrative

arrests, 322 had violent criminal histories, and 421 were foreign nationals.

On February 24, an ICE-led investigation in Virginia resulted in indictments against 22 individuals involved in one of the largest document fraud rings in United States history. In 2 years, the criminal organization sold 15,000 fraudulent drivers' licenses, social security cards, and other IDs, the proceeds of which were wired to Mexican drug cartels, and that was more than $1 million.

Also on February 24th, a joint ICE–FBI investigation led to the arrest of a 20-year-old Saudi student in Texas who was amassing chemicals for a WMD attack.

These cases demonstrate the breadth of ICE's authority and why the agency must use all available tools, including administrative arrests on immigration violations, to disrupt illegal and dangerous activity.

Congress has consistently provided robust resources to meet ICE's mission needs and support its personnel. Today we are challenged not only to meet our national security needs, but to do so in a way that is responsible and disciplined with respect to our Nation's mounting debt.

Director Morton, in a time of fiscal crisis, the American people are demanding responsible budgets that demonstrate accountability for every dollar that is spent, and that means this Subcommittee will do its part to prevent waste or misuse of funds. In light of these priorities—national security and fiscal responsibility—the House passed H.R. 1. It provides an increase to ICE operations above the current levels of $57.8 million. H.R. 1 fully funds ICE agents and the minimum 33,400 detention beds that Congress expects ICE to maintain this fiscal year. This Subcommittee has always put a priority on operations and the needs of frontline personnel, and H.R. 1 continues to uphold that commitment.

Turning to the FY12 request, I am pleased that your budget pledges to fully fund agents and the authorized minimum detention beds. However, as ICE continues to mature, we need to see that resources are responsibly applied to meet operational needs and deliver real results for security.

The FY12 priorities raise longer-term issues about bed space utilization. The focus on criminal alien removal means longer average stays, and expansion of Secure Communities will put pressure on detention space. We need to understand the right resource level within this fiscally constrained environment to adequately support custody operations.

The FY12 request also includes reductions that cause some concerns. I will be asking about the nearly $100 million in undefined professional services and administrative savings across operational accounts, as well as the $114.6 million cut from information technology that reduces modernization efforts by 85 percent. These so-called savings and reductions will likely reverse some of the progress ICE has made as an organization as well as impact operations.

Director Morton, the American public demands straightforward answers on Immigration and Custom Enforcement efforts. Truth in budgeting, discipline, and transparency with respect to operational

needs are essential in this fiscal climate, and this Subcommittee will demand no less.

I do appreciate you appearing before the Subcommittee. I appreciate your candor in helping understand ICE's budget request for FY12.

At this time I would like to recognize Mr. Price, who is the distinguished Ranking Member of this Subcommittee, for his opening remarks. Mr. Price.

[The information follows:]

The Honorable Robert Aderholt
Committee on Appropriations
Subcommittee on Homeland Security

Opening Statement:

U.S. Immigration and Customs Enforcement FY 2012 Budget

Witness:
Director Morton

10:00 AM | Friday | March 11, 2011 | 2359 RHOB

Hearing is called to order [*gentle strike of gavel*] –

This morning we welcome John Morton, Director of U.S. Immigration and Customs Enforcement (or ICE), as we consider the President's FY12 Budget Request for our nation's second largest federal investigative agency. Director, we thank you for being here and look forward to hearing your testimony.

First, let me take a moment to express my condolences for the loss of Special Agent Zapata to his family, friends, and colleagues. His death is a stark reminder of the risks law enforcement officers face in the line of duty every day. I want to thank the men and women of ICE for their service, in recognition that it comes with great personal sacrifice.

Now, turning to today's hearing, we want the answers to three main questions:

- How does the FY12 request stabilize ICE's budget in terms of eliminating waste and improving efficiencies?
- How does the budget match resources to operational needs? and
- How does ICE demonstrate real results in terms of the best possible security at the lowest possible cost?

ICE has come a long way in its relatively short history. Eight years ago, field offices were rationing vehicle use due to shortfalls in equipment and other accounts. ICE's mission expanded and contracted multiple times, as the Office of Air & Marine, the Federal Air Marshal Service, and the Federal Protective Service were transferred in, then out of ICE. As a new agency, ICE had to distinguish itself among law enforcement agencies and carve out its mission space.

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These cases demonstrate the breadth of ICE's authority and why the agency must use *all* the tools available, <u>including administrative arrests on immigration violations</u>, to disrupt illegal and dangerous activity.

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⇒ Director, in a time of fiscal crisis, the American people are demanding responsible budgets that demonstrate accountability for <u>every</u> dollar spent.

⇒ And, that means this Subcommittee will do its part to prevent waste or the misuse of funds.

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Director, the American public demands straightforward answers on our immigration and customs enforcement efforts – truth in budgeting, discipline, and transparency with respect to operational needs are essential in this fiscal climate, and this Subcommittee will demand no less.

I appreciate you appearing before us today and thank you in advance for your candor in helping us understand ICE's budget request for FY12.

I would like to now recognize the Subcommittee's distinguished Ranking Member, Mr. Price, for his opening remarks.

###

OPENING REMARKS: RANKING MEMBER PRICE

Mr. PRICE. Thank you, Mr. Chairman.

Today, I am happy to join you in welcoming back Assistant Secretary John Morton from the U.S. Immigration and Customs Enforcement, or ICE, to discuss his agency's $5.51 billion budget request for fiscal 2012. This is basically a "current services" budget, with a 1.4 percent increase from 2010, generally permitting the agency to operate at the same level from 2010 through 2012. But, Mr. Assistant Secretary, as with the rest of DHS, you have been asked to tighten your belt with regard to a number of your agency's programs.

Since you have taken the leadership at ICE, I have enjoyed our good working relationship. I am pleased that we share the goal of focusing ICE's investigative and removal resources on the individuals who pose the greatest danger to our communities—gang members, drug traffickers, weapons smugglers, and other serious criminals.

It was 4 years ago when this Subcommittee first brought attention to the large population of criminally convicted aliens who were being ignored by the previous administration in favor of low-level offenders. We enacted statutory language in ICE appropriations requiring ICE to devote a large portion of its enforcement budget to criminals. The results have been significant. ICE removals of criminal aliens rose by 12 percent in 2008, by 24 percent in 2009, and by 37 percent in 2010.

Part of ICE's response to our directive was to establish the Secure Communities program. I have been impressed with the results of the rapid build-out of Secure Communities and support your request to increase the program's funding in 2012. The shift in removals from mostly non-criminals before your time to mostly criminals now has, in large part, been a result of this effort. Nonetheless, your implementation of the program can always improve, including the sharpness of your focus on the criminal population and your interaction with local authorities. I look forward to exploring that with you today.

For years we have also pushed ICE to expand its Alternatives to Detention program, which allows ICE to keep track of low-risk individuals in the immigration court removal process. It is more humane, it is more cost-effective than penal detention for individuals who pose no danger to society. So I am pleased to see an increase in alternative to detention, however modest, which would allow thousands more individuals to be enrolled in this program. And while this does not have 2012 monetary implications, I am pleased that ICE has implemented the detainee locater system, making it easier for people to locate someone detained or released from ICE custody.

While these are areas I applaud, I have a number of concerns.

First, despite some recent remarkable seizures of both bulk cash, narcotics, and weapons that ICE should be proud of, the power of the Mexican cartels is not significantly degraded. I am concerned that the budget does not request any new funds to dismantle drug trafficking and human smuggling operations along the Southwest border. I will reserve further comments and questions on this issue

until the hearing we have next week specifically devoted to Southwest border enforcement.

The budget also greatly reduces ICE automation programs by 85 percent and eliminates funding for many critical activities such as the electronic health records and financial systems modernization. The 2012 budget eliminates all funding for construction activities and rescinds previously appropriated construction funds, leaving only a small amount of funds for emergency maintenance needs. If this means that we are deferring construction now only to accrue greater costs down the road, this course would be penny wise and pound foolish.

Finally, the budget has no funding to expand the visa security units overseas, even though ICE is only operating in 40 percent of the countries we have defined as high risk. As we learned from the Christmas Day bombing attempt 15 months ago, it is better to deny a visa overseas based on derogatory information than to have to stop an attack while it is occurring. So, Mr. Secretary, we will need to discuss this further, both to understand the pace at which ICE is expanding this program and what is delaying the establishment of the visa security units in more countries.

Mr. Morton, we value the work ICE does day in and day out. Many of your personnel operate in very dangerous areas, as seen most recently when ICE Agent Zapata lost his life and another agent was seriously wounded at the hands of the drug cartels in Mexico. It is a tough job. I am glad we have a tough prosecutor like yourself at the agency's helm.

We look forward to continuing to work with you to help you fulfill its mission, beginning with this review of your proposed budget.

Thank you.

[The information follows:]

Opening Statement of Ranking Member David Price

Immigration and Customs Enforcement FY2012 Budget Hearing

March 11, 2011 / 10:00 am

Today we welcome back Assistant Secretary John Morton from U.S. Immigration and Customs Enforcement, or ICE, to discuss his agency's $5.51 billion request for fiscal year 2012. This is basically a "current services" budget, with a 1.4 percent increase from 2010 – generally permitting the agency to operate at the same level from 2010 through 2012. But Mr. Assistant Secretary, as with the rest of DHS, you have been asked to tighten your belt this year with regard to a number of your agency's programs.

Since you've taken the leadership of ICE, I've enjoyed our good working relationship. I've been pleased that we share the goal of focusing ICE's investigative and removal resources on individuals who pose the greatest danger to our communities: gang members, drug traffickers, weapons smugglers, and other serious criminals. It was four years ago when this Subcommittee first brought attention to the large population of criminally convicted aliens who were being ignored by the previous Administration in favor of low-level offenders. We enacted statutory language in ICE appropriations requiring ICE to devote a large portion of its enforcement budget on criminals. The results have been significant: ICE removals of criminal aliens rose by 12% in 2008, by 24% in 2009, and by 37% in 2010.

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While these are areas I applaud, I also have a number of concerns. First, despite some recent remarkable seizures of bulk cash, narcotics and weapons that ICE should be proud of, the power of the Mexican cartels is not significantly degraded. I'm concerned that the budget does not request any *new* funds to dismantle drug trafficking and human smuggling organizations along the Southwest Border. I will reserve further comments and questions on this issue until our hearing next week on Southwest Border enforcement.

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Finally, the budget has no funding to expand the visa security units overseas even though ICE is only operating in 40 percent of the high risk countries. As we learned from the Christmas Day bombing attempt 15 months ago, it is better to deny a visa oversees based on derogatory information than have to stop an attack while it is occuring. Secretary Morton, we will need to discuss this further, both to understand the pace at which ICE is expanding this program and what is delaying the establishment of VSUs in more countries.

Mr. Morton, we value the work ICE does day-in and day-out. Many of your personnel operate in very dangerous areas, as seen most recently when an ICE agent lost his life and another agent was seriously wounded at the hands of the drug cartels in Mexico. It is a tough job and I am glad we have a tough prosecutor like yourself at the agency's helm. We look forward to continuing to work with you to help your agency fulfill its mission, beginning with this review of your budget details.

###

Mr. ADERHOLT. Thank you, Mr. Price.

Again, Director Morton, we welcome you today. We turn it over now for your testimony for the FY 12 budget request.

OPENING REMARKS: ASSISTANT SECRETARY MORTON

Mr. MORTON. Well, thank you very much, Chairman Aderholt, Ranking Member Price, members of the committee.

I obviously appear before you today to talk about the President's proposed budget for fiscal year 2012.

Let me start by recognizing and thanking you for the kind words about our special agents. As everyone here knows, two of them were stopped on a highway in San Luis Potosi in Mexico while driving between Monterey and Mexico City. Two cars of armed men forced them off the road and fired into their vehicle, killing Jaime Zapata and wounding Victor Avila. Our thoughts and prayers remain with Mr. Zapata's family and with Victor, who I am happy to report is making a remarkably speedy recovery, notwithstanding having been shot twice.

While the investigation is ongoing, I note that Mexican law enforcement officials have arrested several individuals that they feel were involved in the shooting. This is welcome news; and I can tell you we will continue to work very, very closely with the Mexicans to see that justice in this particular case is swift and firm.

Let me also note my condolences for the families who lost loved ones in Japan as a result of the earthquake and tsunami. We have searched the records both in Japan and in Hawaii; and all of our people are safe and accounted for, thankfully.

Turning to the budget, let me note first how much I appreciate the bipartisan and consistent support we have had from the Subcommittee. Our enforcement efforts have steadily grown over the past few years, notwithstanding the fact that we are a relatively young agency, and this simply would not have been possible without the important appropriations we have received from the Congress.

As the Chairman noted, we have become the second-largest criminal investigative agency in the entire Federal Government. We are the principal investigative arm of the Department of Homeland Security, and I look forward to working with the Committee to solidify these gains, and I commit myself and my staff to a relationship marked by professionalism and candor.

The President has proposed an appropriated budget of $5.5 billion, which is roughly an increase of slightly over 1.3 percent, or $155 million, over our enacted 2010 budget.

The emphasis of the budget is very simple. First, we seek to maintain full enforcement operations; second, we seek to fully fund our detention program at the levels previously directed by Congress; and, third, we seek to continue the expansion of Secure Communities so that we reach over 3,000 jurisdictions by the end of the fiscal year, which will roughly be 96 percent of all the eligible jurisdictions in the United States.

The main enhancements are $157 million for increased detention funding and $64 million for the expansion to Secure Communities. We are also seeking modest enhancements for data center consolidation and 2,500 more Alternatives to Detention positions.

Recognizing the top-line fiscal constraints, our budget does recommend delaying facility consolidation plans, it does significantly reduce the scope of many of our automation initiatives, it eliminates construction projects and expenses to address only emergency health and safety requirements, and it identifies additional efficiencies of $100 million in management and administration costs. I know these are of concern to the Committee, and I look forward to discussing them with you. They are just hard but necessary causes. We seek to maintain enforcement operations and results while observing some fiscal restraint.

So what are our enforcement priorities going to be for the coming fiscal year? The same as now: aggressive investigation of national security threats and cross-border crime, and smart, effective immigration enforcement.

Let me just deal with each very quickly, starting with criminal investigations.

We have become a very, very large investigative agency. We have 7,000 special agents posted in every single State of the Union and 47 foreign countries, including Mexico, where we will be increasing our staff to 40, making it by far the largest overseas office we have in the world.

Through our agents, we investigate a wide variety of crimes. I think most people and the public have no idea how broad ICE's reach is, everything from the illegal smuggling of drugs and guns, money laundering, bulk cash smuggling, human smuggling and trafficking, child pornography, child sex tours and child labor, illegal exports of sensitive weaponry and technology, counterfeiting and piracy, and, of course, immigration visa and document frauds. We are going to stay focused on those things.

With regard to immigration enforcement, we have over 6,000 officers and 900 attorneys dedicated to the removal process. You will see a continued use of these resources to maintain our key priorities and keep focus on strong overall enforcement.

To that end, I would note that we have removed more people in the last 2 years than in any similar period in our history. We also prosecuted more people for illegal reentry. We put more people on the border. We audited more companies than we ever have before. And I note that just last month we reached an important milestone of our 20,000th gang member or associate arrest. We will stay focused on the removal of criminal offenders and national security threats.

Mr. Price is entirely correct. The agency through this Committee had its attention sharpened and focused on criminal offenders. It was the right thing to do, and we are going to continue to do that through the Secure Communities program.

We are going to continue to focus on the removal of border violators. Our support of CBP and the Border Patrol in particular along the border is strong and increasing. And we are going to focus on people who game the system. If you come back here after being previously deported, you are a fugitive in the face of a final order, or you obtain your status by fraud, we are going to focus on you.

Finally, we will continue our strong emphasis on work, site enforcement, focused on employer compliance.

With that, let me thank you again for your support and welcome any questions that you may have. I will do the best to answer them with transparency and candor; and if I don't know something or need a detail to get back to you, I will tell you so.

Thank you.

[The information follows:]

U.S. Immigration and Customs Enforcement

STATEMENT

OF

JOHN MORTON

ASSISTANT SECRETARY
U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT
DEPARTMENT OF HOMELAND SECURITY

REGARDING A HEARING ON

"U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT
FY 2012 BUDGET REQUEST"

BEFORE THE

U.S. HOUSE OF REPRESENTATIVES
COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON HOMELAND SECURITY

Friday, MARCH 11, 2011 -- 10:00 a.m.

INTRODUCTION

Chairman Aderholt, Ranking Member Price, and distinguished Members of the Subcommittee:

Thank you for the opportunity to appear before you today to present the President's Fiscal Year (FY) 2012 budget request for U.S. Immigration and Customs Enforcement (ICE). I look forward to discussing our priorities for the upcoming fiscal year and our efforts to ensure the most efficient and effective use of our resources in carrying out our mission.

I would like to begin by expressing my thanks for this Committee's strong support for ICE. From FY 2004 to FY 2010, the demands on ICE's law enforcement personnel have increased and our appropriated budget grew to support them. During this time, we have increased our average daily detention population by 40 percent and increased our annual criminal arrests by 1,200. The President's FY 2012 budget request strengthens key law enforcement programs while ensuring that ICE operates with maximum efficiency, supporting ICE's two core operational programs: Enforcement and Removal Operations (ERO), focused on civil immigration enforcement, and Homeland Security Investigations (HSI), focused on complex criminal investigations.

ICE enforces civil immigration laws in a manner that best promotes public safety, border security, and the integrity of the immigration system. To protect public safety and national security, ICE prioritizes the removal of criminal aliens and those who pose a threat to our communities. ERO's core functions are executed by a team of 8,000 officers and mission support staff that operate in nearly every jurisdiction of the United States. Our detention operations consist of ICE-owned Service Processing Centers, as well as facilities ICE utilizes through Intergovernmental Service Agreements and dedicated contracts.

HSI's 7,000 criminal investigators target transnational criminal enterprises seeking to exploit America's legitimate trade, travel, and financial systems, and enforce customs and immigration laws at and beyond our nation's borders. Last year, HSI arrested 55,212 individuals, including 34,251 criminal arrests and 20,961 administrative arrests. Agents focus on counterterrorism and

counter proliferation; intellectual property violations; child sex tourism and exploitation; alien, narcotics, bulk cash smuggling; human trafficking; immigration fraud; illegal employment offenses; and gang investigations.

FISCAL YEAR 2012 BUDGET REQUEST

ICE's FY 2012 budget request totals $5.5 billion, which is an increase of 1.3 percent over the FY 2010 enacted appropriation. This request supports ICE's core enforcement mission while identifying efficiencies and cost saving measures, allowing ICE to strengthen its frontline operations during these difficult economic times.

The President's FY 2012 budget request increases ICE's two primary law enforcement programs to bolster law enforcement operations focused on the removal of criminal aliens and ICE investigations along the Southwest border. First, the budget request reflects a $157.7 million enhancement to fund 33,400 detention beds at the projected FY 2012 bed rate. If approved, this enhancement will right-size bed costs and allow for the removal of more than 200,000 criminal aliens in FY 2012. The budget also includes $64 million to expand the Secure Communities (SC) program to an additional 1,594 jurisdictions in FY 2012, enabling ICE to cover 96% of all jurisdictions nationally in FY 2012 and keeps the program on track for nationwide deployment by 2013. Third, ICE's 2012 budget request annualizes Southwest border supplemental funding to support last year's enhancement of nearly 250 criminal investigators for our Southwest border offices. Finally, the budget request includes $14 million to modernize two mission-critical information technology (IT) systems— TECS and Detention and Removal Operations Modernization (DROM) — and $10.5 million to support data center migration.

To maintain ICE's budget within top line constraints, our request also identifies significant efficiencies, including $126.7 million in administrative cost savings through efficiencies in advisory and assistance services, supplies and materials, printing and travel, professional service contracts, IT operations and management, and cost avoidance through consolidation of office space.

ICE's FY 2012 budget request, while mindful of top line constraints in these difficult economic times, will permit the agency to continue its three primary operational objectives: preventing terrorism and enhancing security; securing and managing our borders; and enforcing and administering our immigration laws.

PREVENTING TERRORISM, ENHANCING SECURITY, AND SECURING OUR BORDERS

As the largest investigative arm of DHS, ICE enhances national and border security by interrupting the illicit flow of money, merchandise, and contraband that supports terrorist and criminal organizations. Last year, ICE's criminal investigators initiated 126,425 new investigations and made over 23,087 criminal arrests. ICE seized $138 million in currency, 1.5 million pounds of narcotics and other dangerous drugs, and $126.1 million worth of contraband and other illegal merchandise. In addition, ICE agents and officers responded to 1.1 million inquiries and calls for assistance from other federal, state, and local law enforcement agencies through ICE's Law Enforcement Support Center (LESC).

National Security

ICE leads efforts in national security investigations through five interconnected programs that prevent criminals and terrorists from using our nation's immigration system to gain entry to the United States. This includes investigating terrorist organizations and their actors; preventing criminal and terrorist organizations from acquiring and trafficking weapons and sensitive technology; and identifying and removing war criminals and human rights abusers from the United States.

Joint Terrorism Task Force (JTTF)

The JTTF is a joint counterterrorism partnership between U.S. law enforcement agencies. Since 2007, ICE agents assigned to JTTFs have initiated 4,458 cases, resulting in approximately 1,337 arrests. In 2010, agents assigned to the JTTFs played a pivotal role in the investigation of the

failed Times Square bombing in New York. In part due to the evidence produced by ICE, the primary suspect in the case, Faisal Shahzad, pleaded guilty to 10 terrorism and weapons counts. In FY 2012, ICE will continue to collaborate with our law enforcement colleagues through the JTFF and an ICE criminal investigator will serve as Deputy Chief of the National Joint Terrorism Task Force.

Visa Security Program

The Visa Security Program (VSP) deploys ICE special agents to diplomatic posts worldwide to conduct visa security activities and identify potential terrorists or criminal threats before they reach the United States. By working closely with the Department of State, this program enhances national security by providing an additional level of review of persons of special interest before they enter the United States. In FY 2010, the VSP expanded operations to three new high-risk visa adjudication posts for a total of 17 posts in 14 countries and the FY 2012 budget request will continue the VSP at these locations.

Counter Proliferation Investigations

ICE leads the U.S. Government's efforts to prevent foreign adversaries from illegally obtaining U.S. military products and sensitive technology, including weapons of mass destruction and their components. In FY 2010, ICE initiated 1,145 new investigations into illicit procurement activities, made 250 criminal arrests, obtained 234 indictments, achieved 137 convictions, and made 1,176 seizures valued at $87,894,535.

In 2010, ICE, in coordination with the World Customs Organization, launched "Project Global Shield," an unprecedented multilateral law enforcement effort aimed at combating the illicit cross-border diversion and trafficking of precursor chemicals used by terrorist and other criminal organizations to manufacture improvised explosive devices (IED) by monitoring their cross-border movements.

Intellectual Property Rights

Through the Intellectual Property Rights Coordination Center (IPR Center), ICE leads efforts to stop intellectual property rights (IPR) violations that threaten our economic stability, impact the competitiveness of U.S. industry, and endanger public health and safety.

Last year, the IPR Center launched "Operation in Our Sites," a new initiative targeting websites being used to sell counterfeit goods and distribute pirated merchandise and copyrighted digital materials. The first enforcement action as part of this initiative resulted in the seizure of seven illegal websites providing more than 500 movies and television programs.

In total, in FY 2010, ICE initiated 762 IP theft investigations and in FY 2011, we are on pace to increase IP enforcement by 51 percent over FY 2010 levels.

In FY 2012 and beyond, the IPR Center will increase its focus both domestically and internationally on strengthening bilateral partnerships, developing multilateral initiatives, building capacity, and conducting further outreach to industry.

Human Trafficking and Human Smuggling Investigations

In 2010, ICE's Office of Intelligence established its Human Trafficking Unit to develop intelligence and identify potential human trafficking investigative targets. In the coming fiscal year, ICE plans to expand coordination with the Departments of Justice and Labor to initiate additional investigations of human trafficking violations.

Sadly, a significant number of human trafficking victims are children. ICE takes these cases very seriously. ICE's "Operation Predator" targets and investigates human smugglers and traffickers of minors, as well as child pornographers, child sex tourists and facilitators, criminal aliens convicted of offenses against minors, and those deported for child exploitation offenses who have returned illegally. Since its launch in 2003, Operation Predator has resulted in the arrest of over 13,000 sexual predators and the removal of over 6,300 criminal aliens.

In FY 2012, ICE will expand operations of our Child Exploitation Section by establishing the Child Exploitation Center and deploying Child Sex Tourism Traveler Jump Teams to conduct investigations of U.S. citizens traveling in foreign counties for the purpose of exploiting minors.

ICE will also continue working to end human trafficking and smuggling alongside the Department's "Blue Campaign"— a DHS initiative to combat human trafficking through enhanced public awareness, victim assistance programs, and law enforcement training and initiatives.

Securing and Managing our Borders

ICE protects America and upholds public safety by identifying and dismantling criminal organizations that exploit our nation's borders.

I would be remiss if I did not note the tragedy that occurred last month involving two special agents assigned to ICE's attaché office in Mexico City. Tragically, while driving between Monterrey and Mexico City, Special Agent Jaime Zapata was shot and killed by unknown assailants and Special Agent Victor Avila was shot twice in the leg. Our thoughts and prayers remain with both families and with the Zapata family for their tragic loss. Mexican law enforcement officials have reported the arrests of individuals believed to be involved in this brutal attack. This remains an ongoing investigation, and we will continue to work closely with our law enforcement partners in Mexico and in the United States as it unfolds. We look forward to a swift resolution of this case.

Southwest Border Initiative

In March 2009, the Administration launched the Southwest Border Initiative to bring unprecedented focus and intensity to Southwest border security, coupled with a reinvigorated, smart and effective approach to enforcing immigration laws in the interior of our country. In support of this initiative, ICE has targeted considerable resources at the Southwest border to

interdict contraband, firearms, ammunition, undeclared currency, stolen vehicles, human smuggling, transnational criminal organizations, tunnel detection and other border crime at and between ports of entry along the Southwest border. Under this initiative, ICE has doubled the personnel assigned to Border Enforcement Security Task Forces; increased the number of intelligence analysts along the Southwest border focused on cartel violence; and quintupled deployments of Border Liaison Officers to work with their Mexican counterparts.

In FY 2010, ICE deployed special agents to high risk locations, including Tijuana and Monterey, Mexico, and initiated 15,013 investigations along the Southwest border— an increase of 16 percent over FY 2009.

Additionally, with the aid of $80 million provided in the 2010 Southwest Border supplemental, ICE is deploying 250 special agents, investigators and intelligence analysts to the border. Indeed, ICE now has one quarter of all its special agents assigned to the Southwest border, more agents and officers along the border than ever before.

To maintain our current level of effort, the President's budget request includes $63.7 million to annualize the costs of the 250 personnel added to our Southwest border offices.

Border Enforcement and Security

In FY 2010, ICE also continued to bolster border security through the efforts of its Border Enforcement Security Task Forces (BESTs), which bring together federal, state, local, territorial, tribal, and foreign law enforcement. ICE's BESTs made 1,618 criminal arrests and 907 administrative arrests; helped bring 868 indictments; helped secure 689 convictions; and seized 19,732 pounds of illegal drugs and $16.8 million in U.S. currency and monetary instruments. In the last fiscal year, ICE expanded the BEST program to four key locations: Charleston, South Carolina; Seattle, Washington; New Orleans, Louisiana; and Albuquerque, New Mexico.

Illicit Finance Investigations

One of the most effective methods for dismantling transnational criminal organizations is to attack the criminal proceeds that fund their operations. In coordination with public and private partners, ICE works to seize illicit proceeds derived from and used for criminal activities, and to shut down the mechanisms used to retain and transfer these funds by countering bulk cash smuggling within the U.S. financial, trade, and transportation sectors targeted by criminal networks.

ICE's bulk cash smuggling investigations are coordinated through the ICE-led Bulk Cash Smuggling Center, from which we provide real-time operational and tactical support to federal, state, and local officers involved in bulk cash smuggling seizures. In 2010, ICE collaborated with the Drug Enforcement Administration (DEA) to take the lead on Intake and Analysis Section (IAS) of bulk cash smuggling incidents reported to the El Paso Intelligence Center to ensure improved collaboration across the federal government for bulk cash smuggling investigations 24 hours a day, 7 days a week. ICE will utilize funds requested in the President's Budget Request to fund analysts and support staff at the newly formed IAS .

Beyond the Borders: International Partners and Cooperation

ICE works closely with our international partners to disrupt and dismantle transnational criminal organizations. As part of these efforts, ICE currently maintains nine vetted units worldwide. These units are composed of highly trained host country counterparts that have the authority to investigate and enforce violations of law in their respective country. Because ICE officials working overseas do not possess law enforcement or investigative authority in host countries, the use of vetted units enables ICE to dismantle, disrupt, and prosecute transnational criminal organizations while respecting the sovereignty of the host country.

In FY 2010, vetted units in Mexico City, Colombia and Ecuador played a central role in Operation Pacific Rim–an ICE-led investigation that dismantled one of the most powerful and sophisticated bulk cash and drug smuggling super-cartels in the world. As the result of international cooperation, this operation resulted in five guilty pleas, 16 indictments, and 18

arrests along with seizures totaling approximately $155 million in currency, 3.3 tons of cocaine, $37 million in criminal forfeitures, and $179 million in property.

In FY 2012, with the support of this Committee, ICE plans to expand vetted units to four more countries, including one unit in Afghanistan.

ENFORCING AND ADMINISTERING OUR IMMIGRATION LAWS

To protect public safety and national security, ICE prioritizes the removal of criminal aliens and those who pose the greatest risk to our communities.

In both fiscal years 2009 and 2010, ICE removed more illegal immigrants from this country than ever before, with more than 779,000 removals nationwide in the last two years. Most notable, is the dramatic increase in the removal of criminal aliens. More than half of those we removed in FY 2010—upwards of 195,000—were convicted criminals, the most ever removed from our country in a single year. That's a more than 70 percent increase in the removal of criminal aliens from 2008 to 2010.

To support our immigration enforcement efforts in FY 2012, this budget request includes an increase of $157.7 million to fully fund 33,400 ICE detention beds.

At the same time, ICE's request identifies significant efficiencies in our detention and removal operations. ICE will achieve $37 million in efficiencies within Custody Operations, Fugitive Operations, Criminal Alien Program (CAP), and Transportation and Removal Program (TRP) through contract efficiencies, reduced travel and overhead expenses, and improved case docket management efficiencies. In addition, ICE will achieve at least $10 million in efficiencies by terminating use of the Justice Prisoner and Alien Transportation System (JPATS) and consolidating transportation contracts.

In FY 2010, ICE realized $30 million in cost savings by closing high-dollar facilities and replacing contractors with federal employees, including hiring full time equivalent staff to

perform the function of Detention Service Monitors (DSMs). These DSMs replace more costly contractor staff and will monitor the facilities in compliance with ICE detention standards. ICE's FY 2012 budget request includes an additional $10.5 million in custody operation efficiencies.

Alternatives to Detention

The Alternatives to Detention (ATD) program is a cost-effective alternative to traditional detention that makes detention bed space available for those aliens posing the greatest risk to public safety or national security. For FY 2012, the budget request includes an enhancement of $6.5 million to increase the total number of participants enrolled in the program by 2,500, from the current 17,000 enrollment level, freeing up bed space for aliens who pose the greatest risk.

Secure Communities

As I mentioned previously, ICE prioritizes the removal of convicted criminals and those who pose a threat to public safety. The Secure Communities program has played a critical role in helping us identify and remove criminal aliens in state prisons and local jails by running their fingerprints against federal immigration databases when they get booked into the system. We have expanded this program from 14 jurisdictions in 2008 to more than 1,000 today, including all jurisdictions along the Southwest border. In FY 2010 alone, Secure Communities led to the arrest of more than 59,000 convicted criminal aliens, including more than 21,000 convicted of major violent offenses like murder, rape, and the sexual abuse of children.

The FY 2012 budget request includes $64 million to enable us to expand Secure Communities to 96% of all jurisdictions nationally in FY 2012, providing ICE with the resources to confirm the identification of an estimated 199,000 more criminal aliens through interoperability in FY 2012 than FY 2010 and transport more than 44,000 criminal aliens from state and local jails into the custody of ICE. With this enhancement, Secure Communities remains on track for nationwide deployment by 2013.

Worksite Enforcement

We are focused on smart and effective enforcement of our immigration laws, prioritizing the removal of criminal aliens and those who pose a threat to public safety and making sure that employers have the tools they need to maintain a legal workforce and face penalties if they knowingly and repeatedly violate the law.

Employment opportunities remain a primary motivation for aliens seeking illegal entry into the United States. By focusing on employers that are willing to hire illegal workers, we can eliminate the incentive that leads illegal aliens to violate our nation's immigration laws. Since January 2009, ICE has audited more than 3,600 employers suspected of hiring illegal labor, debarred more than 260 companies and individuals, and imposed approximately $56 million in financial sanctions —more than the total amount of audits and debarments than during the entire previous administration.

We have also established the ICE Mutual Agreement between Government and Employers program (IMAGE)—designed to educated employers about best practices and train them to comply with the nation's immigration laws. Recently, Tyson Foods, Inc., which employs almost 100,000 people at locations throughout the United States, became the newest member of ICE's IMAGE program. In doing so, Tyson Foods has agreed to conduct regular internal audits of its hiring activities, participate in the online government employment verification program known as E-Verify, and train all of its employment managers on the hiring process, proper completion of the Form I-9, and document examination and fraud detection. In FY 2012, ICE plans to expand IMAGE outreach nationwide to provide regional and local IMAGE training conferences to employers.

CONCLUSION

Thank you again the opportunity to testify today and for your ongoing support of ICE and its mission. I would be pleased to answer any questions you have at this time.

BIOGRAPHY OF JOHN MORTON
DIRECTOR
U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT

John Morton was unanimously confirmed as the Director of Immigration and Customs Enforcement (ICE) by the U.S. Senate on May 12, 2009. ICE is the principal investigative arm of the U.S. Department of Homeland Security and the second largest investigative agency in the federal government. Created in 2003, the agency has a budget of $5.7 billion dollars and more than 20,000 employees in offices in all 50 states and 47 foreign countries. The agency's primary mission is to promote homeland security and public safety through the criminal and civil enforcement of federal laws governing border control, customs, trade and immigration.

Prior to his appointment by the President, Mr. Morton spent 15 years at the Department of Justice. At the Department, Mr. Morton served in several positions including Assistant United States Attorney, Counsel to the Deputy Attorney General and Acting Deputy Assistant Attorney General of the Criminal Division.

During his tenure at ICE, Mr. Morton has strengthened ICE's investigative efforts, with a particular emphasis on border crimes, export controls, intellectual property enforcement and child exploitation. Mr. Morton has also sought to prioritize ICE's immigration enforcement efforts around the removal of criminal offenders, recent border violators, and those who ignore orders of removal or obtain immigration status by fraud.

Mr. ADERHOLT. Thank you, Director.

Before we start the questioning, let me say there is a chance that we could have votes this morning during the hearing, so we will move as quickly as possible through the first round of questions and then hope to get through a second one after that.

COST SAVINGS

While the FY 12 request prioritizes agents and bed space needs, we still lack truth in budgeting. We need a responsible request from the Administration for operations with clear results and impacts. I know you have concerns about the reductions proposed: the approximately $100 million in undefined savings, cuts in information technology of $114 million, and other reductions. Can you tell us, the Subcommittee, today how you plan to identify these savings and, given the reductions, how you will continue to provide your agents and officers with the tools they need to do the job?

Mr. MORTON. Mr. Chairman, we are going to do it primarily through two ways, our professional services contracts and our administrative activities, travel, supplies, conferences, with roughly about the same amount of money for each, $45 million for the professional services and $54 million for the administrative activities.

We are going to go down program by program. We have a number of contracts where private contractors provide us administrative support. If we can do that more cost-effectively with Federal employees, either existing or new, we will do that. If there are some of these contracts that ultimately in the grand scheme of things are not critical, we will eliminate them.

Then with regard to the administrative activities, we are just going to do some good old-fashioned belt tightening on travel, copying, conferences, printing, and the like. We have already done a fair amount of that this year. We have drastically reduced the number of conferences that we hold. We will look at video teleconferencing instead of in-person meetings.

I don't want to suggest that this is easy. It is not. I appreciate the fact that these are very difficult budget times. These are hard calls. I know the Committee has concerns about them. I am more than willing to continue to work through them as the budget process unfolds. And all I can say is we are going to do the very best we can to identify the savings so we can maintain an emphasis on operations and detention budgeting.

Mr. ADERHOLT. One thing that the Subcommittee would like to see is a detailed list of proposed reductions compared against what ICE currently spends on these activities to help us better understand where these savings would come from.

Mr. MORTON. Again, I think we can actually provide that for you, Mr. Chairman. Why don't I commit to doing so here, actually by program, the amount by program within the agency. We will give you a full list of what we are looking in each program to save and how we plan on saving it.

Mr. ADERHOLT. Thank you.

[The information follows:]

Mr. Aderholt: One thing that the subcommittee would like to see is a detailed list of proposed reductions compared against what ICE currently spends on these activities to help us better understand where these savings would come from.

Mr. Morton: Again, I think we can actually provide that for you, Mr. Chairman. Why don't I commit to doing so here, actually by program, the amount by program within the agency. We will give you a full list of what we are looking in each program to save and how we plan on saving it.

RESPONSE: Please see the charts below.

Professional Services	
HQIT	**(2,000)**
- Atlas O&M support contract reduction	(2,000)
OPLA	**(2,000)**
- GEMS case management data entry contract reduction	(2,000)
Domestic Investigations	**(9,000)**
- Mission support advisory services	(3,600)
- Translation services (T-III, Non-T-III, and CIS contracts)	(2,000)
- Mobile phone contracts	(1,500)
- NY SAC guard services (convert to FPS security)	(600)
- Cyber Center IT contractor support	(400)
- Law Enforcement information sharing initiative support	(400)
- Various advisory services contracts	(500)
International Investigations	**(2,000)**
- Deloitte administrative assistance contract	(2,000)
VSP	**(500)**
- Deloitte administrative assistance contract	(500)
Custody Operations	**(3,000)**
- Mission support contracts	(3,000)
Fugitive Operations	**(1,500)**
- Reduce support services contract	(300)
- Reduce communications and cell phone charges	(1,200)
Alternatives to Detention	**(1,000)**
- Reduce support services contract	(1,000)

TRP	**(1,000)**
- Equipment purchases	(1,000)
Secure Communities	**(23,000)**
- Cancel administrative contracts	(3,000)
- Discontinue contractor support in analytics	(4,000)
- Discontinue contractor support in finance	(1,500)
- Discontinue contractor support for interoperability deployment	(1,500)
- Contractor conversions in external reporting, outreach services	(2,400)
- Streamlined management review	(2,000)
- Discontinued contractor support for Enforcement MGMT	(1,500)
- Decreased contractor support for interoperability deployment	(1,500)
- Discontinue systems testing	(1,800)
- Deployment Training	(1,800)
- Statistical tracking unit	(2,000)
TOTAL	(45,000)

Administrative Savings	
HQIT	**(1,845)**
- Travel savings from prioritized travel needs	(184)
- Supplies savings	(20)
- Atlas O&M support contract reduction	(1,638)
- Training savings	(3)
OPLA	**(2,149)**
- Reduce supplies	(665)
- Travel savings due to increased use of VTC	(554)
- Savings for transmitting VTC via IP versus T1	(276)
- Reduce student hires	(464)
- Training savings	(190)
Domestic Investigations	**(17,238)**
- Reduction in non-critical training	(2,130)
- Travel reduction	(9,000)
- Supplies reduction	(6,108)
International Investigations	**(1,000)**
- Travel reductions	(519)
- Supplies/services reductions	(156)
- Non-critical training deferment	(325)
VSP	**(600)**
- Non-mission critical training and travel reductions	(220)

- Supplies/services reductions	(380)
Custody Operations	**(16,000)**
- Reduce non-mission critical supplies/printing	(8,000)
- Reduce non-mission critical career training and travel	(8,000)
Fugitive Operations	**(2,000)**
- Reduce supplies	(1,000)
- Reduce printing and reproduction of materials	(1,000)
Criminal Alien Program	**(2,000)**
- Reduce printing and reproduction	(700)
- Reduce office supplies	(500)
- Reduce travel	(800)
Alternatives To Detention	**(3,000)**
- Reduce office supplies	(750)
- Reduce printing and reproduction	(800)
- Reduce employee training	(1,000)
- Reduce employee travel	(450)
TRP	**(6,000)**
- Non-mission critical travel/training reduction	(4,000)
- Supplies reduction	(2,000)
Secure Communities	**(3,000)**
- Non-mission critical travel/training reduction	(1,500)
- Supplies reduction	(1,500)
TOTAL	**(54,832)**

Detention & Removal Efficiencies	
Custody Operations	**(10,500)**
- Contract efficiencies	(5,500)
- Contractor conversions	(5,000)
Fugitive Operations	**(8,123)**
- Additional reductions in administrative areas and services contracts	(8,123)
Criminal Alien Program	**(8,650)**
- Additional reductions in administrative areas and services contracts	(8,650)
TRP	**(10,000)**
- Cost savings from no longer using JPATS	(10,000)
TOTAL	**(37,273)**

DETENTION BED SPACE: COST

Mr. ADERHOLT. Congress has provided every request that ICE has made for detention bed space. It is a significant investment, accounting for nearly $1.4 billion, or a quarter of ICE's total budget. As we discussed last week, ICE will meet the minimum authorized level of 33,400 beds in FY 11 if provided additional funds in H.R. 1.

Fiscal year 2012 priorities raise longer-term issues about bed space utilization. The continued emphasis on criminal alien removal means longer stays, and expansion of Secure Communities will also put pressure on detention space. Let me say that we cannot go back to the days of catch and release. The gains that have been made in terms of border control and the integrity of the immigration system would be completely lost if we did.

That brings me to your FY 12 request for bed space. Dollars are scarce in Washington these days, budgets are being cut, but I am proud to say that this budget request does not cut funds for illegal immigrant detention space. As Chairman of this Subcommittee, I pledge to you that we will fund every dollar needed to house and detain illegal immigrants in order to keep them off the streets. However, we can't do a penny more. It is incumbent on you, Director Morton, to ensure that these dollars are used wisely and that we get the most out of each and every dollar.

I would ask you, what steps are being made to ensure that we are indeed getting the best possible security at the best possible cost? How are we going to get the most out of every bed space dollar while also meeting mission needs?

Mr. MORTON. Mr. Chairman, you have identified a very important management issue for us that we spent a lot of time on in the last 2 years. The truth of the matter is, we spend a lot of money on detaining people. It is an expensive prospect, and we operate an extraordinarily large system.

One of the things we are trying to do in this budget is to fully meet what Congress has required us to do in the past and we have not met for a full fiscal year to date. Part of the problem was our original estimates that we provided to the Committee many years ago were not accurate, and that was the agency's fault. It cost us far more money to actually detain people than we were estimating at the time.

So one of the first things that I did when I came into office, that we needed to have, to use your phrase, was truth in budgeting, and we figured out what does it really cost? So that has meant that we have identified a significant gap year after year in trying to meet our mandate of 33,400, and for the first time in this budget we tell you up front this is what it costs.

Now, that said, we are always looking to save money, and there are a couple of ways we have been doing it and we can do it in the future.

One, in past years, the agency entered into some contracts that, let me say, I don't think were the most sharply negotiated, and we have been steadily trying to get out of those contracts as they come up for renewal to get something that is a better value for the taxpayer. In many instances, we can find and use detention facilities

that are not only an improvement over the facility we are using but we can do it at less cost. So that is an important part, and we are going to continue to do that as all of our various contracts turn over.

The other thing that we can do is to be as efficient as we can in cycling people through the beds. The more we can reduce the length of stay in our beds, it is, in effect, an increase in the number of beds that we have available to us. So we can increase our bed space by either going out and getting more, or we can be more efficient with the bed space that we have.

We are focused on that, trying to use the full authorities that we have under the statute to move people quickly where an administrative process is permissible, working on getting better travel documents. We have had a sustained problem with a number of foreign countries who are what we call recalcitrant countries, they don't take their citizens back in a timely manner, and that means that we have to detain people longer. We are working hard with the State Department to really start to push some of these countries who have been dragging their feet on giving us travel documents. Because it is a requirement, it is an international obligation for people to take their citizens back, and we shouldn't have to fuss around for 2 or 3 months to get a travel document. And that really affects the amount of time that we spend in detention.

Then we have a small but hard core number of people that we cannot remove that are so violent and so dangerous that we can't release them, and that is just—we are between a rock and a hard place on them. But that is a relatively small number.

I completely agree with your sentiments. It is a work in progress. We are going to stay at it, and wherever we can identify inefficiencies so the taxpayer doesn't have to spend one more dollar but we can increase our enforcement operations, we will do it.

Mr. ADERHOLT. Thank you.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

CRIMINAL ALIENS

Mr. Secretary, I would like to return to the question of identifying and removing criminal aliens. We have recalled how, over the past 4 years, this Subcommittee has pressed for as an emphasis for ICE the identification and removal of criminal aliens, and part of the response has been, the Secure Communities program, which we fully supported. Since 2008, resources have consistently grown for ICE to make progress in finding aliens in penal custody and removing them at the completion of their criminal sentence. I am pleased you are requesting these funds for growth, an additional $64 million. The program got off to something of a slow start, but you appear to be on track now for nationwide deployment by 2013. So there is much to tout, but I do have some concerns, and I would like to focus on these briefly today.

I am sure you are well aware of the recent case of the suspected gang member who had been previously deported and was recently arrested then in Loudoun County, Virginia. But he wasn't flagged through the Secure Communities program. He was allowed back into the community, only to commit a heinous crime in neighboring

Fairfax County. Secure Communities should have flagged him as someone who had been deported, and he should have remained jailed. However, fingerprints of many of the deportees that were obtained before 2005 were not taken electronically, as I understand, and therefore are not in the database. What is it going to take to fix this deficiency?

Mr. MORTON. You are exactly right in that particular case. And the challenge for us is that the recent fingerprints are all digital, but going back we have fingerprints, but they are not digitized. So what we have to do is steadily and aggressively go back and digitize all of the older print cards that have the fingerprints and get those into Secure Communities. Otherwise, you risk missing the identification.

The other thing we have to do is work with our State and local partners to make sure they understand and we support clearly those instances in which there is what is called a no-match, so that even where the fingerprints aren't a perfect match, if there is evidence of foreign birth or an unclear status, that they call us and we do a manual search to figure out what is going on. That didn't happen in this case and, as a result, the person fell through the cracks and, as you noted, went out and committed a serious crime.

That case also highlights why it is important that Secure Communities identify all offenders. We need to have an emphasis on identifying and removing the serious offenders. But many people, as in this instance, come into the criminal justice system for a lower level offense and ultimately commit a more serious offense. We need to make sure that we are identifying all of the offenders and then using our resources appropriately in, as the committee has required, a thoughtful, ranked way.

Mr. PRICE. What can you tell us about the pace of this digitization program and is that affected by the low-balling of your automation budget?

Mr. MORTON. I don't know the answer to that, so let me find out the answer and get back to the Committee with how many of the old records we go through each year and whether our present budget is sufficient to allow that or it hurts it in any way. I will let you know that.

[The information follows:]

Mr. Price: Well, what can you tell us about the pace of this digitization program and is that affected by the low-balling in this budget of your automation funding?

Mr. Morton: I don't know the answer to that, so let me find out the answer and get back to the committee with how many of the old records we go through each year and whether our present budget is sufficient to allow that or it hurts it in any way.

RESPONSE: There are several ongoing efforts that are being undertaken to address the issue. The Department of Homeland Security (DHS) has an effort underway to collect from the Federal Bureau of Investigation (FBI) all the criminal fingerprint records ever submitted by DHS or a DHS legacy agency. Currently, DHS is still waiting on a response from the FBI regarding the volume of this data set. FBI has informed DHS that it expects to relay this information as soon as possible.

In the meantime, ICE has begun to increase the number of fingerprints both in US-VISIT's Automated Biometric Identification System (IDENT) biometric repository as well as in U.S. Immigration and Customs Enforcement's (ICE's) records that link to the repository.

Approximately 450,000 ICE records were found to have a link to an FBI biometric but no record of one in ICE's database. These records were sent to US-VISIT:

- Approximately 193,000 records were already contained in IDENT and merely need to have a biometric identifier added to ICE's data
    - ICE should complete this action by May 13, 2011.
- Approximately 128,000 records in IDENT required an update within IDENT to associate them with a DHS encounter
    - US-VISIT has completed its updates to these IDENT records. ICE will ensure its data is updated to account for these DHS encounters. ICE should complete this action by May 13, 2011.
- About 135,000 records are not in IDENT and need to be enrolled based on records available in the FBI's Integrated Automated Fingerprint Identification System (IAFIS). These final records should be enrolled electronically in IDENT by the end of the fourth quarter FY 2011, and can then be updated in ICE's data.

ICE is also determining the best means for enrolling fingerprints for the remainder of the ICE records that do not have a biometric identifier. There are approximately 1.5 million ICE records in the database that do not, but should, have fingerprint records associated with them. These will have to be investigated to determine whether an electronic biometric record exists in IDENT or IAFIS, or if a physical hard fingerprint card will be required. If there is a fingerprint card in DHS's possession, it most

likely will be located in the A-file for each person in question. Each A-file will have to be manually examined to see if it has a physical fingerprint record that can be scanned into IDENT and updated in ICE's data. This will be a manual search and scan regardless if the A-file is paper or digitized.

Since ICE has no centralized program to specifically oversee enrollments of old fingerprint records, ICE cannot provide the number of old fingerprints the agency goes through each year and digitizes. However, ICE, US-VISIT, and FBI are on track to have processed the approximately 450,000 fingerprint records (described above) by the end of the fourth quarter FY 2011.

The current effort to use existing electronic fingerprints to complete records in IDENT and ICE has been achieved through the existing budget. ICE continues to examine the staff, resources and logistical requirements to identify, locate, and enroll the estimated additional 1.5 million fingerprint records

SECURE COMMUNITIES

Mr. PRICE. Now let me turn to another issue regarding Secure Communities. Advocates of targeted immigration enforcement have raised concerns, as you well know, in some cases that the goal of Secure Communities to identify and remove serious criminals, has not always resulted in the prioritization of serious criminals. ICE's own data shows that 27 percent of the individuals removed after being identified through Secure Communities in fiscal 2010 had never been convicted of a crime, and in certain individual jurisdictions a majority of the people apprehended under the program had no criminal record.

What can you tell us about your efforts to more effectively target enforcement where it really needs to be targeted, on the most dangerous people? What kind of management and oversight are in place to ensure that program outcomes are in line with the program's stated objectives?

Mr. MORTON. All right, let me address those in turn.

First of all, we do prioritize by seriousness of offense, and we just last year reclassified the Secure Communities level. So Level 1 are aggravated felonies as defined by the Congress, Level 2 are all other felonies, and Level 3 are misdemeanors.

The challenge for us is that we do identify and prioritize serious offenders. The question becomes what do we do with lesser offenders who are identified, and our position is, obviously, Federal law requires us to remove individuals, provided that resources permit it. So Secure Communities has allowed us to identify and remove more serious offenders than we ever have before in the history of the country, and that is going to continue as Secure Communities rolls out to more and more places.

It has also identified a large number of lesser offenders, and that is because the single largest class of individuals convicted in the United States is, obviously, misdemeanors. That is the biggest pool that you would expect to be identified by a fingerprint program. So we do very much prioritize our efforts, but we also don't look away on other people who are referred to us. That is true with non-criminals. That is why we do in fact remove non-criminals through the Secure Communities program.

But it is important to remember, first of all, you don't get into Secure Communities unless you are arrested for a criminal offense, and many of these people had a prior immigration history. For example, they had been previously deported, they had an outstanding deportation order, multiple criminal arrests. So we will receive and process for removal those individuals. We don't detain everybody, but we will focus on removal.

Mr. PRICE. If I could interrupt you, my time is about to expire here, and I want to make sure that we address the question of local variation. It is troubling when the numbers we see in terms of these various categories vary a whole lot from community to community. Are you really making an adequate effort, do you think, to make sure that this program is executed in accordance with guidelines in local jurisdictions?

Mr. MORTON. You are absolutely right that that is something that we need to pay very serious attention to as we now move be-

yond the initial implementation where we were in 80 or 90 jurisdictions to where by the end of this fiscal year we are going to be in 1,500 jurisdictions, half the jurisdictions of the United States. And we are very cognizant of the possibilities of local variation, whether benign or more sinister, and we feel that we have a responsibility to proactively look for variances that don't make sense.

So what we are doing is we are going to run every quarter statistical analyses of all of the people who are identified and removed. We are going to work with civil rights and civil liberties—as a matter of fact, we are right now—to develop a program where we look at the results. If we need to go drill down to a case-by-case approach, we are going to do that. We are going to work with the Civil Rights Division in the Department of Justice so that we can be assured as we go out and roll this program out nationwide that the necessary oversight is in place. So we are working on that.

I would be happy to lay out the specifics for you and your staff, if you would like.

Mr. PRICE. Thank you, sir.

Mr. ADERHOLT. Mr. Frelinghuysen.

Mr. FRELINGHUYSEN. Thank you, Mr. Chairman.

Director, I note your Scotch roots.

Mr. MORTON. Thank you.

Mr. FRELINGHUYSEN. I have some, shall we say, Mexico-centric questions, and let me preface the questions by saying Mexico is a great ally. It is among our largest trading partners.

I would like you to tell the Committee more about our largest overseas office there. There certainly are parts of Mexico which seem to be in a fairly chaotic state with drug cartels dominating the landscape.

U.S.-MEXICO COOPERATION

I would like to hear from you how you interact with your counterparts in Mexico. I am not unfamiliar with programs like Operation Phalanx, but, given all the things that we hear about drug mules, gunrunning, and human trafficking, how do you interact with your Mexican counterparts? And since this is the Appropriations Committee, you obviously are concentrating more resources into Mexico. That must be done at perhaps the expense of other things.

Mr. MORTON. It is without question a challenging environment from a law enforcement perspective, and there is a strong correlation between the organized crime cases we investigate along the Southwest border and what is going on in Mexico. In practice, most of our investigations along the Southwest border have a Mexican component to them.

Mr. FRELINGHUYSEN. Let me just say for the record, too, we obviously have a number of U.S. citizens who are very proud of their Mexican heritage and, obviously, a reputation for hard work. So I am sure everybody watches what happens with a state of alarm.

Mr. MORTON. So we have agents, special agents, assigned to Mexico. What they are there to do is to coordinate with Mexican law enforcement, in particular the Federal police, the Federal Attorney General's office, and the Customs officials, to pursue criminal investigations, to help Mexican authorities with criminal inves-

tigations in Mexico and then to assist us with some on our side and increasingly to explore doing joint investigations. We also work a lot on capacity building and training.

It is a work in progress. The one thing that has changed dramatically is our ability to talk frankly with our Mexican counterparts. Even our conversations of 5 years ago were very, very different. You have seen a level of candor in Mexico on corruption issues, on the need to build up their capacities and experience. So we are trying very hard to do that.

I don't want to suggest that the light is at the end of the tunnel. It is a tough row to hoe. But we are making significant progress in particularly going after a number of the cartel leaders. We have helped Mexico to bring their first human trafficking cases ever, and ICE did that with them. We showed them how to do that, provided some investigative support.

We are going to start working with the Mexicans to identify the international smuggling organizations that bring people not just from Mexico but from many other places through Mexico to the United States. The more we can do to apprehend and intercept and disrupt in Mexico means far fewer people for the Border Patrol to have to try to catch at the border. So we are working hard on that.

We are doubling down in Mexico. We are going to go from 20 people to 40 people, as I mentioned. It will be by far our largest office. And working very closely with DEA, we are just going to keep going after it hammer and tong.

Mr. FRELINGHUYSEN. Lastly, you share resources with the DEA, FBI, and other Department of Justice agencies, so it is not just you. It is a combined effort of a lot of different agencies.

VETTING OF COUNTERPARTS

Mr. MORTON. Very much so. The DEA has a significant presence. ICE is the next largest. FBI is there. CBP is there. The one thing about ICE is our jurisdiction is so broad that we end up partnering with just about all of the law enforcement agencies down there. So we are doing drug work, we are doing money work, we are doing JTTF work.

Mr. FRELINGHUYSEN. Lastly, since my time is almost up, there is a vetting issue. Can you talk about that? We can't assume always that our counterparts, your counterparts are who they are.

Mr. MORTON. That is right.

Mr. FRELINGHUYSEN. There are some investigations?

Mr. MORTON. That is right. So we typically operate, and we do in Mexico, through what are called vetted units. So we work with Mexican officials to establish trusted units of Mexican law enforcement authorities that we work with. We do the same in Colombia and Ecuador and many of the other Central American countries. We have eight vetted units, and we are going to try to add four more. Panama. They are very successful.

Mr. FRELINGHUYSEN. Thank you, Mr. Chairman.

Mr. ADERHOLT. Thank you, Mr. Frelinghuysen.

Mr. Olver.

Mr. OLVER. Thank you, Mr. Chairman.

DETENTION BED SPACE: SPECIFICS

Director Morton, this is the first time I have had the opportunity to serve on this Committee, so my questions will probably be very rudimentary but also some impressions.

I have been a bit surprised by the sense of body counts as very important in the comments that have been made by members of the Subcommittee and by you in your testimony. On the detention beds, this budget is fully funded for 2012 for 33,400 beds?

Mr. MORTON. Per day, on an average, per day.

Mr. OLVER. How many are funded in 2011? How much of an increase is that for 2012?

Mr. MORTON. The way it works is that the Committee for the last few years has directed the agency to maintain a minimum level of 33,400 beds. For a whole host of reasons, which good people can agree and disagree on, the agency has been unable to actually meet that figure.

Mr. OLVER. What is it this year?

Mr. MORTON. This year, for the first time, we are meeting through the first two quarters the detention mandate. Last year, we only maintained an average of a little over 30,000.

Mr. OLVER. Last year it was 30,000.

Mr. MORTON. That is right.

Mr. OLVER. So there is no increase in the proposed budget.

Mr. MORTON. We are trying to meet our obligation.

Mr. OLVER. That answers something. I was thinking to myself, are these owned or are these contracted, and are they 1-year or long-term contracts or what?

Mr. MORTON. It is a mix. We have over 250 different facilities that we use. They fall into three categories. There are government-owned facilities, a very small number; there are contract facilities run by private contractors; and then there are facilities that are run by State and local authorities, and we rent space in those.

The challenge for us is our population is very diverse, so we have to detain everybody from women, non-criminals, to very, very serious violent offenders like a penal institution. So we need a wide variety of facilities, and obviously we have a national reach. We have to be able to detain people throughout the United States. We are trying to reduce the number. We have taken it from over 300 to 250. But we still run a very large system.

Mr. OLVER. You have already told me you are not funding any more, but you were below, even though this was your sort of mandated capacities earlier. I was going to say, if you are opening more, filling—any more are included, then next year the question is likely to be, well, why didn't you fill them all? Maybe that is a question that it was thought to be funded for that full number earlier. Maybe you have already suffered from that kind of a problem.

REMOVAL OPERATIONS

Let me go on to a slightly different thing then. Your testimony points out that the two major core operational programs are enforcement and removal operations, and "removal" strikes me as a wonderful euphemism for deportation, which you have no problem using. And in all of your testimony you use deportation. It seems

like deportation is the word. Other euphemisms might be termination or re-termination or something like that. I don't know. Or extermination, you know.

The two programs—I note that the two core programs, enforcement and removal operations and the Homeland Security investigations, I was puzzled, the Homeland Security investigations in its body count arrests 55,000 individuals, including 34,000 criminal arrests, and then 20,000 administrative arrests, 21,000 administrative arrests. Now, are both of these core functions using these detention facilities, or is it only the removal operations that are using the detention facilities?

Mr. MORTON. They both use them. Our detention power is limited to the administrative arrests. So all of the ERO arrests that are administrative——

Mr. OLVER. Your detention power is limited?

Mr. MORTON. Limited. We only have civil detention power. We do not have penal power. So, unlike the Bureau of Prisons, we don't incarcerate people. We detain them.

Mr. OLVER. Are criminal arrests then housed in the Bureau of Prisons?

Mr. MORTON. In the Bureau of Prisons or the Marshals Service. That is right.

Mr. OLVER. So what about the administrative arrests? Are those civil?

Mr. MORTON. They are all civil.

Mr. OLVER. They would be involved in the detentions?

Mr. MORTON. So we do all of the civil detentions. So we run a uniquely civil detention system. Now, we house a lot of people with criminal records in them, but the reason they are in the detention bed is because we are trying to remove them from the United States, which is a civil not a criminal process.

Mr. OLVER. So what happens to the criminal arrests? So those are not in your budget? Those are in Federal prison's budget?

Mr. MORTON. The arresting piece. But the budget, no, that is either the Marshals Service for the pretrial detention or the Bureau of Prisons for incarceration.

Mr. OLVER. Is my time up?

Mr. ADERHOLT. Yes, it is.

Mr. OLVER. I have only started, Mr. Chairman.

Mr. ADERHOLT. Mr. Carter.

AGENTS KILLED

Mr. OLVER. Because I don't know very much.

Mr. CARTER. Thank you, Mr. Chairman.

The two agents that were killed, that made the paper, one killed and one seriously injured in San Luis Potosi—first, I would note that San Luis Potosi is not a border town. San Luis Potosi is probably closer to Mexico City than it is to the border. They were both unarmed by order of the Mexican Government. I am very familiar with how harsh the Mexicans are on bringing guns into their country and I understand that is their policy.

But it concerns me. You have just told us that you have added substantially more unarmed agents into the Mexico City office working with the folks down there. I can understand Mexico's gov-

ernment, their gun policies, because they date back to the revolution. But the reality is you are putting people in a serious harm's way unarmed who come from a country where they are trained to do the appropriate response when attacked.

And San Luis Potosi is out of the war zone—and I am going to call the border the war zone—out of the war zone substantially, and yet the war is continuing south and no telling where it is going to stop. We all know that. We can see it moving in that direction, and we are just praying to God in Texas that it doesn't move north.

So shouldn't you make a risk assessment where you would be able to argue that agents should be armed and try to negotiate arms for them? Are other agents of the Federal Government, like the FBI and the DEA, going into Mexico unarmed? That is my question.

Then, finally, a story told to me by my friend Mr. Culberson, who normally sits right next to me, was that there was an ambush. This may be a Border Patrol question; it may not be an ICE operation. There was an ambush in Arizona where they issued shotguns with beanbags in them to the agents. Of course, the ambush was effective. The officer raised up with his beanbag gun and fired a round, and all of a sudden all hell broke loose and the guy shot back with real guns and the result was that two men were killed.

Now, that seems like a really strange policy to me; and I would like you to address that policy.

Mr. MORTON. Let me start with the last question. That was a CBP case, not an ICE case. That was Border Patrol Agent Terry who was killed. I don't know all of the details of that particular case, but I do know that the Border Patrol's policy on the use of force is the same as ours, and they were carrying guns and were authorized to use their firearms if they felt their lives are in danger. They can skip the beanbags.

But to give you a deeper answer, I would refer you to the Border Patrol on that one.

On the other one, let me say this, on the question of security and the doubling of our agents. We have been doing a very in-depth security assessment. We are very cognizant of the fact that we are sending people into a place that is dangerous, and we are taking a number of security steps.

What I would ask, Mr. Carter, is maybe if I could come and talk to you outside of the hearing room on some of what we are doing and thinking.

Mr. CARTER. I would be glad to.

RE-ENTRIES

If I have still got time, the question about the Virginia case, do you have any concept of how many re-entries by violent criminals you are experiencing after they are deported, resulting in things like the Virginia case? We are a long way from the border here. We are a lot closer where I live.

Mr. MORTON. I don't. Let me see if we can get some hard numbers for you.

[The information follows:]

Rep. Price: If I could interrupt you, my time is about to expire here, and I want to make sure that we address the question of local variation. It is troubling when the numbers we see in terms of these various categories vary a whole lot from community to community. Are you really making an adequate effort, do you think, to make sure that this program is executed in accordance with guidelines in local jurisdictions?

RESPONSE:
U.S. Immigration and Customs Enforcement (ICE) has recently implemented a number of management reforms to the Secure Communities program which will help strengthen DHS's ability to ensure this program is executed in local jurisdictions consistently with ICE's enforcement priorities and guidelines.

These improvements include:

Advisory Committee: DHS created a new advisory task force that will advise the Director of ICE on ways to improve Secure Communities, including making recommendations on how to best focus on individuals who pose a true public safety or national security threat. This panel is composed of chiefs of police, sheriffs, legal experts, court officials, ICE agents from the field, and community and immigration advocates. The first report of this advisory committee will provide recommendations regarding ways ICE could implement changes to the manner in which Secure Communities addresses those arrested for minor traffic offenses. This Task Force will also explore whether other minor criminal offenses should be handled in a similar manner. These reforms will help focus Secure Communities on those individuals that meet ICE's enforcement priorities.

Prosecutorial Discretion: On June 17, 2011 ICE Director Morton issued a new memorandum providing guidance for ICE law enforcement personnel and attorneys regarding their authority to exercise discretion when appropriate – authority designed to help ICE, in all its enforcement programs including Secure Communities, better meet the priorities of the agency by focusing resources on criminals, those that threaten public safety or national security, and those that flagrantly violate our nation's immigration laws. This memorandum also directs the exercise of prosecutorial discretion to ensure that victims of and witnesses to crimes are properly protected. The memorandum clarifies that the exercise of discretion is inappropriate in cases involving threats to public safety, national security and other agency priorities.

Training for States: ICE and the DHS Office for Civil Rights and Civil Liberties (CRCL) have launched a new multi-part training program for state and local law enforcement agencies to provide more information for state and local law enforcement about how Secure Communities works, how it relates to laws governing civil rights, and how state and local law enforcement can ensure that those rights are protected.

Protecting Victims & Witnesses of Crimes: At the direction of Secretary of Homeland Security Janet Napolitano, ICE, in consultation with CRCL, has developed a new policy specifically designed to protect victims of domestic violence and other specific crimes and to

ensure these crimes continue to be reported and prosecuted. This policy directs ICE officers to exercise appropriate discretion to ensure victims and witnesses to crimes are not penalized by removal. ICE is also working to develop additional tools that will help identify people who may be a victim, witness, or member of a vulnerable class so officers can exercise appropriate discretion.

Detainer Policy: In June 2011, ICE announced forthcoming revisions to the detainer form ICE sends to local jurisdictions to emphasize the longstanding guidance that state and local authorities are not to detain an individual for more than 48 hours pursuant to the detainer. The form also requires local law enforcement to provide arrestees with a copy of the form, parts of which have been translated into six languages, and which has a number to call if arrestees believe their civil rights have been violated.

Civil Rights Complaints: ICE and CRCL have created a new complaint system whereby individuals or organizations who believe civil rights violations connected to Secure Communities have occurred can file a complaint. Complaints can be filed electronically, by mail, or by phone. Once received, CRCL will investigate complaints of discrimination based on race or ethnicity by policing jurisdictions for which Secure Communities has been activated, and DHS will take steps to ensure that bias or other abuses do not affect immigration enforcement.

Data Collection: ICE and CRCL have created an ongoing quarterly statistical review of the program to examine data for each jurisdiction where Secure Communities is activated to identify effectiveness and any indications of potentially improper use of the program. Statistical outliers in local jurisdictions will be subject to an in-depth analysis, and DHS and ICE will take appropriate steps to resolve any issues.

Overview of CRCL/ICE Quarterly Statistical Monitoring of Secure Communities

ICE is working closely with CRCL to analyze Secure Communities data and prepare web-based briefing material for state and local law enforcement. Specifically, CRCL will provide statistical services to assess whether discrimination occurs through implementation of Secure Communities at the state and local levels, develop web based training modules, and support oversight of Secure Communities. An overview of CRCL statistical monitoring is provided below.

Four times a year, beginning in June 2011, CRCL and ICE will examine Secure Communities data to identify law enforcement agencies that might be engaged in improper police practices. Statistical outliers in local jurisdictions will be subject to an in-depth analysis and DHS and ICE will take appropriate steps to resolve any issues. The data we analyze is best understood by tracking information through the Secure Communities process. The initial metrics described here will be subject to iterative improvement, over time, as the data sources improve and as we come to understand which anomalies in the data can be hallmarks of law enforcement conduct meriting further examination. DHS anticipates working closely with stakeholders to collect feedback about Secure Communities implementation to help improve monitoring techniques.

Mr. Carter: If I have still got time, the question about the Virginia case, do you have any concept of how many re-entries by violent criminals you are experiencing after they are deported resulting in things like the Virginia case?

Mr. Morton: I don't. Let me see if we can get some hard numbers for you.

RESPONSE: Please see the chart below.

FY2009-FY2011 Removals with Prior Removals by Criminality Threat Levels

Removal Cases with Prior Removals by Criminality Threat Level						
Fiscal Year	Convicted Criminal				Non-Criminal	Total
	Level 1	Level 2	Level 3	Total Criminal	Total Non-Criminal	
FY2009				63,225	62,355	**125,580**
FY2010	25,897	32,270	21,403	79,570	46,957	**126,527**
FY2011	17,473	9,236	17,772	44,481	21,288	**65,769**

Data reflects a count of Fiscal Year Removals with Removals PRIOR to the last Removal in the reported Fiscal Year.

Data prior to FY2011 is historical and remains static. FY2011 data as of IIDS v 1.6 on 3/28/2011 as provided by the Statistical Tracking Unit.

This report only includes aliens processed for Expedited Removal (ER) and turned over to ERO for detention. Aliens processed for ER and not detained by ERO are primarily processed by Border Patrol.

Removals include Returns. Returns include Voluntary Returns, Voluntary Departures and Withdrawals Under Docket Control.

In June 2010, Director Morton issued the ICE Civil Immigration Enforcement Priorities memo. The ICE Threat Levels reflect the priorities outlined in the Director's memo beginning October 1, 2010. In FY2010, SC levels 1, 2 and 3 were used for prioritization purposes. FY2009 Removals do not contain Threat Level data. Starting in FY2011, criminality is defined by whether or not an alien has the ICE Threat Level (convicted criminal) or not (non-criminal). For FY2011, ICE Threat Level is based upon the RC Threat level associated with the most serious convicted crime(s) (except overturned convictions) for the alien's case up until the point of departure. ICE began reporting this threat level as of 10/01/2010.

Starting in FY2009, ICE began to "lock" removal statistics on October 5th at the end of each fiscal year and counted only the aliens whose removal or return was already confirmed. Aliens removed or returned in that fiscal year but not confirmed until after October 5th were excluded from the locked data and thus from ICE statistics. To ensure an accurate and complete representation of all removals and returns, ICE will include the removals and returns confirmed after October 5th into the next fiscal year.

FY Data Lag/Case Closure Lag is defined as the physical removal of an alien occurring in a given month; however, the case is not closed in EARM until a subsequent FY after the data is locked. Since the data from the previous FY is locked, the removal is recorded in the month the case was closed and reported in the next FY Removals. This will result in a higher number of recorded removals in an FY than actual departures.

Mr. MORTON. I will tell you, it is a real problem. Re-entry is a big problem, not just with people that we deport with no criminal records but, obviously, criminal offenders that we deport and come back. And given the rate of recidivism in this country, which is about 60 to 70 percent, you can do the math, and we are talking about more crimes in communities.

We prosecuted over 7,000 people last year for re-entry, which is the largest number we have ever done, and the vast majority of those are criminals. All I can say on it is it is a big problem. I share your concern on it. We do everything we can to identify them. And it is why, again, in some instances, we will learn of somebody who doesn't have a criminal record. But if they are here after having previously been deported, the law is very clear on that, that you reinstate the removal order. You don't get another hearing. You are removed. That is our obligation, and we are going to do that.

Mr. CARTER. Thank you very much.

Mr. ADERHOLT. Mr. Dent.

Mr. DENT. Thank you, Chairman, and good morning, Director Morton.

A couple things. In your written testimony, you said that ICE has increased the average daily detention population by 40 percent while increasing annual criminal arrest also by 1,200. Again, I applaud you and your officers for their diligence.

SANCTUARY CITIES

My main concern is about this issue of sanctuary cities. Last year during a hearing with the Committee on Homeland Security on which I served at the time, I had a dialogue with an ICE official on this topic. Mr. James Dinkins acknowledged that the lack of cooperation by sanctuary cities can be challenging for Federal agencies and does come at a cost when ICE experiences difficulties building a criminal case against an alien. Sir, is it fair to say that there are a variety of metropolitan areas across the United States that can be labeled sanctuary cities?

Mr. MORTON. First of all, on sanctuary cities, obviously, I don't support the idea. I will say that there is a wide variety of cities that are known to have or said to have sanctuary policies. There is a wide range. There are some that have official laws or ordinances on the books that restrict communication with ICE or cooperation with ICE and others it is more in the area of policy. It can be challenging for us in some jurisdictions.

I will say that as we have increasingly focused on our criminal investigative efforts and gang work, we have generally been able to work through it. But it is something we deal with.

FEDERAL IMMIGRATION LAW ENFORCEMENT

Mr. DENT. I guess I get particularly disturbed by this because, on the one hand, the Justice Department is suing the State of Arizona for assisting with the enforcement of Federal immigration law and, on the other hand, we have communities out there that are discouraging or dissuading local law enforcement from cooperating. And that would have to be a real challenge to your men and

women who are trying to enforce the law. You need their help, do you not?

Mr. MORTON. We very much look to State and local coordination and cooperation as a critical part of what we do. We don't demand or require of any State and local law enforcement agency that they actually enforce Federal immigration law. If they want to work with us, that is welcome and we try to do that wherever we can. What we don't want is to have actual interference.

Mr. DENT. You have a 287(g) program where you will train people.

Mr. MORTON. Yes, sir.

Mr. DENT. I just think it is very disturbing to me, though, as you are trying to do your job, your men and women, you are not getting the collaboration and cooperation you need from some communities.

On the issue of removal, the last time I checked, there were about eight countries that are causing us some problems with deportation. I think we have valid deportation orders against, the last I checked, over 150,000 people, but their home countries will not repatriate their citizens. I think those countries are China, India, Vietnam, Iran, Somalia, Jamaica, Eritrea, and I am probably forgetting one.

Have we made any progress with these countries in terms of repatriating their citizens who have been through due process, it is time for them to go home?

Mr. MORTON. We have made some progress. I don't think I would call it complete progress. So we have reduced the delays in some of those instances, but they are still far too long, from my perspective.

What I can tell you on that is we are really working hard with the State Department. We have seen demarches to some of those countries. I am going to be starting to get in the car and going to visit the ambassadors from those countries here in the United States, and we are just going to keep ratcheting the pressure. It is a real challenge. It has afflicted the system for decades.

Mr. DENT. The only thing that is going to get their attention is you hold up visas from those countries. That will help settle it. That is where I think you have to apply the pressure point, and I have legislation on that subject.

Also, the Federal prison population, what percentage of our Federal prison population today is criminal aliens? It was a very high percentage, again last time I checked.

Mr. MORTON. I don't know the exact percentage, but there are about—we estimate there is about 2 million criminal offenders in the United States who are removable, either because——

Mr. DENT. Is that Federal and State?

Mr. MORTON. That is the entire population, yes, sir. I could try to break it out for you by Federal and State, but that is the entire.

Mr. DENT. I had seen numbers as high as 20 percent in some cases of our State and Federal prison population being criminal aliens. I am not saying they are all here illegally. But where do they rank in the pecking order in terms of removal? I suspect they are near the top.

Mr. MORTON. Very high, very high. And it depends on the State, and it depends on the jurisdiction, the percentage in a given—you

know, California, for example, the percentage will be much higher than if you are, say, in North Dakota. But we have that information if you are interested and are happy to give it to you.

Mr. DENT. My time is expired. Thank you.

Mr. ADERHOLT. Thank you, Mr. Dent.

Ms. Roybal-Allard.

Ms. ROYBAL-ALLARD. Thank you, Mr. Chairman.

And I apologize for being late, but I have another hearing going on at the same time.

INSPECTOR GENERAL REPORT

Mr. Morton, two recent reports by the DHS Office of the Inspector General have actually validated concerns raised by myself and the Congressional Hispanic Caucus and immigration advocates about the 287(g) program. The IG report found that the program lacks transparency, effective management controls, and proper oversight.

The first report in March of 2010 was highly critical of the program and offered 33 recommendations to improve it. The October report provided an additional 16 recommendations and indicated that 28 of the original 33 still have not been implemented.

What is preventing the agency from implementing the 28 original recommendations that remain and the 16 subsequent recommendations? And also if you could answer as part of your question, given the seriousness of the IG finding, shouldn't you refrain from signing new agreements until these recommendations are implemented and these safeguards put in place, especially the proper oversight?

Mr. MORTON. You are right. The Inspector General issued two reports that were critical of our oversight and management of our 287(g) agreements. Many of the "open" recommendations from the Inspector General actually were agreed on, and it is just a matter of closing them out, just a few things that we need to do with the Inspector General.

And so I think if you were to check with the Inspector General, we are down to about 10 truly outstanding issues that we are working through, and I don't anticipate those to remain open for long either. We have accepted many of—in fact, all of the recommendations. We have created an advisory board. Civil rights and civil liberties is on our advisory board now for 287(g).

Training, we have a much stronger oversight program, as you know. The Secretary directed that the program have a narrower focus for the task force. We have gone to a uniform memorandum of agreement with all of the 287(g) partners, and we had them all sign again. All of this has been done since the Inspector General report as an ongoing effort to improve our training. Our 287(g) agreements have remained stable, and we have had about 70 the entire time. There hasn't been an increase since then.

ALTERNATIVES TO DETENTION

Ms. ROYBAL-ALLARD. After years of raising concerns, I was very pleased that your agency is moving forward to reform our immigration detention system. However, I remain concerned that you have made limited progress in implementing the alternatives to detention, which is a proven supervision and monitoring program for

vulnerable immigrants, such as pregnant women, the elderly and the sick. As your budget request acknowledges, alternatives to detention is also cost-effective relative to traditional detention. What is the timeline for instituting your planned detention reforms, and what factors have prevented ICE from implementing alternatives to detention nationwide for these vulnerable detainees, who pose no threat to society?

Mr. MORTON. So our detention reforms are ongoing, and lots of things have been done. Many of the things that were in your bill, as a matter of fact, we have been able to address administratively. We have the online detainee locator system. We have begun a full overhaul of the medical care that we provide. We are moving to a new medical record system. We have two working groups for the advocacy communities. We have detention monitors in all of our major facilities, and you are just going to see a steady march to a design that is much more reflective of the diverse population that we have. There are some challenges that remain.

Our reforms are subject to negotiation with our union, and the union has expressed some objections to the new standards and procedures that we want to implement. And so that is a matter that we need to negotiate with the union, and we are trying to do that. And with regard to ATD, as you can see, we are requesting that the Congress allow us to increase that by another 2,500 spots, so that would bring us to 19,500 per day, which is quite a large number.

EXECUTIVE OFFICE FOR IMMIGRATION REVIEW

The real challenge for us on ATD is that it is cost-effective on a daily basis. But because the Executive Office for Immigration Review does not have an expedited docket right now for ATD, they treat it as if they were a nondetained case. The cases take a long, long time, and it actually ends up being cheaper when people are in detention because they will move much more quickly. We have two pilot programs, one in Baltimore and one in Miami, with EOIR.

I think if we can prove that that works and expand it, you will see ATD really work the way I think we all intend it to. We are not quite there, but we are getting there.

Ms. ROYBAL-ALLARD. Okay. Thank you.

Mr. ADERHOLT. This Subcommittee recognizes that court dockets and availability of judges to hear cases can slow deportation proceedings in progress. Does the Administration's fiscal year 2012 request provide for enough immigration law judges to hear the case, the cases ICE is bringing forward?

Mr. MORTON. I do not know the specifics of EOIR's 2012 budget request. There are 270 immigration judges on average. You are right that EOIR resources is a critical factor on how quickly we can hear cases and remove them.

I would need to go back, Mr. Chairman, and see what it includes. I am a strong supporter of additional resources for EOIR. But as you have just noted, it is one of the most central factors in whether or not we can move cases quickly. The nondetained docket in particular has an enormous number of cases on it for a very few number of judges to handle. It has been a problem for many, many dec-

ades. But I can't comment on the specifics yet because I just don't know them.

Mr. ADERHOLT. Do you know, and this is I think just as equally important, do you coordinate your operations with the Department of Justice to prevent these blockages in the systems?

Mr. MORTON. We work very closely with EOIR. They are very supportive of a number of our efforts. We have done much better in the last 2 years with them than we had traditionally done. We have encouraged them to place a greater focus on the detained docket, which is the one docket that does move quite quickly. And they have agreed to work with us on that. They do do video teleconferencing with us. We have explored stipulated removals in having quicker dockets for cases that really aren't contested. The nondetained docket remains a challenge. It is just the sheer volume of cases in the system is enormous. And then when you couple that with people who can appeal their case all the way to the Supreme Court, the nondetained docket can take many years for an individual case to become final.

Mr. ADERHOLT. So there would be some indication there probably could be some more administrative law judges, but you are going to get with us on that and get the information to us.

Mr. MORTON. Yes. Let me see how many the Department of Justice is requesting.

[The information follows:]

Response. In FY 2012, DOJ is requesting $11,039,000 for EOIR to support DHS enforcement programs, most notably a high priority enforcement initiative currently expanding nationwide by ICE/DHS: Secure Communities. EOIR's 125-position increase includes 21 immigration judges, 10 BIA staff attorneys and related immigration court and BIA legal support staff.

ADMINISTRATIVE VIOLATIONS AND REMOVAL

Mr. ADERHOLT. The administration has very publicly asserted its immigration enforcement focus on criminal alien identification and removal. I strongly support this priority, but of course, many members of this Committee and many Americans, including myself, have concerns about ignored administrative violations.

My understanding, the past 2 years, administrative arrests associated with just worksite enforcement have dropped by 80 percent. In a worksite enforcement context, processing illegal aliens has uncovered fraudulent document rings and organized crime.

And we cannot forget that several of the 9/11 hijackers were visa overstays, which were, of course, merely administrative violations. Finally, these individuals are taking jobs and breaking the law. How does letting them go impact the morale of immigration enforcement personnel and Americans in search of jobs in this current economy?

Mr. MORTON. A couple of things on that, Mr. Chairman.

We don't let people go, and we did remove over 1,200 people that we encountered in worksite enforcement operations. What you have seen there is we did have a shift from the very large worksite enforcement operations that were focused on identifying and removing unauthorized workers at say large meat-packing plants to a focus on our part to really trying to create a culture of compliance in the employer community, and it is just a different approach.

With regard to the overall or to the question of whether or not we are removing noncriminals, we are. We have, last year, removed 197,000 noncriminals. And while we have increased the percentage of criminals and our emphasis on criminals, we continue to remove noncriminals. We are, and as the numbers suggest, at quite a significant rate. The Committee for the last few years, and I completely support this, has directed that, you know, in the context of limited resources that we focus first and foremost on criminal offenders.

I like to look at it this way, we are appropriated enough resources to remove about 380,000 people, and the question for all of us is, who are those people going to be in a world of limited resources? And so we start with criminal offenders, border cases that CBP brings us and people who game the system.

Mr. ADERHOLT. Well, I think we agree that when employers violate the law, they need to be held accountable, but employees, I think, need to be held accountable as well. And I think the Subcommittee believes it is very important and would like to see a focus on that.

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

Mr. Secretary, I apologize for having to run back and forth between two hearings this morning, but I understand in my absence you began to get into the subject of alternatives to detention, and I want to probe that further. We know it is a very economical and effective alternative to holding a low-risk individual in detention. The absconder rate is quite low, and the per-day costs are as low as $7 a day, compared to $122 a day in detention.

Now, I understand that you have begun to explain how the courts treat these cases, are more likely to delay these cases, so those cost differences are somewhat obscure, but nonetheless, that is a very striking difference.

ALTERNATIVES TO DETENTION

I wonder if alternatives to detention is being used optimally. I know you are proposing 2,500 new participants; that is good. But there may be another issue at play here. Beginning in 2010, Congress included statutory language in the Homeland Security Appropriations Act requiring ICE to maintain an average daily detention capacity of at least 33,400 beds. Now, I have never been a big proponent of this provision. And in an environment of fiscal restraint, I wonder more and more if we should be telling a Federal agency that they are not permitted to spend less than a certain amount. In this case, we are talking about $2 billion annually for immigration detention beds. That is a third of your budget. Your budget assumes continuing this level of detention. So I am wondering if in blindly adhering to keeping over 33,000 people daily in costly penal detention, whether we are missing a real opportunity to make wider use of alternatives to detention, to save some money, to engage in better enforcement practice. After all, of the 197,000 noncriminals deported by ICE in 2010, only 8.6 percent were placed in alternatives to detention. That is 17,000 people out of 197,000. Does that figure suggest we are fully utilizing alternatives to de-

tention among noncriminal aliens? That is what we are talking about.

It just stands to reason, I think, that more than the 8.6 percent of noncriminals in custody would be eligible based on ICE's own criteria for alternatives to detention. How would you respond to that and also how do you feel about this statutory provision. Is it really wise to maintain a statute requiring you to keep 33,400 beds in play?

Mr. MORTON. On alternatives to detention, I will tell you that I don't think the agency has met the full promise of ATD for a variety of reasons, many of them are out of the control of the agency. But just to start by saying, I agree with you that there is a promise of ATD that has yet to be fully realized. A couple of challenges. In the past, we were using ATD not unreasonably to monitor some serious offenders who weren't otherwise removable.

And that was a reasonable, but not the originally, intended use of ATD in many instances, and so we have shifted that to the original intent. The big challenge we face with ATD is that, as you note, it is cost effective on a per-day basis, and in many instances, it leads to a high rate of compliance. And again, we are talking noncriminals. It doesn't help with the public safety issue, but it does help with the risk of flight issue.

The challenge for us is that right now, those cases go on the nondetained docket, and over time, the cost greatly exceeds. And we have two pilots, as I mentioned earlier, in Miami and in Baltimore, where EOIR is going to treat the ATD docket on an expedited basis, similar to the detained docket. If we can move to that model more nationally, I think we will start to see the savings that you recognize, the promise of ATD being realized in full.

As you can tell from this budget, we are not waiting on that; we are asking for $2,500 more, and this is, you know, we are $19,500 per day. This is, again, not for the year. So we are moving in the right direction. There is no question that we can do more and make it more efficient. It holds great promise. We are going to do that.

With regard to the detention mandate, of course, I never want to quibble with the wisdom of the Appropriations Committees in past years, and there has been generous appropriation. We are not in a situation where obviously the Committee has appropriated more money to us in the detention world than we can spend. For reasons that we mentioned before, the agency didn't provide the Committee with a particularly honest assessment of what it cost.

You know, our focus here this year is just trying to meet, once and for all, in an honest way, the mandate that the Committee has put on us, and that is what we are trying to do.

Mr. PRICE. Thank you.

Mr. ADERHOLT. Mr. Carter.

Mr. CARTER. Thank you.

RE-ENTRIES

Director Morton, I really appreciate your job. I have a bunch of questions, but I will ask as fast as I can. On the situation of the Virginia scripture we had from Mr. Price, where a convicted offender, who had been deported from our country, reentered our country and committed another offense. Would you support en-

hanced punishment for those convicted offenders who reenter and commit another crime? As a former prosecutor at the Federal level, if they commit a Federal crime, would potential punishment be enhanced with the second conviction?

Mr. MORTON. I would certainly support, both in terms of repeat offenders, that the guidelines, the sentencing guidelines, recognizing that if you are back again and committing crimes, it is time for a more serious sentence.

Federal law does provide for a separate offense now, Federal offense, that is independent of the second crime of illegal reentry. And that is why we are really trying to prosecute those aggressively with regard to criminal offenders that we remove and come back. And gang members is a big problem. We have a lot of gang members that we remove, they come back, and they don't go to a life of pursuing further education and honest work, but back to a life of crime, and so we really try to focus on them. And you know, my view is, if you are back again and you are committing more felonies, it is time for a little more serious sentence.

INTENSIVE SUPERVISION APPEARANCE PROGRAM

Mr. CARTER. With regard to the discussion of the Intensive Supervision Appearance Program that you have given, from my experience, I support the use of monitors and so forth. I think it is a good use of money, and the appropriate people have been placed on those things as appropriate. I would argue it may not be appropriate for a violent offender. I think that should be a decision that should be made by a judge or somebody that makes those decisions.

JURISDICTION

And that brings up another question. I was visiting with a Federal judge down on the border down at Del Rio about the issue that some courts are so overwhelmed and other courts actually have space to do these things. I tried to write a venue law, but she explained to me it is not a venue law, but rather a jurisdictional issue. It is not a jurisdictional issue; it is a venue issue, because being in the United States is not against the law, being in the United States without papers is not against the law, but crossing the border is against the law. So unless you catch them crossing, it is not a crime. And once you catch them inside the country, they are locked into that venue. And we would have to—that would have to become a crime in order to change venues.

Do you have any comment on that particular issue to meet what the chairman was talking about, the fact that we have overloaded courts in one place and have other courts that could help?

Mr. MORTON. I think you have accurately identified the problem. The way the illegal entry and crime is written, you know, oftentimes the government has to bring the case in the place where the illegal entry occurred, which of course is going to be over and over again four States along the Southwest border. And those states——

Mr. CARTER. And a smart criminal defendant can say, "oh, I crossed in Laredo, knowing that that court is so backlogged" that it could be literally years and years before he ever gets reached.

Mr. MORTON. Or even in the instance where there is no evidence of how the person, where they came in, and the government—you

know, I came in the country illegally. Well, where? And the government has to try to figure out where to cross the border and where to bring the case. It is a challenge.

Mr. CARTER. I would like to work on that. Thank you.

Mr. ADERHOLT. Mr. Olver.

Mr. OLVER. Thank you, Mr. Chairman.

I am still stuck on page 1 of your testimony. I am still thinking about the 34,000 criminal arrests. Is my understanding now from what has been said earlier and then from what Mr. Dent talked with you about correct, that these criminal arrests must be detained in your operations until there is a conviction, I take it, and a sentencing? Or do they immediately go into some sort of holding pattern that is under the Department of Justice under the Federal prisons arrangement?

Mr. MORTON. It is very complicated. So the first thing I would say is I would be happy to come by and help you better understand who we are, what we do and how we do it and what the law is, because the Immigration and Nationality Act is a little bit like the Tax Code.

Mr. OLVER. All right. I will accept that. The end of that question was, I was wondering whether those people who go through Federal prisons end up being disproportionately the people who some of these countries that don't want to take back their citizens, do they fall into that category?

Mr. MORTON. So for the people that go through Federal prison for a Federal offense, first, they are detained by the Marshals.

Mr. OLVER. They have to go back to you for deportation?

Mr. MORTON. Absolutely right. And so they come back.

Mr. OLVER. But when you are trying to deport them, the country of origin knows that they were criminally detained?

Mr. MORTON. Sometimes they know, sometimes they don't. It is more a problem of just general recalcitrants to take their people back. And there are a number of countries that just drag their feet with regard to taking their people back.

REMOVAL OPERATIONS

Mr. OLVER. Okay. Well, let me just go to another question. I think I still have about 3 minutes. I have three offices, and I have case workers in each of those offices. And I have more than a handful, there are probably fewer than 500 handfuls, or 100 handfuls, 500 cases each year, of families who have been caught up in the so-called removal process. And it often involves a man or a woman with a U.S. citizen who is a spouse and maybe some children who are U.S. citizens in the process, maybe not, where the U.S. citizen is trying to adjust for the spouse. And I get cases where it is very easy that that gets arranged and then, at the other end, where there is an almost summary deportation. And it ultimately often leads then to a divorce because they can't get back together again easily, particularly if there are some children involved.

Could you give me some idea why it is that there is such a disparity? This is an anecdotal finding. I would have to go through all my cases and actually total up this sort of situation, what it is that makes some of them get that adjustment easily and some become a summary deportation.

Mr. MORTON. The answer is it is going to depend on the person's background and the relationship that they are seeking to use to adjust their status, whether it is an employment-based, a family-based relationship.

Mr. OLVER. I have defined all persons who are married to an American U.S. spouse.

Mr. MORTON. If they are immediate relatives, then it really is, do they have a criminal [record] or not, those kind of things; are there going to be any adverse factors? If your question is really about whether or not—because the actual adjustment is handled either by the immigration courts or the citizenship and immigration services. We don't do benefits. We are the enforcement arm. We do grant deferred action on a case-by-case basis. And it may be that some of the cases you are referring to we deferred action on; we agreed to exercise administrative grace. And others, based on the circumstances, we proceeded to removal.

Mr. OLVER. Do you have to wait, for instance, after a wedding, a marriage, if there are no children involved, yes, there may already be, but do you have to wait some particular period before the U.S. citizen can then vouch for the spouse for a green card that leads to citizenship?

Mr. MORTON. No. If you are married, you apply for the benefit. And I will say, we have a policy, and I should follow up with you and your staff. Our policy is if you are in removal proceedings and you have a pending application for which you are eligible, you will ultimately receive adjustment. We terminate proceedings in those cases.

Mr. OLVER. There is really one case where we had documentation for the application for the green card, and they were summarily departed.

Mr. MORTON. If you have cases like that, I would like to follow up with you on them. Because our policy is if you are going to be granted a benefit and you are going to become a lawful permanent resident, we terminate proceedings.

Mr. ADERHOLT. Ms. Roybal-Allard.

Ms. ROYBAL-ALLARD. I just want to point out, I have had similar concerns.

SECURE COMMUNITIES: PROFILING

Mr. Morton, I understand that Secure Communities, which is the program intended to identify and report felons and dangerous individuals in our country illegally, has been addressed earlier in a question. But I do want to highlight one concern, and that is that there are many who are concerned about the fact that the program is resulting in racial profiling and contributing to individuals not reporting crimes or helping law enforcement. And I know that that is a big concern of the Los Angeles Police Department and other departments in my area.

But I want to give one example of victims of crimes not reporting these crimes because of this program. It is my understanding that Safe Horizons, which is New York's largest provider of services to battered women, has begun advising its undocumented clients not to report abuse to police for fear that they will be deported through the Secure Communities program. Because sometimes—there was

one instance where a woman called because she was being beaten, and because they needed her to help translate, they took them both in. And they booked both the victim and the person who was committing the crime.

So my question is, what are you doing or what can be done to address the concern, not only about racial profiling but with regards to victims that are afraid to report crimes, particularly those who are victims of domestic violence?

Mr. MORTON. So, two things, and I will reiterate a few things that I said before. I totally recognize the concern on racial profiling. We are instituting a whole series of analytical steps working with the Office of Civil Rights and Civil Liberties, the CRCL at DHS, inviting them to literally be part of the analysis with us so that we can root out and identify any jurisdictions that are misusing Secure Communities.

With regard to the DV issue, it is again a concern we are very much aware of. I will in the coming weeks be working on a policy to address exactly this issue, particularly in those States that do what is called dual arrest; they arrest everybody first without trying to identify who is the victim and who is the perpetrator, and so they both come in to our custody. And we are going to try to address that specifically with a policy to make sure that we are not scooping up victims inappropriately. The challenge for us is, obviously, we have got to be careful not to ignore the perpetrators, because often, if they are let go, very bad things happen, as you know, in some of these domestic violence cases, serious violent crimes, even death.

We have a fine line to walk there, but we have zero interest obviously in a victim who reports a crime suddenly getting scooped up because the local police just say, well, we will arrest both people and figure it out later. It is a problem, and we are going to have a specific policy on it.

Ms. ROYBAL-ALLARD. Okay. I look forward to that. Thank you.

BIOMETRIC EXIT

Mr. ADERHOLT. As you are aware, the fiscal year 2012 request proposes to rescind $25 million that had been for biometric exit. The remaining $25 million is proposed to reduce the analysis backlog of potential overstays so more cases can be referred to ICE. Is this something you support?

Mr. MORTON. The biometric exit function is not at ICE, although we depend on the references from it. I need to look, I think it must be in the US–VISIT part of the budget that that happens. I will tell you right now I don't think that, as I understand it, the rescission would be for the future vision of having mandatory exit control. I don't think if that were rescinded, it would affect our immediate operations. We would continue to get referrals from US–VISIT based on the passenger data from the airlines as to who is not showing up for their return flight. It, obviously, would have some, will have an effect on whether or not we have entry and exit controls in this country.

Again, it is not my particular area of expertise, so I will just say that the creation of a full exit program for every port of entry, including the land borders, is obviously a very challenging one, and

it is not easy. But let me—I don't know enough about the specific rescission at US–VISIT to answer that properly, and I don't want to steer you wrong.

Mr. ADERHOLT. Well, it would leave no money to actually do biometric exit, and that is the point I want to make. Let me quickly, we have got a vote on the floor, but let me go ahead and call on Mr. Price.

VISA SECURITY UNITS

Mr. PRICE. Thank you, Mr. Chairman.

I will be quick, and you may want to elaborate for the record, but I signaled in my opening statement that I do want to talk with you about visa security units. They are located at U.S. consulates overseas. They vet the background of people applying for U.S. Visas. ICE/VSUs use a broader range of databases than the State Department uses or perhaps can use to review the backgrounds of visa applicants.

Currently, there are 19 of the 46 high-risk countries with VSUs. This figure increased by four after the attempted Christmas Day bombing a year ago. But there is no additional funding in the 2012 budget request for more VSUs. The $30 million requested only funds those that are already established.

You also, I am sure, recall that in the past, ICE has had difficulty in establishing additional VSUs at some embassies. For example, London told ICE that DHS already had "too many people at the embassy to justify a VSU there." We remember that episode with some puzzlement.

So, Mr. Secretary, in the time we have here, can you just summarize the value added by these visa security units that State Department employees cannot provide? I am not sure I understand that precisely. What is it that these units are adding that the State Department cannot provide? And then given this edge, aren't you concerned that we have these units only in 40 percent of the countries that your own agency has labeled high risk?

Mr. MORTON. So I am a big supporter of the VSU program. That there isn't additional money in this budget is simply a reflection of the hard calls we had to make, and so it shouldn't be taken as any indication of a lack of support on my part for the basic concept.

The reason they are effective, as you note, Mr. Price, we have access to certain databases that the State Department doesn't have access, so we are able to do a much fuller run. Plus, a lot of these cases really dig down, it is not just a question of running the computer, you have got to get out of the office and go down to the local courthouse in these foreign countries and see, is this person really married? Does this relationship really exist? Or we send an agent out to—they are going to go and claim that they are going to visit this particular address in the United States that doesn't seem to exist. You know, send an agent out and check on that place; take a picture. We are able to do that in a way that obviously the consular officers are not. They are under a lot of pressure to move, for very good reason, the visa process along and not have unnecessary delays in getting lawful visitors to the United States. So that is where I am. I would love to see, as future budgets allow, continued expansion. I think it is a good program.

Mr. PRICE. Thank you, sir.

Thank you, Mr. Chairman.

Mr. ADERHOLT. Thank you, Mr. Price.

Director Morton, thank you for your attendance here today and for discussing the fiscal year 2012 request. We look forward to working with you and look forward to you getting back with us on some of the requests that we mentioned in the questioning this morning. Thank you.

Mr. MORTON. I thank you very much. I will just say a big thank you to your staff. You know, I deal with lots of committees. The professionalism and just sort of straight shooting that we have had from the staff over the years has been great; not to say that you always agree with us and don't beat up on us sometimes, but that is part of the process.

And I also want to note that when Mr. Price was the Chairman, he was an absolute gentleman with us. Again, not that he didn't disagree sometimes with what we were doing.

And you know, Mr. Aderholt, you seem to be very much in the same vein and so I appreciate that.

We will try to be open and direct with you. If you have concerns, please let us know earlier on rather than later. We want to try to get this right. Thank you.

Mr. ADERHOLT. Thank you very much.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Robert Aderholt

Director John Morton, Immigration & Customs Enforcement
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – ICE
March 11, 2011

Reception and Representation Funds

Question: How does ICE plan to utilize its reception and representation expenses in FY12?

ANSWER:

U.S. Immigration and Customs Enforcement (ICE) plans to utilize its reception and representation funds in fiscal year (FY) 2012 to extend official courtesies on behalf of DHS to guests of the United States and DHS in order to maintain the standing and prestige of the United States and DHS. Official courtesies typically include the cost of luncheons, dinners, receptions, mementos, and participation expenses at ICE-sponsored events.

Question: To date, how much has been spent in FY11, and what is the plan for the remainder of the fiscal year? Please provide detail for each expenditure.

ANSWER:

Department of Homeland Security
Official Reception and Representation Distribution
Fiscal Years 2010, 2011 & 2012
As of February 28, 2011

Component	FY 2010 Appropriated	FY 2010 Actual As of 9/30/2010	FY 2011 CR Funding Level	Obligations As of (2/28/11)	Unobligated Authority As of (2/28/11)	FY 2012 President's Request
Immigration and Customs Enforcement	15,000	14,065	15,000	5,567	9,433	15,000

PROGRAM OFFICE	DATE RC'D	LUNCH/DINNER	REP FUNDS	AMOUNT
			ALLOTMENT	15,000
Office of the Asst. Secretary	10/20/2010	Dinner	Meeting w/Mexican Customs and Tax Service leadership to discuss both ongoing initiatives and the upcoming investigator graduation.	(343.53)
Office of the Asst. Secretary	10/21/2010	Dinner	MEXICIT Graduation/First meeting between Secretary Janet Napolitano and Secretary Cordero which covered the Secretaries' priorities and the upcoming bilateral Strategic Plan Meeting.	(1521.60)
Office of the Asst. Secretary	11/19/2010	Breakfast	Bilateral Strategic Plan Enforcement Working Group meeting to followup on November 2nd Executive Steering Committee meeting in Cuernavaca. During the November 2nd meeting in Cuernavaca it was decided by Mexico's Tax Admin Service (SAT) and ICE that joint investigations is a priority area for the collaborative work going forward.	(310.54)
Office of the Asst. Secretary	11/19/2010	Retirement Reception	ICE engaged with senior level Mexican officials. In honor of Deputy Directore Pena who has had a close working relationship with these officials. Opportunity for Mr. Pena to introduce the incoming Deputy Director, Mr. Kumar Kibble and continue this outstanding relationship.	(360.00)
IPR Center	12/15/2010	Meeting	IPR hosting the Informal Advisory Working Group Meeting. Hosted by Director Morton.	(52.32)
Office of the Asst. Secretary	12/16/2010	Reception	ICE Stakeholders Event which thanks federal, private, state and local partners for their work in bolstering our mission.	(1879.00)
Office of the Asst. Secretary	1/5/2011	Luncheon	ICE and CBP jointly hosted a lunch as part of a three day conference on the bilaterel Strategic Plan between DHS and SAT at the Ronald Reagan Bldg.	(650.00)
Office of the Asst. Secretary	2/23/2011	Luncheon	To discuss border issues (to include the recent event in Mexico City resulting in the death of an ICE Special Agent) with Centro de Investigacion y Seguridad Nacional (CISEN), the Center for Research and National Security in Mexico.	(450.00)
			Funds obligated/pending	**(5566.99)**
			Balance	**9,433**

Travel

Question: Please provide for the record a table that shows all funds expended by ICE political employees for travel in 2010. Include name of individual traveling, purpose of travel, location(s) visited, total days/partial days, and total cost.

ANSWER:

Please see the table below.

NAME- Traveler	TRIP PURPOSE	DEPDATE	RETDATE	LOCATION	TOTAL COST
JOHN MORTON	MEETING/SIGNING W/ UAE & JORDANIAN GOVT.	1/10/2010	1/21/2010	ABU DHABI, UAE/JORDAN -JAF	$8,833.11
SUZANNE BARR	MEETING/SIGNING W/ UAE & JORDANIAN GOVT.	1/10/2010	1/21/2010	ABU DHABI, UAE/JORDAN -JAF	$7,400.59
GABRIELA BACA	SPEECH OR PRESENTATION	1/11/2010	1/12/2010	LOS ANGELES, CA	$613.40
PETER VINCENT	TRAINING ATTENDANCE	1/11/2010	1/13/2010	DALLAS, TX	$1,047.40
PETER VINCENT	PROGRAM/SITE VISIT	1/18/2010	1/21/2010	PHOENIX, AZ	$1,615.84
BRIAN HALE	PROGRAM/SITE VISIT	1/19/2010	1/20/2010	PHOENIX, AZ	$650.38
ELLIOT	PROGRAM/SITE VISIT	1/19/2010	1/20/2010	PHOENIX, AZ	$1,064.08

WILLIAMS					
SUZANNE BARR	CONFERENCE ATTENDANCE	1/19/2010	1/20/2010	PHOENIX, AZ	$904.02
BRIAN HALE	INFORMATION MEETING	1/28/2010	1/29/2010	MANHATTAN, NY	$731.33
JOHN MORTON	OTHER	2/3/2010	2/3/2010	HOUSTON, TX	$906.65
BRIAN HALE	PROGRAM/SITE VISIT	2/3/2010	2/4/2010	MIAMI, FL	$1,613.99
BRIAN HALE	PROGRAM/SITE VISIT	2/3/2010	2/4/2010	HOUSTON, TX	$1,613.99
JOHN MORTON	PROGRAM/SITE VISIT	2/4/2010	2/4/2010	MIAMI, FL	$641.90
BRIAN HALE	PROGRAM/SITE VISIT	2/16/2010	2/16/2010	MANHATTAN, NY	$464.25
JOHN MORTON	INFORMATION MEETING	2/17/2010	2/19/2010	MIAMI, FL/MANHATTAN, NY	$1,207.94
SUZANNE BARR	INFORMATION MEETING	2/17/2010	2/19/2010	MIAMI, FL/MANHATTAN, NY	$1,207.94
BRIAN HALE	INFORMATION MEETING	2/23/2010	2/23/2010	MANHATTAN, NY	$210.00
JOHN MORTON	CONFERENCE ATTENDANCE	2/23/2010	2/23/2010	MANHATTAN, NY	$159.40
BRIAN HALE	INFORMATION MEETING	2/25/2010	2/26/2010	DALLAS, TX	$1,407.20
JOHN MORTON	SPEECH OR PRESENTATION	2/25/2010	2/26/2010	DALLAS, TX	$1,272.20
JOHN MORTON	INFORMATION MEETING	2/27/2010	3/6/2010	PHNOM PENH, KAM/BANGKOK/HONG KONG, HKG	$7,833.38
SUZANNE BARR	INFORMATION MEETING	2/27/2010	3/6/2010	PHNOM PENH, KAM/BANGKOK/HONG KONG, HKG	$7,878.13
BRIAN HALE	INFORMATION MEETING	3/5/2010	3/5/2010	MANHATTAN, NY	$459.50
PETER VINCENT	CONFERENCE ATTENDANCE	3/15/2010	3/17/2010	AUSTIN, TX	$956.30
GABRIELA BACA	CONFERENCE ATTENDANCE	3/16/2010	3/17/2010	SAN ANTONIO, TX/AUSTIN, TX	$859.90
JOHN MORTON	CONFERENCE ATTENDANCE	3/16/2010	3/17/2010	AUSTIN, TX	$804.15
JOHN MORTON	CONFERENCE ATTENDANCE	3/16/2010	3/17/2010	SAN ANTONIO, TX	$804.15
JOHN MORTON	CONFERENCE ATTENDANCE	3/16/2010	3/17/2010	AUSTIN, TX	$804.15
SUZANNE BARR	CONFERENCE ATTENDANCE	3/16/2010	3/17/2010	SAN ANTONIO, TX/AUSTIN, TX	$804.15
PETER VINCENT	CONFERENCE ATTENDANCE	3/25/2010	3/26/2010	HARTFORD, CT	$1,276.83
ELLIOT WILLIAMS	SPEECH OR PRESENTATION	3/30/2010	3/31/2010	SALT LAKE CITY, UT	$959.21
JOHN MORTON	SPEECH OR PRESENTATION	4/14/2010	4/17/2010	LOS ANGELES, CA	$2,241.32
SUZANNE BARR	PROGRAM SITE VISIT	4/14/2010	4/19/2010	PHOENIX, AZ	$1,704.86
PETER VINCENT	PROGRAM SITE VISIT	4/18/2010	4/20/2010	FORT LAUDERDALE, FL	$1,033.65
PETER VINCENT	PROGRAM SITE VISIT	4/15/2010	4/15/2010	DALLAS, TX	$1,194.20
JOHN MORTON	INFORMATION MEETING	5/12/2010	5/15/2010	TUCSON, AZ	$2,375.95
SUZANNE BARR	INFORMATION MEETING	5/13/2010	5/16/2010	TUCSON, AZ	$1,379.62
SUZANNE BARR	OTHER	5/18/2010	5/18/2010	BOSTON, MA	$1,212.90
JOHN MORTON	SPEECH OR PRESENTATION	5/18/2010	5/20/2010	BOSTON, MA	$1,155.21
JOHN MORTON	OTHER	5/25/2010	5/25/2010	NORFOLK, VA	$1,162.45
SUZANNE BARR	OTHER	5/25/2010	5/25/2010	NORFOLK, VA	$1,162.45
PETER VINCENT	PROGRAM SITE VISIT	5/27/2010	5/31/2010	SAN FRANCISCO, CA	$933.85
SUZANNE BARR	CONFERENCE ATTENDANCE	5/29/2010	6/2/2010	MEXICO, CITY-DFFC	$1,704.53
JOHN MORTON	CONFERENCE ATTENDANCE	5/31/2010	6/2/2010	MEXICO, CITY-DFFC	$1,417.85
JOHN MORTON	OTHER	6/10/2010	6/15/2010	LONDON, FC	$3,359.76
PETER VINCENT	LOCAL	6/14/2010	6/14/2010	WASHINGTON, DC	$17.23
PETER VINCENT	PROGRAM SITE VISIT	6/15/2010	6/16/2010	BRUNSWICK, GA	$915.35
SUZANNE BARR	OTHER	6/15/2010	6/19/2010	LONDON, FC	$3,963.39
JOHN MORTON	CONFERENCE ATTENDANCE	6/27/2010	6/30/2010	LOS ANGELES, CA	$2,150.31
SUZANNE BARR	CONFERENCE ATTENDANCE	6/28/2010	6/30/2010	LOS ANGELES, CA	$2,013.95
PETER VINCENT	CONFERENCE ATTENDANCE	6/28/2010	6/28/2010	LOCAL	$72.23
JOHN MORTON	OTHER	7/9/2010	7/9/2010	LOCAL	$155.23
JOHN MORTON	SPEECH OR PRESENTATION	7/12/2010	7/13/2010	RICHMOND, VA	$250.97
SUZANNE BARR	SPEECH OR PRESENTATION	7/12/2010	7/13/2010	RICHMOND, VA	$250.97
SUZANNE BARR	INFORMATION MEETING	7/14/2010	7/18/2010	PHOENIX, AZ	$1,045.15
JOHN MORTON	INFORMATION MEETING	7/15/2010	7/15/2010	LAREDO, TX/WASHINGTON, DC	$687.45

ELLIOT WILLIAMS	CONFERENCE ATTENDANCE	7/19/2010	7/20/2010	DALLAS, TX	$798.45
PETER VINCENT	PROGRAM SITE VISIT	7/21/2010	7/25/2010	SAN FRANCISCO, CA	$1,188.31
JOHN MORTON	OTHER	7/28/2010	7/28/2010	LOCAL	$112.00
ELLIOT WILLIAMS	CONFERENCE ATTENDANCE	7/29/2010	7/29/2010	LOCAL	$41.23
SUZANNE BARR	PROGRAM SITE VISIT	7/31/2010	8/3/2010	SAN FRANCISCO, CA	$917.65
JOHN MORTON	OTHER	8/1/2010	8/3/2010	SAN FRANCISCO, CA	$1,068.14
PETER VINCENT	PROGRAM SITE VISIT	8/2/2010	8/4/2010	DENVER, CO	$1,001.45
PETER VINCENT	CONFERENCE	8/10/2010	8/11/2010	DALLAS, TX	$1,356.45
SUZANNE BARR	OTHER	8/10/2010	8/11/2010	NEW YORK, CITY	$752.23
PETER VINCENT	CONFERENCE	8/10/2011	8/11/2010	DALLAS, TX	
JOHN MORTON	SPEECH OR PRESENTATION	8/11/2010	8/13/2010	PHOENIX, AZ	$1,399.27
SUZANNE BARR	CONFERENCE ATTENDANCE	8/11/2010	8/22/2010	SAN DIEGO, CA	$2,100.63
KISTNER, TIMOTHY	CONFERENCE ATTENDANCE	8/15/2010	8/19/2010	SAN DIEGO, CA	$2,045.41
GABRIELA BACA	PROGRAM SITE VISIT	8/15/2010	8/20/2010	SAN DIEGO, CA	$1,810.39
JOHN MORTON	CONFERENCE ATTENDANCE	8/16/2010	8/18/2010	SAN DIEGO, CA	$2,345.45
ELLIOT WILLIAMS	CONFERENCE ATTENDANCE	8/16/2010	8/20/2010	SAN DIEGO, CA	$1,792.35
PETER VINCENT	PROGRAM SITE VISIT	8/16/2010	8/18/2010	PHOENIX, AZ	$1,141.67
JOHN MORTON	SPEECH OR PRESENTATION	8/26/2010	8/27/2010	CHICAGO, IL	$584.55
SUZANNE BARR	SPEECH OR PRESENTATION	8/26/2010	8/27/2010	CHICAGO, IL	$584.55
JOHN MORTON	CONFERENCE ATTENDANCE	8/30/2010	8/30/2010	HOUSTON, TX	$905.55
PETER VINCENT	CONFERENCE ATTENDANCE	9/8/2010	9/9/2010	BURLINGTON, VT	$1,134.95
JOHN MORTON	PROGRAM SITE VISIT	9/10/2010	9/18/2010	BEIJING, FC	$6,170.94
SUZANNE BARR	PROGRAM SITE VISIT	9/10/2010	9/18/2010	BEIJING, FC	$6,263.38
PETER VINCENT	PROGRAM SITE VISIT	9/13/2010	9/15/2010	DETROIT, MI	$1,426.56
PETER VINCENT	CONFERENCE ATTENDANCE	9/20/2010	9/21/2010	DALLAS, TX	$852.65
JOHN MORTON	OTHER	9/24/2010	9/24/2010	LOCAL	$30.23
SUZANNE BARR	LOCAL	9/24/2010	9/24/2010	WASHINGTON, DC	$69.23
PETER VINCENT	CONFERENCE ATTENDANCE	9/26/2010	9/28/2010	COLUMBUS, SC	$894.95
PETER VINCENT	PROGRAM SITE VISIT	9/29/2010	9/30/2010	PHOENIX, AZ	$1,909.61
MORTON, JOHN	FOREIGN TRAVEL	10/1/2010	10/5/2010	BRUSSELS,	$1,966.64
SUZANNE BARR	FOREIGN TRAVEL	10/1/2010	10/5/2010	BRUSSELS,	$1,966.64
ELLIOT WILLIAMS	CONFERENCE ATTENDANCE	10/4/2020	10/7/2010	GETTYSBURG, PA	$177.22
JOHN MORTON	SPEECH OR PRESENTATION	10/14/2010	10/14/2010	JACKSONVILLE, FL	$794.95
KISTNER, TIMOTHY	OTHER	10/14/2010	10/14/2010	JACKSONVILLE, FL	$644.95
SUZANNE BARR	OTHER	10/15/2010	10/22/2010	CHARLESTON. SC	$2,746.61
JOHN MORTON	SPEECH OR PRESENTATION	10/20/2011	10/22/2010	CHARLESTON, SC	$1,784.75
JOHN MORTON	CONFERENCE	10/25/2010	10/26/2010	ORLANDO, FL	$664.73
SUZANNE BARR	CONFERENCE ATTENDANCE	10/25/2010	10/26/2010	ORLANDO, FL	$664.73
SUZANNE BARR	CONFERENCE ATTENDANCE	10/30/2011	11/4/2010	SAN DIEGO, CA	$2,777.64
JOHN MORTON	CONFERENCE	11/1/2010	11/4/2010	SAN DIEGO, CA	$3,287.66
SUZANNE BARR	SPEECH OR PRESENTATION	11/8/2010	11/8/2010	NASHVILLE, TN	$857.45
JOHN MORTON	SPEECH OR PRESENTATION	11/8/2011	11/8/2010	NASHVILLE, TN	$857.45
JOHN MORTON	OTHER	11/12/2010	11/12/2010	LOCAL	$62.15
PETER VINCENT	PROGRAM SITE VISIT	11/15/2010	11/19/2010	MIAMI/QUITO, FC	$4,282.98
JOHN MORTON	SPEECH OR PRESENTATION	11/21/2010	11/22/2010	SAN JUAN NAV RES STA	$870.69
SUZANNE BARR	SPEECH OR PRESENTATION	11/21/2010	11/22/2010	SAN JUAN, NAV RES STA	$870.69
PETER VINCENT	TRAINING ATTENDANCE	12/5/2010	12/8/2010	GUATEMALA CITY, FC	$712.97

* Local travel may include POV mileage, tunnel fees, tolls, parking, and ferry fees associated with temporary duty travel.

Contracts

Question: Please provide for the record the number of noncompetitive contracts ICE has entered into in FY10, what is anticipated in FY11 and FY12. Include an explanation as to why a non-competitive contract was chosen. As part of this response, please clearly delineate other transactional agreements and those purchases made from the GSA approval listings.

ANSWER:

A chart of the noncompetitive contracts that U.S. Immigration and Customs Enforcement (ICE) entered into in fiscal year (FY) 2010 is provided. The ICE competition goal set by the Department of Homeland Security for FY 2011 is 80.5 percent. ICE fully expects to exceed this goal. It is anticipated that the FY 2012 competition rate will be similar to the FY 2011 goal.

Contract Number	Contractor	Purpose	Dollar Award	Contract Start Date	Contract End Date	Explanation for choosing Non-Competitive Contract
HSCECR08J00022	XEROX CORPORATION	EQUIPMENT LEASE	$5,369.52	4/4/2010	4/3/2013	Follow-on sole source to complete lease agreement when Fedsource IAA was terminated
HSCECR09F00033	IJET INTERNATIONAL INCORPORATED	DATABASE ACCESS	$3,840.00	6/19/2010	6/18/2014	Only one source - Local Government
HSCECR09P00044	FEDERAL LAW ENFORCEMENT TRAINING CENTER RECREATION ASSOCIATI	FIRING RANGE LEASE	$20,419.90	1/25/2010	1/25/2011	Only Site for class room training and Long Arms qualifications in the area. Only facility that can accommodate a large volume of officers at a single time.
HSCECR09P00090	PUBLIC HEALTH, CALIFORNIA DEPARTMENT OF	BIRTH VERIFICATIONS - DATABASE ACCESS	$1,000.00	7/9/2010	8/31/2011	Only one source - State Government
HSCECR09P00093	AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM	ACCESS TO STATE CRIMINAL DATABASES	$20,707.08	7/1/2010	6/30/2014	Only one source - Local government
HSCECR09P00138	COUNTY OF CLARK	Firing Range Usage	$1,500.00	1/19/2010	3/31/2010	Only One Source - Use of Police Firearms Range
HSCECR09P00164	PHILADELPHIA PROTECTION BUREAU, INC	EQUIPMENT INSTALLATION	$1,672.00	12/16/2009	1/15/2009	Only one source - SAP Procedures
HSCECR10F00001	KONICA MINOLTA BUSINESS SOLUTIONS USA INCORPORATED	EQUIPMENT LEASE	$1,015.88	11/12/2009	2/14/2010	Follow-on sole source to complete lease

						agreement when Fedsource IAA was terminated
HSCECR10P00001	CALIFORNIA HIGHWAY PATROLMAN'S CLUB	LEASE OF FIRING RANGE FACLITIES	$4,583.26	11/10/2009	8/31/2010	Only one source - SAP Procedures
HSCECR10P00003	COUNTY OF SACRAMENTO	ACCESS TO CLETS LAW ENFORCEMENT DATA BASE	$3,971.00	10/19/2009	8/31/2010	Only one source - SAP Procedures
HSCECR10P00004	COLMA, CITY OF	LEASE OF FIRING RANGE FACILITIES	$1,375.00	11/9/2009	8/31/2010	Only one source - Micro-purchase
HSCECR10P00010	PACKARD TRANSPORT, INC.	VEHICLE SHIPMENT	$24,000.00	10/14/2009	11/16/2009	Limited sources to transport vehicles to GUAM in the time provided
HSCECR10P00012	BRITTON, RAYMOND	ARBITRATOR SERVICES	$2,188.11	11/9/2009	11/9/2009	Only one source - Micro-purchase
HSCECR10P00014	GEORGIA DEPT OF REVENUE-AUTO CRIME-TITLE FRAUD UNIT	VEHICLE REGISTRATION	$1,304.00	11/23/2009	11/24/2009	Only one source - State Government
HSCECR10P00018	CAROL DAVIS REPORTING, RECORDS & VIDEO, INC.	COURT REPORTER SERVICES FOR ARBITRATION	$4,000.00	12/23/2009	1/12/2010	Only one source - SAP Procedures
HSCECR10P00019	JEFFREY J GOODFRIEND	ARBITRATION SERVICES	$5,000.00	12/23/2009	1/12/2010	Only one source - SAP Procedures
HSCECR10P00031	SAC CITY TREASURER	PARKING SPACES LEASE	$24,300.00	4/1/2010	3/31/2011	Only One Source
HSCECR10P00038	PACER SERVICE CENTER	ACCESS TO ELECTRONIC COURT RECORDS - PACER	$21,600.00	6/1/2010	2/28/2015	Database is specific to the needs of the customer; database is U.S. Court Records
HSCECR10P00039	PUBLIC SAFETY & CORRECTIONAL SERVICES, MD DEPT OF	DATABASE ACCESS	$1,092.00	4/1/2010	3/31/2011	Only one source - Micro-purchase
HSCECR10P00040	HOUSEHOLD DRIVERS REPORT INC	ACCESS TO DATABASE SERVICE.	$3,500.00	3/8/2010	3/7/2011	Only source to obtain information on Fugitives. Approved J & A in the file
HSCECR10P00046	CARTON COMPANY LLC	PARKING SPACES LEASE	$2,499.96	3/11/2010	3/10/2011	Only one source-micro purchase
HSCECR10P00048	NATIONAL INDUSTRIES FOR THE BLIND	OFFICE SUPPLIES	$22,878.23	3/18/2010	4/23/2010	MandatorySource – NIB
HSCECR10P00049	SMITH, BILL AUTO CARE CENTER	VEHICLE REPAIRS	$2,775.90	3/16/2010	4/16/2010	Only one source-micro purchase
HSCECR10P00050	FEDERAL PRISON INDUSTRIES INC	OFFICE EQUIPMENT	$7,774.00	3/17/2010	4/17/2010	MandatorySource -FPI
HSCECR10P00058	COUNTY OF CLARK	FIRING RANGE USE	$2,100.00	4/1/2010	3/31/2011	Only one source - Micro-purchase
HSCECR10P00060	PACER SERVICE CENTER	ACCESS TO ELECTRONIC COURT RECORDS PACER.	$7,539.44	4/1/2010	4/1/2010	Ratification

HSCECR10P00064	OASIS MOTORS, INC.	VEHICLE REPAIR	$6,765.12	4/26/2010	5/26/2010	Only one source-
HSCECR10P00073	AUTOMAX LEASING INC	VEHICLE REPAIR	$2,997.32	5/14/2010	5/14/2010	Ratification; not competed
HSCECR10P00077	WECSYS LLC	OFFICE SUPPLIES	$3,699.01	5/20/2010	5/28/2010	Federal Prison Industries - Mandatory Source of Supply
HSCECR10P00082	THE AMERICAN RED CROSS	RED CROSS SUPPLIES FOR MANADATORY TRAINING	$4,759.00	6/4/2010	7/4/2010	Sole source - Red Cross
HSCECR10P00084	NATIONAL INDUSTRIES FOR THE BLIND	JANITORIAL SERVICES.	$46,237.87	5/25/2010	9/30/2010	Ability One - Mandatory Source of Supply
HSCECR10P00086	NATIONAL INDUSTRIES FOR THE BLIND	OFFICE SUPPLIES	$12,868.46	5/27/2010	6/25/2010	Federal Prison Industries - Mandatory Source of Supply
HSCECR10P00087	LOUIS PROVENZANO, INC	LEASE OF SECURE PARKING	$11,850.00	6/1/2010	8/31/2010	Only One Source
HSCECR10P00088	C & M TRUCK & TIRE REPAIR CORP	SECURE PARKING LEASE	$1,350.00	6/1/2010	8/31/2010	Only one source - Micro-purchase
HSCECR10P00096	STRICKLER INDUSTRIES INC	VEHICLE (PICK-UP) CONTRACTOR SHELL	$1,265.00	6/23/2010	7/22/2010	Under Micro-Threshold
HSCECR10P00098	AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM	ACCESS TO LAW ENFORCEMENT DATABASE	$11,831.68	7/1/2010	6/30/2011	Only One Source - Sheriff Dept Database
HSCECR10P00099	WORCESTER, COUNTY OF	FIRING RANGE LEASE	$3,000.00	7/1/2010	6/30/2011	Only one source - Micro-purchase
HSCECR10P00100	ISLIP, TOWN OF	FIRING RANGE LEASE	$7,600.00	7/6/2010	8/27/2010	Only one Source - Simplified Acquisition Procedures
HSCECR10P00101	THRESHOLDS REHABILITATION INDUSTRIES	OFFICE SUPPLIES	$84,856.87	6/27/2010	7/27/2010	Ability One-Mandatory Source of Supply
HSCECR10P00102	ALAMO INDUSTRIES, INC.	VEHICLE EQUIPMENT INSTALL	$607.49	7/5/2010	7/31/2010	Only one Source - Micropurchase
HSCECR10P00105	OASIS INTERPRETERS AND TRANSLATORS SERVICES	TRANSLATION SERVICES	$2,400.00	7/26/2010	7/26/2010	Ratification-Intelligence action-competition was sought after action was completed to verify prices
HSCECR10P00106	NASSAU, COUNTY OF	LEASE OF FIRING RANGE	$227.50	7/26/2010	7/26/2010	Ratification-Competition was sought after action was completed to verify prices
HSCECR10P00107	ISLIP, TOWN OF	LEASE OF FIRING RANGE	$12,000.00	8/2/2010	8/2/2010	Base was local law enforcement Firing Range-Action was Close Out
HSCECR10P0011	MEDIATION OFFICE OF	MEDIATOR - LEGAL	$6,000.00	7/19/201	7/20/201	Only One Source-

2	LISA KLERMAN	SERVICES		0	0	Mediator agreed on by both parties
HSCECR10P0011 3	FPP VENTURES, INC.	INSTALLATION OF SECURITY CAGES	$190.00	7/20/201 0	8/27/201 0	Only one Source - Simplified Acquisition Procedures
HSCECR10P0011 6	FEDERAL PRISON INDUSTRIES INC	OFFICE FURNITURE	$3,766.00	7/27/201 0	9/15/201 0	Federal Prison Industries - Mandatory Source of Supply
HSCECR10P0011 8	TOWN OF MEDLEY	LEASE OF FIRING RANGE	$7,040.00	8/1/2010	8/31/201 0	Only Source available- Law Enforcement Training center
HSCECR10P0011 9	RUTGERS, THE STATE UNIVERSITY OF NEW JERSEY	LEASED PARKING SPACES	$30,000.00	8/1/2010	8/31/201 1	Only available source to meet unique requirements- secured, 24/7 access
HSCECR10P0012 0	SAN ANTONIO LIGHTHOUSE FOR THE BLIND	OFFICE FURNITURE	$4,064.10	8/1/2010	9/16/201 0	Ability One - Mandatory Source of Supply
HSCECR10P0012 4	INTERNATIONAL SURVEILLANCE TECHNOLOGY, INC	EQUIPMENT PURCHASE	$11,466.34	8/4/2010	9/4/2010	Only one source - SAP
HSCECR10P0012 7	SANTA CLARA, COUNTY OF	ON-LINE DATABASE SERVICES	$1,403.84	8/19/201 0	8/31/201 1	Only One Source- Local government
HSCECR10P0012 8	SANTA CLARA, COUNTY OF	LAW ENFORCEMENT DATABASE ACCESS	$5,108.70	8/19/201 0	6/30/201 1	Only one source - Local government
HSCECR10P0012 9	AGT BATTERY SUPPLY LLC	MOTOROLLA HEADSETS FOR SPECIAL RESPONSE TEAM	$8,736.48	8/18/201 0	9/17/201 0	Limited Source - GSA
HSCECR10P0014 2	H B L MEDIA LTD	VIDEO PRODUCTION FOR SECURE COMMUNITIES	$19,500.00	9/13/201 0	11/1/201 0	Only one source - item needed is unique to the company only
HSCECR10P0014 3	TEXAS WORKFORCE COMMISSION	TEXAS WORKFORCE DATABASE ACCESS	$2,000.00	9/27/201 0	9/26/201 1	Only one source - Micro-purchase - State Government
HSCECR10P0014 4	TEXAS WORKFORCE COMMISSION	TEXAS WORKFORCE COMMISSION DATABASE ACCESS	$1,575.00	9/27/201 0	9/26/201 1	Only one source - Micro-purchase - State Government
HSCECR10P0014 5	TEXAS WORKFORCE COMMISSION	TEXAS WORKFORCE DATABASE ACCESS FOR	$2,000.00	7/1/2010	6/30/201 1	Only one source - Micro-purchase - State Government
HSCECR10P0014 6	TEXAS WORKFORCE COMMISSION	TEXAS WORKFORCE COMMISSION DATABASE ACCESS	$1,500.00	8/1/2010	7/31/201 1	Only one source - Micro-purchase - State Government
HSCECR10P0014 8	SAN ANTONIO LIGHTHOUSE FOR THE	OFFICE FURNITURE	$51,500.00	9/22/201 0	11/8/201 0	Ability One - Mandatory

	BLIND					Source of Supply
HSCEDM09P00014	KERN, COUNTY OF	DATABASE ACCESS	$6,120.00	12/2/2009	9/30/2010	Only one source - SAP Procedures
HSCEDM10J00019	ECLIPSE BUSINESS GROUP, INC.	Food Services Support	$191,996.50	2/24/2010	2/28/2011	Task Order against existing Requirements contract
HSCEDM10P00003	CORRECTIONS & REHABILITATION, CALIFORNIA DEPARTMENT OF	Guard Services	$2,420.50	10/1/2009	9/30/2010	Only One Source (Escorts at Prison)
HSCEDM10P00005	CORRECTIONS & REHABILITATION, CALIFORNIA DEPARTMENT OF	Guard Services	$2,389.50	10/1/2009	9/30/2010	Only One Source (Escorts at Prison)
HSCEDM10P00020	GEONORTH, LLC	PUBLIC KNOWLEDGE SERVICES.	$200.00	12/9/2009	12/31/2009	Only One Source - Access to Criminal Database
HSCEDM10P00021	SKAGWAY, CITY OF	Guard Services	$625.00	12/9/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00029	ADAMS, COUNTY OF	Guard Services	$600.00	12/9/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00033	FERRY, COUNTY OF	Guard Services	$500.00	12/23/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00034	PEND OREILLE, COUNTY OF	Guard Services	$400.00	12/23/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00038	COUNTY OF LINCOLN	Guard Services	$446.32	11/18/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00041	STEVENS COUNTY	Guard Services	$300.00	12/23/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00043	CITY OF UNALASKA	Guard Services	$600.00	12/9/2009	12/31/2009	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00056	COUNTY OF ALAMOSA	Food Services Support	$2,250.00	1/29/2010	1/28/2010	Only One Source (County Provided Meals to ICE Detainees)
HSCEDM10P00066	AMERICAN CORRECTIONAL ASSOCIATION, THE	Auditing Services	$12,600.00	12/2/2009	3/31/2010	FAR 6.302-1 Only One Source
HSCEDM10P00073	COUNTY OF MESA	Food Services Support	$1,125.00	1/1/2010	9/30/2010	Only One Source (County Provided Meals to feed ICE Detainees)

HSCEDM10P00076	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$1,890.60	1/7/2010	12/31/2010	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00087	SEATTLE POLICE ATHLETIC ASSOC	Firing Range Usage	$7,000.00	1/21/2010	1/19/2011	Only One Source - Use of Police Firearms Range
HSCEDM10P00089	HEALTH AND SOCIAL SERVICES, ALASKA DEPARTMENT OF	Guard Services	$900.00	1/21/2010	1/20/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00092	FERRY, COUNTY OF	Guard Services	$500.00	2/2/2010	12/31/2010	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00096	STEVENS COUNTY	Guard Services	$300.00	2/2/2010	12/31/2010	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00097	CITY OF UNALASKA	Guard Services	$1,500.00	2/2/2010	12/31/2010	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00099	ADAMS, COUNTY OF	Guard Services	$2,100.00	2/2/2010	12/31/2010	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00100	PEND OREILLE, COUNTY OF	Guard Services	$400.00	2/2/2010	12/31/2010	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00103	LEE ESCHER OIL CO., INC.	Vehicle Fuel	$4,998.73	2/12/2010	2/18/2010	Task Order against existing DLA DESCC Contract
HSCEDM10P00109	COUNTY OF PINAL	ANNUAL PERMIT FEE PINAL COUNTY DEPARTMENT AIR QUALITY	$3,435.00	2/24/2010	3/3/2010	Only One Source - County Fee
HSCEDM10P00140	OKANOGAN, COUNTY OF	Guard Services	$1,224.00	6/1/2010	5/31/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00142	SKAGWAY, CITY OF	Guard Services	$600.00	5/1/2010	4/30/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00143	PUBLIC SAFETY, ARIZONA	MEDIA SUPPORT FOR ICE SECURED COMMUNITIES PROGRAM.	$2,911.32	4/27/2010	7/14/2011	Micropurchase - Only One Source (Access to Criminal Database)
HSCEDM10P00163	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$1,342.10	6/16/2010	6/15/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00168	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$402.63	6/16/2010	6/15/2011	Only One Source - Under 72 hour

						Detainee Housing
HSCEDM10P00169	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$402.63	6/16/2010	6/15/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00170	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$402.63	6/16/2010	6/15/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00171	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$671.05	6/16/2010	6/15/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00172	CORRECTIONS, ALASKA DEPARTMENT OF	Guard Services	$671.05	6/16/2010	6/15/2011	Only One Source - Under 72 hour Detainee Housing
HSCEDM10P00192	SOUTHWEST SANITATION SERVICES INC.	Detainees Support Services	$9,164.00	8/4/2010	8/4/2010	FAR 6.302-2 Urgent and Compelling
HSCEMD08C00004	UNIQUE CLEANING SERVICE, INC.	JANITORIAL SERVICES	$53,523.96	6/16/2010	6/15/2013	8(a) Direct Award/sole-source set aside.
HSCEMD08F00028	COMPUSEARCH SOFTWARE SYSTEMS,	EDUCATIONAL and TRAINING SERVICES for PRISM	$226,106.00	8/6/2010	8/5/2011	NON-COMPETITIVE DELIVERY ORDER
HSCEMD08J00057	GE CONSUMER FINANCE BUISNESS CREDIT SERVICES	COPIER LEASE AND MAINTENANCE	$1,636.08	11/24/2009	9/30/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD08J00120	GE CONSUMER FINANCE BUISNESS CREDIT SERVICES	COPIER REPAIR AND MAINTENANCE	$4,456.44	6/7/2010	6/30/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD08J00124	GE CONSUMER FINANCE BUISNESS CREDIT SERVICES	COPIER LEASE AND MAINTENANCE	$4,812.24	12/8/2009	9/30/2013	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD08J00128	GE CONSUMER FINANCE BUISNESS CREDIT SERVICES	COPIER LEASE AND MAINTENANCE	$4,356.84	5/28/2010	5/31/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD08J00131	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASE	$8,394.24	7/22/2010	7/31/2011	Follow-on to initial competitive award
HSCEMD08J00132	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASE	$8,394.24	8/1/2010	7/31/2012	Follow-on to initial competitive

						award
HSCEMD08J00196	XEROX CORPORATION	EQUIPMENT LEASE	$4,357.44	9/21/2010	9/20/2011	Follow-on to initial competitive award
HSCEMD08J00197	RICOH AMERICAS CORPORATION (3521)	EQUIPMENT LEASE	$1,929.00	9/24/2010	9/23/2012	Follow-on to initial competitive award
HSCEMD08J00198	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASE	$8,951.52	9/25/2010	9/24/2011	Follow-on to initial competitive award
HSCEMD08J00209	XEROX CORPORATION	EQUIPMENT LEASE	$4,031.28	8/1/2010	7/31/2011	Follow-on to initial competitive award
HSCEMD08P00181	WEST PUBLISHING CORPORATION	LEGAL TRAINING CONTENT	$182,879.86	9/10/2010	9/9/2011	Only One Source
HSCEMD08P00204	PACER SERVICE CENTER	LEGAL MEDIA ACCESS	$4,000.00	8/10/2010	8/31/2010	Only One Source
HSCEMD08P00253	AMERICAN IMMIGRATION LAWYERS ASSOCIATION (INC)	BOOKS AND PAMPHLETS	$7,060.00	12/8/2009	12/31/2010	Option Exercised. Only known subscription source for online legal publications concerning immigration law,
HSCEMD09F00005	KONICA MINOLTA BUSINESS SOLUTIONS USA INCORPORATED	COPIER LEASE AND MAINTENANCE	$3,396.84	10/20/2009	9/30/2009	Continuous annual renewal order of GSA vendor copier lease per terms and conditions of lease agreement.
HSCEMD09F00011	KONICA MINOLTA BUSINESS SOLUTIONS USA INCORPORATED	COPIER LEASE AND MAINTENANCE	$11,235.00	11/6/2009	6/30/2010	Continuous annual renewal order of GSA vendor copier lease per terms and conditions of lease agreement.
HSCEMD09F00013	STANLEY CONVERGENT SECURITY SOLUTIONS, INC.	ALARM SERVICES MAINTENANCE AND REPAIR	$2,760.00	10/23/2009	9/30/2009	Option Exercised for continuation of proprietary alarm monitoring service maintenance.
HSCEMD09F00220	TRINITY TECHNOLOGY GROUP INCORPORATED	OFFICE SUPPORT SERVICES	$4,243,967.40	9/13/2010	8/15/2011	GSA Schedule Contract - Task order award was competed
HSCEMD09J00009	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASE	$10,292.88	6/5/2010	6/4/2011	Follow-on to initial competitive award
HSCEMD09J00018	GE CONSUMER FINANCE BUISNESS CREDIT	COPIER REPAIR AND MAINTENANCE	$3,512.16	6/24/2010	6/30/2011	DHS 5-YR copier lease.

	SERVICES					Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00019	SHARP ELECTRONICS CORPORATION	COPIER LEASE AND MAINTENANCE	$4,475.76	10/27/2009	2/28/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00024	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$2,491.56	10/28/2009	9/30/2010	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00025	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$2,491.56	12/2/2009	9/30/2010	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00026	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$9,160.32	4/7/2010	9/30/2010	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00027	SHARP ELECTRONICS CORPORATION	COPIER LEASE AND MAINTENANCE	$18,012.54	11/6/2009	6/30/2010	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00039	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$3,007.68	12/2/2009	2/5/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00041	SHARP ELECTRONICS CORPORATION	COPIER LEASE AND MAINTENANCE	$19,899.36	12/10/2009	1/7/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00044	GE CONSUMER FINANCE BUISNESS CREDIT SERVICES	COPIER LEASE AND MAINTENANCE	$5,436.00	12/22/2009	1/31/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00053	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$2,653.92	12/29/2009	1/31/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.

HSCEMD09J00054	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$4,564.32	1/21/2010	1/31/2012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09J00055	RICOH AMERICAS CORPORATION (3521)	EQUIPMENT LEASE	$6,528.00	1/20/2010	2/26/2011	Follow-on to initial competitive award
HSCEMD09J00079	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$7,876.08	3/25/2010	3/27/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD09P00016	AMERICAN SCIENCE AND ENGINEERING, INC.	MEDICAL EQUIPMENT MAINTENANCE	$1,801.68	11/20/2009	12/31/2009	Continuation of annual maintenance on proprietary x-ray machine purchased.
HSCEMD09P00021	COUNTY OF ALAMEDA	LEASE OF FACILITIY-SHOOTING RANGE	$4,200.00	10/26/2009	9/30/2010	Only certified firing range in city for agents to practice and complete required gun certification for job requirement.
HSCEMD09P00023	ROSEVILLE, CITY OF	LEASE OF FACILITIY-SHOOTING RANGE	$8,000.00	11/13/2009	9/30/2010	Only certified firing range in city for agents to practice and complete required gun certification for job requirement.
HSCEMD09P00058	MIDDLETOWN, TOWNSHIP OF	LEASE OF FACILITIY-SHOOTING RANGE	$4,000.00	10/15/2009	9/30/2010	Only firing range in area that can satisfy requirement
HSCEMD09P00068	SUPREME SECURITY SYSTEMS, INC	ALARM SERVICES MAINTENANCE AND REPAIR	$8,482.49	10/15/2009	9/30/2010	Owner of building in which SAC Newark is located selected vendor to provide alarm service. No other vendor allowed in building.
HSCEMD09P00155	PUEBLO PARKING SYSTEMS, LLC	PARKING SPACES LEASE	$2,224.80	7/1/2010	6/30/2011	Only One Source
HSCEMD09P00212	PHYSIO-CONTROL INC	LABORATORY TESTING SERVICES	$3,968.00	6/14/2010	6/30/2011	Proprietary parts and service to support warranty and maintenance

						on LifePak resuscitators. Ongoing contract.
HSCEMD09P00233	AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM	INFORMATION PROCESSING SERVICES	$14,986.14	12/28/2009	6/30/2010	Only source for criminal information database in San Diego.
HSCEMD09P00285	ABM INDUSTRIES INCORPORATED	LEASE-RENT OF PARKING FACILITIES	$85,260.00	7/16/2010	7/31/2010	Sole source for parking spaces due to security requirements of joint investigative group in Los Angeles.
HSCEMD09P00361	BCS SYSTEMS, INC.	OFFICE EQUIPMENT REPAIR AND MAINTENANCE	$4,620.00	5/11/2010	9/25/2011	Annual Software Maintenance - Proprietary
HSCEMD10F00004	SHARP ELECTRONICS CORPORATION	COPIER LEASE AND MAINTENANCE	$11,742.60	12/2/2009	3/31/2010	Should be marked as competitive delivery order
HSCEMD10F00006	XEROX CORPORATION	COPIER REPAIR AND MAINTENANCE	$7,523.00	11/10/2009	9/30/2010	Only Xerox can maintain Xerox copier.
HSCEMD10F00010	ORION ELECTRONICS LIMITED	ELECTRONIC SURVEILLANCE EQUIPMENT	$12,391.94	11/18/2009	2/28/2010	Tracking devices must be compatible with existing equipment in inventory
HSCEMD10F00039	ORION ELECTRONICS LIMITED	TRACKING UNITS AND EQUIPMENT	$68,578.72	3/3/2010	4/2/2010	Only one source for covert electronic surveillance equipment. HCA waiver by Soraya Correa.
HSCEMD10F00046	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	VIDEO RECORDING AND REPRODUCING EQUIPMENT	$12,600.00	3/11/2010	5/11/2010	Only known source for CDMA tracking devices.
HSCEMD10F00071	ORION ELECTRONICS LIMITED	TRACKING EQUIPMENT AND ACCESSORIES	$9,162.66	4/12/2010	6/12/2010	Only known source for CDMA tracking devices.
HSCEMD10F00095	INTERNATIONAL SURVEILLANCE TECHNOLOGY INCORPORATED	NIGHT VISION EQ	$222,583.90	5/26/2010	8/15/2010	Vehicle modification limited to one source because public disclosure would compromise investigation.
HSCEMD10F00105	ORION ELECTRONICS LIMITED	GPS TRACKING DEVICE PURCHASE	$4,626.34	6/1/2010	9/15/2010	Order issued against previously competed DEA

						contract
HSCEMD10F00121	SUMMIT TRAVELWARE INC	AUDIOVISUAL EQUIPMENT	$7,684.80	6/15/2010	7/7/2010	This was a competitive award. Eight (8) vendors submitted quotes. FPDS-NG would not allow the CO to code the entry as competitive due to a coding error on the part of GSA in the IDV PIID.
HSCEMD10F00132	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	A/V EQUIPMENT PURCHASE	$14,100.00	6/23/2010	7/26/2010	Order from DEA contract - Sole source covert electronic surveillance equipment
HSCEMD10F00133	ORION ELECTRONICS LIMITED	INFORMATION PROCESSING SERVICES	$4,626.34	6/23/2010	7/26/2010	Order from DEA contract - Sole source covert electronic surveillance equipment
HSCEMD10F00166	ORION ELECTRONICS LIMITED	COMMUNICATIONS AND SECURITY EQUIPMENT	$14,679.02	8/6/2010	11/8/2010	Exception to FAR Notice Submission Requirements for covert electronic surveillance equipment due to safely obligations.
HSCEMD10F00196	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	A/V EQUIPMENT PURCHASE	$7,050.00	8/25/2010	9/27/2010	Order against DEA contract DJDEA-08-C-0030: Exception is National Security.
HSCEMD10F00253	CADDO DESIGN INC	FURNITURE AND FIXTURES	$7,037.77	9/20/2010	10/30/2010	Office furniture to match furniture on hand.
HSCEMD10FAF002	WEST GOVERNMENT SERVICES LLC	INFORMATION PROCESSING SERVICES	$900,000.00	1/14/2010	3/31/2010	Only know source for choice point subscription service.
HSCEMD10J00003	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$4,188.00	10/1/2009	9/30/2014	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD10J0000	MID ATLANTIC	TRANSLATION AND	$17,238.00	12/3/200	12/3/201	SBA 8(a) Set-

8	PROFESSIONALS INC	INTERPRETATION SERVICES		9	0	Aside
HSCEMD10J00026	MID ATLANTIC PROFESSIONALS INC	TRANSLATION AND INTERPRETATION SERVICES	$8,057.50	1/26/2010	1/25/2011	SBA 8(a) Set-Aside
HSCEMD10J00061	MID ATLANTIC PROFESSIONALS INC	TRANSLATION AND INTERPRETATION SERVICES	$25,123.20	3/17/2010	3/18/2011	SBA 8(a) Set-Aside
HSCEMD10J00062	MID ATLANTIC PROFESSIONALS INC	TRANSLATION AND INTERPRETATION SERVICES	$8,556.00	3/17/2010	9/29/2014	SBA 8(a) Set-Aside
HSCEMD10J00063	MID ATLANTIC PROFESSIONALS INC	TRANSLATION AND INTERPRETATION SERVICES	$8,057.50	3/17/2010	3/19/2011	SBA 8(a) Set-Aside
HSCEMD10J00065	FNH USA, LLC	SMALL WEAPONS AMMUNITION	$216,802.00	3/26/2010	4/26/2010	Used CBP IDIQ HSBP10-10P-00001. Best pricing for proprietary parts for FN 303 Launcher.
HSCEMD10J00076	MOTOROLA INCORPORATED	RADIO AND WIRELESS COMMUNICATIONS SERVICES	$12,637.37	4/1/2010	7/1/2010	Only known source for UHF Range 2 800 MHz dual band portable radios.
HSCEMD10J00102	FNH USA, LLC	SMALL ARMS AMMUNITION	$141,877.00	5/18/2010	6/20/2010	CBP single award IDQ. This order is for the FN 303 Launching Projectile and competition data pulls from CBP contract.
HSCEMD10J00132	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	PROGRAM MANAGEMENT/SUPPORT SERVICES	$21,850.00	6/22/2010	6/24/2011	Software tool and support for development program proprietary to Microsoft
HSCEMD10J00179	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	A/V EQUIPMENT PURCHASE	$7,050.00	8/27/2010	9/27/2010	Order against a DEA contract DJDEA-08-C-0030 for covert equipment.
HSCEMD10P00002	TRANSPORTATION, WASHINGTON DEPT OF	FERRY TOLLS FOR AGENTS TO CONDUCT INVESTIGATION CASES ACROSS THE PUGET SOUND.	$1,800.00	6/23/2010	9/30/2010	Only known source for ferry tolls to cross Puget Sound. Source State of Washington DOT.
HSCEMD10P00004	HOUSEHOLD DRIVERS REPORT INC	INFORMATION PROCESSING SERVICES	$6,000.00	10/20/2009	9/30/2010	Only known source for household driver report.
HSCEMD10P00005	IMPERIAL, COUNTY OF	DETENTION SERVICES	$76,500.00	11/17/2009	9/30/2010	Only Known source for adult

						prisoner care El Centro CA
HSCEMD10P00006	SAN DIEGO, COUNTY OF	LEASE OF FACILITITY	$3,700.00	8/5/2010	9/30/2010	Only known source for shooting range that meets government standards.
HSCEMD10P00017	COMMUNICATIONS ENGINEERING	SURVEILLANCE EQUIPMENT	$18,750.00	11/10/2009	1/11/2010	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00023	BRITTON, RAYMOND	LEGAL SERVICES	$2,188.11	3/2/2010	3/2/2010	PO was for payment of an unauthorized commitment that was ratified.
HSCEMD10P00024	L-3 COMMUNICATIONS CORPORATION	MEDICAL EQUIPMENT MAINTENANCE	$6,399.96	12/16/2009	12/20/2012	PO is for maintenance of Government-owned X-Ray Security Scanning Equipment. Vendor is the exclusive manufacturer and sole-source for maintenance and repair.
HSCEMD10P00025	WESTERN FOUNDATIONS & SHORING, INC.	CONSTRUCT/TUNNEL & SUBSURF STRUCT	$15,000.00	12/8/2009	12/8/2009	3 Quotes were received but were so dissimilar that they were not considered and due to the urgent nature of the requirement to locate and explore a tunnel that crossed the US/Mexico border. The CO negotiated with one of the vendors. (FAR 13-106-3(a)
HSCEMD10P00030	MESA, CITY OF	LEASE OF FACILITIY-SHOOTING RANGE	$5,000.00	12/15/2009	12/31/2010	PO was issued to the City of Mesa, Arizona to pay

						for weapons qualifications for SAC Phoenix Agents.
HSCEMD10P00034	ALERT GLOBAL MEDIA, INC.	CONFERENCE SPACE LEASE	$5,250.00	12/21/2009	3/17/2010	PO was to pay for a booth at a conference.
HSCEMD10P00038	LANDMARK CONSULTANTS, INC	CONSTRUCT/TUNNEL & SUBSURF STRUCT	$12,000.00	1/8/2010	1/8/2010	Due to the urgent nature of the requirement to locate and explore a tunnel that crossed the US/Mexico border this requirement was not solicited.
HSCEMD10P00055	DELANEY, ROBERT J.	TRAINING AND PROFESSIONAL DEVELOPMENT	$20,000.00	3/2/2010	3/1/2014	PO was for undercover operative training. Vendor provides unique training to undercover agents. FAR 13.106-1(b)
HSCEMD10P00056	MOTOROLA, INC.	COMMUNICATIONS EQUIPMENT	$3,500.00	1/15/2010	2/15/2010	PO was for installation of proprietary Motorola equipment. If installed by another company it would void the warranty on the equipment. FAR 13.106-1(b)(1)
HSCEMD10P00061	COMMUNICATIONS ENGINEERING	SURVEILLANCE EQUIPMENT	$37,740.00	1/22/2010	3/15/2010	Purchase Order for covert tracking devices went to vendor is the only known source and ICE wants to ensure consistency.
HSCEMD10P00067	DEYS CENTENNIAL PLAZA, LP	LEASING OF PARKING FACILITIES FOR GOVERNMENT-OWNED VEHICLES	$2,550.00	2/2/2010	12/31/2010	Only one responsible source. Only local parking structure to the building the SAC employees can access.
HSCEMD10P00070	COMMUNICATIONS ENGINEERING	TRACKING EQUIPMENT AND ACCESSORIES	$6,768.00	2/3/2010	3/31/2010	PO was for covert electronic surveillance equipment.

						Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00074	SHELL OFFICE SYSTEMS & EQUIPMENT INC	SCANNER SYSTEM MAINTENANCE AGREEMENT	$7,599.00	3/15/2010	3/14/2011	PO was for service and maintenance of proprietary software and equipment.
HSCEMD10P00076	COMMUNICATIONS ENGINEERING	COMMUNICATIONS EQUIPMENT	$13,536.00	2/17/2010	4/17/2010	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00098	COMMUNICATIONS ENGINEERING	CDMA TRACKING DEVICE	$8,460.00	3/3/2010	4/4/2010	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE.
HSCEMD10P00102	ABM INDUSTRIES INCORPORATED	LEASING OF PARKING FACILITIES FOR GOVERNMENT-OWNED VEHICLES	$1,485.00	3/11/2010	2/24/2011	Not competed as the amount is under the micropurchase threshold.
HSCEMD10P00106	AMERICAN SOCIETY OF CRIME LAB DIRECTORS/LABORATORY ACCREDITA	INFORMATION PROCESSING SERVICES	$5,390.00	3/9/2010	12/31/2010	PO was to replace previous order with options but customer submitted funding after period of performance expired. PO replaced previous order with the American Society of Crime Lab Directors.
HSCEMD10P00112	EASTCOR ENGINEERING, LLC	SURVEILLANCE EQUIPMENT	$15,400.00	3/22/2010	5/14/2010	PO was for a tracking system to work with

						existing equipment. Vendor is the sole distributor of these tracking systems.
HSCEMD10P00114	EXPANCO, INC	DOCUMENT DESTRUCTION SERVICES	$3,940.44	7/1/2010	6/30/2011	Paper shredding services by Ability One - Reference FAR 8.7
HSCEMD10P00115	HAVRE DE GRACE, CITY OF	LEASE OF FACILITIY-SHOOTING RANGE	$4,800.00	3/25/2010	4/2/2015	PO was for lease of firing range from the City of Havre De Grace MD. Range is the only one the local area that can accommodate pistol, long gun and tactical firearms exercises.
HSCEMD10P00116	KAUFMANN FORENSIC ACTORS, LLC	TRAINING AND PROFESSIONAL DEVELOPMENT	$8,500.00	4/1/2010	4/9/2010	Only one responsible source. Vendor provided actors that are trained in child exploitation to train special agents.
HSCEMD10P00117	NATIONAL SHERIFFS' ASSOCIATION	CONFERENCE SPACE LEASE	$3,550.00	3/25/2010	6/30/2010	PO is for booth space at the National Sheriff's Association Conference. They are the only authorized seller of the space.
HSCEMD10P00118	GLENCOR SERVICES, INC.	FACILITY REPAIR AND MAINTENANCE	$96,821.50	3/26/2010	6/29/2010	PO is for a bridge contract to allow for the conversion over to Federal Full Time Employees.
HSCEMD10P00125	LRP PUBLICATIONS, INC.	CONFERENCE SPACE LEASE	$5,000.00	4/5/2010	4/14/2010	PO is for booth space at the Human Resource Conference.
HSCEMD10P00127	LRP PUBLICATIONS, INC.	PRINTED MEDIA	$33,412.00	4/9/2010	4/14/2015	PO is for subscription to the CYBERFEDS Subscription for Human Capital Personnel. Only known source.

HSCEMD10P00128	IDESCO CORP.	ALARM SERVICES MAINTENANCE AND REPAIR	$18,800.00	4/28/2010	4/30/2012	Continuation of maintenance service by existing vendor
HSCEMD10P00132	SUPREME SECURITY SYSTEMS, INC	CAMERA EQUIPMENT	$5,423.00	4/7/2010	5/10/2010	PO is for access system upgrade. Only vendor approved to work on the existing security system.
HSCEMD10P00133	COMMUNICATIONS ENGINEERING	SURVEILLANCE EQUIPMENT	$23,688.00	4/7/2010	5/15/2010	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE.
HSCEMD10P00134	FALK TECHNICAL SERVICE CORP	FACILITY REPAIR AND MAINTENANCE	$36,950.00	4/20/2010	4/19/2012	Vendor installed the original equipment and is only company that is allowed to work on the equipment to not void the warranty.
HSCEMD10P00137	FEDERAL PRISON INDUSTRIES INC	FURNITURE AND FIXTURES	$26,762.74	4/15/2010	6/1/2010	FPI/UNICOR: Required source for furniture when research reveals that FPI is the best value per the FAR.
HSCEMD10P00138	CESAR'S COLLISION CENTER, LLC	VEHICLE REPAIR-MODS	$3,515.20	4/13/2010	4/26/2010	PO was for payment of an unauthorized commitment that was ratified for repair of a Government vehicle.
HSCEMD10P00140	CELLEBRITE USA CORP	COMMUNICATIONS EQUIPMENT	$21,195.00	4/16/2010	5/16/2010	Brand name J&A in file - Cellebrite equipment to retrieve cell phones information
HSCEMD10P00142	INTERNATIONAL LATINO GANG INVESTIGATORS ASSN	TRAINING AND DEVELOPMENT SERVICES	$20,550.00	4/15/2010	9/3/2010	Booth display
HSCEMD10P00143	PUBLIC SAFETY & CORRECTIONAL SERVICES, MD DEPT OF	INFORMATION PROCESSING SERVICES	$2,016.00	4/16/2010	6/30/2015	Maryland State Police for Access to data in the crime

						information center
HSCEMD10P00144	UNIVERSITY OF TULSA, THE	TRAINING AND PROFESSIONAL DEVELOPMENT	$150,000.00	4/16/2010	8/31/2010	University of Tulsa - Cyber corps internship
HSCEMD10P00145	UNIVERSITY OF MARYLAND UNIVERSITY COLLEGE	TRAINING AND PROFESSIONAL DEVELOPMENT	$2,748.00	4/16/2010	5/1/2010	University of Maryland - Employee training
HSCEMD10P00146	COMMUNICATIONS ENGINEERING	COMMUNICATIONS EQUIPMENT	$3,384.00	4/19/2010	6/21/2010	CDMA Tracker for office of Investigations - J&A in file
HSCEMD10P00154	COMMUNICATIONS ENGINEERING	CDMA DEVICE	$84,600.00	4/29/2010	5/28/2010	Specialized tracker offered by only one vendor
HSCEMD10P00155	HARRIS CORPORATION	TRAINING AND PROFESSIONAL DEVELOPMENT	$16,000.00	5/3/2010	9/30/2010	Proprietary software training offered by one vendor (Stingray/Kingfish systems)
HSCEMD10P00157	INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE	CONFERENCE SPACE LEASE	$4,080.00	4/28/2010	10/27/2010	Conference attendance at pre-determined site.
HSCEMD10P00159	ACTIONABLE INTELLIGENCE TECHNOLOGIES, INC.	INFORMATION PROCESSING SERVICES	$20,104.83	4/29/2010	4/30/2011	Software Licensing - Proprietary.
HSCEMD10P00161	A&A HARRIS ENTERPRISES	FIBER OPTIC SCOPES REPAIR	$8,210.00	5/3/2010	6/2/2010	Repair service to existing equipment; manufactured by the vendor
HSCEMD10P00168	SAN JOSE, CITY OF	LEASING OF PARKING FACILITIES FOR GOVERNMENT-OWNED VEHICLES	$36,000.00	5/10/2010	6/30/2011	Parking Spaces (30) in City Owned lot. Only practicable source.
HSCEMD10P00171	SANDOVAL CUSTOM CREATIONS, INC.	CAMERA EQUIPMENT	$41,000.00	5/19/2010	7/1/2010	Product patented by vendor for existing equipment
HSCEMD10P00175	ATTESTOR FORENSICS GMBH	WASTE DISPOSAL EQUIPMENT	$24,946.21	5/21/2010	8/31/2010	Toner system for FDL - only one responsible source meets the needs of the agency
HSCEMD10P00176	KAUFMANN FORENSIC ACTORS, LLC	TRAINING AND PROFESSIONAL DEVELOPMENT	$8,500.00	5/26/2010	6/10/2010	Child forensic acting training - only one responsible source meets the needs of the agency under

						FAR 13.106-1(b)(1)
HSCEMD10P00177	VAN VILLAGE MOTOR SPORTS	VEHICLE MODIFICATION KIT	$18,533.43	8/12/2010	9/24/2010	Retrofit SRT van - only one responsible source under FAR 13.106(a)(1)
HSCEMD10P00179	HECKLER & KOCH DEFENSE INC.	SMALL FIREARMS PARTS	$33,821.30	6/8/2010	9/30/2010	Handgun parts from manufacturer used to preserve weapon warranty. Third party parts not approved by manufacturer nor tested for functionality or reliability. Field agent safety relies on reliable weapon functionality.
HSCEMD10P00181	KEYW CORPORATION, THE	COMMUNICATIONS EQUIPMENT	$5,500.00	5/28/2010	7/10/2010	Covert equipment purchased from inventor and manufacturer - only one responsible source meets the needs of the agency
HSCEMD10P00182	COLEMAN TECHNOLOGIES, INC.	SURVIELLANCE/TRACKING EQUIPMENT	$22,876.25	5/28/2010	7/19/2010	Proprietary equipment designed to work with existing equipment. Non-proprietary equipment will not work with existing equipment.
HSCEMD10P00183	BERLA CORPORATION	TRAINING AND PROFESSIONAL DEVELOPMENT	$101,000.00	5/28/2010	7/28/2010	Competed on FedBizOpps.
HSCEMD10P00190	COMMUNICATIONS ENGINEERING	SURVEILLANCE EQUIPMENT	$8,460.00	6/7/2010	7/7/2010	CDMA Tracker for office of Investigations - J&A in file - only one responsible source meets the needs of the agency
HSCEMD10P00193	COMMUNICATIONS ENGINEERING	CDMA TRACKERS	$12,690.00	6/9/2010	7/31/2010	CDMA Tracker for office of Investigations - J&A in file - only

						one responsible source meets the needs of the agency
HSCEMD10P00195	AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM	INFORMATION PROCESSING SERVICES	$28,674.00	6/14/2010	6/30/2011	Access to ARJIS database - only one responsible source meets the needs of the agency
HSCEMD10P00201	MACTEK CONSULTING & TRAINING INC.	TRAINING AND PROFESSIONAL DEVELOPMENT	$27,360.00	6/16/2010	7/2/2010	Computer forensics training on specific standardized proprietary software used by ICE CFA training program - only one responsible source
HSCEMD10P00202	INUKTUN USA, L.L.C.	MINITRAC CRAWLER	$72,015.00	6/23/2010	8/15/2010	Purchase of pipe inspection robot - only one responsible source will meet agency requirements
HSCEMD10P00203	CELLEBRITE USA CORP	FORENSIC STORAGE/EXTRACTION DEVICE	$120,000.00	6/24/2010	7/2/2010	Purchase of Cellebrite UFEDs - only one responsible source under FAR 13.106-1(b)
HSCEMD10P00207	BLACK BAG TECHNOLOGIES, INC	TRAINING AND PROFESSIONAL DEVELOPMENT	$104,834.40	6/22/2010	8/27/2010	Computer forensics training on specific standardized proprietary software used by ICE CFA training program - only one responsible source
HSCEMD10P00210	SYMQUEST GROUP, INC	COPIER LEASE AND MAINTENANCE	$360.00	7/13/2010	7/14/2013	Not competed as the amount is under the micropurchase threshold.
HSCEMD10P00212	NEW YORK, CITY OF	TRAINING AND PROFESSIONAL DEVELOPMENT	$4,066.80	7/2/2010	7/2/2010	Firing Range rental city of New York - only one available source under FAR 13.106-1(b)
HSCEMD10P00214	HOST HOTELS & RESORTS, L.P.	AUDIOVISUAL SUPPORT	$89,549.55	8/2/2010	8/20/2010	Conference room rental - no other source could supply quantity

						of rooms during scheduled conference dates. (FAR 13.106-1(b)
HSCEMD10P00215	CELLEBRITE USA CORP	FORENSIC STORAGE/EXTRACTION DEVICE	$20,000.00	6/30/2010	7/13/2010	Purchase of Cellebrite UFEDs - only one responsible source under FAR 13.106-1(b)
HSCEMD10P00218	WEST GOVERNMENT SERVICES LLC	PRINTED MEDIA	$13,500.00	7/6/2010	7/30/2010	Purchase of Immigration Compliance Handbooks - no other sources could provide (FAR 13.106(b)(1)
HSCEMD10P00221	RESURGENS RISK MANAGEMENT, INC.	INSURANCE FOR FLEET VEHICLES	$151,500.00	7/8/2010	7/9/2013	Canadian insurance for HSI fleet - no other source responded to sources sought notice - only one available source under FAR 13.501(a)(1).
HSCEMD10P00224	SYMQUEST GROUP, INC	COPIER LEASE AND MAINTENANCE	$269.00	7/12/2010	7/14/2013	Not competed as the amount is under the micropurchase threshold.
HSCEMD10P00225	CELLEBRITE USA CORP	COMPUTER LICENSE AND DATA STORAGE	$257,914.00	7/13/2010	7/12/2011	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00227	COMPREHENSIVE LANGUAGE CENTER, INC	TRANSLATION AND INTERPRETATION SERVICES	$5,355.42	7/14/2010	7/14/2010	PO was for payment of an unauthorized commitment that was ratified for repair of a Government vehicle.
HSCEMD10P00230	JIMENEZ, DEBRA	COURT REPORTING SERVICES	$7,560.00	7/26/2010	8/4/2010	Only One Source
HSCEMD10P00233	SAFEGUARD SECURITY SYSTEMS, INC.	SECURITY SERVICES/CONSULTING	$9,204.00	7/19/2010	7/23/2010	PO is for access system upgrade. Only vendor

						approved to work on the existing security system.
HSCEMD10P00237	CUMMINS-ALLISON CORP.	OFFICE EQUIPMENT REPAIR AND MAINTENANCE	$3,013.00	7/22/2010	8/31/2011	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00242	WELLS FARGO SERVICES COMPANY	SUBPOENA SERVICES	$50,000.00	7/27/2010	7/31/2011	Funds to subpoena production of records belonging to Wells Fargo Bank.
HSCEMD10P00252	FOSTER & FREEMAN USA INC.	FORENSIC LAB EQUIPMENT	$13,840.00	8/17/2010	10/20/2010	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00253	HOST HOTELS & RESORTS, L.P.	CATERING SERVICES	$5,600.00	8/6/2010	8/17/2010	Order to provide a meeting room, food, and beverages to attendees of the BEST Conference. Senior management reception hosted by Director John Morton for 40 attendees. Reception was held in the same location as the BEST Conference. Special R&R funds used and approved by OPLA
HSCEMD10P00258	HECKLER & KOCH DEFENSE INC.	SMALL ARMS REPAIR PARTS	$84,657.50	8/10/2010	2/10/2011	H&K OEM pistol parts for NFTTU - only one source

						could provide parts to meet our requirement - FAR 13.106-1(b)
HSCEMD10P00261	COMMUNICATIONS ENGINEERING	ELECTRONIC TRACKING DEVICES	$23,688.00	8/12/2010	10/1/2010	ORDER WAS COMPETED UNDER SAP CODED WRONG FPDS
HSCEMD10P00266	NYCOM, INC.	LABORATORY TABLES	$5,962.00	8/17/2010	11/16/2010	ORDER WAS COMPETED UNDER SAP CODED WRONG FPDS
HSCEMD10P00271	LJ & L PRODUCTS INC	RECORDING/DATA STORAGE	$5,128.76	8/17/2010	9/17/2010	PO was for covert electronic surveillance equipment. Equipment is proprietary and designed to work with existing equipment used by ICE. FAR 13.106(b)(1)
HSCEMD10P00272	COLEMAN TECHNOLOGIES, INC.	COMMUNICATIONS EQUIPMENT	$4,815.00	8/17/2010	9/30/2010	Design & Operation of the equipment is proprietary to the vendor. No other vendors offer this type of equipment.
HSCEMD10P00275	SPORTS BARN, INC.	FITNESS AND RECREATIONAL SPORTS CENTERS	$3,300.00	8/17/2010	8/31/2011	ORDER WAS COMPETED UNDER SAP CODED WRONG FPDS
HSCEMD10P00276	SAUL MINEROFF ELECTRONICS INC.	DIGITAL EQUIPMENT	$12,150.00	8/19/2010	9/19/2010	PO was for covert electronic surveillance equipment upgrade. Equipment is proprietary and designed to work with existing equipment used by ICE.
HSCEMD10P00279	SIGNAL INTELLIGENCE INC	ELECTRONIC EQUIPMENT	$126,007.82	8/31/2010	11/18/2010	Error - incorrectly coded in FPDS
HSCEMD10P00282	ARROWHEAD SCIENTIFIC, INC.	FORENSIC LAB EQUIPMENT	$48,200.00	8/19/2010	9/20/2010	PO was for covert electronic surveillance equipment upgrade. Equipment is

						proprietary and designed to work with existing equipment used by ICE.
HSCEMD10P00285	TIGER DIRECT	DATA STORAGE DEVICES	$3,253.74	8/20/2010	8/26/2010	Covert electronic surveillance equipment used to ensure perpetrators are not aware of surveillance where only one responsible source can satisfy requirement.
HSCEMD10P00286	COMMUNICATIONS ENGINEERING	SURVEILLANCE EQUIPMENT	$54,800.00	8/20/2010	10/1/2010	Motion interface boards and wiring harnesses to retrofit existing GPS trackers where only one responsible source is able to meet requirement.
HSCEMD10P00289	PERKINELMER HEALTH SCIENCES, INC	MEDICAL EQUIPMENT MAINTENANCE	$5,154.24	8/23/2010	8/31/2011	Maintenance of spectrophotometer manufactured by same company where the manufacturer is the company qualified to perform maintenance and where only one responsible source can satisfy requirement.
HSCEMD10P00291	LIFE SAFETY ENGINEERED SYSTEMS, INC.	ALARM SERVICES MAINTENANCE AND REPAIR	$7,550.00	8/23/2010	9/23/2010	Upgrade of a security system where having another vendor perform work would void warranty on existing system where only one responsible source can satisfy requirement.
HSCEMD10P002	TACTICAL	MONITORING	$10,095.00	8/24/201	11/24/20	Covert electronic

93	TECHNOLOGIES, INC.	EQUIPMENT.		0	10	surveillance equipment used to ensure perpetrators are not aware of surveillance where only one responsible source can satisfy requirement.
HSCEMD10P00299	MOTOROLA, INC.	COMMUNICATIONS EQUIPMENT	$21,942.17	8/25/2010	9/27/2010	Covert electronic surveillance equipment used to supplement existing equipment and maintain standard communications where only one responsible source can satisfy requirement.
HSCEMD10P00303	EASTCOR ENGINEERING, LLC	SATELLITE EQUIPMENT PURCHASE	$3,850.00	8/31/2010	10/1/2010	Only one responsible source - satellite tracker.
HSCEMD10P00307	SUPREME SECURITY SYSTEMS, INC	ALARM SERVICES MAINTENANCE AND REPAIR	$7,912.00	8/30/2010	9/30/2010	Upgrade of a security system where having another vendor perform work would void warranty on existing system where only one responsible source can satisfy requirement.
HSCEMD10P00310	AMERICAN BANKERS ASSOCIATION	CONFERENCE SPACE LEASE	$3,295.00	8/31/2010	10/19/2010	Only one source (Conference Booth Rental at specific location)
HSCEMD10P00315	DATONG ELECTRONICS INC	SURVEILLANCE EQUIPMENT	$31,625.00	9/2/2010	11/20/2010	GPS trackers designed to work with existing DHS equipment where only one responsible source can satisfy requirement.
HSCEMD10P00316	GSA, FAS, FEDERAL SUPPLY SERVICE OFFICE OF SUPPLY (FL)	OFFICE SUPPLIES	$3,794.63	9/8/2010	10/8/2010	Ordered through GSA Global Supply which

						previously conducted competitive procurement.
HSCEMD10P00317	DATONG ELECTRONICS INC	SURVEILLANCE EQUIPMENT	$19,925.00	9/3/2010	11/20/2010	GPS trackers designed to work with existing DHS equipment where only one responsible source can satisfy requirement.
HSCEMD10P00321	TRELLISWARETECHNOLOGIES, INC	COMMUNICATIONS EQUIPMENT	$158,000.00	9/8/2010	1/1/2011	Polygraph equipment that required to be backward compatible with existing equipment where only one responsible source can satisfy requirement.
HSCEMD10P00325	ANALYTIC ADVANTAGE, INC.	TRAINING AND DEVELOPMENT SERVICES	$34,520.00	9/8/2010	9/8/2010	Ratification
HSCEMD10P00330	FLIR SYSTEMS, INC.	E/O EQUIPMENT REPAIR	$9,314.00	9/9/2010	11/20/2010	Only one responsible source - proprietary parts.
HSCEMD10P00332	IMPERIAL, COUNTY (INC)	DETENTION SERVICES	$7,000.00	9/9/2010	9/29/2011	Authority to solicit a single source for acquisition under SAT to Imperial County for custody and care of juveniles until Fed court hearing.
HSCEMD10P00333	SUPERCIRCUITS, INC.	ALARM SERVICES MAINTENANCE AND REPAIR	$26,536.83	9/13/2010	10/14/2010	Radio equipment able to work underground where only one responsible source was able to satisfy Government's requirement.
HSCEMD10P00336	INTER-COUNTY COMMUNICATIONS, INC.	VEHICLE REPAIR-MODS	$10,994.79	9/15/2010	12/1/2010	Refurbish a van where only one responsible source can satisfy requirement.

HSCEMD10P00339	JDS UNIPHASE CORPORATION	PRINTED MEDIA	$50,000.00	9/16/2010	10/17/2010	High security badges where only one responsible source can satisfy requirement.
HSCEMD10P00340	INTERNATIONAL SATELLITE SERVICES, INC.	SATELLITE COMMUNICATIONS	$33,188.64	9/16/2010	9/29/2011	Satellite communication services - only one responsible source.
HSCEMD10P00342	INTERNATIONAL SURVEILLANCE TECHNOLOGY, INC	COMMUNICATION EQUIPMENT	$65,014.00	9/16/2010	1/1/2011	Tracking system required to be installed by authorized dealer of which there is only one available.
HSCEMD10P00345	TECH COMM, INC.	VEHICLE MOUNTED RADIO FREQUENCY(RF) DIRECTION FINDING (DF) SYSTEMS	$119,000.00	9/21/2010	3/21/2011	Only known source for this Radio Direction Finding Antenna in a covert operations configuration.
HSCEMD10P00351	MOTOROLA, INC.	COMMUNICATION EQUIPMENT	$4,095.00	9/22/2010	11/22/2010	Telecommunications system for SAC San Juan where only one source can satisfy the requirement.
HSCEMD10P00354	HARRIS CORPORATION	COMMUNICATION EQUIPMENT	$43,920.00	9/24/2010	2/11/2011	Radio system upgrade for SAC San Juan must match existing equip, requirement needed additional engineering. Only one responsible source can satisfy agency needs.
HSCEMD11P00003	TRANSPORTATION, WASHINGTON STATE DEPARTMENT OF	FERRY TOLLS	$1,200.00	8/10/2010	9/30/2011	Not competed as the amount is under the micropurchase threshold.
HSCEMR10C00007	ALEX-ALTERNATIVE EXPERTS, LLC	TRANSPORTATION SERVICES	$290,299.97	10/1/2010	2/28/2011	8a Small Business Authorized by Statute
HSCEMR10J00004	MID ATLANTIC PROFESSIONALS INC	EXPERT WITNESS SERVICES	$5,028.00	4/19/2010	3/7/2011	8a Small Business Authorized by Statute

HSCEMR10J0003 0	MID ATLANTIC PROFESSIONALS INC	EXPERT WITNESS SERVICES	$98,882.40	9/27/201 0	9/26/201 1	8a Small Business Authorized by Statute
HSCEMR10P0000 4	SELECT COMMUNICATIONS INC	VEHICLE EQUIPMENT INSTALLATION	$5,591.04	5/28/201 0	6/3/2010	Only One Source
HSCEMR10P0000 5	HENRY BROS. ELECTRONICS, INC.	SECURITY SYSTEM INSTALL	$16,374.94	6/17/201 0	7/30/201 0	Only One Source
HSCEMR10P0000 7	AMERICAN IMMIGRATION LAWYERS ASSOCIATION	IMMIGRATION LAW SOURCEBOOK	$99,886.00	6/28/201 0	7/12/201 0	Only One Source
HSCEMR10P0001 4	ELITE TRANSLATION SERVICES, LLC	TRANSLATION SERVICES.	$82,820.00	7/21/201 0	8/21/201 0	Only One Source
HSCEMR10P0001 7	AMERICAN IMMIGRATION LAWYERS ASSOCIATION	IMMIGRATION LAW SOURCEBOOK	$21,661.34	8/2/2010	8/14/201 0	Only One Source
HSCEMR10P0001 8	LANGUAGE BANK, INC	TRANSLATION SERVICES	$16,250.00	8/6/2010	8/31/201 0	Follow-on to initial competitive award
HSCEMR10P0002 0	WICKLANDER ZULAWSKI AND ASSOCIATES, INC.	INTERVIEW AND INTERROGATIONS CLASSES FOR FLETC STUDENTS	$21,999.84	8/3/2010	9/30/201 0	Only One Source
HSCEMR10P0002 3	WARREN BLANK	LEADERSHIP PROGRAM TRAINING	$13,846.00	8/4/2010	8/20/201 0	Only One Source
HSCEMR10P0003 1	MTI OFFICE SYSTEMS, INC.	AUDIO VISUAL SYSTEM	$15,671.26	8/27/201 0	9/25/201 0	Only One Source
HSCEMR10P0003 5	FORFEITURE SUPPORT ASSOCIATES, LLC	OFFICE SUPPORT SERVICES	$99,928.48	9/30/201 0	11/30/20 10	Only One Source
HSCEMR10P0003 6	SCANTRON CORPORATION	ICE ACADEMY COURSE EVALUATION FORMS	$4,370.82	9/16/201 0	10/16/20 10	Only One Source
HSCEMS08C0000 S	CLAYTON COUNTY BOARD OF EDUCATION	MAIL SERVICES	$309,697.08	7/1/2010	6/30/201 1	Ability One Program Authorized by Statute
HSCEMS08FCL00 015	STG INTERNATIONAL, INC.	HUMAN CAPITAL SUPPORT SERVICES	$86,632.08	10/21/20 09	3/1/2010	Sole source. Only source that meets Government requirements.
HSCEMS08FCL00 016	STG INTERNATIONAL, INC.	HUMAN CAPITAL SUPPORT SERVICES	$181,620.30	6/25/201 0	9/25/201 1	Task order against competitively awarded BPA
HSCEMS08J0000 9	SHARP ELECTRONICS CORPORATION	COPIER LEASE AND MAINTENANCE	$1,343.76	4/5/2010	12/31/20 10	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMS09C0000 3	ALON INC	PROJECT MANAGEMENT AND BUSINESS OPERATIONS SUPPORT SERVICES	$60,993.92	9/27/201 0	2/28/201 1	Sole source 8(a) authorized by statute
HSCEMS09C0000 8	REHABPLUS STAFFING GROUP, INC.	HEALTH/MEDICAL SERVICES	$12,867.20	4/29/201 0	8/31/201 0	8a Small Business Authorized by Statute
HSCEMS09F0004	PITNEY BOWES INC	LEASE FOR A WEB	$639,386.28	9/30/201	9/29/201	NON-

0		BASED POSTAGE MAILING/SHIPPING SOLUTION.		0	3	COMPETITIVE DELIVERY ORDER
HSCEMS09J00004	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$9,131.76	3/11/2010	3/10/2011	NON-COMPETITIVE DELIVERY ORDER
HSCEMS09P00003	COLONIAL PARKING INC	LEASING OF PARKING FACILITIES FOR GOVERNMENT-OWNED VEHICLES	$2,423.52	12/17/2009	9/30/2010	Only One Source
HSCEMS09P00004	URBAN ADVENTURES AT GALLERY PLACE, LLC	FITNESS AND RECREATIONAL SPORTS CENTERS	$43,570.00	11/9/2009	9/30/2010	Only One Source
HSCEMS09P00037	COLONIAL PARKING, INC.	LEASING OF PARKING FACILITIES FOR GOVERNMENT-OWNED VEHICLES	$90,391.08	8/31/2010	8/31/2011	Only One Source
HSCEMS10C00006	ATLAS GROUP LTD	PROJECT MANAGEMENT AND BUSINESS OPERATIONS SUPPORT SERVICES	$935,428.00	6/1/2010	1/31/2012	Only One Source
HSCEMS10P00003	OMNI HOTELS CORPORATION	CONFERENCE SPACE LEASE	$28,239.71	10/30/2009	11/5/2009	Only One Source
HSCEMS10P00005	INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE	CONFERENCE SPACE LEASE	$19,600.00	1/8/2010	10/27/2010	Only One Source
HSCEMS10P00007	NATIONAL SHERIFFS' ASSOCIATION	CONFERENCE SPACE LEASE	$7,400.00	1/8/2010	6/30/2010	Only One Source
HSCEMS10P00017	BREDE-WASHINGTON, INC.	AUDIO VISUAL SERVICES	$27,001.00	6/25/2010	6/30/2010	Only One Source
HSCEMS10P00018	PRODUCTION RESOURCE GROUP LLC	AUDIO VISUAL SERVICES	$5,750.00	6/25/2010	6/30/2010	Only One Source
HSCEMS10P00020	110S MEDIA INC	TRAINING/TUITION FEES	$3,375.00	8/15/2010	8/20/2010	Only One Source
HSCEMS10P00024	AUDIO VISUAL SERVICES GROUP, INC.	AUDIO VISUAL SERVICES	$6,550.11	8/16/2010	6/25/2010	Only One Source
HSCEMS10P00025	GAYLORD ENTERTAINMENT COMPANY	CATERING SERVICES FOR THE 2010 ICE LEADERSHIP CONFERENCE AND AWARDS CEREMONY	$82,463.84	6/21/2010	6/25/2010	Only One Source
HSCEMS10P00026	FORBES, INC., C.	AWARDS DEVICES FOR FY10 ICE LEADERSHIP AWARDS CEREMONY	$14,945.00	9/27/2010	6/25/2010	Only One Source
		AWARDS DEVICES FOR FY10 ICE LEADERSHIP/AWARDS CEREMONY	$97,180.00	6/21/2010	6/25/2010	Only One Source
HSCEMS10P00030	HTI SPECIAL OPERATIONS EQUIPMENT, LLC	PERSONAL SAFETY EQUIPMENT/ACCESSORIES	$26,792.64	8/25/2010	9/24/2010	Only One Source
HSCEMS10P00037	LOD INC	LAW ENFORCEMENT TRAINING VIDEOS	$2,011.00	9/13/2010	10/13/2010	Only One Source
HSCEMS10P00040	ALL IN ONE LOGISTICS	WAREHOUSE STORAGE SERVICES	$168,340.00	9/24/2010	9/24/2010	Only One Source
HSCEMS10P00045	CORPORATE EXECUTIVE BOARD COMPANY, THE	PROFESSIONAL AND MANAGEMENT DEVELOPMENT	$75,000.00	9/27/2010	9/26/2011	Only one source available to meet the services

		TRAINING				required
HSCEMS10P00048	CHAMPION EXPOSITION SERVICES LLC	FURNITURE AND EQUIPMENT LEASE	$5,345.75	9/28/2010	10/27/2010	Only One Source
HSCENV08J00012	GE CONSUMER FINANCE BUISNESS CREDIT SERVICES	COPIER REPAIR AND MAINTENANCE	$3,211.08	12/18/2009	9/30/2010	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCENV08J00027	SHARP ELECTRONICS CORPORATION	COPIER LEASE AND MAINTENANCE	$6,400.80	11/3/2009	12/1/2012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCENV08P00025	CITY OF SAVANNAH (0660)	LEASING OF PARKING FACILITIES FOR GOVERNMENT-OWNED VEHICLES	$10,200.00	10/23/2009	9/30/2010	Contract for Parking Spaces where only one responsible source can satisfy requirement.
HSCENV08P00171	THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC	EQUIPMENT CALIBRATION SERVICES	$31,725.00	3/4/2010	4/30/2011	Maintenance Services issued to manufacturer of equipment. No other sources with training & authority to provide maintenance.
HSCENV09F00027	REED ELSEVIER INCORPORATED	INFORMATION PROCESSING SERVICES	$506,800.00	7/2/2010	7/1/2014	Limited Sources Justification Only Source Library of Congress Fed link System
HSCENV09F00032	ITS CORPORATION	DATA ENTRY SERVICES	$80,214.26	6/2/2010	8/30/2010	Bridge contract issued to continue services with same vendor.
HSCENV09P00001	EXCLUSIVE CLEANING SERVICES & STAFFING COMPANY	CUSTODIAL JANITORIAL SERVICES	$27,000.00	11/20/2009	9/30/2010	Ongoing maintenance contract at Miami Intl. Airport. No other vendor was able to pass background security investigations.
HSCENV09P00005	STATE POLICE, PENNSYLVANIA DEPARTMENT OF	INFORMATION PROCESSING SERVICES	$3,500.00	10/27/2009	9/30/2010	Option year 1 to Pennsylvania State Police CLEAN System. They are a sole source provider of this

						information.
HSCENV09P00037	HIBLER, NEIL S PHD ABBP	PSYCHOLOGICAL SERVICES	$99,850.00	2/19/2010	8/19/2010	This was a temporary bridge order to maintain ongoing and critical services while a new contract was being competed.
HSCENV09P00048	CABLEVISION OF NEWARK	CABLE TV SERVICE	$8,656.38	12/4/2009	4/30/2010	Internet service was added to an already existing cable service
HSCENV09P00126	C D S ANALYTICAL, INC.	FORENSIC EQUIPMENT MAINTENANCE	$6,000.00	3/15/2010	9/23/2011	Service agreement for company owned proprietary equipment.
HSCEOP06J00206	RICOH AMERICAS CORPORATION (3521)	COPIER LEASE AND MAINTENANCE	$8,055.60	8/1/2010	7/31/2011	NON-COMPETITIVE DELIVERY ORDER
HSCEOP06P01608	IT SUPPORT SERVICES	TELCO SOLUTIONS INCORPORATED	$155,187.50	7/29/2010	9/30/2010	Proprietary software.
HSCEOP07F00274	SELECT SYSTEMS BY DESIGN, INC.	INFORMATION PROCESSING SERVICES	$20,899.00	11/10/2009	9/30/2010	Maintenance agreement on company owned proprietary equipment.
HSCEOP07F00306	STATE INDUSTRIAL PRODUCTS CORP	Detainees Personal Items	$31,680.00	1/19/2010	11/30/2010	FAR 6.302-1 Only One Source
HSCEOP07F00889	IT SOFTWARE LICENSES	I2 INC.	$1,204,557.60	6/24/2010	8/31/2011	Proprietary software.
HSCEOP07F00978	DUN & BRADSTREET, INC.	INFORMAITION PROCESSING SERVICES	$134,546.21	6/9/2010	7/31/2010	Limited Sources Justification only known sources for Credit and Retrieval Services.
HSCEOP07J00537	IT SUPPORT SERVICES	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	$11,232,711.99	4/15/2010	6/27/2013	Order competed under DHS EAGLE, multiple proposals were received, incorrectly coded in FPDS-NG, CS to correct FPDS-NG Report
HSCEOP07J00543	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$2,630.76	10/29/2009	9/30/2010	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEOP07P00060	S AND S CONSTRUCTION	FACILITY REPAIR AND MAINTENANCE	$3,000.00	10/20/2009	9/30/2010	Add funding to SAF document to exercise an option year

HSCEOP07P00075	CANON BUSINESS SOLUTIONS SE INCORPORATED	OFFICE EQUIPMENT REPAIR AND MAINTENANCE	$2,823.36	10/20/2009	9/30/2010	Service agreement on existing photocopier.
HSCEOP07P00144	COUNTY OF VENTURA	TELECOMMUNICATION NETWORK MGMT SVCS	$5,998.89	11/23/2009	9/30/2010	Agreement with County Govt for telecommunications connectivity.
HSCEOP07P00149	KONICA MINOLTA BUSINESS SOLUTIONS USA INCORPORATED	OFFICE EQUIPMENT REPAIR AND MAINTENANCE	$3,679.04	10/23/2009	9/30/2009	Maintenance agreement on existing photocopier.
HSCEOP07P01484	PROTECTIVE SECURITY INCORPORATED (2957)	ALARM SERVICES MAINTENANCE AND REPAIR	$1,560.00	9/30/2010	9/29/2011	Only One Source
HSCEOP07P0150S	WARD ENTERPRISES INCORPORATED	WAREHOUSE STORAGE FACILITY LEASE	$4,140.00	8/9/2010	9/29/2011	Only One Source
HSCESS08J00008	XEROX CORPORATION	COPIER LEASE AND MAINTENANCE	$18,974.40	9/30/2009	9/29/2010	NON-COMPETITIVE DELIVERY ORDER
HSCESS10P00001	COMPREHENSIVE HEALTH SERVICES, INC.	HEALTH/MEDICAL SERVICES	$351,166.16	9/21/2010	9/21/2010	Only One Source
HSCETC08F00002	DALLAS COMPUTER SERVICE INCORPORATED	INFORMATION PROCESSING SERVICES	$3,700.00	10/21/2009	9/30/2010	Access to Dallas computer database.
HSCETC08F00016	IT SUPPORT SERVICES	SAVANTAGE FINANCIAL SERVICES,	$953,150.26	11/2/2009	11/2/2009	Proprietary software for ICE Financial Management System (FFMS)
HSCETC08F00036	IT SUPPORT SERVICES	SEVATEC INC.	$790,018.74	9/24/2010	8/31/2011	Competed using GSA Schedule 70, only 1 offer received which was an 8A firm
HSCETC08P00008	EQUIPMENT LEASING	PUBLIC SAFETY TX DEPT OF (0130)	$3,663.48	6/2/2010	6/30/2011	Order was placed with the Department of Safety, State of Texas. Access to state arrest records. Not other source available.
HSCETC08P00009	LOUISIANA DEPARTMENT OF PUBLIC SAFETY SERVICES	INFORMATION PROCESSING SERVICES	$1,800.00	12/4/2009	9/30/2010	Access to LA state gov't database.
HSCETC08P00017	WORKFORCE COMMISSION TEXAS	INFORMATION PROCESSING SERVICES	$1,575.00	10/19/2009	9/30/2010	Access to TX state gov't database.
HSCETC09C00005	IT SUPPORT SERVICES	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	$314,816.00	12/28/2009	9/17/2010	Proprietary software.
HSCETC09C00006	IT SUPPORT SERVICES	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	$227,470.00	11/20/2009	3/18/2010	Proprietary software.

HSCETC09F00014	IT SUPPORT SERVICES	ESCGOV	$5,664,141.00	8/14/2010	8/31/2011	Proprietary software.
HSCETC09J00035	ITESS RE-COMPETE	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	$11,027,044.09	5/27/2010	12/31/2013	Order competed under DHS EAGLE, functional category (FC) 5,Management Support Services, 5 offers received
HSCETC09P00001	RENEWAL OF PERFMAN FOR UNIX/LINUX MANAGED SYSTEMS	INFORMATION SYSTEMS MANAGER INC, THE	$5,400.00	12/30/2009	12/31/2013	Proprietary software.
HSCETC10F00009	MICROSOFT PREMIERE MAINTENANCE RENEWAL	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	$115,550.00	9/19/2010	9/18/2011	Order placed against the CBP BPA for Microsoft SharePoint Services
HSCETC10J00013	IT SUPPORT SERVICES	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	$529,166.00	6/25/2010	7/7/2011	Order placed against the CBP BPA for Microsoft SharePoint Services
HSCETC10P00002	IT EQUIPMENT SERVICES	ADVANTEL, INCORPORATED	$8,921.15	1/19/2010	4/30/2010	Competed under SAP
H5CETC10P00010	IT EQUIPMENT SERVICES	QUALITY ASSOCIATES INC.	$37,773.30	3/12/2010	3/14/2013	Only 1 offeror submitted a proposal.
HSCETC10P00033	IT EQUIPMENT SERVICES	STERLING COMMERCE, INC.	$115,632.00	7/28/2010	7/27/2015	Licensing and maintenance for Connect Direct, proprietary software
HSCETC10P00048	IT SUPPORT SERVICES	SYSTEMS RESEARCH AND APPLICATIONS CORPORATION	$344,579.04	9/19/2010	10/31/2010	Logical follow-on order to allow time to recompete a new order.
HSCETC10P00055	IT EQUIPMENT SERVICES	ESI ACQUISITION, INC.	$41,008.31	9/28/2010	9/30/2011	Proprietary software
HSCETC10P00062	IT SOFTWARE LICENSES	KNOWWHO, INC.	$92,397.00	9/22/2010	9/21/2011	Only 1 vendor available which provided integrated daily updates of Congressional, State and Local Government data that is compatible with the ICE infrastructure.
HSCETC10P00075	IT SOFTWARE LICENSES	TELCO SOLUTIONS INC	$220,529.00	9/24/2010	4/30/2015	Proprietary software
HSCETC10P00076	IT EQUIPMENT SERVICES	JUSTICETRAX INC.	$204,594.00	9/24/2010	9/30/2011	Proprietary software

HSCETE08F00021	IMMIXTECHNOLOGY INC	RENEWAL OF IMMIX TECHNOLOGY/ INTERWOVEN TEAMSITE CONTENT MGMT MAINTENANCE AGREEMENT.	$52,075.34	1/1/2010	12/31/2010	Only One Source
HSCETE08F00022	GELCO INFORMATION NETWORK GSD INCORPORATED	SOFTWARE SUPPORT SERVICES	$112,791.00	1/1/2010	12/31/2010	Only One Source
HSCETE08F00063	COMPUWARE CORPORATION	SOFTWARE SUPPORT SERVICES	$54,306.50	4/13/2010	7/30/2012	Only One Source
HSCETE09J00547	JSI TELECOM INCORPORATED	HARDWARE AND SOFTWARE MAINTENANCE	$1,192,057.86	7/17/2010	7/16/2011	Only One Source
HSCETE09P00006	PEN-LINK, LTD.	SOFTWARE SUPPORT SERVICES	$7,875.00	8/9/2010	8/8/2012	Only One Source
HSCETE09P00010	PING IDENTITY CORPORATION	SOFTWARE SUPPORT SERVICES	$28,000.00	4/28/2010	4/27/2011	Only One Source
HSCETE09P00037	CLS AMERICA, INC.	PLATFORM FEE & ENGINEERING SERVICES TO SUPPORT TECHNICAL OPERATIONS' COVERT SATELLITE TRACKING PROGRAM	$46,080.00	6/1/2010	7/30/2010	Only One Source
HSCETE09P00046	SKYTERRA, LP	SATELLITE DISPATCH SERVICE FOR EMERGENCY PREPAREDNESS & INCIDENT MANAGEMENT UNIT	$13,467.30	3/31/2010	9/13/2010	Only One Source
HSCETE09P00047	SKYWAVE MOBILE COMMUNICATIONS INC	WIRELESS SERVICES	$15,000.00	7/1/2010	6/30/2011	Only One Source
HSCETE09P00048	TELCO SOLUTIONS INC	COMPUTER AND PERIPHERAL EQUIPMENT AND SOFTWARE	$12,600.00	9/29/2010	9/28/2011	Only One Source
HSCETE10F00001	FIRST FEDERAL CORPORATION	DATA STORAGE SERVICES	$8,702.04	8/16/2010	9/30/2010	Only One Source
HSCETE10P00001	AVEPOINT, INC.	SOFTWARE SUPPORT SERVICES	$17,102.00	12/22/2009	12/22/2010	Only One Source
HSCETE10P00004	CELLEBRITE USA CORP	SOFTWARE SUPPORT SERVICES	$5,058.00	3/16/2010	3/21/2011	Only One Source
HSCETE10P00006	TURNINGPOINT GLOBAL SOLUTIONS, L.L.C.	VOICE COMMUNICATIONS INVENTORY MANAGEMENT SUPPORT SERVICES	$431,056.60	4/8/2010	12/8/2010	Only One Source
HSCETE10P00007	CELLEBRITE USA CORP	CRIMINAL INVESTIGATION EVIDENCE EXTRACTION	$21,192.00	3/25/2010	4/25/2010	Only One Source
HSCETE10P00008	PUBLIC COMMUNICATIONS SERVICES, INC.	LEGAL FEES	$26,940.29	3/26/2010	3/28/2011	Only One Source
HSCETE10P00010	I M A TECHNOLOGIES CORPORATION	SOFTWARE SUPPORT SERVICES	$93,760.08	4/1/2010	3/31/2011	Only One Source
HSCETE10P00014	VERIFEYE SOLUTION LLC	SOFTWARE SUPPORT SERVICES	$2,995.00	4/15/2010	5/15/2010	Only One Source

HSCETE10P00016	FOSTER & FREEMAN USA INC.	FORENSIC LABORATORY EQUIPMENT	$224,573.06	5/20/2010	6/20/2010	Only One Source
HSCETE10P00020	ADVANCED DIGITAL FORENSIC SOLUTIONS, INC.	SOFTWARE SUPPORT SERVICES	$139,960.60	6/21/2010	7/20/2011	Only One Source
HSCETE10P00021	PEN-LINK, LTD.	SOFTWARE SUPPORT SERVICES	$1,697,025.00	7/1/2010	6/30/2011	Only One Source
HSCETE10P00022	QUOVA, INC.	GEOPOINT GEODIRECTORY SERVICES	$175,000.00	6/30/2010	6/30/2011	Only One Source
HSCETE10P00025	ABOVENET COMMUNICATIONS, INC.	INTERNET SERVICES	$57,600.00	7/28/2010	9/29/2011	Only One Source
HSCETE10P00028	CHEMIMAGE CORPORATION	SOFTWARE SUPPORT SERVICES	$3,969.00	8/27/2010	9/26/2010	Only One Source
HSCETE10P00031	BRIMTEK, INC.	RECORDING/SURVEILLANCE EQUIPMENT	$7,000.00	9/8/2010	10/8/2010	Only One Source
HSCETE10P00033	CULTURAL HERITAGE IMAGING	REFLECTANCE TRANSFORMATION IMAGING (RTI) SYSTEM	$45,000.00	9/10/2010	10/10/2010	Only One Source
HSCETE10P00035	ACTIONABLE INTELLIGENCE TECHNOLOGIES, INC.	SOFTWARE SUPPORT SERVICES	$18,811.98	9/20/2010	10/20/2010	Only One Source
HSCETE10P00037	ACTIONABLE INTELLIGENCE TECHNOLOGIES, INC.	SOFTWARE SUPPORT SERVICES	$24,995.00	9/20/2010	10/20/2010	Only One Source

Question: In total, how much of your awards are competitive? Please answer in dollar amount and percentage.

ANSWER:

The fiscal year 2010 competition rate was 93 percent with $1,342,091,961.38 competed.

Question: Update and submit, through the most recent month available, the list of Sole Source Contracts provided in the hearing record last year. Organize by contractor, purpose, appropriation account, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER:

Contract Number	Contractor	Purpose	Appropriations Account	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Reason for Sole-Source
HSCEMD09P00285	ABM INDUSTRIES INCORPORATED	PARKING SPACE LEASE	70540	$0.00	$120,060.00	2/14/2011	7/30/2011	Sole source for parking spaces due to security requirements of joint investigative group in Los Angeles

HSCEOP07J 00410	ACQUISITION SOLUTIONS INC	ACQUISITION SUPPORT SERVICES	70540	$0.00	$36,020.49	11/10/2010	11/10/2010	Only one source available to provide services	
HSCEMD10J 00179	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	ADD AN ADDITIONAL EQUIPMENT UNIT	70540	$0.00	$7,050.00	10/25/2010	10/31/2010	Awarded against Single Award IDIQ Issued by DEA. Sole Source for this Item.	
HSCEMD11 F00005	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	AUDIO RECORDERS TO SUPPORT OPERATIONS.	70540	$13,125.00	$586,460.00	10/14/2010	11/26/2010	Awarded against Single Award IDIQ Issued by DEA. Sole Source for this Item.	
HSCEMD11 F00017	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	SURVEILLANCE EQUIPMENT OPERATIONS	70540	$7,377.00	$586,460.00	3/2/2011	4/15/2011	Awarded against Single Award IDIQ Issued by DEA. Sole Source for this Item.	
HSCEMD11 F00019	ADAPTIVE DIGITAL SYSTEMS INCORPORATED	SURVEILLANCE EQUIPMENT OPERATIONS	70540	$9,459.00	$9,459.00	3/8/2011	4/20/2011	Awarded against Single Award IDIQ Issued by DEA. Sole Source for this Item.	
HSCEMR10 C00007	ALEX-ALTERNATIVE EXPERTS, LLC	TRANSPORTATION SUPPORT SERVICES	70540	$0.00	$573,553.89	10/8/2010	2/28/2011	8a Small Business Authorized by Statute	
HSCEM509C 00003	ALON INC	PROJECT MANAGEMENT AND BUSINESS OPERATIONS SUPPORT SERVICES	70540	$0.00	$3,721,236.64	3/1/2011	4/8/2011	Sole source 8(a) authorized by statute	
HSCEMD08 P00253	AMERICAN IMMIGRATION LAWYERS ASSOCIATION (INC)	ONLINE LEGAL ACCESS	70540	$7,060.00	$30,004.00	1/1/2011	12/31/2011	Option Exercised. Only known subscription source for online legal publications concerning immigration law	
HSCETE11P 00001	ANNAMS SYSTEMS CORPORATION	ENHANCEMENT TO THE SUNFLOWER MAINTENANCE MODULE & FAST	70540	$56,534.07	$56,534.07	2/4/2011	2/3/2012	Sole source 8A authorized by statute	

		TOOL							
HSCEMS10C 00006	ATLAS GROUP LTD	CAPITAL PLANNING&PERFORMANCE MANAGEMENT SUPPORT	70540	$0.00	$1,963,483.00	2/1/2011	1/31/2012	Sole source 8(a) authorized by statute	
HSCEOP07P 01048	AUTORIDAD DE LOS PUERTOS	PARKING SPACE LEASE	70540	$0.00	$115,200.00	1/26/2011	9/30/2011	Only one source available to provide parking of gov't vehicles at airport.	
HSCEOP07F 00993	BERGER LOUIS GROUP INCORPORATED THE	PROJECT MANAGEMENT AND BUSINESS OPERATIONS SUPPORT SERVICES	70540	$0.00	$3,873,618.00	11/15/2010	12/31/2011	Only one source available to provide services	
HSCEDM11 P00003	BONNER, COUNTY OF	INCREMENTAL FUNDING FOR DETENTION & MAINTENANCE OF DETAINEES IN CUSTODY	70540	$120.00	$1,395.00	10/1/2010	9/30/2011	Only One Source - Under 72 Hour Housing	
HSCEDM11 P00003	BONNER, COUNTY OF	INCREMENTAL FUNDING FOR DETENTION&MAINTENANCE OF DETAINEES IN CUSTODY AT BONNER COUNTY. POP: 10/01/2010 - 09/30/2011	70540	$480.00	$1,395.00	1/27/2011	9/30/2011	Only One Source - Under 72 Hour Housing	
HSCEMD09 P00279	BULLETIN NEWS, LLC	MEDIA NEWS SUPPORT	70540	$0.00	$365,925.00	12/10/2010	7/18/2011	Competed under SAP. 4 Offers Received.	
HSCENV09P 00048	CABLEVISION OF NEWARK	MEDIA NEWS SUPPORT	70540	$8,398.80	$8,398.80	12/2/2010	4/30/2014	Internet service was added to an already existing cable service	
HSCEOP07P 00075	CANON BUSINESS SOLUTIONS SE INCORPORATED	EQUIPMENT LEASING	70540	$2,823.36	$2,826.36	11/2/2010	9/30/2011	Service agreement on existing photocopier.	
HSCEOP07J 00692	CANON U.S.A., INC.	EQUIPMENT LEASING/MAINTENANCE	70540	$3,364.08	$90,063.87	11/1/2010	11/30/2011	Only one source available to provide services	

HSCEMS09P 00003	COLONIAL PARKING INC	LEASING PARKING SPACE	70540	$423.92	$8,792.64	11/17/2010	9/30/2013	Only one source for parking within office building	
HSCEOP07P 00693	COPY GRAPHICS INCORPORATED	EQUIPMENT MAINTENANCE	70540	$0.00	$12,960.00	1/25/2011	9/30/2011	Maintenance Agreement on Existing Copier	
HSCEMS10P 00045	CORPORATE EXECUTIVE BOARD COMPANY, THE	GOVERNMENT FINANCE ROUNDTABLE	70540	$0.00	$75,000.00	10/2S/2010	9/26/2011	Only one source available to provide services	
HSCEDM11 P00002	COUNTY OF BONNEVILLE	GUARD SERVICERS FUNDING	70540	$232.50	$29,996.25	10/1/2010	12/31/2010	Only One Source - Under 72 Hour Housing	
HSCECR10P 00058	COUNTY OF CLARK	FIRING RANGE USE	70540	$400.00	$3,500.00	1/24/2011	3/31/2011	Only one source-micropurchase	
HSCEOP07P 00144	COUNTY OF VENTURA	TELECOMMUNICATIONS SUPPORT	70540	$8,992.80	$8,992.00	12/14/2010	9/30/2011	Agreement with County Govt for telecommunications connectivity.	
HSCENV09P 00003	CRIME INFORMATION CENTER ARKANSAS	LAW ENFORCEMENT DATABASE ACCESS	70540	$15,656.88	$46,817.76	11/29/2010	9/30/2013	Arkansas Crime Information Systems is sole provider of this type of information	
HSCENV09P 00116	CRIMESCENEINFORMATION	TELECOMMUNICATIONS SUPPORT	70540	$3,888.00	$9,828.00	12/2/2010	9/29/2014	Sole Source for 24 Hr Answering Service to Support Crime Stoppers Initiative	
HSCETC11P 00003	CRM SOLUTIONS	TO REQUEST CONTINUATION OF CONTRACT WITH VENDOR TO MAINTAIN WORKBENCH.	70540	$149,280.00	$461,400.00	1/1/2011	12/31/2013	Proprietary software	
HSCETC08F 00002	DALLAS COMPUTER SERVICE INCORPORATED	DATABASE ACCESS	70540	$1,500.00	$14,945.90	11/10/2010	9/30/2011	Access to Dallas computer database.	
HSCETE08F 00027	DLT SOLUTIONS, INC.	SOFTWARE LICENSE AND MAINTENANCE	70540	$0.00	$4,423.53	10/6/2010	10/7/2010	Proprietary software with unique qualifications	

HSCEMD11 F00004	DUN & BRADSTREET, INC.	DUN&BRADSTREET AND DATABASE/SERVICE SUBSCRIPTION	70S40	$S86,460.00	$1,S96,000.00	10/1/2010	9/30/2011	Awarded against GSA Schedule Contract using Limited Sources Justification. Only known Source for GRS records database.	
HSCECR09P 00044	FEDERAL LAW ENFORCEMENT TRAINING CENTER RECREATION ASSOCIATI	FIRING RANGE FLETC, CHELTENHAM FACILITY	70540	$24,959.98	$24,959.98	1/25/2011	1/25/2012	Only Site for class room training and Long Arms qualifications in the area. Only facility that can accommodate a large volume of officers at a single time.	
HSCECR08P 00058	FEDERAL PRISON INDUSTRIES INC	OFFICE FURNITURE.	70540	$0.00	$18,950.49	10/14/2010	5/4/2008	Award made to UNICOR	
HSCETE11F 00001	FIRST FEDERAL CORPORATION	OFFSITE TAPE STORAGE MAINTENANCE SERVICE RENEWAL	70540	$0.00	$11,675.64	3/2/2011	9/30/2011	Proprietary software	
HSCECR10P 00121	FIVE STAR PARKING	PARKING SPACES LEASING	70504	$84,800.00	$2,500.00	2/23/2011	6/30/2011	Base contract had reasonable justification for sole-source; MOD executed has FPDS based on sole-source action	
HSCECR08P 00110	HOUSEHOLD DRIVERS REPORT INC	ACCESS HOUSEHOLD DRIVER'S REPORT	70540	$0.00	$3,025.25	1/13/2011	10/8/2010	Closeout action; MOD 5 executed based on base contract sole source action	
HSCECR10P 00040	HOUSEHOLD DRIVERS REPORT INC	ACCESS TO DATABASE - HOUSEHOLD DRIVER'S REPORT	70540	$0.00	$24,000.00	3/8/2011	3/7/2015	Only source to obtain information on Fugitives. Approved J & A in the file	
HSCEMD10 P00004	HOUSEHOLD DRIVERS REPORT INC	ONLINE ACCESS TO DATABASE	70540	$7,200.00	$12,765.00	11/16/2010	9/30/2011	Only known source for household driver report	

HSCETE08F 00021	IMMIXTECHNOLOGY INC	RENEWAL OF IMMIX TECHNOLOGY/ INTERWOVEN TEAMSITE CONTENT MGMT MAINTENANCE AGREEMENT.	70540	$54,679.11	$310,592.51	1/1/2011	12/31/2011	Renewal - Proprietary software maintenance	
HSCEMR10F 00053	INFORMATION ANALYSIS INCORPORA	ICE FORMS DESIGN AND CONTROL SERVICES	70540	$0.00	$89,669.05	11/3/2010	1/31/2011	Sole source award for continuation of services pending award of DHS contract	
HSCEMR10F 00053	INFORMATION ANALYSIS INCORPORA	ICE FORMS DESIGN AND CONTROL SERVICES	70540	$0.00	$89,669.05	1/31/2011	3/31/2011	Sole source award for continuation of services pending award of DHS contract	
HSCETC09P 00001	INFORMATION SYSTEMS MANAGER INC, THE	RENEWAL OF PERFMAN FOR UNIX/LINUX MANAGED SYSTEMS, POP 01/01/11 - 12/31/11.	70540	$5,400.00	$27,000.00	3/7/2011	12/31/2013	Proprietary software	
HSCEOP07P 00149	KONICA MINOLTA BUSINESS SOLUTIONS USA INCORPORATED	EQUIPMENT MAINTENANCE	70540	$0.00	$2,871.96	1/25/2011	9/30/2011	Maintenance agreement on existing photocopier.	
HSCEMD10 P00024	L-3 COMMUNICATIONS CORPORATION	EQUIPMENT MAINTENANCE	70540	$0.00	$13,199.00	12/7/2010	12/20/2012	PO is for maintenance of Government-owned X-Ray Security Scanning Equipment. Vendor is the exclusive manufacturer and sole-source for maintenance and repair.	
HSCEMD10 P00024	L-3 COMMUNICATIONS CORPORATION	MAINTENANCE FOR SECURITY SCREENING EQUIPMENT.	70540	$6,799.92	$13,199.88	1/25/2011	12/20/2012	Only one source available to provide services	
HSCETC08P 00009	LOUISIANA DEPARTMENT OF PUBLIC SAFETY SERVICES	IT EQUIPMENT	70540	$1,800.00	$14,100.00	11/22/2010	9/30/2012	Proprietary software	
HSCEMD11J 00014	M A FEDERAL INCORPORATED	IT EQUIPMENT	70540	$18,181.35	$18,181.35	3/3/2011	4/15/2011	Only one responsible	

	(2233)							source, unique covert equipment
HSCEMD11J 00015	M A FEDERAL INCORPORATED (2233)	IT EQUIPMENT	70540	$0.00	$54,390. 06	3/7/20 11	4/20/2 011	Only one responsible source, unique covert surveillance equipment
HSCEMD10 F00272	MAIC INCORPORATED	CONTRACT CLOSEOUT SERVICES.	70542	$171,299 .20	$171,299 .20	11/23/ 2010	1/26/2 011	GPS trackers. Proprietary, use with existing equipment
HSCEMD11 P00011	MESA, CITY OF	TRAINING RANGE FEES	70540	$7,500.0 0	$7,500.0 0	12/7/2 010	12/31/ 2011	Only firing range in area that can satisfy requirement
HSCETC10F 00009	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT PREMIERE MAINTENANCE RENEWAL POP: 9/19/2010 - 9/18/2011	70540	$0.00	$493,370 .00	2/17/2 011	9/18/2 011	Proprietary software
HSCETC10F 00009	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT PREMIERE MAINTENANCE RENEWAL POP: 9/19/2010 - 9/18/2011	70540	$0.00	$493,370 .00	3/10/2 011	9/18/2 011	Proprietary software
HSCETC10F 00009	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT PREMIERE MAINTENANCE RENEWAL POP: 9/19/2010 - 9/18/2011	70540	$125,940 .00	$493,370 .00	2/10/2 011	9/18/2 011	Proprietary software
HSCETC10J0 0013	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT SUPPORT SERVICES	70540	$0.00	$529,166 .00	10/18/ 2010	7/7/20 11	Order placed against the CBP BPA for Microsoft SharePoint Services
HSCETC10J0 0013	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT SUPPORT SERVICES	70540	$0.00	$529,166 .00	11/16/ 2010	7/7/20 11	Order placed against the CBP BPA for Microsoft SharePoint Services
HSCETC10J0 0020	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT SUPPORT SERVICES	70540	$0.00	$873,080 .00	10/15/ 2010	8/31/2 011	Order placed against the CBP BPA for Microsoft SharePoint Services
HSCETC10J0 0028	MICROSOFT CORPORATION SITZ IN REDMOND	MICROSOFT SUPPORT SERVICES	70540	$0.00	$212,932 .00	10/13/ 2010	9/22/2 011	Order placed against the CBP BPA for

	CORPORATION							Microsoft SharePoint Services	
HSCETC10J00028	MICROSOFT CORPORATION SITZ IN REDMOND CORPORATION	MICROSOFT SUPPORT SERVICES	70540	$0.00	$212,932.00	11/4/2010	9/22/2011	Order placed against the CBP BPA for Microsoft SharePoint Services	
HSCEMD10J00008	MID ATLANTIC PROFESSIONALS INC	EXPERT WITNESS SERVICE	70540	$0.00	$8,280.00	11/18/2010	1/4/2011	8a Small Business Authorized by Statute	
HSCEMD10J00026	MID ATLANTIC PROFESSIONALS INC	EXPERT WITNESS SERVICE	70540	$0.00	$23,628.24	1/19/2011	5/1/2011	8a Small Business Authorized by Statute	
HSCEMD10J00063	MID ATLANTIC PROFESSIONALS INC	EXPERT WITNESS SERVICE	70540	$0.00	$14,624.64	1/19/2011	5/1/2011	8a Small Business Authorized by Statute	
HSCEMD09P00058	MIDDLETOWN, TOWNSHIP OF	TRAINING RANGE FACILITY SERVICES	70540	$4,000.00	$4,000.00	10/28/2010	9/30/2013	Only firing range in area that can satisfy requirement	
HSCETE08F00044	MOTOROLA INCORPORATED	PORTABLE IT MAINTENANCE SYSTEM	70540	$0.00	$10,516.56	10/18/2010	4/11/2008	sole manufacturer of system/ proprietary	
HSCETE11J00010	MYTHICS, INC	MAINT SUPP FOR HYPERION BUSI INTELL SOFTWARE	70540	$193,762.17	$193,762.17	10/1/2010	11/30/2011	Brand name purchase due to configuration and proprietary software	
HSCENV08J00049	NETSTAR-1 GOVERNMENT CONSULTING, INC.	PROGRAM SUPPORT	70540	$0.00	$5,784,726.16	1/26/2011	3/27/2011	-Logical follow-on to a previously competed action	
HSCEMS10F00016	NETSTAR-1 GOVERNMENT CONSULTING, INC.	PROGRAM MANAGEMENT SUPPORT SERVICES	70540	$1,632,812.80	$8,422,254.24	1/29/2011	3/28/2011	Only one source available to provide services	
HSCETE10F00049	OPNET TECHNOLOGIES, INC.	OPNET SOFTWARE RENEWAL FOR ICE OCIO ENGINEERING	70540	$45,613.18	$45,613.18	11/23/2010	11/6/2011	Renewal of Brand name/ proprietary software	
HSCECR10P00038	PACER SERVICE CENTER	ACCESS TO ELECTRONIC COURT RECORDS - PACER	70540	$0.00	$59,250.00	2/28/2011	2/28/2015	Base contract had reasonable justification for sole-source; MOD executed has	

								FPDS based on sole-source action	
HSCEMD09 P00212	PHYSIO-CONTROL INC	EQUIPMENT MAINTENANCE	70540	$0.00	$7,740.0 8	12/13/ 2010	12/13/ 2010	This order is to procure technical service support on the Lifepak 12 Defibrillator/ Monitor.	
HSCEMD09 P00212	PHYSIO-CONTROL INC	EQUIPMENT LEASING/MAINTE NANCE	70540	$0.00	$7,740.0 8	1/25/2 011	5/31/2 011	Only one source available to provide services	
HSCECR09P 00116	POMONA, CITY OF (INC)	FIRING RANGE USE	70540	$3,000.0 0	$56,593. 52	3/1/20 11	3/4/20 11	Only one source - Simplified Acquisition - Local government	
HSCEMD11 P00006	PRADO FAMILY SHOOTING RANGE	TRAINING RANGE FACILITY SERVICES	70540	$25,000. 00	$25,000. 00	1/5/20 11	9/30/2 011	Only firing range in the area that can meet the requirements.	
HSCETC10P 00010	QUALITY ASSOCIATES INC.	SUPPORT AND SERVICE FOR FAX AUTOMATION PROGRAM FOR THE STUDENT AND EXCHANGE VISITOR PROGRAM (SEVP) AT ICE.	705378	$4,473.6 0	$46,720. 00	2/7/20 11	3/14/2 012	Only 1 offeror submitted a proposal	
HSCEMD08 F00164	RICOH AMERICAS CORPORATION	EQUIPMENT LEASING	70540	$15,317. 64	$15,317. 64	12/1/2 010	11/30/ 2013	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCENV09J 00007	RICOH AMERICAS CORPORATION (3521)	EQUIPMENT LEASING	70540	$5,016.0 0	$15,048. 00	2/23/2 011	2/29/2 012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEOP07J 00364	RICOH AMERICAS CORPORATION (3521)	EQUIPMENT LEASING	70540	$2,304.0 0	$10,560. 00	12/9/2 010	9/30/2 011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	

HSCEOP07J 00371	RICOH AMERICAS CORPORATION (3521)	EQUIPMENT LEASING/MAINTE NANCE	70540	$0.00	$14,653. 24	1/25/2 011	12/31/ 2011	Only one source available to provide services	
HSCEOP07J 00372	RICOH AMERICAS CORPORATION (3521)	EQUIPMENT LEASING/MAINTE NANCE	70540	$0.00	$11,211. 24	1/25/2 011	1/31/2 012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEMD09 P00023	ROSEVILLE, CITY OF	TRAINING RANGE FACILITY SERVICES	70540	$9,600.0 0	$600.00	10/26/ 2010	9/30/2 011	Only certified firing range in city for agents to practice and complete required gun certification for job requirement.	
HSCEMR11 P00006	RUDMAN WINK ASSOCIATES, LLC	ICE ACADEMY FEDERAL LABOR RELATIONS LAW TRAINING	70540	$3,200.0 0	$3,200.0 0	1/11/2 011	1/31/2 011	Only one source for continuity and standardizatio n of officer training	
HSCEMD11 P00002	SAN DIEGO, COUNTY OF	TRAINING RANGE FACILITY SERVICES	70540	$5,500.0 0	$14,100. 00	11/12/ 2010	9/30/2 011	Only certified firing range in city for agents to practice and complete required gun certification for job requirement.	
HSCEMD11 P00002	SAN DIEGO, COUNTY OF	TRAINING RANGE FACILITY SERVICES	70540	$8,600.0 0	$14,100. 00	1/24/2 011	9/30/2 011	Only certified firing range in city for agents to practice and complete required gun certification for job requirement.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ENGINEERING SERVICES & SUPPORT	70540	$5,905.0 0	$5,905.0 0	3/7/20 11	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	IT ENGINEERING SERVICES & SUPPORT (ESS)	70540	$6,000.0 0	$5,905.0 0	12/21/ 2010	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL	IT ENGINEERING SERVICES&SUPPO RT	70540	$8,986.2 8	$5,905.0 0	2/10/2 011	3/31/2 011	Awarded under EAGLE, Logical follow-	

	CORPORATION							on.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	IT ENGINEERING SERVICES & SUPPORT	70540	$14,143. 65	$5,905.0 0	2/23/2 011	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	IT ENGINEERING SERVICES&SUPPO RT (ESS)	70540	$29,919. 00	$5,905.0 0	12/1S/ 2010	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	IT ENGINEERING SERVICES & SUPPORT (ESS)	70540	$S2,766. 06	$5,905.0 0	1/13/2 011	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	IT ENGINEERING SERVICES&SUPPO RT	70540	$2,047,1 00.52	$5,905.0 0	2/22/2 011	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 000S	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	IT ENGINEERING SERVICES&SUPPO RT	70540	$2,195,3 31.85	$5,905.0 0	2/4/20 11	3/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0011	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	SHAREPOINT BRIDGE (FINANCIAL REPORTING). POP IS BASE /7/1/10 - 11/30/10 AND OPT 1 12/1/10- 12/31/10.	70540	$0.00	$3,728,2 49.62	10/27/ 2010	1/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0011	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	SHAREPOINT BRIDGE (FINANCIAL REPORTING). POP IS BASE /7/1/10 - 11/30/10 AND OPT 1 12/1/10- 12/31/10.	70S40	$0.00	$3,728,2 49.62	1/28/2 011	1/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0011	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	SHAREPOINT BRIDGE (FINANCIAL REPORTING). POP IS BASE /7/1/10 - 11/30/10 AND OPT 1 12/1/10- 12/31/10.	70540	$75,720. 36	$3,728,2 49.62	12/29/ 2010	1/31/2 011	Awarded under EAGLE, Logical follow-on.	
HSCETC10J0 0011	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	SHAREPOINT BRIDGE (FINANCIAL REPORTING). POP IS BASE /7/1/10 - 11/30/10 AND OPT 1 12/1/10- 12/31/10.	70540	$358,052 .77	$3,728,2 49.62	2/1/20 11	3/31/2 011	Awarded under EAGLE, Logical follow-on.	

HSCETC10J00011	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	SHAREPOINT BRIDGE (FINANCIAL REPORTING). POP IS BASE /7/1/10 - 11/30/10 AND OPT 1 12/1/10-12/31/10.	70540	$458,238.00	$3,728,249.62	1/1/2011	1/31/2011	Awarded under EAGLE, Logical follow-on.	
HSCEMD11P00005	SEATTLE POLICE ATHLETIC ASSOC	TRAINING RANGE FACILITY SERVICES	70540	$8,115.00	$8,115.00	11/18/2010	9/30/2011	Only certified firing range in city for agents to practice and complete required gun certification for job requirement.	
HSCEOP07F00274	SELECT SYSTEMS BY DESIGN, INC.	EQUIPMENT MAINTENANCE	70540	$23,287.00	$99,521.00	11/10/2010	9/30/2011	Maintenance of equipment proprietary to vendor.	
HSCEDM08J00022	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASING	70540	$1,132.95	$7,700.00	2/17/2011	9/28/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEMD09J00195	SHARP ELECTRONICS CORPORATION	EQUIPMENT MAINTENANCE	70540	$3,200.40	$3,200.40	3/1/2011	8/10/2012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCENV09J00008	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASING	70540	$9,236.64	$27,709.92	2/8/2011	3/31/2012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCENV09J00009	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASING	70540	$2,145.96	$6,437.88	2/24/2011	4/30/2012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEOP07J00370	SHARP ELECTRONICS CORPORATION	EQUIPMENT LEASING	70540	$0.00	$10,499.06	1/26/2011	12/31/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEMD11P00029	SIGNAL INTELLIGENCE INC	IT EQUIPMENT	70540	$7,800.00	$7,800.00	2/7/2011	2/7/2011	Equipment and associated software is	

								proprietary to vendor. Must integrate into system already in place using same equipment.
HSCEMD09 F00013	STANLEY CONVERGENT SECURITY SOLUTIONS, INC.	EQUIPMENT LEASING	70540	$2,760.0 0	$2,760.0 0	11/3/2 010	9/30/2 011	Option Exercised for continuation of proprietary alarm monitoring service maintenance .
HSCECR09P 00030	STATE POLICE, PENNSYLVANIA DEPARTMENT OF	LEASE OF ANNUAL DATABASE CIRCUIT	70540	$0.00	$3,500.0 0	1/26/2 011	9/30/2 013	Base contract had reasonable justification for sole-source; MOD executed has FPDS based on sole-source action
HSCENV09P 00005	STATE POLICE, PENNSYLVANIA DEPARTMENT OF	ACCESS CRIMINAL DATABASE	70540	$3,500.0 0	$10,500. 00	11/8/2 010	9/30/2 011	Option year to Pennsylvani a State Police CLEAN System. They are a sole source provider of this information.
HSCEMD09 P00068	SUPREME SECURITY SYSTEMS, INC	EQUIPMENT LEASING	70540	$8,340.0 0	$8,340.0 0	10/19/ 2010	9/30/2 011	Owner of building in which SAC Newark is located selected vendor to provide alarm service. No other vendor allowed in building.
HSCETC10P 00048	SYSTEMS RESEARCH AND APPLICATIONS CORPORATION	OPERATION AND MAINTENANCE (O&M) SUPPORT SERVICES FOR THE OFFICE OF CHIEF INFORMATION OFFICER (OCIO)	70540	$0.00	$344,579 .04	10/20/ 2010	10/31/ 2010	Follow-on order

		BRANCH AT ICE.						
HSCEMS10F 00031	TRIAD TECHNOLOGY PARTNERS, LLC	SOFTWARE FOR EXECUTIVE INFORMATION REPORTING	70540	$0.00	$8,939.25	10/13/2010	9/23/2011	(MSD)
HSCETE10P 00006	TURNINGPOINT GLOBAL SOLUTIONS, L.L.C.	VOICE COMMUNICATIONS INVENTORY MANAGEMENT SUPPORT SERVICES	70540	$228,394.80	$659,451.40	12/7/2010	6/8/2011	Sole source 8A set-aside authorized by statute
HSCEMD10 P00144	UNIVERSITY OF TULSA, THE	CYBER INTERNSHIP PROGRAM	70540	$150,000.00	$300,000.00	1/11/2011	S/17/2012	University of Tulsa - Cybercorps internship
HSCEMD09J 00107	WEISMAN AND ASSOCIATES INCORPORATED	AUDIT SERVICES	70540	$0.00	$2,376.00	12/10/2010	2/28/2010	Task order written under authority of ID/IQ Contract that was awarded competitively.
HSCEMD11 F00003	WEST PUBLISHING CORPORATION	ONLINE DATABASE SERVICES	70540	$1,596,000.00	$1,596,000.00	10/1/2010	9/30/2011	Proprietary database with both access and training for online users.
HSCEMR11 P00005	WICKLANDER ZULAWSKI AND ASSOCIATES, INC.	LECTURE INTERVIEW AND INTERROGATION TRAINING.	70540	$6,000.00	$6,000.00	1/6/2011	1/26/2011	Only one source for continuity and standardization of officer training
HSCETC08P 00017	WORKFORCE COMMISSION TEXAS	ONLINE DATABASE SERVICES	70540	$1,575.00	$25,110.00	10/29/2010	9/30/2011	Access to TX state gov't database.
HSCEDM09J 00026	XEROX CORPORATION	EQUIPMENT LEASING	70540	$2,521.68	$15,861.30	1/21/2011	2/15/2012	Mod to Closeout Task Order against Requirements contract
HSCEMD09J 00242	XEROX CORPORATION	EQUIPMENT LEASING	70540	$0.00	$13,036.10	12/1/2010	9/30/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.
HSCEMD10 F00006	XEROX CORPORATION	EQUIPMENT MAINTENANCE	70540	$5,902.10	$12,354.10	12/20/2010	9/30/2014	Only Xerox can maintain Xerox copier.

HSCEMS08F 00010	XEROX CORPORATION	EQUIPMENT LEASING	70540	$3,020.46	$21,051.06	11/30/2010	3/31/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEOP06J 00342	XEROX CORPORATION	EQUIPMENT LEASING	70540	$0.00	$13,255.00	1/25/2011	7/10/2011	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEMD09J 00079	XEROX CORPORATION	EQUIPMENT LEASE/MAINTENANCE	70540	$7,876.08	$7,876.08	2/7/2011	3/27/2012	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	
HSCEMD09J 00099	XEROX CORPORATION	EQUIPMENT LEASE/MAINTENANCE	70540	$4,874.88	$4,874.88	3/21/2011	3/20/2013	DHS 5-YR copier lease. Continuation annual renewal order to fulfill 5 Yr lease.	

Question: Please provide for the record a list of all contracts over $1 million in total value executed by ICE in 2010. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g. firm-fixed price, etc.).

ANSWER:

Please see the spreadsheet below:

CONTRACT NUMBER "J" DENOTES GSA ORDER	CONTRACTOR	PURPOSE	DOLLAR AWARD	FULL PERFORMANCE VALUE	CONTRACT START DATE	CONTRACT END DATE	TYPE OF CONTRACT
HSCENV08J00087	TOUCHSTONE CONSULTING GROUP, INC.	OTHER PROFESSIONAL SERVICES	$2,910,621.01	$3,129,794.00	29-Mar-09	28-Mar-10	BPA CALL
HSCEDM08J00040	ASSET PROTECTION & SECURITY SERVICES, L.P.	GUARD SERVICES	$2,526,298.95	$28,289,546.81	01-Oct-07	30-Nov-09	FIRM FIXED PRICE
HSCEDM08J00044	AHTNA TECHNICAL SERVICES, INC.	FOOD SERVICES	$1,481,000.00	$11,263,406.10	01-Oct-07	31-Dec-09	FIXED PRICE
HSCEDM10F00001	THE GEO GROUP INC	GUARD SERVICES	$48,973,532.77	$48,973,532.77	01-Oct-09	25-Dec-10	FIRM FIXED PRICE
HSCEDM09J00053	AKAL SECURITY, INC.	GUARD SERVICES	$1,850,579.55	$11,162,305.95	01-Oct-09	31-Oct-09	FIRM FIXED PRICE

COW4A0188/CALL 2	METROPOLITAN INTERPRETERS AND TRANSLATORS INC.	TRANSLATION & INTERPRETING SERVICES	$3,858,347.15	$3,958,820.15	10/29/2009		BPA CALL
HSCETE09J00547	JSI TELECOM INC.	OTHER ADP & TELECOMMUNICATIONS SERVICES	$1,192,057.86	$2,185,439.41	9/17/2009	7/16/2010	FIRM FIXED PRICE
HSCEMD10F00005	FORFEITURE SUPPORT ASSOCIATES, LLC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$2,905,562.00	$4,333,366.39	01-Oct-10	30-Nov-10	FIRM FIXED PRICE
HSCENV09F00006	UNISYS CORPORATION	PROGRAM MANAGEMENT/SUPPORT SERVICES	$5,701,002.36	$31,261,098.80	01-Oct-09	30-Sep-10	TIME AND MATERIALS
HSCEDM10F00069	CORRECTIONS CORPORATION OF AMERICA	GUARD SERVICES	$5,296,044.54	$12,508,244.94	01-Jul-10	30-Jun-11	FIRM FIXED PRICE
HSCETC08F00037	SYRACUSE RESEARCH CORP	COMPUTER AIDED DESIGN/MANUFACT(CAD/CAM)	$3,925,628.60	$11,882,342.26	9/30/2008	8/31/2011	LABOR HOURS
HSCEOP07F01096	KEYPOINT GOVERNMENT SOLUTIONS, INC.	OTHER MANAGEMENT SUPPORT SERVICES	$4,750,000.00	$20,640,856.80	8/13/2007	8/31/2012	FIRM FIXED PRICE
HSCEMD10F00260	HARDING SECURITY ASSOCIATES, INC.	OTHER PROFESSIONAL SERVICES	$3,594,027.20	$10,837,790.40	29-Sep-10	28-Sep-13	TIME AND MATERIALS
HSCEMD10F00279	HARDING SECURITY ASSOCIATES, INC.	OTHER PROFESSIONAL SERVICES	$1,850,947.20	$3,659,993.60	29-Sep-10	28-Sep-12	TIME AND MATERIALS
HSCEMD10F00157	SQUARE ONE ARMORING SERVICES CO.	COMBAT, ASSAULT & TACTICAL VEHICLES, WHEELED	$3,122,144.00	$3,129,794.00	7/29/2010	12/31/2010	FIRM FIXED PRICE
HSCECR09F00047	U.S. INVESTIGATIONS SERVICES, PROFESSIONAL SERVICES DIVISION	DATA ANALYSES (OTHER THAN SCIENTIFIC)	$11,972,919.20	$71,503,108.13	13-Sep-09	12-Sep-14	LABOR HOURS
HSCEMD09F00220	TRINITY TECHNOLOGY GROUP, INC.	OTHER MANAGEMENT SUPPORT SERVICES	$4,243,967.40	$6,824,117.28	16-Nov-09	16-Feb-12	TIME AND MATERIALS
HSCETC09F00018	CAPGEMINI GOVERNMENT SOLUTIONS LLC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,435,445.10	$4,197,889.59	30-Sep-09	31-Aug-12	LABOR HOUR/ FIRM FIXED PRICE
HSCEMS09F00042	DELOITTE CONSULTING L.L.P.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$3,260,413.80	$11,218,612.20	29-Sep-10	28-Sep-11	TIME AND MATERIALS
HSCEOP07F01378	OPTIMUS CORPORATION	PROGRAM MANAGEMENT/SUPPORT SERVICES	$6,136,534.24	$21,850,339.81	25-Sep-10	24-Sep-11	FIRM FIXED PRICE
HSCEMD10F00272	MINORITY ADVANCEMENT IN CORPORATIONS, INC.	CONTRACT,PROCUREMENT,AQUISITION SUPP S	$1,199,301.24	$1,370,600.44	27-Sep-10	26-Jun-11	FIRM FIXED PRICE
HSCECR08J00030	BAE SYSTEMS INFORMATION TECHNOLOGY INC.	OTHER PROFESSIONAL SERVICES	$2,423,450.00	$19,359,308.40	01-Jul-09	30-Jun-10	DELIVERY/TASK ORDER
HSCEMS08JCL006	KADIX SYSTEMS, LLC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$2,308,110.40	$10,210,623.76	02-Sep-10	28-Feb-11	BPA CALL

HSCEMS08JCL013	KADIX SYSTEMS LLC	PROGRAM EVALUATION SERVICES	$1,435,512.84	$4,139,153.64	29-Sep-09	28-Sep-11	BPA CALL
HSCEOP07J00657	TOUCHSTONE CONSULTING GROUP, INC	OTHER PROFESSIONAL SERVICES	$5,908,138.40	$11,124,963.40	01-Jul-09	28-Feb-11	DELIVERY/TASK ORDER
HSCENV08F00211	NETSTAR-1 GOVERNMENT CONSULTING, INC.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,544,917.60	$11,440,072.24	9/29/2008	3/28/2009	LABOR HOURS
HSCEMS10F00016	NETSTAR-1 GOVERNMENT CONSULTING, INC.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$4,458,294.72	$8,422,254.24	29-Apr-10	28-Sep-10	FIRM FIXED PRICE
HSCEOP07F01103	OMNIPLEX WORLD SERVICES CORP	OTHER MANAGEMENT SUPPORT SERVICES	$4,750,000.00	$20,297,513.60	8/14/2007	8/31/2012	FIRM FIXED PRICE
HSCEOP07F01120	MSM SECURITY SERVICES, LLC	OTHER MANAGEMENT SUPPORT SERVICES	$4,750,000.00	$20,414,819.60	8/15/2007	8/31/2012	FIRM FIXED PRICE
HSCEOP07F01104	US INVESTIGATIONS SERVICES, LLC	OTHER MANAGEMENT SUPPORT SERVICES	$4,750,000.00	$20,423,831.60	01-Sep-07	31-Aug-12	FIRM FIXED PRICE
HSCEOP07F00419	NETSTAR-1 GOVERNMENT CONSULTING, INC.	FINANCIAL SERVICES	$5,615,000.00	$28,493,076.77	01-Apr-10	31-Mar-11	LABOR HOURS
HSCEMS08F00048	DELOITTE CONSULTING L.L.P.	FINANCIAL SERVICES	$7,414,441.55	$32,249,616.09	05-Apr-10	04-Apr-11	TIME AND MATERIALS
HSCEMD08F00228	PATRIOT SOLUTIONS, INC	ACCOUNTING OR FINANCIAL SERVICES	$1,941,498.00	$6,884,149.71	22-Apr-09	21-Apr-11	FIRM FIXED PRICE
HSCEMD08J00081	DELOITTE CONSULTING LLP	FINANCIAL SERVICES	$9,015,045.53	$39,114,156.77	01-Apr-10	31-Mar-11	BPA CALL
HSCEMS09J00017	DELOITTE & TOUCHE L.L.P.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$8,057,931.56	$24,160,812.23	21-Aug-10	20-Aug-11	BPA CALL
HSCECR09F00012	NORTHROP GRUMMAN SPACE & MISSION SYSTEMS CORP.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$6,414,749.40	$35,419,900.40	19-Apr-09	23-Mar-14	LABOR HOURS
HSCECR09F00054	CSI AVIATION SERVICES, INC.	PASSENGER AIR CHARTER SERVICE	$3,735,110.45	$12,002,671.45	08-Sep-09	01-Apr-10	FIRM FIXED PRICE
HSCECR09F00058	CSI AVIATION SERVICES, INC.	PASSENGER AIR CHARTER SERVICE	$3,731,375.57	$9,653,948.57	15-Sep-09	01-Apr-10	FIRM FIXED PRICE
HSCECR09F00062	CSI AVIATION SERVICES, INC.	PASSENGER AIR CHARTER SERVICE	$7,172,046.77	$14,597,561.77	15-Sep-09	01-Apr-10	FIRM FIXED PRICE
HSCEDP07F00889	I2 INC.	ADP SOFTWARE	$1,204,557.60	$6,872,649.06	01-Sep-09	31-Aug-11	FIRM FIXED PRICE
HSCEOP05F00074	ADVANCED TECHNOLOGIES AND LABORATORIES (ATL) INTERNATIONAL,	ADP TELECOMMUNICATIONS&TRANSMISSION SER	$1,688,795.39	$13,429,747.06	01-Jan-10	01-Aug-10	TIME AND MATERIALS
HSCETC09F00014	ESCGOV, INC.	ADP SYSTEMS DEVELOPMENT SERVICES	$5,512,141.00	$21,640,522.80	9/25/2009	8/31/2010	LABOR HOURS
HSCETC08F00016	SAVANTAGE FINANCIAL SERVICES, INC.	OTHER PROFESSIONAL SERVICES	$13,290,371.84	$48,750,709.16	29-Sep-10	30-Sep-11	FIRM FIXED PRICE
HSCETC08F00033	KNOWLEDGE CONSULTING GROUP, INC.	PROGRAMMING SERVICES	$13,189,508.14	$20,705,949.20	22-Sep-10	31-Mar-11	LABOR HOURS

HSCETC09F00019	TRIRIGA INC	ADP SOFTWARE	$1,458,300.00	$3,117,210.00	30-Sep-09	30-Jun-12	TIME AND MATERIALS
HSCETC10F00007	GOVPLACE	ADP SYSTEMS DEVELOPMENT SERVICES	$1,005,920.29	$1,074,780.29	01-Jul-10	30-Jun-11	FIRM FIXED PRICE
HSCETC08F00036	SEVATEC INC.	COMPUTER AIDED DESIGN/MANUFACT(CAD/CAM)	$2,048,534.82	$4,265,225.38	27-Sep-08	31-Aug-11	TIME AND MATERIALS
HSCETC10F00006	IMMIXGROUP, INC.	ADP FACILITY OPERATION & MAINT. SERVICE	$2,465,407.54	$8,428,009.14	01-May-10	30-Apr-13	FIRM FIXED PRICE
COW5D0056	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$2,206,395.73	$351,234,155.83	01-Jan-05	30-Jun-10	COST PLUS FIXED FEE
HHSP23320042100HC	STG INTERNATIONAL, INC.	GENERAL HEALTH CARE SERVICES	$4,303,584.65	$28,990,899.30	7/16/2009	11/17/2009	FIXED PRICE/COST PLUS FIXED FEE
HSCEDM09F00061	THE WACKENHUT CORPORATION	GUARD SERVICES	$3,550,322.56	$10,711,474.68	8/18/2009	8/17/2010	FIRM FIXED PRICE
HSCESS10J00001	COMPREHENSIVE HEALTH SERVICES, INC.	OTHER MEDICAL SERVICES	$2,574,018.77	$2,574,018.77	01-Oct-09	30-Sep-10	FIRM FIXED PRICE
HSCEMD10J00084	MINE SAFETY APPLIANCES COMPANY	ARMOR, PERSONAL	$3,672,849.00	$3,997,449.00	5/4/2010	5/4/2011	FIRM FIXED PRICE
HSCECR09C00003	INFORMATION EXPERTS, INC	OTHER PROFESSIONAL SERVICES	$1,043,726.61	$3,131,185.81	24-Jul-09	23-Jan-11	TIME AND MATERIALS
HSCECR09C00004	MGT OF AMERICA, INC.	FACILITIES OPERATIONS SUPPORT SERVICES	$7,930,092.82	$68,639,816.80	15-May-09	14-May-14	FIRM FIXED PRICE
HSCECR09J00040	BI INCORPORATED	PROGRAM MANAGEMENT/SUPPORT SERVICES	$36,648,774.15	$33,809,995.56	06-Nov-09	05-Nov-10	FIRM FIXED PRICE
HSCECR10F00012	CSI AVIATION SERVICES, INC.	AIR PASSENGER SERVICE	$20,327,624.00	$20,327,624.00	02-Apr-10	01-Apr-11	FIRM FIXED PRICE
HSCECR10F00013	CSI AVIATION SERVICES, INC.	AIR PASSENGER SERVICE	$20,899,664.00	$20,899,664.00	02-Apr-10	01-Apr-11	FIRM FIXED PRICE
HSCECR10F00014	CSI AVIATION SERVICES, INC.	AIR PASSENGER SERVICE	$32,092,326.00	$32,092,326.00	02-Apr-10	01-Apr-11	FIRM FIXED PRICE
HSCECR10F00029	MIAMI AIR INTERNATIONAL INC	AIR PASSENGER SERVICE	$13,380,210.00	$13,380,210.00	01-Jun-10	28-Sep-10	FIRM FIXED PRICE
HSCEDM08J00054	AHTNA TECHNICAL SERVICES, INC.	MAINT-REP-ALT/PENAL FACILITIES	$1,312,693.12	$9,532,432.85	01-Oct-07	28-Feb-10	TIME AND MATERIALS
HSCEDM09J00015	AHTNA TECHNICAL SERVICES, INC.	GUARD SERVICES	$23,663,835.69	$50,538,583.00	01-Nov-08	31-May-13	FIRM FIXED PRICE
HSCEDM10J00023	AHTNA TECHNICAL SERVICES, INC.	GUARD SERVICES	$21,024,054.23	$31,295,690.65	01-Jun-10	31-May-11	FIRM FIXED PRICE
HSCEDM09J00009	DOYON / AKAL JV I	GUARD SERVICES	$31,952,752.84	$80,131,007.19	01-Oct-08	31-Jul-11	FIRM FIXED PRICE
HSCEDM09J00047	ASSET PROTECTION & SECURITY SERVICES, L.P.	OPER OF GOVT MISC BLDGS	$18,601,392.31	$30,531,323.89	9/1/2010	6/30/2010	FIRM FIXED PRICE
HSCEDM10J00034	ASSET PROTECTION & SECURITY SERVICES, L.P.	OPER OF GOVT MISC BLDGS	$15,575,013.82	$25,997,663.14	01-Jul-10	30-Jun-11	FIRM FIXED PRICE
HSCEDM10J00012	ASSET PROTECTION & SECURITY SERVICES, L.P.	GUARD SERVICES	$31,879,028.76	$34,875,547.26	01-Nov-09	31-Oct-10	FIRM FIXED PRICE

HSCEDM10F00009	DOYON / AKAL JV II	GUARD SERVICES	$30,810,170.67	$30,810,170.67	01-Jan-10	31-Dec-10	FIRM FIXED PRICE
HSCEDM10J00033	Valley Metro-Barabosa Group JV	GUARD SERVICES	$1,312,650.00	$1,347,972.00	15-Jul-10	14-Jul-11	FIRM FIXED PRICE
HSCEDM10F00011	GEO GROUP, INC., THE	GUARD SERVICES	$23,290,208.53	$23,290,208.53	01-Oct-09	30-Sep-10	FIRM FIXED PRICE
HSCEDM09J00038	CORRECTIONS CORPORATION OF AMERICA	FACILITIES OPERATIONS SUPPORT SERVICES	$7,864,347.55	$34,981,871.05	01-Apr-09	10-Aug-10	FIRM FIXED PRICE
HSCEDM10J00018	CORRECTIONS CORPORATION OF AMERICA	FACILITIES OPERATIONS SUPPORT SERVICES	$21,978,041.42	$46,289,176.93	01-Oct-10	31-Dec-10	FIRM FIXED PRICE
HSCEDM10J00013	STG INTERNATIONAL, INC.	GENERAL HEALTH CARE SERVICES	$58,499,491.26	$95,067,039.99	10-Dec-09	09-Dec-10	BPA CALL
HSCEDM10J00010	GEO GROUP, INC., THE	GUARD SERVICES	$49,780,331.30	$56,952,011.90	8/20/2010	10/23/2014	FIRM FIXED PRICE
HSCEDM10F00017	CAPGEMINI GOVERNMENT SOLUTIONS LLC	OTHER PROFESSIONAL SERVICES	$4,222,249.82	$5,524,906.73	30-Nov-09	29-Nov-10	FIRM FIXED PRICE
HSCEDM10F00020	CHURCH WORLD SERVICE, INC.	CHAPLAIN SERVICES	$1,116,316.69	$1,959,286.38	25-Dec-09	31-Dec-10	FIRM FIXED PRICE
HSCEMD09C00001	BOWHEAD SUPPORT GROUP LLC	ADP DATA ENTRY SERVICES	$2,256,261.84	$11,291,954.16	28-Sep-10	27-Sep-11	FIXED PRICE
HSCEMS10F00022	DELOITTE CONSULTING LLP	PROGRAM MANAGEMENT/SUPPORT SERVICES	$2,824,837.03	$2,824,837.03	15-Jul-10	14-Apr-11	FIRM FIXED PRICE
HSCEDM09J00021	BEN FITZGERALD REAL ESTATE SERVICES LLC	FACILITIES OPERATIONS SUPPORT SERVICES	$1,453,444.08	$1,549,442.51	9/24/2009	7/31/2013	BPA CALL
HSCEDM10J00016	BEN FITZGERALD REAL ESTATE SERVICES LLC	FACILITIES OPERATIONS SUPPORT SERVICES	$1,409,479.38	$1,412,347.97	01-Feb-10	31-Jan-11	BPA CALL
HSCESS10J00003	BEN FITZGERALD REAL ESTATE SERVICES LLC	FACILITIES OPERATIONS SUPPORT SERVICES	$1,251,679.92	$1,251,679.92	29-Oct-09	28-Oct-10	BPA CALL
HSCEMD09J00092	STG INTERNATIONAL, INC.	ORGANIZATION/ADMINISTRATIVE/PERSONNEL S	$4,550,612.00	$6,702,934.00	02-Mar-10	01-Mar-11	BPA CALL
HSCEMS09F00034	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,133,411.52	$3,316,237.44	15-Sep-10	14-Sep-11	DELIVERY/TASK ORDER
HSCEMS09F00039	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$2,080,564.80	$7,293,220.80	24-Sep-10	23-Sep-11	LABOR HOURS
HSCEMS09F00041	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$2,212,259.20	$5,553,362.96	21-Sep-10	20-Sep-11	DELIVERY/TASK ORDER
HSCEMS10F00001	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,074,693.60	$1,650,393.60	01-Dec-09	30-Nov-10	DELIVERY/TASK ORDER
HSCEMS10F00013	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,849,378.96	$8,427,780.00	16-Oct-10	15-Oct-11	FIRM FIXED PRICE
HSCEMS10F00020	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$3,122,298.80	$11,571,306.00	06-Jul-10	05-Jul-11	FIRM FIXED PRICE
HSCEMS09C00003	ALON INC	OTHER PROFESSIONAL SERVICES	$1,794,741.28	$3,753,114.84	6/30/2009	2/28/2011	TIME AND MATERIALS

HSCEMS10F00032	ALON INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$7,454,302.60	$28,514,982.48	22-Sep-10	28-Jul-11	TIME AND MATERIALS
HSCEMS10J00004	CENTURION GROUP, INC., THE	FACILITIES OPERATIONS SUPPORT SERVICES	$1,542,777.51	$1,581,268.45	01-Jan-10	31-Dec-10	FIRM FIXED PRICE
HSCEMS10J00006	BROOKS RANGE CONTRACT SERVICES, INC.	FACILITIES OPERATIONS SUPPORT SERVICES	$1,651,121.62	$2,058,314.62	01-Mar-10	23-Dec-10	FIRM FIXED PRICE
HSCENV08C00002	SYSTEMS RESEARCH AND APPLICATIONS CORPORATION	TECHNICAL ASSISTANCE	$5,831,315.00	$22,133,956.00	01-Jan-10	31-Dec-10	LABOR HOURS
HSCEOP05C00010	TRANSCOM, INC.	TRANSPORT VESSELS, PASSENGER & TROOP	$1,248,548.93	$6,237,179.83	01-Oct-09	30-Sep-10	FIXED PRICE
HSCEMD09F00154	GRANT THORNTON L.L.P.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,153,112.04	$3,473,075.04	7/25/2009	7/24/2010	BPA CALL
HSCEMD09J00115	GRANT THORNTON L.L.P.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,985,176.00	$10,031,720.00	16-Mar-10	15-Mar-11	BPA CALL
HSCEMD09F00226	MANTECH SECURITY & MISSION ASSURANCE CORPORATION	OTHER MANAGEMENT SUPPORT SERVICES	$2,133,456.00	$5,278,327.40	19-Sep-10	18-Sep-11	BPA CALL
HSCEMD09F00234	L-3 SERVICES, INC.	PROGRAM MANAGEMENT/SUPPORT SERVICES	$4,392,238.40	$9,059,226.20	28-Sep-09	27-Sep-11	BPA CALL
HSCEMD10J00054	L-3 SERVICES, INC.	OTHER MANAGEMENT SUPPORT SERVICES	$2,558,111.20	$5,204,958.40	29-Mar-10	28-Mar-12	BPA CALL
HSCENV08J00049	NETSTAR-1 GOVERNMENT CONSULTING, INC.	CONTRACT,PROCUREMENT,AQUISITION SUPP S	$1,062,531.60	$6,552,651.76	28-Jun-10	27-Dec-10	DELIVERY/TASK ORDER
HSCEDM10J00005	SPECTRUM SECURITY SERVICES, INC.	GUARD SERVICES	$5,802,337.33	$8,378,855.71	10/1/2009	9/30/2010	DELIVERY/TASK ORDER
HSCEDM10J00006	SPECTRUM SECURITY SERVICES, INC.	GUARD SERVICES	$9,675,170.64	$18,660,846.30	01-Oct-09	30-Sep-10	DELIVERY/TASK ORDER
HSCEMD10J00047	FEDERAL CARTRIDGE COMPANY	AMMUNITION, THROUGH 30 MM	$1,082,065.92	$1,082,065.92	3/10/2010	5/31/2010	FIRM FIXED PRICE
HSCEMD10J00101	FEDERAL CARTRIDGE COMPANY	AMMUNITION, THROUGH 30 MM	$2,709,066.48	$2,709,066.48	5/20/2010	3/1/2011	FIRM FIXED PRICE
HSCEMD10J00027	AMMUNITION ACCESSORIES INC	AMMUNITION, THROUGH 30 MM	$3,251,400.00	$3,251,400.00	2/1/2010	6/1/2010	FIRM FIXED PRICE
HSCEMD10J00073	AMMUNITION ACCESSORIES INC	AMMUNITION, THROUGH 30 MM	$1,718,906.80	$1,718,906.80	4/7/2010	1/31/2011	FIRM FIXED PRICE
HSCEMD10J00099	AMMUNITION ACCESSORIES INC	AMMUNITION, THROUGH 30 MM	$1,473,968.00	$1,473,968.00	5/17/2010	8/17/2010	FIRM FIXED PRICE
HSCEDM10F00010	THE GEO GROUP INC	GUARD SERVICES	$11,051,455.95	$11,051,455.95	01-Oct-09	30-Sep-10	FIRM FIXED PRICE
HSCEDM10J00030	THE GEO GROUP INC	HOUSING (ADVANCED)	$5,986,557.19	$17,354,316.77	01-Jun-10	31-May-11	FIRM FIXED PRICE
HSCEMD09J00222	METROPOLITAN INTERPRETERS & TRANSLATORS INC	TRANSLATION & INTERPRETING SERVICES	$11,652,480.00	$17,877,755.00	2/24/2011	9/9/2012	BPA CALL

HSCEMD09J00238	METROPOLITAN INTERPRETERS & TRANSLATORS INC	TRANSLATION & INTERPRETING SERVICES	$1,372,500.00	$2,172,500.00	9/10/2009	9/9/2012	BPA CALL
HSCEMD09J00228	SOS INTERNATIONAL LTD.	TRANSLATION & INTERPRETING SERVICES	$11,277,996.00	$15,484,996.00	9/9/2009	9/9/2012	BPA CALL
HSCEMD09J00239	S O S INTERNATIONAL LTD.	TRANSLATION & INTERPRETING SERVICES	$1,042,500.00	$1,388,443.68	9/10/2009	9/9/2012	BPA CALL
HSCEMD09J00227	THOMAS COMPUTER SOLUTIONS LLC	TRANSLATION & INTERPRETING SERVICES	$5,507,908.00	$5,007,908.00	9/9/2009	9/9/2012	BPA CALL
HSCEMD09J00229	UNIVERSAL LANGUAGE CORPORATION	TRANSLATION & INTERPRETING SERVICES	$9,280,125.00	$15,489,125.00	9/9/2009	9/9/2012	BPA CALL
HSCEMD09J00240	UNIVERSAL LANGUAGE CORPORATION	TRANSLATION & INTERPRETING SERVICES	$1,342,400.00	$1,892,396.63	26-Sep-09	25-Sep-10	BPA CALL
HSCEDM09J00029	THE GEO GROUP INC	GUARD SERVICES	$2,165,107.32	$6,302,707.32	01-Oct-08	30-Sep-10	FIRM FIXED PRICE
HSCEOP07C00008	MAVAGI ENTERPRISES INC	CUSTODIAL- JANITORIAL SERVICES	$1,122,244.75	$5,652,597.53	15-Sep-09	14-Sep-12	FIXED PRICE
HSCEOP07C00019	AHTNA TECHNICAL SERVICES, INC.	GUARD SERVICES	$6,275,838.73	$129,970,483.88	01-Aug-09	26-Dec-10	TIME AND MATERIALS
HSCEOP07C00033	FLYTECOMM INC	ADP SOFTWARE	$1,559,800.00	$9,077,042.00	27-Sep-09	26-Sep-12	FIXED PRICE
HSCEDM10F00023	MVM Inc.	FACILITIES OPERATIONS SUPPORT SERVICES	$2,171,570.00	$2,682,149.63	24-Jan-10	23-Jan-11	FIRM FIXED PRICE
HSCECR08J00057	G4S GOVERNMENT SERVICES	SOCIAL REHABILITION SERVICES	$3,608,420.50	$29,058,420.50	25-Sep-08	06-Jan-10	TIME AND MATERIALS
HSCEMD10J00116	FEDERAL CARTRIDGE COMPANY	AMMUNITION, OVER 30 MM UP TO 75 MM	$2,231,144.04	$2,231,144.04	6/2/2010	11/30/2010	FIRM FIXED PRICE
HSCESS09J00015	ACQUISITION SOLUTIONS INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,878,171.00	$9,723,607.00	29-Sep-10	28-Sep-11	TIME AND MATERIALS
HSCEMD10J00124	FEDERAL CARTRIDGE COMPANY	AMMUNITION, OVER 30 MM UP TO 75 MM	$1,228,084.00	$1,228,084.00	6/17/2010	8/9/2010	FIRM FIXED PRICE
HSCEMD10J00130	FEDERAL CARTRIDGE COMPANY	AMMUNITION, THROUGH 30 MM	$2,432,295.12	$2,432,295.12	7/19/2010	1/15/2011	FIRM FIXED PRICE
HSCETC08C00003	BARLING BAY, LLC	ADP SYSTEMS ANALYSIS SERVICES	$1,705,054.18	$2,612,879.26	15-Jul-09	14-Jul-11	COST PLUS FIXED FEE
HSCETC09C00001	DATA MINING INTERNATIONAL, INC.	ADP SOFTWARE	$3,961,600.00	$31,941,322.88	01-Jan-10	31-Dec-13	FIXED PRICE
HSCETE10J00031	SPRINT SPECTRUM L.P.	COMMUNICATIONS SERVICES	$5,608,872.28	$5,608,872.28	1/17/2010	1/16/2011	BPA CALL
HSCETE10J00383	SPRINT SPECTRUM L.P.	COMMUNICATIONS SERVICES	$1,118,811.91	$1,118,811.91	9/20/2010	10/30/2010	FIRM FIXED PRICE
HSCETE10P00021	PEN-LINK, LTD.	ADP SOFTWARE	$1,697,025.00	$1,697,025.00	7/1/2010	6/30/2011	FIRM FIXED PRICE
HSCETC09J00016	INTERNATIONAL BUSINESS MACHINES CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$6,734,372.43	$20,480,483.86	30-Sep-09	31-Aug-14	COST PLUS FIXED FEE
HSCEMS10J00015	COMPUTER SCIENCES CORPORATION	COMBAT,ASSAULT,& TACTICAL VEHCLS,TRACKD	$1,887,132.95	$2,509,294.76	27-Sep-10	22-Jul-11	FIRM FIXED PRICE

HSCETC09J00002	NORTHROP GRUMMAN INFORMATION TECHNOLOGY, INC	ADP SYSTEMS DEVELOPMENT SERVICES	$7,442,453.44	$44,348,547.00	04-Jan-09	03-Jan-13	COST PLUS FIXED FEE
HSCETC09J00013	NORTHROP GRUMMAN INFORMATION TECHNOLOGY, INC	SYSTEMS ENGINEERING SERVICES	$7,772,697.75	$57,261,824.92	01-Sep-10	31-Aug-11	FIRM FIXED PRICE
HSCETC09J00018	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$9,125,000.00	$39,985,984.54	9/29/2009	12/31/2013	FIRM FIXED PRICE
HSCEOP07J00537	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	OTHER ADP & TELECOMMUNICATIONS SERVICES	$27,109,990.99	$222,151,961.10	18-Sep-09	31-Dec-10	TIME AND MATERIALS
HSCETC09J00023	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$5,236,220.73	$22,631,017.92	30-Sep-09	31-Dec-13	COST PLUS FIXED FEE
HSCETC09J00026	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADPE SYSTEM CONFIGURATION	$2,142,795.57	$8,380,197.87	30-Sep-09	31-Aug-13	COST PLUS LABOR HOUR
HSCETC09J00034	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$22,043,768.25	$59,810,419.70	01-Aug-10	31-Jul-11	COST PLUS FIXED FEE
HSCETC09J00035	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS ANALYSIS SERVICES	$13,925,637.93	$42,683,179.80	01-Oct-09	31-Dec-13	COST PLUS FIXED FEE
HSCETC10J00002	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	TECHNICAL ASSISTANCE	$1,526,851.86	$1,526,851.86	30-Oct-09	31-Aug-10	TIME AND MATERIALS
HSCETC10J00005	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$25,301,164.07	$47,845,234.17	01-Apr-10	31-Mar-11	COST PLUS FIXED FEE
HSCETC10J00006	SAIC, INC.	ADP SYSTEMS DEVELOPMENT SERVICES	$11,892,543.00	$20,550,057.79	01-Apr-10	31-Mar-11	TIME AND MATERIALS
HSCETC10J00011	SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	ADP SYSTEMS DEVELOPMENT SERVICES	$2,472,867.75	$3,728,249.62	01-Jul-10	31-Jan-11	TIME AND MATERIALS
HSCETC08J00022	BOOZ ALLEN HAMILTON INC.	ADP SYSTEMS DEVELOPMENT SERVICES	$4,027,590.00	$51,526,480.02	01-Aug-08	31-Jul-15	FIRM FIXED PRICE
HSCETC09J00027	HP ENTERPRISE SERVICES, LLC	OTHER ADP & TELECOMMUNICATIONS SERVICES	$9,136,979.56	$42,004,892.31	9/26/2009	8/31/2010	COST PLUS FIXED FEE
HSCETC08J00003	HP ENTERPRISE SERVICES, LLC	ENGINEERING & TECHNICAL SERVICES	$7,288,332.65	$31,478,992.17	01-Sep-10	31-Mar-11	COST PLUS FIXED FEE
HSCETC08J00010	HP ENTERPRISE SERVICES, LLC	ENGINEERING & TECHNICAL SERVICES	$11,934,089.68	$64,076,373.88	01-Jun-08	31-May-13	COST PLUS FIXED FEE
HSCETC08J00011	HP ENTERPRISE SERVICES, LLC	ENGINEERING & TECHNICAL SERVICES	$9,637,415.00	$45,323,890.19	01-Jul-10	30-Jun-13	COST PLUS FIXED FEE

HSCETC08J00019	HP ENTERPRISE SERVICES, LLC	ENGINEERING & TECHNICAL SERVICES	$20,225,146.43	$53,813,046.25	16-Jun-08	15-Jun-13	COST PLUS FIXED FEE
HSCETC10J00029	HP ENTERPRISE SERVICES, LLC	COMPUTER AIDED DESIGN/MANUFACT(CAD/CAM)	$1,122,601.73	$1,122,601.73	27-Sep-10	27-Mar-11	FIRM FIXED PRICE
HSCETC09J00022	DELOITTE CONSULTING L.L.P.	ADP SYSTEMS ANALYSIS SERVICES	$1,379,981.66	$5,651,212.32	01-Sep-10	31-Aug-11	COST PLUS FIXED FEE
HSCETC10J00009	CREATIVE COMPUTING SOLUTIONS, INC	ADP SYSTEM ACQUISITION SUPPORT SERVICES	$1,881,175.69	$5,824,527.83	01-Sep-10	31-Aug-13	COST PLUS FIXED FEE
HSCETC10J00023	VISIONARY INTEGRATION PROFESSIONALS, LLC	ADP FACILITY OPERATION & MAINT. SERVICE	$3,898,699.20	$27,105,784.51	30-Sep-10	31-Aug-13	FIRM FIXED PRICE
HSCETC08J00012	KADIX SYSTEMS LLC	SYSTEMS ENGINEERING SERVICES	$3,561,472.87	$23,231,957.37	01-Jun-08	30-Nov-13	COST PLUS FIXED FEE
HSCETC09J00001	KADIX SYSTEMS LLC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$6,078,365.90	$20,568,718.87	01-Nov-09	31-Oct-10	COST PLUS FIXED FEE
HSCETC10J00003	CACI TECHNOLOGY INSIGHTS, INC.	OTHER ADP & TELECOMMUNICATIONS SERVICES	$3,511,028.12	$6,077,071.96	31-Dec-09	31-Jul-10	FIRM FIXED PRICE
HSCETC09J00008	AERIENT, LLC	OTHER ADP & TELECOMMUNICATIONS SERVICES	$1,316,012.73	$2,341,259.39	15-Jan-10	14-Jan-11	FIRM FIXED PRICE
HSCEMS10J00016	ALL POINTS LOGISTICS, INC.	TELEPHONE & TELEGRAPH EQUIPMENT	$8,858,906.92	$10,187,218.26	9/23/2010	9/22/2011	FIRM FIXED PRICE
HSCEMS10J00013	GOVERNMENT ACQUISITIONS INC	TELEPHONE & TELEGRAPH EQUIPMENT	$1,984,392.88	$1,984,392.88	06-Jul-10	05-Jul-11	FIRM FIXED PRICE
HSCETE10J00318	GOVERNMENT ACQUISITIONS, INC.	ADP CENTRL PROCESS UNIT(CPU,COMP)DIGITL	$1,238,657.04	$1,238,657.04	08-Jul-10	17-Sep-10	FIRM FIXED PRICE
HSCETE08J00500	GOVPLACE	ADP SUPPORT EQUIPMENT	$7,754,033.73	$26,610,010.88	9/25/2008	9/24/2010	FIRM FIXED PRICE
HSCETE10J00697	GOVPLACE	ADP INPUT/OUTPUT & STORAGE DEVICES	$2,084,969.26	$9,287,054.72	9/27/2010	9/27/2011	FIRM FIXED PRICE
HSCETE10J00672	M A FEDERAL, INC	ADP SUPPORT EQUIPMENT	$1,257,282.05	$1,257,282.05	9/22/2010	10/22/2010	FIRM FIXED PRICE
HSCETE10J00724	NCS TECHNOLOGIES, INC.	TELEPHONE & TELEGRAPH EQUIPMENT	$1,335,553.92	$2,003,301.79	9/28/2010	1/28/2011	FIRM FIXED PRICE
HSCEMS10J00011	ST NET-APPTIS FIRSTSOURCE JOINT VENTURE	TELEPHONE & TELEGRAPH EQUIPMENT	$14,094,904.42	$14,094,904.42	07-May-10	06-May-12	FIRM FIXED PRICE
HSCEMS10J00014	ST NET-APPTIS FIRSTSOURCE JOINT VENTURE	TELEPHONE & TELEGRAPH EQUIPMENT	$3,365,910.98	$3,365,910.98	21-Jul-10	20-Jul-11	FIRM FIXED PRICE
HSCETE10J00712	ST NET-APPTIS FIRSTSOURCE JOINT VENTURE	TELEPHONE & TELEGRAPH EQUIPMENT	$1,780,699.32	$2,222,485.99	17-Sep-10	17-Sep-11	FIRM FIXED PRICE
HSCETE10J00759	DELL MARKETING L.P	ADP SOFTWARE	$1,463,612.10	$1,463,612.10	27-Jun-09	26-Jun-15	FIRM FIXED PRICE
HSCEMR10J00018	TECHNICAL AND PROJECT ENGINEERING, LLC	TECHNICAL ASSISTANCE	$2,126,921.00	$6,903,617.00	21-Oct-10	20-Sep-13	FIRM FIXED PRICE

HSHQDC10J00556	MYTHICS, INC.	ADP SOFTWARE	$1,090,555.49	$1,090,555.49	29-Sep-10	28-Sep-11	FIRM FIXD PRICE
HSCETE09J00118	MYTHICS, INC.	ADP SOFTWARE	$1,058,759.72	$6,030,777.07	25-Feb-09	27-Aug-10	FIRM FIXED PRICE
HSCEOP07JCL0043	CAPGEMINI GOVERNMENT SOLUTIONS LLC	PROGRAMMING SERVICES	$1,060,922.04	$3,841,160.84	30-Sep-10	30-Mar-11	BPA CALL
HSCEDM10F00077	CORRECTIONS CORPORATION OF AMERICA	GUARD SERVICES	$8,602,194.63	$24,784,995.95	7/1/2010	6/30/2011	FIRM FIXED PRICE
HSCEDM10F00005	CORRECTIONS CORPORATION OF AMERICA	GUARD SERVICES	$19,253,952.22	$19,253,952.21	01-Oct-09	30-Jun-10	FIRM FIXED PRICE
HSCEDM10F00004	CORRECTIONS CORPORATION OF AMERICA	GUARD SERVICES	$17,856,515.40	$17,856,515.40	01-Oct-09	30-Sep-10	FIRM FIXED PRICE
HSCETC08F00024	THE MITRE CORPORATION	PROGRAMMING SERVICES	$3,522,048.79	$25,552,492.00	30-Sep-08	31-Aug-13	COST PLUS FIXED FEE

Question: Please provide for the record a list of all ICE contracts, grants, and other transactions where work is performed outside of the United States. Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER:

Contractor	Purpose	Contract Start Date	Contract End Date	Dollar Award	Full Performance Value
THE GEO GROUP INCORPORATED	MANAGE AND OPERATE THE MIGRANT OPERATIONS CENTER IN GUANTANAMO BAY, CUBA	1/8/2010	11/30/2009	$0.00	**$2,165,107.32**
BREMCOR JOINT VENTURE	REMOVE & REINSTALL NEW CONCERTINA WIRE & TURN OVER FOR STORAGE AT THE MIGOPS FACILITY, GUANTANAMO BAY, CUBA	3/18/2010	5/22/2010	$10,873.45	**$5,436.73**

Bonuses

Question: Please provide a table showing how much is requested in the FY12 budget for bonuses for ICE political employees, SES employees, and non-SES employees.

ANSWER:

Fiscal year (FY) 2012 levels are not finalized, but are anticipated to be equal to or lower than FY 2011 levels.

	FY 2011 to date March 29, 2011
Political	$ -
SES	$ 513,599
Non-SES	$ 6,258,521

Question: Please list all ICE SES bonuses provided in 2010 by position, office, and bonus amount.

ANSWER:

Office	Title	Amount	# Emp.
CFO	DEPUTY CHIEF FINANCIAL OFFICER	12,332	1
	DIR, BUDGET & PROGRAM PERFORMA	1,500	1
CFO Total		13,832	2
CIO	DEP CHIEF INFORMATION OFFICER	11,999	1
CIO Total		11,999	1
ERO	ASST DIR, DRO	20,876	2
	ASST DIRECTOR, SECURE COMMUNIT	5,000	1
	DEP ASST DIR, CRIMINAL ALIEN	20,771	2
	DEPUTY DIRECTOR	15,715	1
	SUPVY DETNTN & DEPORTATN OFFCR	23,787	3
ERO Total		85,951	9
HSIINV	ASST DIR, OFFICE OF INVESTIGAT	14,086	1
	CRIM INVSTGR	34,759	2
	DEP ASST DIR, INVEST	75,819	5
	DEP ASST DIR, MISSION SUPPORT	15,424	1
	DIRECTOR, OFFICE OF INVESTIGAT	13,379	1
	EXECUTIVE DIRECTOR, LEIS	11,888	1
	SPEC AGT IN CHG	58,353	4
	SPECIAL AGENT IN CHARGE	51,778	2
	SUPVY CRIM INVSTGR	144,575	10
HSIINV Total		417,861	27
HSIOIA	DEP DIR, INTERNATIONAL AFFAIRS	7,832	1
	DIR, OFF OF INTERNATIONAL AFFA	8,250	2
	SPEC AGT IN CHG	16,814	1
HSIOIA Total		32,896	4
OAQ	DIR, OFFICE OF PROCUREMENT, IC	16,018	1
OAQ Total		16,018	1
OAS	AD, DETENTION OVERSIGHT & INSP	9,279	1
	DAS MANAGEMENT	14,059	1
	DIR, OFF OF TRAINING AND CAREE	10,765	1
	EXEC DIR, BORDER SECURITY INIT	10,000	3
	SENIOR ADVISOR	11,042	1
OAS Total		55,145	7
OPR	CRIM INVSTGR	12,248	1
	DEP DIR OFC OF PROFESSIONAL RE	5,000	1
	DIR, OFFICE OF PROFESSNL RESPO	17,124	1
	SUPVY CRIM INVSTGR	5,000	1
OPR Total		39,372	4
OPLA	DEP PRIN LEGAL ADVSR MANAGEMEN	11,500	1
	DEP PRINCIPAL LEGAL ADV FOR FI	16,500	2
	DEPUTY PRINCIPAL LEGAL ADVISOR	17,000	1
OPLA Total		45,000	4
SCPMO	ASST DIRECTOR, SECURE COMMUNIT	5,000	1
SCPMO Total		5,000	1
Grand Total		721,974	60

Question: Please list by office and pay grade level the number of non-SES employees who received a bonus or quality step increase (QSI) in 2010, the total bonus/QSI expenditures for the particular office and pay grade, and the total number of employees in the office and pay grade.

ANSWER:

ICE FY10 Non- SES Bonuses

Grd	CFO Awards	# of Emp	CIO Awards	# of Emp	ERO Awards	# of Emp	HSIINV Awards	# of Emp	HSIINT Awards	# of Emp	HSIOIA Awards	# of Emp	OPLA Awards	# of Emp	OAS Awards	# of Emp	OAQ Awards	# of Emp	OPR Awards	# of Emp
≤4	800	1			5,100	5	1,000	2	2,500	2		10	8,000	9	250	1				
5	1,500	1			3,000	2	4,075	7				24	27,000	14	3,750	7				
6	600	1			2,250	3	20,753	17				8	13,500	12	2,750	4				
7	15,550	17	1750	2	137,136	93	193,858	191	3,000	2	3,000	53	80,500	54	18,420	23			5,900	4
8	7,550	12			3,000	2	6,225	5	5,000	4		0	0		16,000	17				
9	11,650	12	3750	3	381,322	264	281,021	254	16,900	10		24	41,500	18	18,625	21	750	2		
10					1,000	1						0	0	34					1,500	2
11	20,919	21	11,500	8	122,050	72	477,029	375	2,500	2	20,125	24	44,500	4	34,175	31	1,550	3	19,800	15
12	30,266	27	32,000	19	530,135	275	508,501	344	11,500	9	7,875	11	26,500	31	85,660	85	28,850	33	33,500	20
13	32,123	24	156,750	90	494,950	211	3,510,815	2225	128,000	83	128,050	41	90,000	221	148,675	105	44,500	46	66,100	36
14	45,187	26	365,500	169	517,550	187	2,275,757	1044	280,100	130	261,625	244	536,000	335	141,550	75	87,550	58	287,420	158
15	87,818	33	302,550	88	400,400	100	925,773	268	257,500	78	191,250	288	983,000		128,750	36	97,900	41	139,000	37
	253,963	175	873,800	379	2,597,893	1,215	9,204,807	4,732	707,000	320	611,925	727	1,850,500	732	598,605	405	261,100	183	553,220	272
Total Employees		430		334		7,490		8,518		412		349		1,345		458		191		497

Grand Total

Amount	18,512,813
Employee Awards	9,140
Total Employees	20,024

Unobligated Balances

Question: Please provide unobligated balances within ICE, by appropriation account, and when you anticipate they will be expended.

ANSWER:

Appropriation	Account #	Unobligated Balances As of 2/28/11	Expiration Date of	Comments
SALARIES & EXPENSE - Account 70 11 0540	70 11 0540	397,079,420	8-Apr-11	This is the base funding that Salaries and Expenses (S&E) uses for all activities. This amount is the CR balances that covers Payroll and GE reserve for emergencies/other activities through April 8th. All Payroll funds have been allotted but will not be expensed until the actual pay periods occurs. An additional $278,713,739 has just been allotted for the 8th CR.
CIRCA, HIDTA, VSP, Southwest Border Supplemental - 2 year accounts	70 0/1 0540	98,389,838	30-Sep-11	
SALARIES & EXPENSES - No Year	70 X 0540	12,570,347	No-Year	
ICE NO-YEAR	70 X 0504	6,189,272	No-Year	This account was established for INS Legacy activities for old obligations and expenditures. It currently has been proposed for possible transfer for a National Guard reprogramming.
ATLAS FUNDING (NO -YEAR)	70 X 0543	46,816,263	No-Year	These are Automation Modernization carry-over funds. The majority of the $30.9M is in TECS Modernization ($19.7M) and will be obligated in FY11 for the Design & Development contract that was postponed in FY10 due to changing the type of contract. $3.1M is for ERO Modernization allotted for the Bed Space Tracking & Transportation (BST&T) contract that was delayed in the summer of FY10 due to contract modifications driven by Detention Reform. $2.4M is for Electronic Health Records for the Acquisition Planning & Validation Study, which will be awarded in FY11. $1.8M is for Financial System Modernization as a result of the delayed efforts to align with TASC. ICE will obligate the funds in FY11. $3.2M is within the Atlas IT Infrastructure for the delayed efforts to add more systems to the Enterprise Query Data Warehouse.
ICE CONSTRUCTION	70 X 0545	26,840,092	No-Year	Some of these funds are already planned for rescission in the President's FY 2012 budget. The remainder (only $10M) is to be used for critical life and safety repairs at ICE-owned facilities and must be reserved for said purposes.
FY95 VCRT (Crime)-FACTS11 AJUST. ONLY	70 X 8597	153,095	No-Year	ICE will obligate remaining funds and work to close account.
Violent Crime Reduction Prog.-Operations	70 X 8598	359,843	No-Year	The ICE Director's Office utilizes the Violent Crime Funds for ICE operational priorities. These funds are expended on operational travel and contracts in furtherance of the ICE mission on the Southwest border and other domestic and international locations.
Detention and Removal Office Fee Account	70 X 5542	435,971	No-Year	ERO plans to use funds to fund administrative costs related to removals in FY11.
Breached Bond/Detention	70 X 5126	95,320,924	No-Year	ERO will use these funds to pay for detention beds in FY11. All authority will be used; it is ICE's practice to spend BA funds before BBDF.
Immigration Inspection User Fee	70 X 5382	76,575,860	No-Year	Carry Forward balance from previous year. The funds will be used to reimburse programs' immigration inspection user fee-related activities which are not funded by appropriated funds. This includes detention beds, investigations, support (e.g., title III work), legal, and intelligence operations.
Student Exchange and Visitor Fee	70 X 5378	201,789,635	No-Year	Carry Forward balance from previous year. Part of the funds will be used to fund SEVP-Ops operations and OI - Compliance Enforcement Unit activities related to SEVP investigations. Some carryover is due to the fact that hiring has been delayed as a part of contingency planning when fee revenue/student travel was declining. Revenue is again on track and hiring is on-going. Also, there are balances related to a delay in IT upgrades to core system - SEVIS II. The implementation of all of the updates was delayed; those balances will be used over the next two years.

Detention Facilities

Question: Please update and submit for the record the comprehensive list of facilities with which ICE has currently active detention contracts. Again include facility name, location/address, date of contract initiation, date of last contract expiration or renewal, minimum number of individual to be detained at the location, maximum number of detainees to be detained at the location; and contracted per-day cost per detained individual.

ANSWER:

Please see below a comprehensive list of facilities currently in use by U.S. Immigration and Customs Enforcement (ICE). The list includes the facility's name, location, address, date of contract initiation, date of last contract expiration or renewal, number of detainees, and contracted per-day cost per detainee.

The Office of Enforcement and Removal Operations (ERO) does not track the minimum or maximum number of individuals to be detained at the location; ERO tracks the capacity and average daily population (ADP) at each facility. The capacity and ADP are contained in table.

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Alamance County Detention Facility	109 South Maple Street	Graham	Alamance	NC	27253	43	As Available	14-May-07	IGSA	Indefinite	None	$66.95
Albany County Jail	840 Albany Shaker Road	Albany	Kings	NY	12211	10	As Available	1-Jul-09	IGSA	Indefinite	None	$91.53
Albemarle-Charlottesville	Joint Complex 1600 Avon Street Ext.	Charlottesville	Albemarle	VA	22901	1	As Available	01-Mar-1990	IGSA USMS Under 72	Indefinite	None	$50.63
Alexandria City Jail	2003 Mill Road	Alexandria	Alexandria City	VA	22314	0	As Available	7-Apr-82	IGSA USMS Under 72	Indefinite	None	$113.50
Alhambra City Jail	211 South First Street	Alhambra	Los Angeles	CA	91801	2	As Available	31-Mar-98	IGSA	Indefinite	None	$72.00
Allegany County Jail	4884 State Route 19	Belmont	Allegany	NY	14813	16	As Available	17-Aug-07	IGSA	Indefinite	None	$95.00
Allegheny County Jail	950 Second Avenue	Pittsburgh	Allegheny	PA	15219	4	As Available	31-Dec-01	IGSA	Indefinite	None	$66.46
Anchorage Correctional Complex	1400 East. 4th Avenue	Anchorage	Anchorage	AK	99501	2	As Available	2-Jan-96	IGSA	Indefinite	None	$126.04
Apache County Jail	370 South Washington Street	St Johns	Apache	AZ	85936	0	As Available	31-Jan-01	IGSA	Indefinite	None	$63.00
Arlington County Jail	1435 North Courthouse Road	Arlington	Arlington	VA	22201	0	As Available	4-Jan-02	IGSA USMS Under 72	Indefinite	None	$91.62
Atlanta Pretrial Detention Center	254 Peachtree Street Southwest	Atlanta	Fulton	GA	30303	149	As Available	26-Apr-02	IGSA	Indefinite	None	$78.00
Baker County Sheriff Department	56 North Second Street	Macclenny	Baker	FL	32063	248	As Available	17-Aug-09	IGSA	16-Aug-14	None	$84.72
Bedford Heights	5661	Bedford	Cuyahoga	OH	4414	64	As	29-	IGSA	Indefinit	None	$65.00

Active Ice Detention Facility Contracts												
Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
City	Perkins Road	Heights			6		Available	Apr-97		e		
Bedford Municipal Detention Center	2121 L Don Dodson Drive	Bedford	Tarrant	TX	76021	14	As Available	30-Jun-99	IGSA	Indefinite	None	$51.12
Bergen County Jail	160 South River Street	Hackensack	Bergen	NJ	07601	126	As Available	23-Mar-09	IGSA	Indefinite	None	$110.00
Berks County Family Shelter	1261 County Welfare	Leesport	Berks	PA	19533	48	84	30-Mar-10	IGSA	Indefinite	None	$186.19
Berks County Juvenile Detention Center	1261 County Welfare	Leesport	Berks	PA	19533	48	84	30-Mar-10	IGSA	Indefinite	None	$266.96
Boone County Jail	3020 Conrad Lane	Burlington	Boone	KY	41005	181	As Available	9-Oct-96	IGSA	Indefinite	None	$44.65
Bottineau County Jail	314 West Fifth Street	Bottineau	Bottineau	ND	58318	0	As Available	22-Mar-93	IGSA	Indefinite	None	$50.00
Bristol County Detention Center	400 Faunce Corner Road	North Dartmouth	Bristol	MA	02747	220	As Available	27-Sep-07	IGSA	Indefinite	None	$90.00
Broward Transitional Center	3900 North Powerline Road	Pompano Beach	Broward	FL	33073	639	700	22-Apr-09	CDF	28-Feb-14	500	500 (Gm) @ $112.00; 501+ @ $6.24
Buffalo Federal Detention Facility	4250 Federal Drive	Batavia	Genesee	NY	14020	534	650	11-Mar-09	SPC	31-Jan-14	400	400 (Gm) @ $142.48; 401+ @ $7.35
Burnet County Jail	Jail Administrator	Burnet	Burnet	TX	78611	0	As Available	4-Jun-98	IGSA	Indefinite	None	$45.00
Butler County Jail	705 Hanover Street	Hamilton	Butler	OH	45011	142	As Available	14-Sep-04	IGSA	Indefinite	None	$60.08
Butler County Jail	701 SE Stone Road	El Dorado	Butler	KS	67042	9	As Available	11-Apr-01	IGSA	Indefinite	None	$60.00
Cabarrus County Jail	30 Corban Avenue SE	Concord	Cabarrus	NC	28025	1	As Available	17-Apr-09	IGSA	16-Apr-14	None	$45.00
Caldwell County Detention Center	280 West Main Street	Kingston	Caldwell	MO	64650	31	As Available	19-Mar-04	IGSA	Indefinite	None	$65.97
Calhoun County Correctional Center	185 East Michigan Avenue	Battle Creek	Branch	MI	49014	182	As Available	21-Aug-07	IGSA	Indefinite	None	$64.27
California City Correctional Center	22844 Virginia Boulevard	California City	Kern	CA	93505	1	As Available	7-Mar-11	IGSA	Indefinite	None	$80.00
Cambria County	425 Manor Drive	Ebensburg	Cambria	PA	15931	24	As Available	3-Jan-08	IGSA	Indefinite	None	$51.53
Carroll County Detention Center	100 North Court Street	Westminster	Carroll	MD	21157	7	As Available	5-Jun-08	IGSA	4-Jun-13	None	$90.37
Carver County Jail	600 East Fourth Street	Chaska	Carver	MN	55318	32	As Available	23-Mar-01	IGSA	Indefinite	None	$70.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Cascade County Jail, MT	3800 Ulm North Frontage Road	Great Falls	Cascade	MT	59404	1	As Available	7-Aug-85	IGSA	Indefinite	None	$75.00
Cass County Jail	336 Main Street	Plattsmouth	Cass	NE	68048	28	As Available	7-Dec-04	IGSA	Indefinite	None	$58.53
Central Arizona Detention Center	1155 North Pinal Parkway	Florence	Pinal	AZ	85132	71	As Available	1-Oct-08	IGSA	30-Sep-18	None	$94.10
Central Texas Detention Facility	218 South Laredo Street	San Antonio	Bexar	TX	78207	1	As Available	29-Apr-09	IGSA	Indefinite	None	$58.00
Central Virginia County Detention Center	13021 James Madison Highway	Orange	Orange	VA	22960	1	As Available	01-Oct-1991	IGSA USMS Under 72	Indefinite	None	$50.00
Charleston County Detention Center	3841 Leeds Avenue	North Charleston	Charleston	SC	29405	76	As Available	29-Jun-07	IGSA	Indefinite	None	$55.00
Chase County Detention Facility	301 South Walnut Street	Cottonwood Falls	Chase	KS	66845	25	As Available	4-Mar-08	IGSA	Indefinite	None	$48.50
Chippewa County Jail	325 Court Street	Sault Sainte Marie	Chippewa	MI	49783	41	As Available	21-Feb-03	IGSA	Indefinite	None	$56.69
Christian County Jail	110 West Elm	Ozark	Christian	MO	65721	16	As Available	15-Apr-04	IGSA	Indefinite	None	$62.43
Clinton County Correctional Facility	419 Shoemaker Road	Lock Haven	Clinton	PA	17745	78	As Available	18-Mar-08	IGSA	Indefinite	None	$67.00
Clinton County Jail	25 Mccarthy Drive	Plattsburgh	Clinton	NY	12901	15	As Available	1-Mar-89	IGSA	Indefinite	None	$86.00
Cobb County Jail	1825 County Services Parkway	Marietta	Cobb	GA	30060	11	As Available	30-Sep-08	IGSA	29-Sep-13	None	$88.00
Coconino County Detention Facility	952 East Saw Mill Road	Flagstaff	Coconino	AZ	86001	0	As Available	6-Apr-98	IGSA	Indefinite	None	$60.00
Collier County Naples Jail Center	3301 Tamiami Trail East	Naples	Collier	FL	34112	8	As Available	24-Sep-07	IGSA	Indefinite	None	$71.00
Columbia County Jail	901 Port Avenue	Saint Helens	Columbia	OR	97051	1	As Available	10-Mar-09	IGSA	Indefinite	None	$78.00
Conejos County Jail	14044 Co Road G5	Antonito	Conejos	CO	81120	1	As Available	3-Jul-07	IGSA	Indefinite	None	$55.65
Contra Costa County Jail West	5555 Giant Highway	Richmond	Contra Costa	CA	94806	165	As Available	5-Apr-10	IGSA	Indefinite	None	$82.00
Cumberland County Jail	50 County Way	Portland	Cumberland	ME	04102	8	As Available	1-Jul-10	IGSA	Indefinite	None	$130.00
Dakota County Jail	1601 Broadway	Dakota City	Dakota	NE	68731	2	As Available	16-May-07	IGSA	Indefinite	None	$65.00
Dale G. Haile Detention Center	1115 Albany	Caldwell	Canyon	ID	83605	4	As Available	1-Dec-91	IGSA	Indefinite	None	$54.00
Davidson County Sheriff Department	448 2nd Avenue	Nashville	Davidson	TN	37210	17	As Available	9-Aug-07	IGSA	Indefinite	None	$61.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Dearborn Police Department	16099 Michigan Avenue	Dearborn	Wayne	MI	48126	7	As Available	12-May-08	IGSA	Indefinite	None	$115.00
Dekalb County Detention Center	2801 Jordan Road	Fort Payne	Dekalb	AL	35968	48	As Available	28-Jun-07	IGSA	Indefinite	None	$47.00
Denver Contract Detention Facility	11901 East 30th Avenue	Aurora	Arapahoe	CO	80010	417	432	29-Sep-06	CDF	31-May-11	300	300 (Gm) @ $129.59 Plus $10.63 For Health Care Services; 301+ @ $9.98
Denver County Jail	10500 East Smith Road	Denver	Denver	CO	80239	0	As Available	1-Nov-01	IGSA	Indefinite	None	$70.20
District of Columbia Dept. of Corrections	1901 D. Street S.W.	District of Columbia	District of Columbia	DC	20003	1	As Available	01-Oct-1998	IGSA USMS Under 72	Indefinite	None	$106.62
Dodge County Jail	216 W. Center Street	Juneau	Dodge	WI	53039	201	As Available	6-Apr-01	IGSA	Indefinite	None	$75.00
Dorchester County Detention Center	829 Fieldcrest Road	Cambridge	Dorchester	MD	21613	24	As Available	2-Sep-97	IGSA	Indefinite	None	$64.97
Douglas County Correction	710 South 17th Street	Omaha	Douglas	NE	68102	134	As Available	16-Feb-07	IGSA	Indefinite	None	$73.63
Douglas County Detention Facility	4000 Justice Way	Castle Rock	Douglas	CO	80109	0	As Available	4-Nov-93	IGSA	Indefinite	None	$65.00
Eagle County Jail	885 Chambers Avenue	Eagle	Eagle	CO	81631	1	As Available	13-Dec-93	IGSA	Indefinite	None	$47.00
Eastern Regional Jail	1406 Charles Town Road	Martinsburg	Berkeley	WV	25401	0	As Available	14-Sep-90	IGSA	Indefinite	None	$56.00
Ector County Correction Center	301 North Texas Avenue	Odessa	Ector	TX	79761	0	As Available	28-Mar-97	IGSA	Indefinite	None	$40.87
Ector County Detention Center	2500 S Highway 385 (PO Box 2066)	Odessa	Ector	TX	79761	0	As Available	28-Mar-97	IGSA	Indefinite	None	$40.87
El Centro Service Processing Center	1115 North Imperial Avenue	El Centro	Imperial	CA	92243	429	512	1-Jun-09	SPC	31-May-14	272	272 (Gm) @ $279.22; 273+ @ $0.00
El Paso County Jail	2739 East Las Vegas	Colorado Spring	El Paso	CO	80906	82	As Available	25-Aug-08	IGSA	24-Aug-13	None	$62.40
El Paso Service Processing Center	8915 Montana Avenue	El Paso	El Paso	TX	79925	778	840	25-Feb-09	SPC	31-Dec-13	500	500 (Gm) @ $156.39; 501+ @ $7.35
Elgin Police	151	Elgin	Kane	IL	6012	1	As	10-	IGSA	Indefinit	None	$50.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Department	Douglas Avenue				0		Available	Dec-98		e		
Elizabeth Contract Detention Center	625 Evans Street	Elizabeth	Union	NJ	07201	268	326	11-Jul-05	CDF	30-Mar-23	300	300 (Grn) @ $161.42; 301-326 @ $29.13
Elmore County Jail	2255 East 8th North	Mountain Home	Elmore	ID	83647	11	As Available	1-Apr-90	IGSA	Indefinite	None	$60.00
Eloy Federal Contract Facility	1705 East Hanna Road	Eloy	Pinal	AZ	85131	1,493	1,545	17-Feb-06	IGSA	Indefinite	None	$69.59
Erie County	1618 Ash Street	Erie	Erie	PA	16503	6	As Available	7-Dec-01	IGSA	Indefinite	None	$55.00
Essex County Jail	324 Doremus Avenue	Newark	Essex	NJ	07105	467	As Available	20-Feb-08	IGSA	Indefinite	None	$105.00
Etowah County Jail	827 Forrest Avenue	Gadsden	Etowah	AL	35901	350	400	9-Mar-10	IGSA	Indefinite	None	$40.00
Euless City Jail	1102 West Euless Boulevard	Euless	Tarrant	TX	76040	11	As Available	17-Nov-89	IGSA	Indefinite	None	$55.00
Fairfax County Jail	10520 Judicial Drive	Fairfax	Fairfax City	VA	22030	0	As Available	17-Jul-83	IGSA USMS But we Are in Negotiations for an ICE only IGSA	Indefinite	None	$70.00 but in the process of obtaining a new IGSA with a rate of $97.59
Florence Correctional Center	1100 Bowling Road	Florence	Pinal	AZ	85132	195	224	1-Oct-08	IGSA	30-Sep-18	None	$94.10
Florence Service Processing Center	3250 North Pinal Parkway	Florence	Pinal	AZ	85132	336	717	11-Jan-09	SPC	31-Oct-14	374	374 (Grn) @ $205.22; 375+ @ $0.00
Forsyth County Jail	201 North Church Street	Winston-Salem	Forsyth	NC	27101	0	As Available	27-Dec-95	IGSA	Indefinite	None	$62.22
Franklin County House of Corrections	160 Elm Street	Greenfield	Franklin	MA	01301	3	As Available	25-Oct-07	IGSA	Indefinite	None	$86.00
Frederick County Detention Center	7300 Marcie's Choice Lane	Frederick	Frederick	MD	21704	53	As Available	1-Aug-07	IGSA	Indefinite	None	$83.00
Freeborn Adult Detention Center	411 South Broadway Avenue	Albert Lea	Freeborn	MN	56007	80	As Available	25-Mar-09	IGSA	24-Mar-14	None	$77.02
Fremont County Jail,	100 Justice Center Road	Canon City	Fremont	CO	81212	2	As Available	17-Jul-98	IGSA	Indefinite	None	$50.00
Garvin County Detention Center	201 West Grant Avenue	Pauls Valley	Garvin	OK	73075	7	As Available	10-Dec-08	IGSA	9-Dec-13	None	$43.50

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Gaston County Jail	425 North Marietta Street	Gastonia	Gaston	NC	28052	1	As Available	14-May-07	IGSA	Indefinite	None	$60.00
Genesee County Jail	14 West Main Street	Batavia	Cumberland	NY	14020	0	As Available	23-Jun-86	IGSA	Indefinite	None	$80.00
Glades County Detention Center	1297 East State Road 78	Moore Haven	Glades	FL	33471	409	As Available	30-May-07	IGSA	Indefinite	None	$80.64
Glendale Police Department	131 North Isabel Street	Glendale	Los Angeles	CA	91206	1	As Available	28-Sep-07	IGSA	Indefinite	None	$85.00
Grand Forks County Correction Center	1701 North Washington Street	Grand Forks	Grand Forks	ND	58206	16	As Available	23-Mar-98	IGSA	Indefinite	None	$70.00
Grayson County Detention Center	320 Shaw Station Road	Leitchfield	Grayson	KY	42754	0	As Available	22-Dec-97	IGSA	Indefinite	None	$47.00
Grayson County Jail	320 Shaw Station Road	Leitchfield	Grayson	KY	42754	1	As Available	1-Jun-05	IGSA	Indefinite	None	$47.00
Hall County Jail	1700 Barber Road	Gainesville	Hall	GA	30507	3	As Available	6-Nov-07	IGSA	Indefinite	None	$53.00
Hall County Sheriff	110 Public Safety Drive	Grand Island	Hall	NE	68801	89	As Available	3-Dec-08	IGSA	2-Dec-13	None	$63.01
Hampton Roads Regional Jail	2690 Elmhurst Lane	Portsmouth	Portsmouth City	VA	23701	378	As Available	22-Oct-02	IGSA	Indefinite	None	$75.69
Hardin County Jail	1116 14th Avenue	Eldora	Hardin	IA	50627	71	As Available	30-Apr-09	IGSA	29-Apr-14	None	$70.00
Henderson County Detention Facility	375 1st Avenue East	Hendersonville	Henderson	NC	28792	30	As Available	15-Sep-08	IGSA	Indefinite	None	$71.96
Henderson Detention	18 East Basic Road	Henderson	Clark	NV	89015	24	As Available	17-Nov-10	IGSA	Indefinite	None	$96.96
Hiland Mountain Correctional Center	9101 Hesterberg Road	Eagle River	Anchorage	AK	99577	0	As Available	2-Jan-96	IGSA	Indefinite	None	$126.04
Hill County Detention Center	1450 2nd Street West	Havre	Hill	MT	59501	1	As Available	1-Jul-02	IGSA	Indefinite	None	$60.00
Houston Contract Detention Facility	15850 Export Plaza Drive	Houston	Harris	TX	77032	902	1,000	30-Apr-09	CDF	28-Feb-13	750	750 (Gm) @ $97.06; 751+ @ $97.06
Howard County Detention Center	7301 Waterloo Road	Jessup	Howard	MD	20794	66	As Available	2-Oct-95	IGSA	Indefinite	None	$70.00
Hudson County Jail	30-35 Hackensack Avenue	Kearney	Hudson	NJ	07032	438	As Available	15-Apr-96	IGSA	Indefinite	None	$110.00
Hutto CCA	1001 Welch Street	Taylor	Williamson	TX	76574	492	512	27-Jan-10	IGSA	26-Jan-15	None	$95.20
Immigration Centers of America Farmville	508 Waterworks Road	Farmville	Prince Edward	VA	23901	241	500	9-Sep-08	IGSA	Indefinite	None	1-264 $156.72 265-344 $121.0

Active Ice Detention Facility Contracts												
Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
												7 345-424 $91.55 505 and above $79.98
Imperial County Jail	328 Applestille Road	El Centro	Imperial	CA	92243	2	10	01-Sept-2003	IGSA	Indefinite	10	59.36
Irwin County Detention Center	132 Cotton Drive	Ocilla	Irwin	GA	31772	99	As Available	6-Sep-07	IGSA	Indefinite	None	$88.00
Jackson County Jail	787 West 8th Street	Medford	Jackson	OR	97501	0	As Available	17-Dec-98	IGSA	Indefinite	None	$73.00
James A Musick Facility	13502 Musick Road	Irvine	Orange	CA	92618	277	As Available	19--- JUL-2009	IGSA	Indefinite	None	118.00
Jefferson County Detention Center	110 South Washington Street	Boulder	Jefferson	MT	59632	1	As Available	1-Mar-00	IGSA	Indefinite	None	$46.00
Jefferson County Jail	911 Casey Avenue	Mount Vernon	Jefferson	IL	62864	109	As Available	21-Jan-09	IGSA	20-Jan-14	None	$60.30
Jefferson County Jail	219 East Fremont Avenue	Rigby	Jefferson	ID	83442	4	As Available	23-Jan-09	IGSA	30-Nov-09	None	$62.69
Jena/Lasalle Detention Facility	830 Pinehill Road	Jena	La Salle	LA	71342	1,000	1,162	24-Jul-07	IGSA	Indefinite	None	1 - 416 @ $75; 417+ $45
Jennings City Jail	5445 Jennings Station Road	Jennings	Saint Louis	MO	63136	0	As Available	19-Jan-02	IGSA	Indefinite	None	$59.10
Joe Corley Detention Facility	500 Hilbig Road	Conroe	Montgomery	TX	77301	316	As Available	31-Jul-08	IGSA	30-Jul-13	None	$63.00
Johnson County Law Enforcement Center	1800 Ridgemar Drive	Cleburne	Johnson	TX	76031	163	As Available	21-May-09	IGSA	20-May-14	None	$54.96
Josephine County Jail	1901 Northeast F Street	Grants Pass	Josephine	OR	97526	5	As Available	6-Apr-00	IGSA	Indefinite	None	$63.00
Karnes County Correctional Center	810 Commerce Street	Karnes City	Karnes	TX	78118	4	As Available	4-Mar-98	IGSA	Indefinite	None	$52.00
Kenosha County Detention Center	4777 88th Avenue	Kenosha	Kenosha	WI	53144	179	As Available	18-Aug-00	IGSA	Indefinite	None	$70.00
Kenosha County Pretrial Facility	1000 55th Street	Kenosha	Kenosha	WI	53140	0	As Available	11-Mar-04	IGSA	Indefinite	None	$70.00
Keogh-Dwyer Correctional Facility	410 High Street	Newton	Sussex	NJ	07860	27	As Available	1-Oct-09	IGSA	31-Dec-10	None	$95.00
Kern County Jail (Lerdo)	17695 Industrial Farm Road	Bakersfield	Kern	CA	93308	123	As Available	15-Jun-98	IGSA	Indefinite	None	$77.00
Klamath County Jail	3201 Vandenberg Avenue	Klamath Falls	Klamath	OR	97603	0	As Available	20-Sep-99	IGSA	Indefinite	None	$63.00
Krome North Service Processing	18201 Southwest 12th Street	Miami	Miami-Dade	FL	33194	613	581	4-Aug-08	SPC	31-Jul-13	250	250 (Gm) @

Active Ice Detention Facility Contracts												
Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Center												$285.54, 251+ @ $20.60
La Paz County Adult Detention Facility	1109 Arizona Avenue	Parker	La Paz	AZ	85344	0	As Available	15-Apr-96	IGSA	Indefinite	None	$44.00
La Plata County Jail	742 Turner Drive	Durango	Floyd	CO	81303	1	As Available	11-Dec-95	IGSA	Indefinite	None	$55.00
La Salle County Regional Detention Center	832 East Texas State Highway 44	Encinal	Lasalle	TX	78019	0	As Available	14-Jan-04	IGSA	Indefinite	None	$58.00
Lackawanna County	1371 North Washington Avenue	Scranton	Lackawanna	PA	18509	17	As Available	1-May-00	IGSA	Indefinite	None	$75.00
Laredo Processing Center	4702 East Saunders Street	Laredo	Webb	TX	78041	170	401	30-Oct-02	IGSA	Indefinite	None	$59.79
Larimer County Jail	2405 Midpoint Drive	Fort Collins	Larimer	CO	80525	0	As Available	24-Jul-02	IGSA	Indefinite	None	$83.58
Lawrence County Corrections	111 South Milton Street	New Castle	Lawrence	PA	16101	0	As Available	3-Sep-99	IGSA	Indefinite	None	$55.00
Lea County Detention Center	1401 South Commercial Street	Lovington	Lea	NM	88260	0	As Available	6-Jun-01	IGSA	Indefinite	None	$65.50
Lemon Creek	2000 Lemon Creek Road	Juneau	Juneau	AK	99801	0	As Available	2-Jan-96	IGSA	Indefinite	None	$126.04
Lexington County Jail	521 Gibson Road	Lexington	Lexington	SC	29072	3	As Available	10-Jan-10	IGSA	Indefinite	None	$55.00
Limestone County Detention Center	910 North Tyus Street	Groesbeck	Limestone	TX	76642	0	As Available	26-Feb-99	IGSA	Indefinite	None	$46.81
Lincoln County Detention Center	65 Business Park Drive	Troy	Lincoln	MO	63379	3	As Available	3-Nov-99	IGSA	Indefinite	None	$50.00
Linn County Jail	53 3rd Avenue Bridge	Cedar Rapids	Linn	IA	52401	15	As Available	13-Dec-99	IGSA	Indefinite	None	$64.70
Lonoke Police Department Detention Center	204 West Front Street	Lonoke	Lonoke	AR	72086	4	As Available	12-Apr-94	IGSA	Indefinite	None	$30.00
Loudoun County	42035 Loudoun Center Place	Leesburg	Loudoun	VA	20175	0	As Available	19-Sep-85	IGSA USMS Under 72	Indefinite	None	$95.00
Lubbock County Detention Center	811 Main Street	Lubbock	Lubbock	TX	79401	1	As Available	16-Nov-84	IGSA	Indefinite	None	$67.85
Macomb County	43565 Elizabeth Road	Mount Clemens	Macomb	MI	48043	1	As Available	1-Feb-91	IGSA	Indefinite	None	$93.00
Madison County Jail	138 North Court Street	Wampsville	Madison	NY	13163	0	As Available	30-Dec-96	IGSA	Indefinite	None	$81.00
Maple Heights City Jail	5373 Lee Road	Maple Heights	Summit	OH	44137	14	As Available	1-Jan-03	IGSA	Indefinite	None	$73.00
Maricopa County	201 South	Phoenix	Maricopa	AZ	8500	2	As	5-Apr-	IGSA	Indefinit	None	$70.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Jail	4th Avenue				3		Available	83		e		
Marion County Jail	40 South Alabama Street	Indianapolis	Marion	IN	46204	7	As Available	1-Mar-07	IGSA	Indefinite	None	$65.00
Marshall County Jail	2369 Jessup Avenue	Marshalltown	Marshall	IA	50158	7	As Available	11-May-99	IGSA	Indefinite	None	$50.00
McHenry County Correctional Facility	2200 North Seminary Avenue	Woodstock	McHenry	IL	60098	311	As Available	3-Nov-03	IGSA	Indefinite	None	$85.00
McLennan County Detention Center	520 Columbus Avenue	Waco	McLennan	TX	76705	0	As Available	8-Dec-98	IGSA	Indefinite	None	$51.00
Mecklenburg County Detention Center North	5234 Spector Drive	Charlotte	Mecklenburg	NC	28202	43	As Available	8-Jun-00	IGSA	Indefinite	None	$109.70
Mecklenburg County Jail Central	801 East Fourth Street	Charlotte	Mecklenburg	NC	28202	0	As Available	11-Jun-03	IGSA	Indefinite	None	$109.70
Mesa County Jail	215 Rice Street	Grand Junction	Mesa	CO	81501	1	As Available	6-Jan-97	IGSA	Indefinite	None	$62.45
Midland County Detention Center	P.O. Box 11287	Midland	Midland	TX	79707	0	As Available	1-Jun-01	IGSA	Indefinite	None	$44.00
Miller County Jail	2300 East Street	Texarkana	Miller	AR	71854	2	As Available	28-May-03	IGSA	Indefinite	None	$52.00
Minicassia Detention Center	1415 Albion Avenue	Burley	Cassia	ID	83318	8	As Available	1-Oct-93	IGSA	Indefinite	None	$45.00
Mira Loma Detention Center	45100 60th Street West	Lancaster	Los Angeles	CA	93536	1,186	1,400	29-Jan-97	IGSA	Indefinite	None	800 @ $154.08, 800 - 850 @ $145.41, 850 - 900 @ $137.69, 900 - 950 @ $130.79, 950 - 1,000 @ $124.58, 1,000 - 1,050 @ $118.96, 1,050 - 1,100 @ $113.86, 1,100 - 1,150 @ $109.19, 1.150 - 1,200 @

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
												$104.92, 1,200 - 1,250 @ $100.98, 1,250 - 1,300 @ $97.35
Mississippi County Detention Center	200 West Commercial Street	Charleston	Mississippi	MO	63834	38	As Available	2-Nov-99	IGSA	Indefinite	None	$65.03
Moffat County Jail	800 West 1st Street	Craig	Moffat	CO	81625	2	As Available	7-Mar-03	IGSA	Indefinite	None	$57.86
Monmouth County Jail	1 Waterworks Road	Freehold	Monmouth	NJ	07728	261	As Available	30-May-07	IGSA	Indefinite	None	$105.00
Monroe County Detention Main	100 East 2nd Street	Monroe	Monroe	MI	48161	90	As Available	1-Jul-08	IGSA	30-Jun-13	None	$74.96
Monroe County Dormitory Jail	7000 Eastdunbar	Monroe	Monroe	MI	48161	0	As Available	1-Jul-08	IGSA	30-Jun-13	None	$74.96
Monroe County Jail	5501 College Road	Key West	Monroe	FL	33040	72	As Available	7-May-97	IGSA	Indefinite	None	$82.00
Montgomery City Jail	103 North Perry Street	Montgomery	Montgomery	AL	36104	2	As Available	29-Aug-97	IGSA	Indefinite	None	$35.00
Montgomery County Correctional Facility	60 Eagleville Road	Norristown	Montgomery	PA	19403	1	As Available	1-Aug-00	IGSA	Indefinite	None	$55.00
Montgomery County Jail	211 East Third Street	Montgomery City	Montgomery	MO	63361	34	As Available	25-Sep-07	IGSA	Indefinite	None	$50.00
Morgan County Adult Detention Center	211 East Newton Street	Versailles	Morgan	MO	65084	39	As Available	18-Jul-03	IGSA	Indefinite	None	$65.10
Morrow County Correctional Facility	101 Home Road	Mount Gilead	Morrow	OH	43338	50	As Available	17-Aug-09	IGSA	Indefinite	None	$53.64
Mountrail County Jail	101 North Main Street	Stanley	Mountrail	ND	58784	0	As Available	17-Mar-93	IGSA	Indefinite	None	$35.00
Natrona County Jail	1100 Bruce Lane	Casper	Natrona	WY	82601	1	As Available	17-Oct-07	IGSA	Indefinite	None	$59.00
Navajo County Sheriff	100 East Carter Drive	Holbrook	Navajo	AZ	86025	1	As Available	14-Apr-99	IGSA	Indefinite	None	$65.12
Nobles County Jail	1530 Airport Road	Worthington	Nicollet	MN	56187	4	As Available	11-Mar-02	IGSA	Indefinite	None	$89.69
Norfolk County	200 West Street	Dedham	Norfolk	MA	02026	44	As Available	12-Jun-08	IGSA	Indefinite	None	$95.00
North Georgia Detention Center	622 Main Street Southwest	Gainesville	Alachua	GA	30501	372	As Available	5-Mar-09	IGSA	4-Mar-14	None	$79.00
North Las Vegas	2332 North Las Vegas Boulevard	North Las Vegas	Clark	NV	89030	127	As Available	17-Jun-96	IGSA	Indefinite	None	$105.96
Northern Neck	P.O. Box	Warsaw	Richmond	VA	2257		As	06-Jan-	IGSA	Indefinit	None	

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Regional Jail	1090				2	1	Available	2009	USMS Under 72	e		$50.00
Northern Oregon Correctional Facility	211 Webber Road	The Dalles	Wasco	OR	97058	2	As Available	24-Nov-99	IGSA	Indefinite	None	$61.12
Northern Regional Jail	Road 2	Moundsville	Marshall	WV	26041	0	As Available	14-Sep-90	IGSA	Indefinite	None	$56.00
Northwest Detention Center	1623 East J Street	Tacoma	Pierce	WA	98421	1,192	1,575	16-Oct-09	CDF	23-Aug-14	1,181	1181 (Gm) @$99.50, 1182+ @62.10
Northwest Regional Adult Detention Center	143 Fort Collier Rd.	Winchester	Frederick	VA	20534	1	As Available	12-Jun-2007	IGSA USMS Under 72	Indefinite	None	$70.00
Onondaga County Jail	555 South State Street	Syracuse	Onondaga	NY	13202	1	As Available	18-Jul-96	IGSA	Indefinite	None	$102.50
Ontario County Jail	3045 County Complex Drive	Canandaigua	Ontario	NY	14424	3	As Available	20-Jul-84	IGSA	Indefinite	None	$100.00
Orange County Intake Release Facility	550 North Flower Street	Santa Ana	Orange	CA	92703	1	As Available	19-Jul-2009	IGSA	Indefinite	None	118.00
Orange County Jail	110 Wells Farm Road	Goshen	Orange	NY	10924	110	As Available	24-May-09	IGSA	Indefinite	None	$80.26
Orange County Jail	3855 South John Young Parkway	Orlando	Orange	FL	32839	2	As Available	22-Mar-11	IGSA	Indefinite	None	$88.00
Orleans Parish Sheriff	2800 Gravier Street	New Orleans	Orleans	LA	70119	18	As Available	19-Jul-96	IGSA	Indefinite	None	$46.00
Otero County Prison Facility	10 Mcgregor Range Road	Chaparral	Dona Ana	NM	88081	31	As Available	30-Oct-95	IGSA	Indefinite	None	$61.85
Otero County Processing Center	10 Mcgregor Range Road	Chaparral	Dona Ana	NM	88081	851	1,000	1-Oct-10	IGSA	30-Sep-11	None	$96.99
Pamunkey Regional Jail	7240 Courtland Farm Rd.	Hanover	Hanover	VA	23069	1	As Available	08-July-2008	IGSA USMS Under 72	Indefinite	None	$54.00
Park County Jail	1180 County Road 16	Fairplay	Park	CO	80440	19	As Available	11-Oct-01	IGSA	Indefinite	None	$45.00
Pasadena City Jail	207 North Garfield Avenue	Pasadena	Lee	CA	91101	2	As Available	19-Mar-91	IGSA	Indefinite	None	$75.00
Pennington County Jail	307 Saint Joseph Street	Rapid City	Pennington	SD	57701	1	As Available	8-Jul-96	IGSA	Indefinite	None	$51.16
Phelps County Jail	715 5th Avenue	Holdrege	Phelps	NE	68949	26	As Available	16-May-02	IGSA	Indefinite	None	$55.00
Piedmont Regional Jail	P.O. Box 388	Farmville	Prince Edward	VA	23901	1	As Available	01-July-2004	IGSA USMS Under 72	Indefinite	None	$46.25
Pike County Correctional	175 Pike County Boulevard	Lords Valley	Pike	PA	18428	172	As Available	31-Dec-08	IGSA	Indefinite	None	$81.50
Pinal County Jail	971 North Jason	Florence	Pinal	AZ	85132	451	622	7-Dec-06	IGSA	Indefinite	None	$59.64

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
	Lopez Circle											
Pinellas County Jail	14400 49th Street North	Clearwater	Pinellas	FL	33762	1	As Available	31-Mar-09	IGSA	Indefinite	None	$80.00
Piscataguis County Jail	52 Court Street	Dover-Foxcroft	Piscataquis	ME	04426	0	As Available	1-Jun-05	IGSA	Indefinite	None	$80.00
Platte County Detention Center	415 Third Street	Platte City	Platte	MO	64079	0	As Available	12-Feb-09	IGSA	11-Feb-14	None	$77.90
Platte County Jail	850 Maple Street	Wheatland	Platte	WY	82201	1	As Available	4-Dec-07	IGSA	Indefinite	None	$63.00
Plymouth County Correctional Facility	26 Long Pond Road	Plymouth	Plymouth	MA	02360	314	As Available	22-Sep-08	IGSA	21-Sep-13	None	$93.82
Polk County Adult Detention Facility	3400 FM 350 South	Livingston	Polk	TX	77351	680	950	25-Jul-07	IGSA	Indefinite	None	$57.65
Polk County Jail	1985 NE 51st Place	Des Moines	Polk	IA	50313	53	As Available	25-Jul-07	IGSA	Indefinite	None	$95.00
Pomona City Jail	490 West Mission Boulevard	Pomona	Los Angeles	CA	91766	1	As Available	31-Oct-02	IGSA	Indefinite	None	$75.00
Port Isabel	27991 Buena Vista Boulevard	Los Fresnos	Cameron	TX	78566	776	889	10-Jul-08	SPC	31-May-13	500	500 (Gm) @ $202.65; 501+ @ $0.00
Pottawattamie County Jail	1400 Big Lake Road	Council Bluffs	Pottawattamie	IA	51501	38	As Available	8-Jan-97	IGSA/USMS	Indefinite	None	$79.26
Prince William	9320 Lee Avenue	Manassas	Manassas City	VA	20110	0	As Available	27-Jul-83	IGSA USMS Under 72	Indefinite	None	$64.00
Pueblo County Jail	909 Court Street	Pueblo	Pueblo	CO	81003	0	As Available	1-Aug-82	IGSA	Indefinite	None	$48.50
Ramsey County Adult Detention Center	425 Grove Street	St. Paul	Ramsey	MN	55101	69	As Available	10-Feb-86	IGSA	Indefinite	None	$80.00
Randall County Jail	9100 South Georgia Street	Amarillo	Randall	TX	79118	2	As Available	1-Jul-07	IGSA	Indefinite	None	$54.87
Rappahannock Regional Jail	1745 Jefferson Davis Highway	Stafford	Fredericksburg City	VA	22554	242	As Available	21-Aug-89	IGSA USMS	Indefinite	None	$57.00
Rice County Detention Center	1482 West US Highway 56	Lyons	Rice	KS	67554	26	As Available	11-Nov-07	IGSA	Indefinite	None	$50.00
Richmond City Jail	1701 Fairfield Way	Richmond	Henrico	VA	23223	4	As Available	09-Feb-1993	IGSA USMS Under 72	Indefinite	None	$55.00
Riverside Regional Jail	1000 River Road	Hopewell	Chesterfield	VA	23860	5	As Available	01-Oct-1998	IGSA USMS Under 72	Indefinite	None	$66.36
Roanoke City Sheriff's Office	324 Campbell Ave.	Roanoke	Roanoke	VA	24016	3	As Available	01-Feb-2000	IGSA USMS Under 72	Indefinite	None	$46.57
Rock Island County	1317 3rd Avenue	Rock Island	Rock Island	IL	61201	3	As Availa	13-Apr-83	IGSA	Indefinite	None	$45.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Correctional Center							ble					
Rockingham County Jail	25 South Liberty Street	Harrisonburg	Harrisonburg City	VA	22801	0	As Available	17-Jan-96	IGSA USMS Under 72	Indefinite	None	$62.85
Rolling Plains Detention Center	118 County Road 206	Haskell	Haskell	TX	79521	483	548	19-Jul-02	IGSA	Indefinite	None	$57.67
Sacramento County Main Jail	651 1 Street	Sacramento	Sacramento	CA	95814	146	As Available	10-Jan-08	IGSA	Indefinite	None	$88.00
Salt Lake County Jail	3415 South 900 West	Salt Lake City	Salt Lake	UT	84119	0	As Available	19-Aug-98	IGSA	Indefinite	None	$73.10
San Bernardino County Jail	630 East Rialto Avenue	San Bernardino	San Bernardino	CA	92408	1	As Available	12-Jul-96	IGSA	Indefinite	None	$80.60
San Diego Contract Detention Facility	446 Alta Road	San Diego	San Diego	CA	92143	673	700	1-Jul-05	CDF	30-Jun-20	600	600 (Gm) @ $119.21; 601+ @116.34
San Juan Staging Facility	GSA Center 651 Federal Drive & 157 Road, Suite 104	Guaynabo	Guaynabo	PR	00965	6	As Available	19-Jan-07	OTHER	18-Jan-12	None	Staging Facility Only. Detainees not held here.
San Luis Regional Detention Center	406 North Avenue D	San Luis	Yuma	AZ	85349	0	As Available	26-Mar-07	IGSA	Indefinite	None	$62.00
Sangamon County Jail	1 Sheriffs Plaza	Springfield	Sangamon	IL	62701	0	As Available	1-Jul-86	IGSA	Indefinite	None	$53.50
Santa Ana City Jail	62 Civic Center Plaza	Santa Ana	Orange	CA	92701	209	As Available	3-Jul-06	IGSA	Indefinite	None	$82.00
Santa Cruz County Jail	1250 North Hohokam Drive	Nogales	Santa Cruz	AZ	85621	0	As Available	13-May-91	IGSA	Indefinite	None	$66.02
Scott County Jail	211 South New Madrid Street	Benton	Scott	MO	63786	10	As Available	25-Mar-09	IGSA	24-Mar-14	None	$51.60
Sebastian County Detention Center	801 South A Street	Fort Smith	Sebastian	AR	72901	6	As Available	17-May-01	IGSA	Indefinite	None	$53.00
Seneca County Jail	3040 South State Highway 100	Tiffin	Seneca	OH	44883	125	As Available	28-Sep-07	IGSA	Indefinite	None	$58.00
Shawnee County Department of Corrections	501 Southeast 8th Avenue	Topeka	Shawnee	KS	66607	5	As Available	10-Jan-97	IGSA	Indefinite	None	$40.00
Shawnee County Juvenile Detention Center	200 SE 7th Street	Topeka	Shawnee	KS	66603	0	As Available	9-Mar-07	IGSA	Indefinite	None	$150.00
Shenandoah Regional Jail	109 W. Court Street	Woodstock	Shenandoah	VA	22664	1	As Available	01-June-2002	IGSA USMS Under 72	Indefinite	None	$45.00
Sherburne County Jail	13880 US Highway 10	Elk River	Sherburne	MN	55330	124	As Available	5-Jun-97	IGSA	Indefinite	None	$80.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
South Central Regional Jail	1001 Centre Way	Charleston	Kanawha	WV	25309	4	As Available	11-Apr-96	IGSA	Indefinite	None	$56.00
South Louisiana Detention Center	3843 Stagg Avenue	Basile	Evangeline	LA	70515	377	800	24-Jun-10	IGSA	Indefinite	None	$53.02
South Texas Detention Complex	566 Veteran Drive	Pearsall	Frio	TX	78061	1,480	1,793	30-Jan-04	CDF	25-Jun-11	1,146	1146 (Gm) @ $95.83; 1147+ @ $10.05
St. Clair County	1170 Michigan Road	Port Huron	Saint Clair	MI	48060	50	As Available	31-Aug-09	IGSA	Indefinite	None	$84.05
St. Mary's County Detention Center	23115 Leonard Hall Drive	Leonardtown	St. Mary	MD	20650	0	As Available	24-Jun-97	IGSA	Indefinite	None	$67.32
Stewart Detention Center	146 CCA Road	Lumpkin	Stewart	GA	31815	1,704	1,924	30-Jun-06	IGSA	Indefinite	None	$60.50
Strafford County Correction	266 County Farm Road	Dover	Strafford	NH	03820	12	As Available	01-Dec-08	IGSA	26-Jun-13	None	$83.00
Suffolk County House of Corrections	20 Bradston Street	Boston	Suffolk	MA	02118	247	As Available	16-Jul-03	IGSA	Indefinite	None	$90.00
Sweetwater County Jail	50140 US Highway 191 South	Rock Springs	Sweetwater	WY	82901	1	As Available	1-Oct-06	IGSA	Indefinite	None	$61.57
Teller County Jail	288 Weavervile Road	Divide	Teller	CO	80814	4	As Available	5-Oct-00	IGSA	Indefinite	None	$60.00
Tensas Parish Detention Center	8606 Highway 65	Waterproof	Tensas	LA	71375	142	As Available	20-Feb-09	IGSA	19-Feb-14	None	$46.76
Teton County	180 South King Street	Jackson	Teton	WY	82716	0	As Available	1-Jul-07	IGSA	Indefinite	None	$72.00
Theo Lacy Facility	501 The City Drive South	Orange	Orange	CA	92868	432	As Available	19-JUL-2009	IGSA	Indefinite	None	118.00
Toole County	235 Deer Lodge Avenue	Shelby	Toole	MT	59474	0	As Available	30-May-97	IGSA	Indefinite	None	$45.00
Torrance County Detention Center	P.O. Box 837	Estancia	Torrance	NM	87016	0	As Available	21-Dec-90	IGSA	Indefinite	None	$62.00
Tri-County Jail	1026 Shawnee College Road	Ullin	Pulaski	IL	62992	191	As Available	14-Apr-99	IGSA	Indefinite	None	$65.00
Tulsa County Jail	300 North Denver Avenue	Tulsa	Tulsa	OK	74103	133	As Available	19-Sep-07	IGSA	Indefinite	None	$54.13
Twin Falls County Jail	425 Shoshone Street North	Twin Falls	Twin Falls	ID	83301	0	As Available	9-Mar-94	IGSA	Indefinite	None	$45.00
Umatilla County Jail	4700 Northwest Pioneer Place	Pendleton	Umatilla	OR	97801	0	As Available	12-Jul-99	IGSA	Indefinite	None	$80.86
Utah County Jail	3075 North Main Street	Spanish Fork	Utah	UT	84660	210	As Available	26-Mar-10	IGSA	25-Mar-15	None	$72.25
VA Beach Correctional	2501 James	VA Beach	Hampton Roads	VA	23456	1	As Availa	08-Dec-	IGSA USMS	Indefinite	None	$63.00

Active Ice Detention Facility Contracts

Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Facility	Madison Blvd.						ble	2008	Under 72			
VA Peninsula Regional Jail	9320 Merrimac Trail	Williamsburg	James City	VA	23185	1	As Available	01-Apr-1999	IGSA USMS Under 72	Indefinite	None	$63.00
Val Verde Correctional Facility	2523 Hamilton Lane	Del Rio	Val Verde	TX	78840	4	As Available	23-Aug-02	IGSA	Indefinite	None	$50.57
Ventura County Jail	800 South Victoria Avenue	Ventura	Ventura	CA	93009	0	As Available	23-Nov-98	IGSA	Indefinite	None	$90.00
Vermont Department of Corrections./Northern State	2559 Glen Road	Newport	Orleans	VT	05855	0	As Available	24-May-95	IGSA	Indefinite	None	$87.00
Wake County Sheriff Department	330 South Salisbury Street	Raleigh	Wake	NC	27601	5	As Available	22-Sep-08	IGSA	21-Sep-13	None	$63.86
Wakulla County Jail	15 Oak Street	Crawfordville	Wakulla	FL	32327	106	As Available	5-Dec-96	IGSA	Indefinite	None	$74.54
Washington County Jail	339 Broadway	Fort Edward	Washington	NY	12865	1	As Available	20-May-04	IGSA	Indefinite	None	$85.00
Washington County Jail	26861 US Highway 34	Akron	Washington	CO	80720	1	As Available	1-May-01	IGSA	Indefinite	None	$55.00
Washington County Jail (Purgatory Correction Facility)	750 South 5400 West	Hurricane	Washington	UT	84737	19	As Available	1-Apr-99	IGSA	Indefinite	None	$58.00
Washoe County Jail	911 Parr Boulevard	Reno	Washoe	NV	89512	21	As Available	25-Nov-96	IGSA	Indefinite	None	$109.00
Wayne County Jail	7368 State Route 31	Lyons	Wayne	NY	14489	20	As Available	30-May-95	IGSA	Indefinite	None	$75.00
Weber County Jail	721 West 12th Street	Ogden	Weber	UT	84404	71	As Available	16-Mar-09	IGSA	Indefinite	None	$55.00
Western Tidewater Regional Jail	2402 Godwin Blvd.	Suffolk	Suffolk	VA	23434	1	As Available	01-Apr-1996	IGSA USMS Under 72	Indefinite	None	$65.00
West Texas Detention Facility	401 South Vaquero Avenue	Sierra Blanca	Hudspeth	TX	79851	197	As Available	2-Nov-99	IGSA	Indefinite	None	$60.00
Western Tennessee Detention Facility	6299 Finde Naifeh Drive	Mason	Tipton	TN	38049	11	As Available	1-Feb-02	IGSA	Indefinite	None	$91.19
Whitfield County Jail	805 Professional Boulevard	Dalton	Whitfield	GA	30720	1	As Available	25-Sep-09	IGSA	Indefinite	None	$41.03
Willacy Detention Center	1800 Industrial Drive	Raymondville	Willacy	TX	78580	1,048	1,700	27-Jun-06	IGSA	Indefinite	None	$93.92
Worcester County Jail	5022 Joyner Road	Snow Hill	Worcester	MD	21863	162	As Available	9-Sep-08	IGSA	8-Sep-13	None	$87.11
Yakima County Department of Corrections	111 North Front Street	Yakima	Yakima	WA	98901	8	As Available	14-Mar-83	IGSA	Indefinite	None	$71.25
Yavapai County Detention Center	3505 West State Highway 260	Camp Verde	Yavapai	AZ	86322	8	As Available	21-May-01	IGSA	Indefinite	None	$59.50

Active Ice Detention Facility Contracts												
Name	Address	City	County	State	Zip Code	FY 2011 Average Daily Population	Capacity	Contract Initiation Date	Contract Type	Contract Expiration or Renewal Date	Guaranteed Minimum	Daily Rate
Yellowstone County Jail	3165 King Avenue East	Billings	Yellowstone	MT	59101	0	As Available	1-Mar-95	IGSA	Indefinite	None	$51.50
York County	3401 Concord Road	York	York	PA	17402	846	800	23-Apr-03	IGSA	Indefinite	None	$67.20
York County Detention Center	1675-3A York Highway	York	York	SC	29745	18	As Available	5-Mar-98	IGSA	Indefinite	None	$55.00
Yuba County Jail	215 5th Street	Marysville	Yuba	CA	95901	237	As Available	15-Dec-08	IGSA	14-Dec-13	None	$71.58

Question: Does the Prison Rape Elimination Act apply to ICE detention facilities? If so, how are facilities performing in terms of compliance? If not, how do ICE's standards for detention facilities compare to the requirements of the Prison Rape Elimination Act – do you meet the spirit and intent of the law?

ANSWER:

DHS is currently evaluating whether the Prison Rape Elimination Act of 2003 (PREA) is legally binding on immigration detention. Regardless of whether the statute is applicable to immigration detention, ICE fully embraces the core principles of PREA. In 2010, ICE revised its Performance-Based National Detention Standards (PBNDS), including the standard concerning the prevention of sexual assault. This standard now explicitly incorporates provisions from the standards recommended by the National Prison Rape Elimination Commission. ICE PBNDS articulates a zero tolerance policy for all forms of sexual abuse and assault and contains numerous provisions related to staff training, investigations, and victim services. These provisions mirror the requirements set forth in PREA. The 2010 PBNDS revisions have not been implemented because they are currently under review within the agency.

ICE takes any alleged incident of sexual assault seriously and aggressively investigates these incidents. All detainees in ICE custody have the right to be safe and free from sexual harassment and assault, including those in facilities that currently operate under National Detention Standards guidance, as detailed in an October 26, 2006 memorandum, entitled "Sexual Assault Awareness Information." ICE is in the process of implementing the PBNDS for state and local government facilities used by ICE through Intergovernmental Service Agreements (IGSA), beginning with the largest IGSAs that house the majority of ICE detainees. ICE requires facilities to proactively prevent sexual abuse and assaults on detainees, provide prompt and effective intervention and treatment for victims of sexual abuse and assault, and control, discipline, and prosecute the perpetrators of sexual abuse and assault. ICE facilities are required to train staff in accordance with the American Correctional Association standards regarding sexual assault. Training includes prevention and intervention, self-protection, reporting sexual abuse and assault, treatment, and counseling. These standards are also displayed in the posters and pamphlets at IGSA facilities.

Additionally, ICE has issued guidance instructing field offices to implement programs that inform detainees of their right to be free from sexual harassment and assault. ICE instructed all field offices to disseminate information regarding sexual abuse and assault prevention to applicable facilities for posting where ICE detainees are housed. In addition, all detainees receive a copy of the ICE National Detainee Handbook, which contains information relating to sexual abuse prevention and the reporting of a sexual assault.

Regardless of whether PREA applies to ICE detention facilities, ICE participates in the National Inmate Survey (NIS), which is administered under provisions of the PREA by the Bureau of Justice Statistics (BJS), to measure sexual victimization in prisons and jails. In 2008 and 2009, when the NIS was last completed, BJS included five ICE facilities. At those facilities, the rates of alleged sexual victimization were significantly lower than in comparable adult prisons and jails throughout the nation.

The 2008 Performance Based National Detention Standards (PBNDS) contain a sexual abuse and assault prevention and intervention standard, which seeks to stop all sexual abuse by emphasizing the detection, prevention, reduction, and punishment of sexual assault. In addition, the 2010 PBNDS, which have been drafted but not finalized, explicitly incorporate certain provisions from the recommendations made by the National Prison Rape Elimination Commission. Further, because the Attorney General has not yet approved any national PREA standards and because questions have been raised surrounding the extent to which local and county jails are required to comply with PREA, ICE believes that enforcing its standards, which are verified through an annual inspections process, is the most appropriate method of ensuring that sexual abuse and assault protections are afforded to all ICE detainees.

Removal and Return Statistics

Question: Provide for the record a chart showing the number of criminal removals, the number of non-criminal removals, and the total removals ICE made in FY10 and in FY11 to date. Also include the number of convicted criminals and non-criminals who were permitted to voluntarily depart, voluntarily return, or withdraw their application for admission.

ANSWER:

FY2010-2011 YTD Removals

	FY2010 Removals		
Removal Case Status	Convicted Criminals	Non-Criminals	Total
Withdrawal Permitted - I-275 Issued	99	1,668	**1,767**
Voluntary Departure Confirmed	5,006	16,463	**21,469**
Voluntary Return Witnessed	18,828	46,048	**64,876**
Deported/Removed - Deportability	63,152	30,211	**93,363**
Excluded/Removed - Inadmissibility	108,686	102,700	**211,386**
Section 250 Removal (aliens in distress)	1	0	**1**
Total	**195,772**	**197,090**	**392,862**
Comments: FY 2008-2010 data is historical and remains static.			

	FY2011 YTD Removals		
Removal Case Status	Convicted Criminals	Non-Criminals	Total
Withdrawal Permitted - I-275 Issued	20	382	**402**
Voluntary Departure Confirmed	3,469	7,405	**10,874**
Voluntary Return Witnessed	7,202	15,954	**23,156**
Deported/Removed - Deportability	31,033	12,468	**43,501**
Excluded/Removed - Inadmissibility	49,039	44,169	**93,208**
Section 250 Removal (aliens in	0	1	**1**

distress)			
Total	**90,763**	**80,379**	**171,142**
Comments: FY 2011 data was extracted from IIDS v. 1.6 on 03/28/2011, provided by the Statistical Tracking Unit.			

Starting in fiscal year (FY) 2009, U.S. Immigration and Customs Enforcement (ICE) began to "lock" removal statistics on October 5th at the end of each fiscal year and counted only the aliens whose removal or return was already confirmed. Aliens removed or returned in that fiscal year but not confirmed until after October 5th were excluded from the locked data and thus from ICE statistics. To ensure an accurate and complete representation of all removals and returns, ICE includes the removals and returns confirmed after October 5th into the next fiscal year. The number of removals in FY 2009, excluding the "lag" from FY 2008, was 387,790. The number of removals in FY 2010, excluding the "lag" from FY 2009, was 373,440. FY 2010 statistics do not include 76,732 expedited removal cases which ICE closed on behalf of CBP in FY2010. Fiscal year data lag/case closure lag is defined as the physical removal of an alien occurring in a given month whereby, the case is not closed in ICE's ENFORCE Alien Removal Module (EARM)[1] until a subsequent fiscal year after the data is locked. Since the data from the previous fiscal year is locked, the removal is recorded in the month the case was closed and reported in the next fiscal year removals.

In a forthcoming report, the DHS Office of Immigration Statistics (OIS) will report a lower level of removals for FY 2010 that does not include lagged records from prior years. In order to avoid such discrepancies in the future, ICE and OIS will work to determine a consistent methodology for reporting removals.

Question: Please provide statistics on all identifications, arrests, removal proceedings, and removals and returns under the Criminal Alien Program, Fugitive Operations Program, Secure Communities Program, 287(g), and other measures for FY08, FY09, and FY10.

ANSWER:

Criminal Alien Program				
	FY 2008	**FY 2009**	**FY 2010**	**Total**
Identifications (Encounters)	222,739	338,130	668,079	1,228,948
Administrative Arrests	221,085	232,796	219,477	673,358
Removal proceedings	--	--	--	--
Removals and returns	--	184,666	171,281	355,947
Comments: The Criminal Alien Program (CAP) utilized the Enforcement Integrated Database (EID) Datamart in FY 2008. This database did not maintain detailed data; therefore, CAP is unable to provide statistics on removals and returns for FY 2008. ICE also does not track removal proceedings initiated based upon information obtained through CAP.				

FY 2011 data was extracted from IIDS version 1.6 on March 28, 2011, provided by the statistical tracking unit.
FY 2008–FY 2010 data is historical and remains static.
FY 2009 arrest data provided by the Criminal Alien Program (CAP).
FY 2009 removals and returns data provided by the CAP.
FY 2009–FY 2010 encounters are identified with program codes: Enforcement and Removal Operations (ERO)

[1] EARM is the case management system for tracking cases of aliens in the removal process. This application, in conjunction with the ENFORCE Alien Detention Module (EADM), replaces the retired Deportable Alien Control System (DACS) and works closely with the ENFORCE Apprehension Booking Module (EABM). This module supports the ICE Office of Enforcement and Removal Operations (ERO) by collecting, tracking, managing, and storing data on aliens in removal proceedings, and using a shared database with other enforcement and ICE applications.

CAP, Detention and Deportation Program (DDP), Violent Criminal Alien Section (VCAS) and Joint Criminal Alien Removal Taskforce (JCART); lead types: CAP LOCAL facility (CLC), CAP STATE facility (CST), CAP FEDERAL facility (CFD), and Criminal Alien.
FY 2009–FY 2010 arrests are identified with program codes: ERO CAP, DDP, VCAS, and JCART; Arrest Method: CST, CLC, CFD, and non-custodial arrest.
FY 2009–FY 2010 removals are identified with program codes: ERO CAP, DDP, VCAS, and JCART. Removals and returns include: voluntary returns, voluntary departures, and withdrawals under docket control.

Starting in FY 2009, ICE began to "lock" removal statistics on October 5th at the end of each fiscal year and counted only the aliens whose removal or return was already confirmed. Aliens removed or returned in that fiscal year but not confirmed until after October 5th were excluded from the locked data and thus from ICE statistics. To ensure an accurate and complete representation of all removals and returns, ICE includes the removals and returns confirmed after October 5th into the next fiscal year.

The number of removals in FY 2009, excluding the "lag" from FY 2008, was 387,790. The number of removals in FY 2010, excluding the "lag" from FY 2009, was 373,440. FY data lag/case closure lag is defined as the physical removal of an alien occurring in a given month; however, the case is not closed in the Enforce Alien Removal Module (EARM) until a subsequent FY after the data is locked. Because the data from the previous FY is locked, the removal is recorded in the month the case was closed and reported in the next FY removals.

Fugitive Operations Program				
	FY 2008	**FY 2009**	**FY 2010**	**Total**
Identifications (Encounters)	--	--	--	--
Administrative Arrests	34,155	35,094	35,774	105,023
Removal proceedings	--	--	--	--
Removals and returns	15,969	20,208	20,644	56,821
Comments: ICE does not track identifications and removal proceedings for the Fugitive Operations Program.				

Secure Communities IDENT/IAFIS Interoperability Statistics				
	FY 2008	**FY 2009**	**FY 2010**	**Total**
Alien IDENT matches from IDENT/IAFIS interoperability submissions	--	95,664	248,166	343,830
Administrative arrests	--	38,225	102,572	140,797
Removals and returns	--	14,476	49,839	64,315
Comments: The first deployment of SC IDENT/IAFIS interoperability took place in FY 2009. As a result, no data is available for FY 2008. The removals listed in this chart are identified by SC and are processed by CAP officers, thus they are included in the CAP chart on the previous page.				

287(g) Program				
	FY 2008	**FY 2009**	**FY 2010**	**Total**
Identifications (Encounters)	49,920	62,757	56,217	168,894
Administrative Arrests	45,667	60,225	48,575	154,467
Removal proceedings	44,467	55,769	45,758	145,994
Removals and returns	37,351	43,958	31,070	112,379
Comments: 287(g) reports data respective to the FY in which the screening/interview took place. Therefore, each category is a sub-category of the preceding row. Data is as of April 6, 2011. Some of the removals listed				

in this chart are included in the CAP chart on the previous page.

State and Local Programs

Question: Several state and local law enforcement organizations have pending applications for participation in the 287(g) program. These applications have been in process for more than a year. What is the average period of time for ICE consideration of 287(g) applications? When will the review be concluded on the currently pending applications?

ANSWER:

Each 287(g) application is unique and thus there is not a set timeline for review and adjudication. As part of the process, ICE considers the cost and relative benefits of entering into a 287(g) memorandum of agreement (MOA) with a local law enforcement agency (LEA). This analysis includes the completion of a needs assessment by the subject LEA, which collects information about the immigration or customs enforcement challenges that affect the LEA's community, as well as an ICE consideration of available field office resources, oversight and supervision capabilities, detention capacity, and whether to use a task force or detention model. Additionally, before expanding the 287(g) program to any particular jurisdiction, ICE solicits input from the Department of Homeland Security's (DHS) Office for Civil Rights and Civil Liberties and determines whether a jurisdiction has any open investigations or unresolved concerns.

ICE recognized the need for a more formalized process for recommending LEAs for participation in the program. As a result, the 287(g) program advisory board was established in April 2009 to give DHS stakeholders the opportunity to voice their concerns and share critical information when reviewing an LEA application for participation or continuation in the program. Each member of the advisory board is given the opportunity to support the approval or denial of an LEA's participation in the program and to provide information that may assist the ICE Assistant Secretary in making an informed decision whether to approve or deny the request.

The 287(g) advisory board convened in January 2011 and considered eight applications for 287(g) participation. Final decisions on those applications are currently pending.

Question: 287(g) is another tool to enable smart enforcement of U.S. immigration law. Please provide some examples of how State and local law enforcement applied 287(g) authority effectively to support ICE in carrying out its mission.

ANSWER:

The 287(g) program permits U.S. Immigration and Customs Enforcement's (ICE) to delegate enforcement of Federal immigration law to State and local law enforcement agencies that request such authority. In fiscal year (FY) 2010, ICE renegotiated 67 memoranda of agreements (MOA) with law enforcement partners using a new standardized agreement. The new agreement is designed to strengthen ICE oversight of the 287(g) program.

The revised MOA defines the objectives of the 287(g) program as ICE's enforcement priorities. Provisions in the MOA define the nature and extent of ICE's supervision and oversight of the program, provide guidelines for information reporting and tracking, outline the immigration enforcement authorities granted by the agreement, describe the circumstances under which the 287(g) authority is to be used by participating law enforcement agencies, and provide clear procedures for individuals or agencies to file complaints regarding the alleged misuse of 287(g) authority.

In FY 2010, 287(g) designated officers encountered 56,217 individuals, of which 48,559 were amenable to removal. In FY 2010, the 287(g) program accounted for 30,854 removals from the United States. For example, on April 19, 2011, a 287(g) jail enforcement officer (JEO) from the Lexington County Sheriff's Office encountered a subject at the Lexington County Detention Center subsequent to his arrest for driving without a license. Alienage and deportability were determined by the JEO and an immigration detainer was placed with the detention center [by ICE or by the JEO?]. Upon completion of all record checks with ICE indices and a Federal Bureau of Investigation (FBI) Integrated Automated Fingerprint Identification System [IAFIS] report, it was discovered that the subject was previously encountered by Border Patrol on two occasions and had been granted separate voluntary returns. It was also discovered that the subject had an outstanding warrant with the Columbia, South Carolina, FBI field office for trafficking cocaine. The 287(g) JEO contacted the FBI and made arrangements for the subject to be turned over to FBI's custody.

The 287(g) program also enables ICE to collect additional data about criminal aliens in the Enforcement Operational Records System of Records (ENFORCE) applications. On October 1, 2010, ICE established a new ENFORCE crime entry screen to collect criminal offenses identified through the 287(g) program. This ensures that 287(g) participating law enforcement agencies are adhering to ICE priorities, as set out in the June 30, 2010 memorandum "Civil Immigration Enforcement: Priorities for the Apprehension, Detention, and Removal of Aliens," reissued by Assistant Secretary Morton on March 2, 2011.

Alternatives to Detention

Question: Please provide for the record a chart that shows the enrollment in ATD by length of time participants remain monitored by the program for FY10 enrollments and FY11 enrollments to date using the categories less than 3 months, 3-6 months, 6-12 months, 12-18 months, 18-24 months, and greater than 24 months.

ANSWER:

The record of Alternatives to Detention (ATD) enrollments for fiscal year (FY) 2010 and FY 2011 (as of March 24, 2011) are provided below. As FY 2010 enrollments began fewer than 18 months ago, the chart reflects that no one has been enrolled in the program for more than 18 months.

FY 2010		**FY 2011**	
Months	**ATD Enrollments**	**Months**	**ATD Enrollments**
Fewer than 3 Months	**1,649**	Fewer than 3 Months	**3,081**
3–6 Months	**1,414**	3–6 Months	**1,842**
6–12 Months	**5,354**	6–12 Months	-
12–18 Months	**3,021**	12–18 Months	-
18–24 Months	-	18–24 Months	-
More than 24 Months	-	More than 24 Months	-
Total	**11, 438**	**Total**	**4,923**

Question: Please provide the number of non-removable aliens newly enrolled in ATD after six months in custody, updating information provided in last year's hearing record on page 496.

ANSWER:

The chart represents the estimated number of aliens whose removal is not significantly likely in the reasonably foreseeable future (SLRFF) enrolled in Alternatives to Detention (ATD) after six months in custody. ATD has

updated the information provided in last year's hearing record to reflect fiscal year (FY) 2010 and FY 2011 enrollment numbers, as of March 7, 2011.

Non-SLRFF Removals Enrollment

FY 2010		FY 2011	
Atlanta	11	Atlanta	3
Bakersfield	2	Charleston	2
Baltimore	3	Charlotte	1
Boston	56	Detroit	1
Buffalo	5	Houston	4
Charlotte	9	Kansas City	1
Chicago	45	Los Angeles	1
Dallas	79	New Orleans	1
Delray	8	Orlando	1
Detroit	3	Philadelphia	1
El Paso	1	Sacramento	76
Hartford	17	Salt Lake City	1
Houston	58	San Antonio	1
Kansas City	1	Santa Ana	2
Los Angeles	7	Washington DC	3
Miami	83	**Total**	**99**
New Orleans	3		
New York	10		
Newark	1		
Orlando	40		
Philadelphia	39		
Phoenix	4		
Providence	2		
Sacramento	13		
Salt Lake City	15		
San Antonio	23		
San Diego	13		
San Francisco	17		
Santa Ana	1		
Seattle	1		
Springfield	1		
St Louis	1		
St Paul	5		
Washington, DC	8		
Wichita	1		
Total	**586**		

Note: All data was obtained by using historical information provided by Behavioral Interventions, Inc., from the Intensive Supervision Appearance Program (ISAP) I and ISAP II.

Question: Director Morton, during the hearing you noted to Ranking Member Price that one of the reasons why ATD is not providing the kind of results that would have been expected is that the docket for individuals enrolled in the program (the "nondetained" docket) is significantly slower in most places than that for detained individuals. You mentioned pilot programs in Miami and Baltimore to expedite that docket. Please elaborate on these pilot programs and what barriers ICE faces in reducing the participants' length of time in the program and more efficiently removing this population.

ANSWER:
The Alternatives to Detention (ATD) fast track pilot program, initiated in January 2010, is a joint effort between U.S. Immigration and Customs Enforcement (ICE) and the Department of Justice's Executive Office for Immigration Review (EOIR) to reduce immigration proceedings cycle times for ATD participants. Immigration judges and ICE attorneys participating in the pilot program are encouraged to expedite the processing of ATD cases and to minimize the use of continuances. By reducing the time it takes for ATD participants to complete their immigration proceedings, ICE is able to increase the number of participants served by the ATD program. ICE and EOIR are presently conducting pilot projects in Baltimore, Maryland, and Miami, Florida. Initially, the goal was to cycle ATD participants from a Notice to Appear to a final decision, order, or appeal process within 180 days. The 180 day target was approximately half the average time aliens spent in our ATD program. However, the average length in proceedings pilot program participants has exceeded the 180 day target and continues to trend upwards towards the national average length in the ATD program. Accordingly, ERO continues to collect the data and the effectiveness of the pilot project is still being evaluated.

Investigations

Question: ICE has broad investigative authorities and activities. What guidance has been given to the field in dictating investigative priorities? What analysis or risk assessment has been done that informs those investigative priorities?

ANSWER:

U.S. Immigration and Customs Enforcement (ICE) uses its legal authority to investigate violations of law such as national security threats, financial and smuggling violations (including illegal arms exports), commercial fraud, human trafficking, narcotics smuggling, child pornography/exploitation, and immigration fraud.

With more than 9,400 employees to satisfy its investigative mission, ICE has more than 7,000 special agents assigned to more than 200 cities nationwide and 69 offices in 47 countries worldwide. ICE field offices address all violations of law delegated to ICE through DHS. Although ICE headquarters provides field offices with basic guidance regarding strategic goals and enforcement priorities, each field office is expected and instructed to rely on its personnel to conduct a comprehensive threat and resource assessment of that office's area of responsibility. These threat assessments are conducted to accurately identify patterns, trends, routes, and methods used by criminal organizations. Based on this intelligence, field offices are then instructed to prioritize investigative and enforcement efforts, predict emerging and future trends, and identify systemic vulnerabilities and methods to mitigate those vulnerabilities. An additional requirement advanced to all field offices involves the need to proactively liaise with relevant public and private industry entities within an office's area of responsibility, which allows ICE field offices to account for challenges potentially overlooked by the threat assessments.

ICE field offices are expected to prioritize those threats representing the highest risk to national safety and security. Based on the above-mentioned threat assessment, each office develops an allocation plan for immediate and future resource allocations to meet such threats.

While field offices address local vulnerabilities and interact with other governmental entities, ICE headquarters coordinates a similar process to address ICE's needs nationwide. Thus, specialized units in Washington, D.C., conduct assessments regarding nationwide trends and needs in order to coordinate nationwide initiatives that will complement ongoing efforts from field offices. As a result of this combination of top-down and bottom-up approaches, ICE has been able to invest resources to address threats from a national and local perspective.

For example, based on a need to increase security along the Southwest border (SWB), ICE conducted Operation Southern Resolve (OSR) from June 1, through September 30, 2010. OSR was created as ICE's strategy to

increase resources along the SWB with the goal of disrupting criminals engaged in illegal activities, as well as to identify, disrupt, and dismantle Mexican cartel operations that destabilize Mexico and threaten regional security. OSR deployed 144 special agents, 26 intelligence research specialists, 8 attorneys to assist SWB U.S. Attorney's Offices with ICE-related cases, and 145 enforcement detention officers. In addition, 11 special agents were deployed to Mexico. OSR resulted in the opening of 534 investigations, 612 criminal arrests, as well as the seizure of 160 weapons and more than 59,000 pounds of marijuana. This is an example of how ICE assets remain flexible to address emerging and changing needs.

ICE has implemented a Strategic Management Framework (SMF), which is a comprehensive, multi-layered approach to strategic planning that outlines ICE's overall strategic enforcement and staffing direction over a 5-year period. Designed to improve planning, performance, and resource management throughout ICE investigative programs, the SMF includes specific objectives, tactics, and performance targets that lays the foundation for ICE to meet its strategic goals.

The SMF begins with a Strategic Risk Assessment (SRA), which is used by ICE leadership to outline ICE enforcement priorities as well as goals and objectives. The SRA assesses the major risks in ICE's mission area, ranks the risks based upon the likelihood and consequence of the identified risks, and results in a suggested enforcement prioritization based upon the likelihood and consequence rankings. ICE leadership utilizes the results of the assessment to make risk-informed decisions regarding ICE enforcement priorities, goals, and objectives for the coming fiscal year. ICE investigative components, including Special Agent in Charge offices and national program offices, then use the following SMF templates to identify the activities, resource requirements (funding, personnel, and equipment), and results necessary to achieve Homeland Security Investigations' leadership's strategic enforcement goals.

In November 2010, ICE began tracking the number of disruptions and dismantlements resulting from investigations of high risk individuals or transnational organizations that threaten the national security and/or public safety of the United States through the violation of our nation's customs and immigration laws. ICE will baseline the data/metrics for the first year and be prepared to incorporate them into the ICE Government Performance and Results Act measure beginning in fiscal year 2012.

Question: The Subcommittee used to receive a quarterly spend plan on HSI's budget execution. We have not received these spend plans in some time. Please promptly provide the latest spend plan.

ANSWER:

Use of Resources Provided for Fiscal Year 2011

As of the end of the 1st quarter of fiscal year (FY) 2011, U.S. Immigration and Customs Enforcement's (ICE) Domestic Investigations operated under a continuing resolution. Thus, for budget allocation and forecasting purposes, the ICE Domestic Investigations budget for FY 2011 is estimated as the sum of the FY 2010 Domestic Investigations appropriation ($1,649,551,000) and the amount allocated to Domestic Investigations as part of the FY 2010 Border Security Supplemental Appropriation ($68,078,000), which results in a total Domestic Investigations budget estimate of FY 2011 budget of $1,717,629,000. This total was broken down into appropriated funds allocated to investigative operations ($1,653,275,000) and funds allocated to investigative support activities ($64,354,000). "Support activities" are defined as work performed by ICE investigative entities providing support across all investigative categories. The table below provides the estimated spend plan allocation of ICE's appropriated investigative budget at the beginning of the FY and the actual expenditures of the investigative budget at the end of the FY.

	FY 11 Spend Plan Allocated	1st QTR FY 11 Expended	Qtr Expenditures FY 11 Spend Plan (25% is Optimal)
Investigative Operations*	**$1,653,275,000**	**$355,327,374**	**21.50%**
Illicit Trade (Sub-Total)	**$798,087,000**	**$174,050,248**	**21.81%**
Munitions Control/Illegal Exports	$113,562,000	$22,120,101	19.48%
Commercial (Trade) Fraud	$75,795,000	$18,402,849	24.28%
Drug Smuggling	$411,062,000	$91,006,045	22.14%
General Smuggling	$39,311,000	$8,598,913	21.87%
Cyber Crime/Child Pornography	$96,820,000	$20,666,317	21.35%
Other Smuggling & Criminal Activity	$61,537,000	$13,256,023	21.54%
Illicit Travel (Sub-Total)	**$650,664,000**	**$133,485,903**	**20.52%**
Foreign/Domestic Cooperation	$12,776,000	$2,477,214	19.39%
National Security Investigations	$72,927,000	$13,311,412	18.25%
Human Smuggling/Trafficking	$171,594,000	$31,760,929	18.51%
General Alien Investigations	$82,929,000	$18,264,864	22.02%
Document & Benefit Fraud	$109,043,000	$26,743,627	24.53%
Worksite Enforcement [1]	$105,863,000	$22,283,275	21.05%
Gang Investigations	$95,532,000	$18,644,582	19.52%
Illicit Finance (Sub-Total)	**$204,524,000**	**$47,791,223**	**23.37%**
Bulk Cash Smuggling/Illegal Money Services	$24,274,000	$7,382,306	30.41%
Financial Investigations Related to Other Investigative Categories	$180,250,000	$40,408,917	22.42%
Investigative Support Activities*	**$64,354,000**	**$10,610,643**	**16.49%**
Law Enforcement Support Center (LESC)	$34,990,000	$6,705,022	19.16%
Forensic Document Laboratory	$14,357,000	$2,235,594	15.57%
Cyber Crimes Center	$15,007,000	$1,670,027	11.13%
Total Appropriated Investigative Budget (Operations + Support)	**$1,717,629,000**	**$366,298,017**	**21.34%**

*Investigative Operations and Support Activities are from the Domestic Investigations Program/Project Activity (PPA). International and Intelligence PPAs information will be incorporated by FY 2012.

Notes:

Methodology: The projection of FY 2011 funding levels for each investigative area, to include salary dollars expended, were determined, in part, by using linear trends analysis of the previous 4 years of investigative activity in each program area. This allows ICE to better project expenditures in each investigative category based upon investigative priorities and the trends in criminal activity and investigative effort over a 4-year period. At the end of each quarter and at the end of the FY, ICE's Office of Homeland Security Investigations (HSI) calculated investigative programs expenditures by dividing the investigative hours reported for each investigative program area by the total HSI domestic investigative hours. The resulting percentage is applied to the total HSI domestic investigative obligations and expenditures for the quarter to determine the amount obligated and expended within each investigative area. A percentage of the projected (spend plan) budget allocation for each investigative area is also provided.

When comparing the projected (spend plan) budget allocation of FY 2011 funding to actual expenditures, please note that the line items do not represent fixed allocations to particular mission areas. HSI enforces more than 400 legal authorities, which drive mission performance and the expenditure of funds. The actual expenditures varied significantly from the projections made at the beginning of the year due to changing threats to public safety or national security and/or mission re-prioritization by a higher authority.

1) Worksite Enforcement expenditures reported in this line includes only those investigative activities directly reported within Worksite Enforcement mission categories. Beyond the total reported above, an additional $4,898,583 was expended in other investigative categories for activities related to Worksite Enforcement. These expenditures tie back to worksite enforcement efforts through investigative project codes, but are not counted in the Worksite Enforcement category to prevent double counting.

Question: Provide a chart showing arrests by field office by category of investigation for FY10.

ANSWER:

SAC/ATTACHE	CATEGORY OF INVESTIGATION[2]	CRIM ARRESTS	ADMIN ARRESTS
1M - ICE KABUL, AFGHANISTAN - ATTACHE	DRUG SMUGGLING	4	0
AQ - CASABLANCA - ATTACHE	FOREIGN/DOMESTIC COOPERATION	1	0
AT - ATLANTA, GA - SAC	DRUG SMUGGLING	331	96
	NATIONAL SECURITY INVESTIGATIONS	5	39
	HUMAN SMUGGLING/TRAFFICKING	33	131
	GENERAL ALIEN INVESTIGATIONS	176	375
	DOCUMENT & BENEFIT FRAUD	143	115
	SEVIS INVESTIGATIONS	1	44
	WORKSITE INVESTIGATIONS	1	13
	OTHER FINANCIAL INVESTIGATIONS	173	13
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	3	0
	COUNTER-PROLIFERATION INVESTIGATIONS	14	11
	GANG INVESTIGATIONS	301	302
	CYBER CRIMES/CHILD PORNOGRAPHY	31	2
	OTHER CRIMINAL ACTIVITY	56	17
	GENERAL SMUGGLING	2	0
	TRADE FRAUD INVESTIGATIONS	32	0
	FOREIGN/DOMESTIC COOPERATION	0	1
BA - BALTIMORE, MD - SAC	DRUG SMUGGLING	63	0
	NATIONAL SECURITY INVESTIGATIONS	4	34

[2] If an investigative category does not appear next to a field office/location, there were no arrests made for that category within that office/location area for fiscal year 2010.

	HUMAN SMUGGLING/TRAFFICKING	13	10
	GENERAL ALIEN INVESTIGATIONS	19	240
	DOCUMENT & BENEFIT FRAUD	25	31
	SEVIS INVESTIGATIONS	0	50
	WORKSITE INVESTIGATIONS	3	35
	OTHER FINANCIAL INVESTIGATIONS	11	2
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	2	0
	COUNTER-PROLIFERATION INVESTIGATIONS	4	9
	GANG INVESTIGATIONS	28	38
	CYBER CRIMES/CHILD PORNOGRAPHY	20	0
	OTHER CRIMINAL ACTIVITY	0	2
	GENERAL SMUGGLING	1	0
	TRADE FRAUD INVESTIGATIONS	8	1
	FOREIGN/DOMESTIC COOPERATION	3	0
BJ - BEIJING, CHINA - ATTACHE	HUMAN SMUGGLING/TRAFFICKING	34	0
BK - BANGKOK - ATTACHE	HUMAN SMUGGLING/TRAFFICKING	2	0
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
BO - BOSTON, MA - SAC	DRUG SMUGGLING	163	8
	NATIONAL SECURITY INVESTIGATIONS	2	34
	HUMAN SMUGGLING/TRAFFICKING	22	10
	GENERAL ALIEN INVESTIGATIONS	99	309
	DOCUMENT & BENEFIT FRAUD	52	31
	SEVIS INVESTIGATIONS	0	44
	WORKSITE INVESTIGATIONS	2	29
	OTHER FINANCIAL INVESTIGATIONS	27	5
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	5	1
	COUNTER-PROLIFERATION INVESTIGATIONS	1	1
	GANG INVESTIGATIONS	39	60
	CYBER CRIMES/CHILD PORNOGRAPHY	52	0

	OTHER CRIMINAL ACTIVITY	5	1
	GENERAL SMUGGLING	4	0
	TRADE FRAUD INVESTIGATIONS	5	3
	FOREIGN/DOMESTIC COOPERATION	25	1
BS - BRUSSELS, BELGIUM - ATTACHE/BRUSSELS	DRUG SMUGGLING	10	0
BU - BUFFALO,NY-SAC	DRUG SMUGGLING	210	1
	NATIONAL SECURITY INVESTIGATIONS	0	12
	HUMAN SMUGGLING/TRAFFICKING	44	32
	GENERAL ALIEN INVESTIGATIONS	10	89
	DOCUMENT & BENEFIT FRAUD	19	6
	SEVIS INVESTIGATIONS	0	19
	WORKSITE INVESTIGATIONS	4	46
	OTHER FINANCIAL INVESTIGATIONS	38	7
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	16	0
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	CYBER CRIMES/CHILD PORNOGRAPHY	34	0
	OTHER CRIMINAL ACTIVITY	26	1
	GENERAL SMUGGLING	16	0
	TRADE FRAUD INVESTIGATIONS	22	0
	FOREIGN/DOMESTIC COOPERATION	3	1
CH - CHICAGO, IL - SAC	DRUG SMUGGLING	280	77
	NATIONAL SECURITY INVESTIGATIONS	1	76
	HUMAN SMUGGLING/TRAFFICKING	44	187
	GENERAL ALIEN INVESTIGATIONS	141	829
	DOCUMENT & BENEFIT FRAUD	99	85
	SEVIS INVESTIGATIONS	2	214
	WORKSITE INVESTIGATIONS	8	53
	OTHER FINANCIAL INVESTIGATIONS	41	21
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	33	15
	COUNTER-PROLIFERATION INVESTIGATIONS	8	0
	GANG INVESTIGATIONS	81	242

	CYBER CRIMES/CHILD PORNOGRAPHY	69	1
	OTHER CRIMINAL ACTIVITY	15	3
	GENERAL SMUGGLING	6	3
	TRADE FRAUD INVESTIGATIONS	22	2
	FOREIGN/DOMESTIC COOPERATION	61	45
CX - CARIBBEAN - ATTACHE	DRUG SMUGGLING	20	0
	HUMAN SMUGGLING/TRAFFICKING	75	0
	GENERAL ALIEN INVESTIGATIONS	1	0
	DOCUMENT & BENEFIT FRAUD	87	0
	OTHER FINANCIAL INVESTIGATIONS	26	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	3	0
	COUNTER-PROLIFERATION INVESTIGATIONS	3	0
	OTHER CRIMINAL ACTIVITY	3	0
	GENERAL SMUGGLING	5	0
	FOREIGN/DOMESTIC COOPERATION	26	0
DA - DALLAS, TX - SAC	DRUG SMUGGLING	211	30
	NATIONAL SECURITY INVESTIGATIONS	2	44
	HUMAN SMUGGLING/TRAFFICKING	35	164
	GENERAL ALIEN INVESTIGATIONS	56	219
	DOCUMENT & BENEFIT FRAUD	45	25
	SEVIS INVESTIGATIONS	2	122
	WORKSITE INVESTIGATIONS	14	21
	OTHER FINANCIAL INVESTIGATIONS	61	7
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	6	3
	COUNTER-PROLIFERATION INVESTIGATIONS	10	9
	GANG INVESTIGATIONS	307	129
	CYBER CRIMES/CHILD PORNOGRAPHY	36	0
	OTHER CRIMINAL ACTIVITY	5	0
	GENERAL SMUGGLING	4	0
	TRADE FRAUD INVESTIGATIONS	2	0
	FOREIGN/DOMESTIC COOPERATION	79	3

DC - WASHINGTON DC - SAC	DRUG SMUGGLING	43	0
	NATIONAL SECURITY INVESTIGATIONS	3	30
	HUMAN SMUGGLING/TRAFFICKING	11	40
	GENERAL ALIEN INVESTIGATIONS	29	356
	DOCUMENT & BENEFIT FRAUD	60	42
	SEVIS INVESTIGATIONS	0	55
	WORKSITE INVESTIGATIONS	5	14
	OTHER FINANCIAL INVESTIGATIONS	23	2
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	9	4
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	GANG INVESTIGATIONS	34	60
	CYBER CRIMES/CHILD PORNOGRAPHY	16	1
	OTHER CRIMINAL ACTIVITY	14	7
	GENERAL SMUGGLING	3	0
	TRADE FRAUD INVESTIGATIONS	9	1
	FOREIGN/DOMESTIC COOPERATION	1	1
DE - DENVER, CO - SAC	DRUG SMUGGLING	132	22
	NATIONAL SECURITY INVESTIGATIONS	2	15
	HUMAN SMUGGLING/TRAFFICKING	13	157
	GENERAL ALIEN INVESTIGATIONS	176	599
	DOCUMENT & BENEFIT FRAUD	17	19
	SEVIS INVESTIGATIONS	0	29
	WORKSITE INVESTIGATIONS	8	41
	OTHER FINANCIAL INVESTIGATIONS	25	2
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	5	0
	COUNTER-PROLIFERATION INVESTIGATIONS	2	1
	GANG INVESTIGATIONS	167	183
	CYBER CRIMES/CHILD PORNOGRAPHY	35	3
	OTHER CRIMINAL ACTIVITY	25	17
	GENERAL SMUGGLING	7	0
	TRADE FRAUD INVESTIGATIONS	1	0
DT - DETROIT, MI - SAC	DRUG SMUGGLING	186	8
	NATIONAL SECURITY INVESTIGATIONS	5	36

	HUMAN SMUGGLING/TRAFFICKING	12	12
	GENERAL ALIEN INVESTIGATIONS	42	330
	DOCUMENT & BENEFIT FRAUD	79	71
	SEVIS INVESTIGATIONS	0	69
	WORKSITE INVESTIGATIONS	14	21
	OTHER FINANCIAL INVESTIGATIONS	24	14
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	1	1
	COUNTER-PROLIFERATION INVESTIGATIONS	5	2
	GANG INVESTIGATIONS	71	4
	CYBER CRIMES/CHILD PORNOGRAPHY	46	0
	OTHER CRIMINAL ACTIVITY	23	2
	GENERAL SMUGGLING	2	1
	TRADE FRAUD INVESTIGATIONS	8	0
	FOREIGN/DOMESTIC COOPERATION	2	0
EP - EL PASO, TX - SAC	DRUG SMUGGLING	1,214	33
	NATIONAL SECURITY INVESTIGATIONS	0	1
	HUMAN SMUGGLING/TRAFFICKING	105	158
	GENERAL ALIEN INVESTIGATIONS	77	203
	DOCUMENT & BENEFIT FRAUD	20	6
	SEVIS INVESTIGATIONS	0	8
	WORKSITE INVESTIGATIONS	2	5
	OTHER FINANCIAL INVESTIGATIONS	11	11
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	12	1
	COUNTER-PROLIFERATION INVESTIGATIONS	27	43
	GANG INVESTIGATIONS	126	47
	CYBER CRIMES/CHILD PORNOGRAPHY	25	0
	OTHER CRIMINAL ACTIVITY	16	0
	GENERAL SMUGGLING	3	13
	TRADE FRAUD INVESTIGATIONS	3	0
	FOREIGN/DOMESTIC COOPERATION	11	20
FE - FRANKFURT - ATTACHE	DRUG SMUGGLING	5	0
	GENERAL ALIEN INVESTIGATIONS	1	0
	COUNTER-PROLIFERATION INVESTIGATIONS	2	0

	CYBER CRIMES/CHILD PORNOGRAPHY	5	0
	FOREIGN/DOMESTIC COOPERATION	15	0
GY - ATHENS, GREECE - ATTACHE	DOCUMENT & BENEFIT FRAUD	1	0
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
	FOREIGN/DOMESTIC COOPERATION	4	0
HK - HONG KONG - ATTACHE	DRUG SMUGGLING	2	0
	NATIONAL SECURITY INVESTIGATIONS	1	0
	HUMAN SMUGGLING/TRAFFICKING	11	0
	DOCUMENT & BENEFIT FRAUD	1	0
	TRADE FRAUD INVESTIGATIONS	2	0
	FOREIGN/DOMESTIC COOPERATION	1	0
HL - HONOLULU, HI - SAC	DRUG SMUGGLING	52	4
	NATIONAL SECURITY INVESTIGATIONS	1	1
	HUMAN SMUGGLING/TRAFFICKING	39	24
	GENERAL ALIEN INVESTIGATIONS	1	98
	DOCUMENT & BENEFIT FRAUD	9	5
	WORKSITE INVESTIGATIONS	0	2
	OTHER FINANCIAL INVESTIGATIONS	33	1
	COUNTER-PROLIFERATION INVESTIGATIONS	4	0
	CYBER CRIMES/CHILD PORNOGRAPHY	6	0
	OTHER CRIMINAL ACTIVITY	14	0
	GENERAL SMUGGLING	2	0
	TRADE FRAUD INVESTIGATIONS	3	0
HO - HOUSTON, TX - SAC	DRUG SMUGGLING	268	15
	NATIONAL SECURITY INVESTIGATIONS	4	18
	HUMAN SMUGGLING/TRAFFICKING	314	543
	GENERAL ALIEN INVESTIGATIONS	482	412
	DOCUMENT & BENEFIT FRAUD	42	26
	SEVIS INVESTIGATIONS	0	50

	WORKSITE INVESTIGATIONS	0	104
	OTHER FINANCIAL INVESTIGATIONS	34	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	2	0
	COUNTER-PROLIFERATION INVESTIGATIONS	21	12
	GANG INVESTIGATIONS	140	27
	CYBER CRIMES/CHILD PORNOGRAPHY	52	1
	OTHER CRIMINAL ACTIVITY	1	2
	TRADE FRAUD INVESTIGATIONS	23	2
	FOREIGN/DOMESTIC COOPERATION	14	23
HV - HO CHI MINH CITY, VIETNAM - (SIR)	DOCUMENT & BENEFIT FRAUD	1	0
	OTHER FINANCIAL INVESTIGATIONS	4	0
	FOREIGN/DOMESTIC COOPERATION	3	0
KO - SEOUL - ATTACHE	DOCUMENT & BENEFIT FRAUD	5	0
	OTHER FINANCIAL INVESTIGATIONS	2	0
	COUNTER-PROLIFERATION INVESTIGATIONS	7	0
	OTHER CRIMINAL ACTIVITY	7	0
	TRADE FRAUD INVESTIGATIONS	22	0
	FOREIGN/DOMESTIC COOPERATION	11	0
LA - LOS ANGELES, CA - SAC	DRUG SMUGGLING	373	19
	NATIONAL SECURITY INVESTIGATIONS	9	90
	HUMAN SMUGGLING/TRAFFICKING	76	322
	GENERAL ALIEN INVESTIGATIONS	101	217
	DOCUMENT & BENEFIT FRAUD	58	38
	SEVIS INVESTIGATIONS	12	89
	WORKSITE INVESTIGATIONS	9	96
	OTHER FINANCIAL INVESTIGATIONS	108	8
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	3	1
	COUNTER-PROLIFERATION INVESTIGATIONS	11	1
	GANG INVESTIGATIONS	278	226
	CYBER CRIMES/CHILD PORNOGRAPHY	23	2

	OTHER CRIMINAL ACTIVITY	32	20
	GENERAL SMUGGLING	23	5
	TRADE FRAUD INVESTIGATIONS	50	27
	FOREIGN/DOMESTIC COOPERATION	6	1
LN - LONDON - ATTACHE	DRUG SMUGGLING	6	0
	OTHER FINANCIAL INVESTIGATIONS	4	0
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
	TRADE FRAUD INVESTIGATIONS	9	0
	FOREIGN/DOMESTIC COOPERATION	29	0
MB - MANILA - ATTACHE	HUMAN SMUGGLING/TRAFFICKING	1	0
	OTHER FINANCIAL INVESTIGATIONS	3	0
	CYBER CRIMES/CHILD PORNOGRAPHY	3	0
	OTHER CRIMINAL ACTIVITY	1	0
MI - MIAMI, FL - SAC	DRUG SMUGGLING	386	47
	NATIONAL SECURITY INVESTIGATIONS	19	31
	HUMAN SMUGGLING/TRAFFICKING	134	253
	GENERAL ALIEN INVESTIGATIONS	121	378
	DOCUMENT & BENEFIT FRAUD	46	175
	SEVIS INVESTIGATIONS	2	140
	WORKSITE INVESTIGATIONS	9	18
	OTHER FINANCIAL INVESTIGATIONS	112	10
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	10	0
	COUNTER-PROLIFERATION INVESTIGATIONS	40	9
	GANG INVESTIGATIONS	342	11
	CYBER CRIMES/CHILD PORNOGRAPHY	32	0
	OTHER CRIMINAL ACTIVITY	58	1
	GENERAL SMUGGLING	4	1
	TRADE FRAUD INVESTIGATIONS	24	3
	FOREIGN/DOMESTIC COOPERATION	112	2

MS - SAINT PAUL, MN - SAC	DRUG SMUGGLING	245	26
	NATIONAL SECURITY INVESTIGATIONS	1	17
	HUMAN SMUGGLING/TRAFFICKING	23	98
	GENERAL ALIEN INVESTIGATIONS	75	311
	DOCUMENT & BENEFIT FRAUD	83	93
	SEVIS INVESTIGATIONS	1	43
	WORKSITE INVESTIGATIONS	27	44
	OTHER FINANCIAL INVESTIGATIONS	14	4
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	4	13
	COUNTER-PROLIFERATION INVESTIGATIONS	2	0
	GANG INVESTIGATIONS	95	76
	CYBER CRIMES/CHILD PORNOGRAPHY	43	0
	OTHER CRIMINAL ACTIVITY	53	0
	TRADE FRAUD INVESTIGATIONS	19	9
	FOREIGN/DOMESTIC COOPERATION	18	5
MU - MADRID, SPAIN - ATTACHE	DRUG SMUGGLING	11	0
	HUMAN SMUGGLING/TRAFFICKING	12	0
	DOCUMENT & BENEFIT FRAUD	1	0
	GENERAL SMUGGLING	3	0
	TRADE FRAUD INVESTIGATIONS	2	0
MV - BUENOS AIRES,ARGENTINA - ATTACHE	GENERAL ALIEN INVESTIGATIONS	1	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	2	0
	FOREIGN/DOMESTIC COOPERATION	4	1
MW - MOSCOW - ATTACHE	GENERAL ALIEN INVESTIGATIONS	1	0
	OTHER FINANCIAL INVESTIGATIONS	2	0
	TRADE FRAUD INVESTIGATIONS	2	0
	FOREIGN/DOMESTIC COOPERATION	1	0
MX - MEXICO CITY - ATTACHE	DRUG SMUGGLING	53	0
	NATIONAL SECURITY INVESTIGATIONS	2	0

	HUMAN SMUGGLING/TRAFFICKING	16	0
	OTHER FINANCIAL INVESTIGATIONS	11	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	20	0
	COUNTER-PROLIFERATION INVESTIGATIONS	81	0
	CYBER CRIMES/CHILD PORNOGRAPHY	5	0
	OTHER CRIMINAL ACTIVITY	11	0
	GENERAL SMUGGLING	5	0
	TRADE FRAUD INVESTIGATIONS	1	0
	FOREIGN/DOMESTIC COOPERATION	18	2
NI - NEW DELHI - ATTACHE'	HUMAN SMUGGLING/TRAFFICKING	1	0
	OTHER FINANCIAL INVESTIGATIONS	4	0
	CYBER CRIMES/CHILD PORNOGRAPHY	1	0
NK - NEWARK, NJ - SAC	DRUG SMUGGLING	140	8
	NATIONAL SECURITY INVESTIGATIONS	12	115
	HUMAN SMUGGLING/TRAFFICKING	10	26
	GENERAL ALIEN INVESTIGATIONS	1	8
	DOCUMENT & BENEFIT FRAUD	49	20
	SEVIS INVESTIGATIONS	1	52
	WORKSITE INVESTIGATIONS	1	4
	OTHER FINANCIAL INVESTIGATIONS	14	5
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	1	1
	COUNTER-PROLIFERATION INVESTIGATIONS	3	1
	GANG INVESTIGATIONS	32	35
	CYBER CRIMES/CHILD PORNOGRAPHY	11	0
	OTHER CRIMINAL ACTIVITY	7	0
	GENERAL SMUGGLING	4	2
	TRADE FRAUD INVESTIGATIONS	8	3
	FOREIGN/DOMESTIC COOPERATION	14	0
NL - ICE ATTACHE THE HAGUE	DRUG SMUGGLING	22	0
	DOCUMENT & BENEFIT FRAUD	1	0
	CYBER CRIMES/CHILD	4	0

	PORNOGRAPHY		
NO - NEW ORLEANS, LA - SAC	DRUG SMUGGLING	158	62
	NATIONAL SECURITY INVESTIGATIONS	1	23
	HUMAN SMUGGLING/TRAFFICKING	31	105
	GENERAL ALIEN INVESTIGATIONS	136	500
	DOCUMENT & BENEFIT FRAUD	80	72
	SEVIS INVESTIGATIONS	4	36
	WORKSITE INVESTIGATIONS	23	81
	OTHER FINANCIAL INVESTIGATIONS	41	26
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	7	0
	COUNTER-PROLIFERATION INVESTIGATIONS	11	2
	GANG INVESTIGATIONS	15	142
	CYBER CRIMES/CHILD PORNOGRAPHY	106	0
	OTHER CRIMINAL ACTIVITY	18	2
	GENERAL SMUGGLING	2	0
	TRADE FRAUD INVESTIGATIONS	22	0
	FOREIGN/DOMESTIC COOPERATION	0	1
NY - NEW YORK, NY - SAC	DRUG SMUGGLING	538	30
	NATIONAL SECURITY INVESTIGATIONS	17	172
	HUMAN SMUGGLING/TRAFFICKING	25	50
	GENERAL ALIEN INVESTIGATIONS	11	119
	DOCUMENT & BENEFIT FRAUD	73	31
	SEVIS INVESTIGATIONS	0	126
	WORKSITE INVESTIGATIONS	19	93
	OTHER FINANCIAL INVESTIGATIONS	163	6
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	16	0
	COUNTER-PROLIFERATION INVESTIGATIONS	2	0
	GANG INVESTIGATIONS	199	71
	CYBER CRIMES/CHILD PORNOGRAPHY	14	3
	OTHER CRIMINAL ACTIVITY	11	6
	GENERAL SMUGGLING	3	0
	TRADE FRAUD INVESTIGATIONS	49	4
	FOREIGN/DOMESTIC COOPERATION	1	3

OT - OTTAWA - ATTACHE	DRUG SMUGGLING	16	0
	HUMAN SMUGGLING/TRAFFICKING	5	0
	GENERAL ALIEN INVESTIGATIONS	2	0
	OTHER FINANCIAL INVESTIGATIONS	4	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	12	0
	COUNTER-PROLIFERATION INVESTIGATIONS	5	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
	OTHER CRIMINAL ACTIVITY	1	0
	GENERAL SMUGGLING	5	0
	TRADE FRAUD INVESTIGATIONS	2	0
	FOREIGN/DOMESTIC COOPERATION	14	7
PA - PARIS - ATTACHE	DRUG SMUGGLING	25	0
	HUMAN SMUGGLING/TRAFFICKING	26	0
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	CYBER CRIMES/CHILD PORNOGRAPHY	1	0
	GENERAL SMUGGLING	3	0
	FOREIGN/DOMESTIC COOPERATION	6	0
PH - PHILADELPHIA, PA - SAC	DRUG SMUGGLING	25	0
	NATIONAL SECURITY INVESTIGATIONS	18	69
	HUMAN SMUGGLING/TRAFFICKING	13	98
	GENERAL ALIEN INVESTIGATIONS	86	609
	DOCUMENT & BENEFIT FRAUD	29	14
	SEVIS INVESTIGATIONS	1	86
	WORKSITE INVESTIGATIONS	2	59
	OTHER FINANCIAL INVESTIGATIONS	24	8
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	0	1
	COUNTER-PROLIFERATION INVESTIGATIONS	5	0
	GANG INVESTIGATIONS	20	43
	CYBER CRIMES/CHILD PORNOGRAPHY	46	1
	OTHER CRIMINAL ACTIVITY	1	0

	GENERAL SMUGGLING	1	0
	TRADE FRAUD INVESTIGATIONS	4	2
	FOREIGN/DOMESTIC COOPERATION	1	0
PJ - PRETORIA - ATTACHE	HUMAN SMUGGLING/TRAFFICKING	11	0
	GENERAL ALIEN INVESTIGATIONS	4	0
	FOREIGN/DOMESTIC COOPERATION	2	0
PN - PANAMA CITY - ATTACHE	DRUG SMUGGLING	24	0
	HUMAN SMUGGLING/TRAFFICKING	8	0
	GENERAL ALIEN INVESTIGATIONS	73	0
	DOCUMENT & BENEFIT FRAUD	9	0
	OTHER FINANCIAL INVESTIGATIONS	18	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	8	0
	GANG INVESTIGATIONS	45	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
	OTHER CRIMINAL ACTIVITY	48	0
	FOREIGN/DOMESTIC COOPERATION	32	0
PX - PHOENIX, AZ - SAC	DRUG SMUGGLING	1,147	20
	NATIONAL SECURITY INVESTIGATIONS	0	1
	HUMAN SMUGGLING/TRAFFICKING	265	664
	GENERAL ALIEN INVESTIGATIONS	22	21
	DOCUMENT & BENEFIT FRAUD	6	4
	SEVIS INVESTIGATIONS	0	1
	WORKSITE INVESTIGATIONS	11	25
	OTHER FINANCIAL INVESTIGATIONS	89	2
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	45	1
	COUNTER-PROLIFERATION INVESTIGATIONS	34	2
	GANG INVESTIGATIONS	108	81
	CYBER CRIMES/CHILD PORNOGRAPHY	6	0
	OTHER CRIMINAL ACTIVITY	3	0
	GENERAL SMUGGLING	5	2
	TRADE FRAUD INVESTIGATIONS	1	0

	FOREIGN/DOMESTIC COOPERATION	1	1
QJ - QUITO, ECUADOR - ATTACHE	DRUG SMUGGLING	32	0
	HUMAN SMUGGLING/TRAFFICKING	52	0
	DOCUMENT & BENEFIT FRAUD	27	0
	OTHER FINANCIAL INVESTIGATIONS	78	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	25	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
	OTHER CRIMINAL ACTIVITY	2	0
	FOREIGN/DOMESTIC COOPERATION	5	0
RM - ROME - ATTACHE	HUMAN SMUGGLING/TRAFFICKING	6	0
	GENERAL ALIEN INVESTIGATIONS	1	0
	COUNTER-PROLIFERATION INVESTIGATIONS	1	0
	TRADE FRAUD INVESTIGATIONS	3	0
RR - RIYADH, SAUDI ARABIA - ATTACHE	DRUG SMUGGLING	3	0
	DOCUMENT & BENEFIT FRAUD	2	0
	OTHER FINANCIAL INVESTIGATIONS	1	0
SA - SAN ANTONIO, TX - SAC	DRUG SMUGGLING	1,101	21
	NATIONAL SECURITY INVESTIGATIONS	1	15
	HUMAN SMUGGLING/TRAFFICKING	457	1,475
	GENERAL ALIEN INVESTIGATIONS	68	167
	DOCUMENT & BENEFIT FRAUD	23	7
	SEVIS INVESTIGATIONS	1	12
	WORKSITE INVESTIGATIONS	7	49
	OTHER FINANCIAL INVESTIGATIONS	98	1
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	33	1
	COUNTER-PROLIFERATION INVESTIGATIONS	161	5
	GANG INVESTIGATIONS	57	7
	CYBER CRIMES/CHILD PORNOGRAPHY	19	0

	OTHER CRIMINAL ACTIVITY	71	5
	GENERAL SMUGGLING	2	0
	TRADE FRAUD INVESTIGATIONS	18	4
	FOREIGN/DOMESTIC COOPERATION	21	9
SB - BOGOTA - ATTACHE	DRUG SMUGGLING	24	0
	HUMAN SMUGGLING/TRAFFICKING	83	0
	OTHER FINANCIAL INVESTIGATIONS	11	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	12	0
	COUNTER-PROLIFERATION INVESTIGATIONS	7	0
	GENERAL SMUGGLING	1	0
SD - SAN DIEGO, CA - SAC	DRUG SMUGGLING	2,214	3
	NATIONAL SECURITY INVESTIGATIONS	6	4
	HUMAN SMUGGLING/TRAFFICKING	196	256
	GENERAL ALIEN INVESTIGATIONS	105	115
	DOCUMENT & BENEFIT FRAUD	20	9
	SEVIS INVESTIGATIONS	0	4
	WORKSITE INVESTIGATIONS	15	28
	OTHER FINANCIAL INVESTIGATIONS	12	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	38	0
	COUNTER-PROLIFERATION INVESTIGATIONS	11	1
	GANG INVESTIGATIONS	99	70
	CYBER CRIMES/CHILD PORNOGRAPHY	28	0
	OTHER CRIMINAL ACTIVITY	33	0
	GENERAL SMUGGLING	6	0
	TRADE FRAUD INVESTIGATIONS	8	0
	FOREIGN/DOMESTIC COOPERATION	20	0
SE - SEATTLE, WA - SAC	DRUG SMUGGLING	199	62
	NATIONAL SECURITY INVESTIGATIONS	1	39
	HUMAN SMUGGLING/TRAFFICKING	28	25
	GENERAL ALIEN INVESTIGATIONS	110	369
	DOCUMENT & BENEFIT FRAUD	13	35

	SEVIS INVESTIGATIONS	0	47
	WORKSITE INVESTIGATIONS	23	12
	OTHER FINANCIAL INVESTIGATIONS	35	15
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	2	1
	COUNTER-PROLIFERATION INVESTIGATIONS	5	1
	GANG INVESTIGATIONS	202	82
	CYBER CRIMES/CHILD PORNOGRAPHY	53	1
	OTHER CRIMINAL ACTIVITY	6	3
	GENERAL SMUGGLING	1	0
	TRADE FRAUD INVESTIGATIONS	5	1
	FOREIGN/DOMESTIC COOPERATION	13	6
SF - SAN FRANCISCO, CA - SAC	DRUG SMUGGLING	112	73
	NATIONAL SECURITY INVESTIGATIONS	0	57
	HUMAN SMUGGLING/TRAFFICKING	19	31
	GENERAL ALIEN INVESTIGATIONS	104	285
	DOCUMENT & BENEFIT FRAUD	32	26
	SEVIS INVESTIGATIONS	0	30
	WORKSITE INVESTIGATIONS	7	9
	OTHER FINANCIAL INVESTIGATIONS	12	5
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	3	2
	COUNTER-PROLIFERATION INVESTIGATIONS	3	2
	GANG INVESTIGATIONS	206	225
	CYBER CRIMES/CHILD PORNOGRAPHY	35	1
	OTHER CRIMINAL ACTIVITY	0	5
	GENERAL SMUGGLING	1	0
	TRADE FRAUD INVESTIGATIONS	11	2
	FOREIGN/DOMESTIC COOPERATION	1	2
SJ - SAN JUAN, PR - SAC	DRUG SMUGGLING	58	1
	HUMAN SMUGGLING/TRAFFICKING	32	68
	GENERAL ALIEN INVESTIGATIONS	15	206
	DOCUMENT & BENEFIT FRAUD	20	12
	WORKSITE INVESTIGATIONS	2	1
	OTHER FINANCIAL INVESTIGATIONS	78	1

	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	3	0
	GANG INVESTIGATIONS	93	25
	CYBER CRIMES/CHILD PORNOGRAPHY	7	0
	OTHER CRIMINAL ACTIVITY	12	0
	TRADE FRAUD INVESTIGATIONS	26	0
	FOREIGN/DOMESTIC COOPERATION	46	1
SQ - BRASILIA - ATTACHE	DRUG SMUGGLING	1	0
	GENERAL ALIEN INVESTIGATIONS	3	0
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	1	0
	OTHER CRIMINAL ACTIVITY	2	0
SX - SINGAPORE - ATTACHE	DRUG SMUGGLING	6	0
	HUMAN SMUGGLING/TRAFFICKING	1	0
	GENERAL ALIEN INVESTIGATIONS	13	0
	DOCUMENT & BENEFIT FRAUD	2	0
	CYBER CRIMES/CHILD PORNOGRAPHY	5	0
	OTHER CRIMINAL ACTIVITY	1	0
	FOREIGN/DOMESTIC COOPERATION	1	0
TA - TAMPA, FL - SAC	DRUG SMUGGLING	290	6
	NATIONAL SECURITY INVESTIGATIONS	0	19
	HUMAN SMUGGLING/TRAFFICKING	57	41
	GENERAL ALIEN INVESTIGATIONS	81	291
	DOCUMENT & BENEFIT FRAUD	108	165
	SEVIS INVESTIGATIONS	0	32
	WORKSITE INVESTIGATIONS	4	3
	OTHER FINANCIAL INVESTIGATIONS	21	2
	BULK CASH SMUGGLING/ILLEGAL MONEY SERVICES INVESTIGATIONS	8	2
	COUNTER-PROLIFERATION INVESTIGATIONS	17	12
	GANG INVESTIGATIONS	62	67
	CYBER CRIMES/CHILD PORNOGRAPHY	66	0
	OTHER CRIMINAL ACTIVITY	85	7

	GENERAL SMUGGLING	3	2
	TRADE FRAUD INVESTIGATIONS	10	0
	FOREIGN/DOMESTIC COOPERATION	31	26
TO - TOKYO - ATTACHE	HUMAN SMUGGLING/TRAFFICKING	2	0
	DOCUMENT & BENEFIT FRAUD	12	0
	OTHER FINANCIAL INVESTIGATIONS	8	0
	COUNTER-PROLIFERATION INVESTIGATIONS	3	0
VN - VIENNA - ATTACHE	COUNTER-PROLIFERATION INVESTIGATIONS	3	0
	OTHER CRIMINAL ACTIVITY	5	0
	GENERAL SMUGGLING	1	0
YK - COPENHAGEN, DENMARK - ATTACHE	NATIONAL SECURITY INVESTIGATIONS	1	0
	GENERAL ALIEN INVESTIGATIONS	1	0
	OTHER FINANCIAL INVESTIGATIONS	1	0
	CYBER CRIMES/CHILD PORNOGRAPHY	2	0
	FISCAL YEAR TOTAL	**25,365**	**20,745**

Question: Provide a chart showing investigations completed jointly by ICE and other agencies in FY10.

ANSWER:

Investigations by ICE and Other Agencies in FY 2010	# of Cases Completed
DHS–Federal Protective Service	8
Transportation Security Administration (TSA)	54
U.S. Citizenship and Immigration Services	1,080
DHS Office of Inspector General	22
Joint Terrorism Task Force	216
TSA–Federal Air Marshals	2
U.S. Department of Labor	6
Intelligence Programs/Operations (ALL)	117

Bureau of Alcohol, Tobacco, Firearms and Explosives	118
U.S. **Customs and Border Protection** (CBP)–Air/Marine Operations	104
INTERPOL	29
CBP–Inspection and Port Operations	8,336
U.S. Department of State–Office of Defense Trade Controls	17
U.S. Secret Service	47
CBP–Import Specialists	232
Federal Bureau of Investigation	291
Drug Enforcement Administration	295
U.S. Immigration and Customs Enforcement (ICE)/CBP Foreign Sources	387
Other Foreign Sources	452
Other DHS Sources*	750
Other**	142
Outreach Programs	374
Internal Revenue Service	27
Office of Professional Responsibility (Internal Affairs)	13
U.S. Department of Justice–U.S. Attorney	146
State/Local Law Enforcement Agency/Source	4,017
Other Federal Agency/Source	649
U.S. Department of the Treasury	15
U.S. Department of Commerce	31
U.S. Coast Guard	64
ICE–CBP/U.S. Border Patrol	1,117
CBP–Strategic Trade Centers	4
Organized Crime Drug Enforcement Task Force	1,127
TOTAL	20,172

*"Other DHS Sources" includes tipline
**"Other" includes Intelligence Programs/Operations and Smuggling sources.

Visa Fraud and Sponsors

Question: We have recently seen cases of visa fraud on a massive scale through sham universities that sponsor thousands of foreign students for visas. For example, the shut-down of Tri-Valley University in California several weeks ago. Concerns over the legitimacy of visa sponsors are not new – whether it be in the student visa process or religious worker visas. What is ICE doing to bolster the vetting of visa sponsoring entities, particularly given that many visa fraud cases have national security implications beyond the integrity of our Nation's immigration system?

ANSWER:

The Student and Exchange Visitor Program (SEVP), an entity within U.S. Immigration and Customs Enforcement (ICE), administers the School Certification Program and manages the Student and Exchange Visitor Information System (SEVIS), a web-based system for collecting, maintaining, and providing information on non-immigrant students, exchange visitors, and their dependents during their authorized stay in the United States. A school whose officials wish to enroll nonimmigrant students must first become SEVP-certified to enroll nonimmigrant students. Afterward, designated school officials will have SEVIS access to record and make changes to data elements about both the nonimmigrant students and the school itself. Through SEVIS, ICE monitors SEVP-approved schools, as well as students, exchange visitors, and their dependents throughout the duration of approved participation within the U.S. education system.

The application and certification process is comprehensive, lengthy, and requires multiple phases, including site visits and requests for school officials to submit additional information.

On occasion, a certified school will not comply with the obligatory reporting requirements or will initiate policies that SEVP does not sanction. SEVP learns of these non-compliant behaviors in multiple ways, including:

- The bi-annual recertification process;
- Tips from other schools or students; or
- The analysis of SEVIS data against a risk matrix.

SEVP has an internal compliance team devoted to administrative investigations. In addition, the Counter Terrorism Compliance Enforcement Unit (CTCEU), an entity separate from SEVP, conducts criminal investigations. SEVP places schools on the compliance list in accordance with a risk assessment analysis it first developed in 2007, but did not implement until 2009 when the nominal, but requisite, staffing first became available.

This risk analysis determined which of the 6,487 SEVP-certified schools with *Active* records showed evidence in the risk categories of low, medium, and high. Of those, SEVP found the following breakdown of the schools:

- Low risk – 4,794 schools, or 74 percent of all the schools examined;
- Medium risk – 1,276 schools, or 20 percent of the schools examined; and
- High risk – 417 schools, or 6 percent of all the schools examined.

SEVP does not have the authority to immediately withdraw certification of non-compliant schools and such schools retain due process rights that allow officials to appeal decision to withdraw certification. The implementation of SEVIS II in 2013 will alert SEVP much earlier to suspicious activities at schools, including sudden increase in the student population. SEVP is taking steps to install a limited similar functionality in SEVIS in the near future.

Vetted Units

Question: ICE works closely with vetted units in Mexico and several countries in Latin America. Can you tell us about the value of these partnerships? How do they work? What are some examples of success stories?

ANSWER:

Transnational Criminal Investigative Units (TCIUs) or "vetted units" are vital to ICE's overseas mission as they enable ICE to work closely with host country counterparts to identify and investigate an entire spectrum of transnational criminal organizations while preserving host government sovereignty. These multi-disciplined units work with domestic and international ICE offices to detect, disrupt, and prosecute criminal activity related to smuggling, trafficking, gangs, cyber crimes, money laundering, and terrorist organizations that pose a national security threat to the United States.

TCIUs act as a force multiplier and contribute to the Department of Homeland Security's multi-layered border defense approach by building on existing partnerships with host governments and forming long-term strategic relationships to foster the exchange of real-time intelligence and information. These partnerships enhance ICE's ability to coordinate and capitalize on its extensive international footprint and its broad enforcement authority with the goal of impeding threats and disrupting criminal networks before they impact the homeland.

RECENT SUCCESSES:

1. ICE Attaché Bogota TCIUs led Operation Pacific Rim, a worldwide investigation into a bulk cash smuggling organization, which uncovered large scale drug trafficking operations directed by the same organization. This organization is responsible for nearly 42 percent of all the cocaine that has entered the United States since 2003 worth an estimated $5 billion. Efforts to dismantle this organization have spanned four continents, with investigative activity conducted by agents in ICE Attaché offices in Bogota, Mexico City, Madrid, Buenos Aires, Quito, Morocco, The Hague, and Paris and several Special Agent in Charge (SAC) domestic offices within the United States.

   Thus far, seizures under Operation Pacific Rim total $163.6 million of currency, 3.3 tons of cocaine, $37 million of criminal forfeitures, and $179 million of property seizures. These seizures have helped to identify previously unknown smuggling routes. This operation has already resulted in 9 guilty pleas, 22 indictments, and 21 arrests.

2. Based only on a photograph provided by Australian authorities, the Mexico City Border Enforcement Security Task Force (BEST TCIU) initiated a child exploitation investigation. Within 48 hours, the TCIU exploited computer evidence to identify a U.S. national target residing in Manzanillo, Mexico, and identified a child victim based on forensic analysis of the photographs. The target was subsequently indicted in Mexico for manufacture and distribution of child pornography.

3. In furtherance of Operation In Plain Sight and in coordination with the Deputy SAC office in Tucson, the Mexico City BEST TCIU initiated a trap-and-trace on phone numbers related to a target of surveillance in Mexico. As a result of the investigation, on April 15, 2010, the TCIU executed five search warrants in Nogales, Mexico, arrested four individuals (including the head of the alien smuggling organization) and seized two AK-47 rifles, identity documents, and one vehicle.

4. Subsequent to a seizure by SAC Houston special agents, an International Controlled Delivery (ICD) was conducted from the United States to Colombia by ICE Attaché Bogota TCIU and SAC Houston special agents and officers. As a result of the ICD, search warrants were executed in Houston and Medellin that resulted in the seizure of weapon parts, weapon stocks, a laptop computer, and approximately $10,000 in U.S. currency. Additional co-conspirators, including a corrupt Colombian National Police officer, were identified in Medellin. Agents also located a small arms workshop where the firearm parts received from Houston were assembled. On March 8, 2010, a U.S. citizen and a Colombian national were arrested pursuant to warrants issued in the Southern District of Texas for 18 U.S.C. § 371, conspiracy; 18 U.S.C. § 554, smuggling goods from the United States; and 18 U.S.C. § 922(k), possession of a firearm with an obliterated serial number.

Question: What challenges do you have in managing these assets? How does ICE fund and support its vetted units?

ANSWER:

At present, ICE Transnational Criminal Investigative Units (TCIUs), also known as "vetted units", are funded entirely by the Department of State's Narcotics Affairs Section (NAS), the International Narcotics and Law Enforcement (INL), Central American Regional Security Initiative (CARSI), Merida Initiative, and the Treasury Forfeiture Fund through the Treasury Executive Office for Asset Forfeiture (TEOAF). ICE does not receive appropriations to fund vetted units. Funding by NAS and INL requires an active letter of agreement with the host country and is not guaranteed. CARSI and Merida funding is available through the Department of State and is not guaranteed. TEOAF funds must be applied for each year and, if approved, the funds are received around March or April.

ICE is developing its TCIU program to include standard operating procedures (SOP) to be followed by all ICE attaché offices that oversee TCIUs. Because each host country partnership presents unique benefits and challenges, the ICE Homeland Security Investigations TCIU Program must be flexible enough to allow for many variations, while still maintaining standard guidelines. The SOP will provide structure to the program by outlining requirements for the creation and management of ICE TCIUs to include vetting procedures, performance measures, ratio of U.S. personnel to TCIU members, and equipment and training standards.

Repatriation

Question: During the hearing, you indicated that repatriation to certain countries continued to be a problem – those countries refused to take back their nationals or used delay tactics. Please provide a list of these countries in priority order based on the number of nationals awaiting repatriation.

ANSWER:
Pursuant to the U.S. Supreme Court decision in *Zadvydas v. Davis*, 533 U.S. 678 (2001), U.S. Immigration and Customs Enforcement (ICE) has the presumptive authority to detain aliens with final orders of removal for up to 180 days. Once the 180 days have passed, with limited exceptions, continued detention is no longer presumptively lawful, and ICE may extend the detention of aliens with final orders of removal only when their removal is significantly likely in the reasonably foreseeable future.

ICE's prioritization is not based solely on the number of nationals awaiting repatriation. Rather, ICE gives greater priority attention to countries based on their recalcitrance in issuing travel documents or in accepting the return of their nationals, as well as their having greater populations in ICE custody, as these countries result in the highest overall detention costs. Based on these factors, ICE has identified the following countries as priorities:

Country	Average Issuance Time*
Cuba	154 days
China	134 days
India	155 days
Iran	104 days
Laos	72 days
Cambodia	227 days
Vietnam	218 days
Pakistan	117 days
Liberia	205 days
Bangladesh	106 days
Democratic Republic of the Congo	171 days
Zimbabwe	150 days
Somalia	344 days
Sierra Leone	215 days
Iraq	184 days
Guinea	102 days
Jamaica	59 days
St. Lucia	102 days
Dominica	100 days
St. Vincent And Grenada	102 days
St. Kitts And Nevis	165 days
Trinidad And Tobago	52 days
Antigua And Barbuda	115 days
* e-TD Dashboard from April 2008 through April 5, 2011	

Question: Please also provide specific steps for the top 5 countries that DOS is taking to assist ICE in addressing this critical international relations problem.

ANSWER:

U.S. Immigration and Customs Enforcement (ICE) defers to the Department of State (DOS) with regard to the steps that DOS is taking in addressing this issue. However, ICE and the DOS Bureau of Consular Affairs are negotiating a memorandum of understanding that will list measures to address countries that refuse or delay repatriation.

In addition, on February 28, 2011, ICE completed démarches for transmittal to the DOS for the following ten countries:

1) Antigua and Barbuda;
2) Democratic Republic of the Congo;
3) Dominica;
4) Iraq;
5) Liberia;
6) St. Lucia;
7) St. Vincent and the Grenadines;
8) Trinidad and Tobago;
9) Zimbabwe; and
10) St. Kitts and Nevis.

Lastly, ICE is resuming the Repatriation Working Group meetings with DOS to identify alternative means to improve travel document issuance for countries where a démarche has already been issued or where issuing a démarche is not recommended.

Question: By country of origin, provide the average number of days that individuals with final removal orders await repatriation, after the U.S. provides notification to the country of origin. Pleas also provide the number of visas issued to nationals of those countries in FY10 by the following categories: B-1, B-2, F/J/M, and all.

ANSWER:
U.S. Immigration and Customs Enforcement (ICE) defers to U.S. Department of State regarding the issuance of nonimmigrant visas. The following table contains the average number of days, for fiscal years 2008 to 2011, which it takes ICE to remove an alien subject to a final order of removal, after making a request for a travel document.

Statistics by Removed to Country for Removals after Estimated Time of Departure (ETD) Request FY 2008-2011 Year to Date (YTD)

	ETD Dataset Removals				Average Days from ETD Request to Removal				Minimum Days from ETD Request to Removal				Maximum Days from ETD Request to Removal				Median Days from ETD Request to Removal			
Removed To Country	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD
AFGHANISTAN	2	7	3	3	63.91	72.40	81.71	272.04	60.44	28.28	28.15	124.46	67.39	106.58	125.55	427.34	63.91	84.32	91.44	264.33
ALBANIA	9	82	66	24	66.27	74.78	82.30	119.44	19.32	18.32	19.64	26.38	97.32	392.38	643.30	379.63	62.51	58.60	63.90	85.78
ALGERIA	1	8	5	2	47.54	58.62	128.90	58.91	47.54	12.30	41.49	48.33	47.54	122.61	169.41	69.49	47.54	54.96	145.48	58.91
ANGOLA	1	4	2	NA	70.39	54.95	42.90	NA	70.39	41.31	39.55	NA	70.39	82.56	46.25	NA	70.39	47.96	42.90	NA
ANTIGUA-BARBUDA	5	27	15	8	85.05	104.30	159.08	75.89	25.47	4.41	33.43	12.49	111.54	235.54	508.60	199.56	97.33	99.29	98.61	60.61
ARGENTINA	46	176	171	45	30.64	32.90	47.15	31.80	12.31	1.13	2.34	11.31	89.41	110.34	376.54	110.59	26.00	27.57	27.43	26.46
ARMENIA	7	21	29	21	64.12	70.45	117.80	132.44	41.27	34.30	15.45	37.51	86.17	109.39	536.46	816.18	65.22	72.32	92.52	73.26
ARUBA	NA	1	2	1	NA	47.31	73.31	214.61	NA	47.31	7.31	214.61	NA	47.31	139.31	214.61	NA	47.31	73.31	214.61
AUSTRALIA	1	20	19	6	55.51	33.20	40.16	31.46	55.51	4.27	12.27	25.38	55.51	82.53	93.56	40.43	55.51	28.88	34.24	30.88
AUSTRIA	NA	2	4	NA	NA	42.33	33.92	NA	NA	40.47	25.23	NA	NA	44.20	41.53	NA	NA	42.33	34.45	NA
AZERBAIJAN	NA	1	NA	2	NA	79.50	NA	163.47	NA	79.50	NA	110.56	NA	79.50	NA	216.38	NA	79.50	NA	163.47
BAHAMAS	19	109	89	59	80.22	80.81	76.76	94.34	33.13	8.59	12.33	10.57	120.49	259.61	421.52	644.31	76.55	73.45	65.50	72.62
BANGLADESH	8	32	38	11	68.02	111.69	109.22	73.95	38.23	30.47	12.43	21.42	136.35	300.58	508.65	164.13	60.72	82.28	80.91	60.26
BARBADOS	1	37	33	10	55.67	84.52	98.80	69.62	55.67	21.46	17.58	41.31	55.67	263.31	522.55	127.56	55.67	67.51	70.37	68.82
BELARUS	2	12	8	3	49.03	78.30	50.10	100.13	47.67	23.63	33.43	76.55	50.40	236.34	73.50	145.51	49.03	56.30	48.50	78.32
BELGIUM	NA	10	6	1	NA	51.15	108.38	11.38	NA	1.61	21.39	11.38	NA	259.55	476.22	11.38	NA	32.99	34.87	11.38
BELIZE	50	151	168	75	59.60	49.28	55.96	69.97	11.23	0.53	10.35	12.46	153.59	222.54	712.38	905.44	53.02	41.53	47.25	47.43

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Removed To Country	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD
BENIN	NA	4	9	NA	NA	41.22	18.60	NA	NA	20.40	2.44	NA	NA	76.56	54.44	NA	NA	33.96	2.45	NA
BERMUDA	1	5	3	2	41.47	66.27	39.82	65.84	41.47	47.44	37.54	44.15	41.47	83.56	43.34	87.54	41.47	68.51	38.59	65.84
BOLIVIA	30	96	102	56	33.46	44.30	52.17	42.71	8.35	7.60	1.46	5.58	84.31	161.30	600.61	239.32	27.89	34.49	35.30	34.62
BOSNIA-HERZEGOVINA	9	36	41	14	51.08	101.29	98.05	221.64	33.30	19.50	17.32	41.48	106.41	192.46	385.62	654.48	40.59	105.02	82.52	173.97
BOTSWANA	NA	NA	2	NA	NA	NA	53.35	NA	NA	NA	29.27	NA	NA	NA	77.42	NA	NA	NA	53.35	NA
BRAZIL	296	1,004	1,143	404	34.07	39.83	38.23	46.59	1.52	1.44	2.28	2.67	122.59	407.56	385.61	609.65	29.86	33.50	28.39	31.32
BRITISH VIRGIN ISLANDS	NA	4	2	3	NA	88.29	73.43	107.38	NA	43.62	43.60	14.37	NA	212.47	103.26	280.50	NA	48.54	73.43	27.28
BULGARIA	3	20	17	16	42.42	57.24	66.00	51.31	21.32	13.36	16.47	13.36	62.46	249.30	348.24	112.52	43.49	34.38	43.58	45.55
BURKINA FASO	NA	6	2	NA	NA	98.77	76.81	NA	NA	38.45	34.28	NA	NA	226.53	119.33	NA	NA	80.97	76.81	NA
BURMA	1	4	9	2	19.58	106.90	207.48	459.48	19.58	18.31	17.51	54.45	19.58	279.58	408.49	864.51	19.58	64.86	196.54	459.48
BURUNDI	NA	2	2	NA	NA	116.02	36.58	NA	NA	49.43	27.58	NA	NA	182.61	45.57	NA	NA	116.02	36.58	NA
CAMBODIA	6	10	2	16	33.09	137.47	26.94	284.09	12.52	19.45	26.55	132.38	60.55	348.47	27.33	640.52	29.63	57.40	26.94	214.99
CAMEROON	4	24	44	21	86.60	151.72	128.04	279.95	26.29	33.52	21.40	33.31	149.76	366.62	507.46	930.42	85.18	142.43	99.93	175.34
CANADA	50	213	234	93	30.83	48.74	71.72	63.20	8.61	2.33	2.54	2.32	112.26	283.49	636.51	580.28	26.46	38.51	39.92	40.59
CAPE VERDE	4	35	35	8	64.57	107.53	107.86	96.99	15.63	21.35	28.42	40.38	94.38	234.61	496.45	210.61	74.14	101.68	88.54	68.04
CAYMAN ISLANDS	NA	3	NA	2	NA	36.52	NA	96.38	NA	12.63	NA	96.37	NA	70.55	NA	96.39	NA	26.37	NA	96.38
CENTRAL AFRICAN REPUBLIC	NA	1	5	3	NA	130.55	98.93	324.13	NA	130.55	33.48	110.40	NA	130.55	147.51	713.55	NA	130.55	97.54	148.45
CHAD	NA	4	NA	1	NA	238.37	NA	81.31	NA	132.36	NA	81.31	NA	420.48	NA	81.31	NA	200.33	NA	81.31
CHILE	23	90	97	41	37.65	35.90	38.72	41.34	4.27	4.33	4.32	13.63	85.34	180.37	254.30	166.50	30.46	29.07	26.66	29.31
CHINA, PEOPLES REPUBLIC OF	72	344	301	142	65.34	102.06	157.04	146.99	11.42	4.32	12.54	18.57	168.41	328.60	685.67	698.38	57.29	97.51	115.40	91.79
CHRISTMAS ISLAND	NA	NA	1	NA	NA	NA	495.48	NA	NA	NA	495.48	NA	NA	NA	495.48	NA	NA	NA	495.48	NA
COLOMBIA	299	1,232	1,286	417	27.30	31.79	37.99	40.37	0.23	1.36	1.22	3.71	99.41	380.53	806.59	643.40	23.27	25.63	27.54	31.28
COMOROS	NA	1	2	NA	NA	19.41	23.01	NA	NA	19.41	18.40	NA	NA	19.41	27.62	NA	NA	19.41	23.01	NA

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CONGO	3	9	5	4	67.53	186.83	156.82	70.02	0.49	29.35	87.44	24.70	128.49	454.38	277.30	118.48	73.61	188.36	136.50	68.44
COSTA RICA	102	318	273	77	31.62	33.43	32.79	48.09	6.52	2.48	5.32	9.59	77.64	212.67	308.50	595.23	29.05	27.47	26.40	29.48
CROATIA	1	7	5	4	14.50	63.36	117.67	75.25	14.50	6.27	28.38	22.28	14.50	194.39	329.38	153.23	14.50	27.38	88.57	62.75
CUBA	2	36	30	6	126.53	68.60	92.01	99.13	92.51	2.17	1.66	48.58	160.55	252.41	519.41	232.61	126.53	55.83	60.11	78.90
CYPRUS	NA	1	2	NA	NA	39.55	38.40	NA	NA	39.55	14.46	NA	NA	39.55	62.35	NA	NA	39.55	38.40	NA
CZECH REPUBLIC	7	24	22	14	28.38	44.76	57.43	40.65	6.41	0.38	18.57	17.31	38.33	125.51	258.49	119.36	32.36	31.35	43.31	34.43
CZECHOSLOVAKIA	3	2	4	NA	34.80	32.42	48.73	NA	28.47	28.33	34.52	NA	38.41	36.51	66.60	NA	37.53	32.42	46.89	NA
DEM REP OF THE CONGO	17	14	5	15	59.03	37.08	88.43	17.89	21.35	18.68	14.41	8.16	146.72	69.63	207.63	46.10	42.32	33.81	50.23	13.44
DENMARK	NA	3	4	2	NA	44.98	36.86	98.11	NA	35.16	27.22	20.60	NA	60.34	55.37	175.61	NA	39.45	32.43	98.11
DOMINICA	16	25	29	9	45.14	78.39	94.95	67.50	14.42	20.45	6.26	12.71	97.27	197.55	652.25	137.33	33.92	58.49	82.35	61.40
DOMINICAN REPUBLIC	452	2,291	2,684	1,163	34.81	28.35	23.89	23.55	4.34	0.22	0.29	0.30	170.56	365.35	511.47	595.32	28.24	21.38	19.52	15.63
EAST TIMOR	1	9	1	NA	34.56	37.77	35.17	NA	34.56	20.29	35.17	NA	34.56	71.48	35.17	NA	34.56	36.33	35.17	NA
ECUADOR	662	1,778	1,798	490	28.26	29.83	30.61	33.41	1.55	0.32	0.27	2.49	110.26	361.29	708.54	737.34	28.22	25.31	24.63	24.59
EGYPT	8	48	50	17	41.79	77.41	48.33	45.81	6.37	3.49	14.23	7.32	111.41	446.60	166.19	253.34	24.67	36.80	34.98	27.65
EL SALVADOR	13,307	17,380	16,593	4,883	14.60	21.47	29.49	31.17	0.28	0.25	0.27	0.30	319.65	691.71	989.45	1,203.50	11.37	16.60	21.50	20.65
EQUATORIAL GUINEA	6	8	6	1	16.19	45.42	34.41	104.62	8.12	9.68	13.42	104.62	39.43	166.37	66.51	104.62	10.09	21.45	32.38	104.62
ERITREA	2	NA	NA	NA	108.90	NA	NA	NA	101.29	NA	NA	NA	116.51	NA	NA	NA	108.90	NA	NA	NA
ESTONIA	NA	10	4	3	NA	95.49	239.19	31.81	NA	14.36	55.39	22.54	NA	235.45	622.36	38.37	NA	63.39	139.51	34.52
ETHIOPIA	9	34	32	18	74.49	118.19	171.96	207.88	33.37	30.38	36.57	14.53	117.62	417.58	888.58	844.37	67.58	94.47	109.83	135.94
FALKLAND ISLANDS	NA	NA	NA	1	NA	NA	NA	12.53	NA	NA	NA	12.53	NA	NA	NA	12.53	NA	NA	NA	12.53
FIJI	12	22	31	17	61.41	82.42	79.83	55.01	4.45	33.42	4.15	8.30	131.24	259.29	554.78	200.37	51.78	61.36	41.32	41.26
FINLAND	1	1	5	1	27.54	207.37	34.77	44.39	27.54	207.37	19.27	44.39	27.54	207.37	53.54	44.39	27.54	207.37	32.40	44.39
FRANCE	7	38	34	13	35.61	42.66	79.71	52.75	14.48	14.45	14.40	16.31	75.55	168.45	426.40	166.23	33.43	32.53	40.42	35.10

Statistics by Removed to Country for Removals after Estimated Time of Departure (ETD) Request FY 2008-2011 Year to Date (YTD)

Removed To Country	ETD Dataset Removals				Average Days from ETD Request to Removal				Minimum Days from ETD Request to Removal				Maximum Days from ETD Request to Removal				Median Days from ETD Request to Removal			
	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD
FRENCH POLYNESIA	NA	NA	1	NA	NA	NA	35.22	NA	NA	NA	35.22	NA	NA	NA	35.22	NA	NA	NA	35.22	NA
GABON	NA	4	2	3	NA	32.15	30.93	71.52	NA	10.47	6.50	6.38	NA	64.52	55.36	181.65	NA	26.81	30.93	26.54
GAMBIA	NA	6	8	NA	NA	116.23	54.76	NA	NA	27.53	24.15	NA	NA	221.49	96.41	NA	NA	132.55	51.05	NA
GEORGIA	3	35	22	8	44.39	58.95	54.96	78.23	7.35	18.46	6.61	26.43	86.55	179.41	152.36	202.32	39.27	41.50	36.87	52.40
GERMANY	18	52	67	30	35.52	56.94	48.88	58.65	19.24	5.30	0.45	16.21	62.45	325.50	321.55	437.31	31.87	37.90	35.41	34.96
GHANA	15	91	68	39	53.07	88.27	89.66	129.35	19.59	7.29	4.39	6.31	110.47	358.72	349.35	870.61	46.31	61.31	56.91	66.56
GREECE	2	15	15	8	51.56	33.09	34.53	33.18	32.43	3.44	16.32	20.42	70.68	96.65	61.50	67.53	51.56	27.31	31.33	28.37
GRENADA	6	21	33	12	98.07	129.86	96.00	68.83	56.23	34.44	12.46	23.61	152.46	248.43	328.54	131.25	94.42	117.45	62.48	62.03
GUADELOUPE	6	15	51	14	7.84	9.60	11.30	18.86	1.62	2.61	0.40	1.41	15.38	15.43	27.41	70.37	6.92	8.64	11.39	17.49
GUAM	14	18	6	6	9.07	18.45	23.78	12.91	1.33	4.39	1.42	3.20	20.35	118.52	93.57	23.57	6.51	11.76	8.43	15.35
GUATEMALA	22,165	26,437	26,863	12,783	10.30	12.30	14.99	14.11	0.10	0.14	0.20	0.24	389.49	789.48	950.31	888.68	7.68	9.36	11.55	10.38
GUINEA	8	36	18	8	48.81	59.73	70.37	19.13	1.65	3.24	5.50	5.55	92.33	239.67	648.57	46.40	44.41	36.96	20.14	16.55
GUINEA-BISSAU	NA	1	2	1	NA	15.49	88.87	7.51	NA	15.49	24.38	7.51	NA	15.49	153.37	7.51	NA	15.49	88.87	7.51
GUYANA	46	201	170	61	54.25	65.85	75.94	84.37	9.67	7.37	12.56	20.59	137.42	336.58	543.29	349.33	48.02	54.70	58.45	67.53
HAITI	170	520	112	26	33.05	117.88	73.35	151.42	3.30	2.70	1.40	41.47	123.63	384.49	804.51	391.41	32.50	103.41	44.04	132.25
HONDURAS	22,612	23,526	21,847	7,833	11.15	12.79	16.10	17.13	0.06	0.19	0.28	0.28	373.59	529.18	920.28	1,299.29	9.36	11.26	13.55	13.56
HONG KONG	8	45	17	8	32.99	41.61	147.57	73.39	6.07	4.40	6.20	8.41	101.62	227.29	586.28	233.37	9.79	17.34	83.40	40.51
HUNGARY	5	30	13	3	47.52	36.43	79.96	77.42	14.45	5.22	16.55	12.35	82.45	139.28	256.62	163.48	39.49	21.75	54.05	56.44
ICELAND	NA	11	2	NA	NA	34.11	44.58	NA	NA	7.66	26.64	NA	NA	163.46	62.52	NA	NA	20.44	44.58	NA
INDIA	53	230	200	83	59.74	93.90	143.73	137.85	11.48	3.28	4.40	13.23	156.64	439.30	715.50	764.36	48.54	67.85	81.92	70.45
INDONESIA	35	100	77	26	45.03	53.19	42.84	44.60	12.42	1.83	5.37	16.41	115.35	402.50	258.58	102.49	42.27	42.31	34.25	40.25
IRAN	1	10	5	3	30.34	109.40	120.45	26.09	30.34	28.20	28.14	21.32	30.34	313.32	296.41	30.36	30.34	60.48	74.51	26.60
IRAQ	1	7	28	1	20.35	175.41	179.24	928.47	20.35	75.51	7.62	928.47	20.35	279.50	603.70	928.47	20.35	174.33	128.84	928.47

Statistics by Removed to Country for Removals after Estimated Time of Departure (ETD) Request FY 2008-2011 Year to Date (YTD)

Removed To Country	ETD Dataset Removals				Average Days from ETD Request to Removal				Minimum Days from ETD Request to Removal				Maximum Days from ETD Request to Removal				Median Days from ETD Request to Removal			
	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD
IRELAND	3	20	18	7	29.05	36.08	26.77	29.97	21.37	2.38	4.17	12.60	36.48	206.35	53.50	69.44	29.31	24.03	25.52	26.33
ISRAEL	13	44	50	11	31.76	39.40	87.76	97.65	15.42	5.59	1.33	5.46	59.50	236.65	668.32	593.59	30.51	27.39	43.42	40.38
ITALY	15	45	46	15	49.25	44.92	62.18	50.31	15.34	15.39	13.31	8.48	112.62	172.56	425.65	141.53	42.56	36.66	40.33	39.56
IVORY COAST	7	6	6	8	43.59	117.44	207.02	136.82	17.28	22.37	27.26	68.62	70.40	285.58	545.23	306.46	44.68	82.38	155.36	116.94
JAMAICA	310	1,241	1,185	529	44.79	57.27	68.66	62.90	0.55	0.59	4.27	4.31	160.49	391.28	789.16	960.72	39.92	42.62	47.51	43.62
JAPAN	5	15	14	2	42.19	52.52	110.53	35.92	31.33	3.45	14.17	35.48	55.43	333.46	547.30	36.36	36.19	31.46	33.06	35.92
JORDAN	7	70	57	24	64.17	84.26	118.53	125.15	17.48	20.30	7.32	26.08	110.31	328.46	468.60	923.51	74.52	58.46	69.24	81.98
KAZAKHSTAN	2	11	3	1	67.89	71.32	53.06	48.40	66.41	23.39	29.61	48.40	69.37	129.46	93.36	48.40	67.89	66.62	36.21	48.40
KENYA	20	93	77	34	56.04	89.54	113.06	125.04	13.40	14.32	13.45	27.50	125.62	364.45	611.42	702.34	46.07	59.38	69.46	91.52
KIRIBATI	NA	NA	1	NA	NA	NA	47.53	NA	NA	NA	47.53	NA	NA	NA	47.53	NA	NA	NA	47.53	NA
KOREA	34	94	96	36	34.78	41.89	41.07	40.85	5.31	6.53	5.50	14.38	98.33	271.35	242.45	204.40	30.36	31.51	33.85	29.44
KOSOVO	NA	15	15	8	NA	120.01	92.96	208.13	NA	22.52	28.61	46.44	NA	278.36	350.62	919.18	NA	83.29	73.58	129.04
KUWAIT	1	4	1	2	22.23	82.84	98.32	151.30	22.23	2.57	98.32	33.36	22.23	194.65	98.32	269.23	22.23	67.06	98.32	151.30
KYRGYZSTAN	NA	5	2	3	NA	55.80	58.29	78.92	NA	18.43	56.32	41.44	NA	136.38	60.27	97.69	NA	46.35	58.29	97.64
LAOS	1	4	1	NA	81.21	27.68	18.54	NA	81.21	22.50	18.54	NA	81.21	29.55	18.54	NA	81.21	29.34	18.54	NA
LATVIA	1	6	3	6	21.49	38.70	37.84	49.52	21.49	26.28	20.41	34.54	21.49	53.59	67.52	69.68	21.49	38.30	25.59	43.57
LEBANON	3	40	71	19	124.39	153.72	220.19	250.89	78.47	12.59	11.30	51.70	158.38	314.57	588.57	704.56	136.33	162.37	193.31	197.51
LIBERIA	1	25	23	18	50.38	157.42	322.58	187.21	50.38	31.54	27.65	21.58	50.38	251.42	594.43	839.50	50.38	170.63	327.32	121.00
LIBYA	NA	1	1	1	NA	82.34	35.43	32.26	NA	82.34	35.43	32.26	NA	82.34	35.43	32.26	NA	82.34	35.43	32.26
LITHUANIA	4	14	13	8	50.60	66.80	62.45	56.49	26.41	19.57	2.51	18.43	105.42	298.47	201.35	112.70	35.29	36.99	40.14	50.04
MACAU	NA	1	NA	NA	NA	91.25	NA	NA	NA	91.25	NA	NA	NA	91.25	NA	NA	NA	91.25	NA	NA
MACEDONIA	2	15	15	9	29.37	56.36	49.23	43.43	24.35	9.20	19.62	20.37	34.39	106.43	113.49	68.50	29.37	54.67	49.51	43.37
MALAWI	1	2	2	2	69.27	58.53	37.39	34.46	69.27	34.32	34.29	28.53	69.27	82.73	40.49	40.40	69.27	58.53	37.39	34.46
MALAYSIA	5	19	21	7	50.57	57.20	88.32	70.33	25.25	19.29	14.37	17.43	92.32	210.3	455.4	223.62	40.33	44.40	47.29	54.44

Statistics by Removed to Country for Removals after Estimated Time of Departure (ETD) Request FY 2008-2011 Year to Date (YTD)

Removed To Country	ETD Dataset Removals				Average Days from ETD Request to Removal				Minimum Days from ETD Request to Removal				Maximum Days from ETD Request to Removal				Median Days from ETD Request to Removal			
	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD
														5	2					
MALI	2	6	3	1	62.53	180.21	97.69	9.31	27.59	20.40	66.52	9.31	97.47	371.30	117.30	9.31	62.53	151.32	109.24	9.31
MALTA	NA	NA	1	NA	NA	NA	51.41	NA	NA	NA	51.41	NA	NA	NA	51.41	NA	NA	NA	51.41	NA
MARSHALL ISLANDS	4	7	11	5	74.21	61.29	72.48	66.26	39.26	27.43	20.26	12.07	96.61	84.52	125.45	136.59	80.49	67.52	75.30	41.63
MAURITANIA	NA	2	2	NA	NA	57.98	69.38	NA	NA	22.58	22.39	NA	NA	93.38	116.37	NA	NA	57.98	69.38	NA
MAURITIUS	1	1	NA	NA	33.54	34.44	NA	NA	33.54	34.44	NA	NA	33.54	34.44	NA	NA	33.54	34.44	NA	NA
MICRONESIA, FEDERATED STATES OF	5	16	30	12	25.66	31.07	47.39	32.03	17.11	11.09	15.16	3.23	42.38	89.35	186.49	61.52	18.41	20.77	34.69	32.67
MOLDOVA	3	10	11	5	56.75	61.05	51.98	66.47	48.41	26.51	26.33	16.23	62.36	195.42	83.49	195.30	59.48	40.43	49.27	33.32
MONACO	NA	NA	NA	1	NA	NA	NA	12.57	NA	NA	NA	12.57	NA	NA	NA	12.57	NA	NA	NA	12.57
MONGOLIA	1	11	15	9	45.37	44.69	56.23	89.92	45.37	30.17	21.68	25.06	45.37	68.13	125.25	251.45	45.37	45.21	41.31	70.52
MONTSERRAT	NA	3	2	NA	NA	192.74	67.48	NA	NA	122.51	38.53	NA	NA	321.33	96.44	NA	NA	134.38	67.48	NA
MOROCCO	12	52	36	21	58.37	71.83	127.22	133.17	9.42	12.38	12.48	19.57	140.41	311.52	667.48	460.27	55.98	51.49	60.88	76.54
NAMIBIA	NA	NA	1	NA	NA	NA	19.21	NA	NA	NA	19.21	NA	NA	NA	19.21	NA	NA	NA	19.21	NA
NEPAL	3	13	9	2	26.67	72.97	73.70	312.58	25.29	28.60	29.67	41.59	29.43	117.47	203.25	583.56	25.31	79.50	50.45	312.58
NETHERLANDS	5	29	21	9	53.26	57.65	59.74	61.51	24.33	15.54	16.03	21.28	102.56	291.39	230.48	139.42	55.55	36.34	47.49	62.42
NETHERLANDS ANTILLES	2	2	4	3	29.42	47.98	43.52	47.80	26.26	30.66	19.27	38.71	32.58	65.30	104.22	62.27	29.42	47.98	25.29	42.43
NEW CALEDONIA	NA	NA	NA	1	NA	NA	NA	33.18	NA	NA	NA	33.18	NA	NA	NA	33.18	NA	NA	NA	33.18
NEW ZEALAND	1	10	17	6	19.56	29.25	44.15	31.33	19.56	13.25	6.24	20.58	19.56	44.27	121.26	61.03	19.56	28.61	37.33	26.42
NICARAGUA	597	1,529	1,406	496	23.44	26.73	32.60	35.58	0.43	0.15	1.14	4.55	105.50	412.64	770.49	304.47	20.53	21.35	23.28	27.48
NIGER	1	5	7	5	39.35	57.99	150.41	272.61	39.35	24.40	25.62	46.33	39.35	124.22	662.60	733.56	39.35	55.55	67.51	202.29
NIGERIA	63	263	207	66	46.77	79.20	84.36	79.77	12.29	1.39	12.47	11.36	125.38	378.59	836.32	430.47	40.57	62.37	55.22	71.90
NORWAY	NA	1	2	NA	NA	0.41	131.94	NA	NA	0.41	32.57	NA	NA	0.41	231.31	NA	NA	0.41	131.94	NA
OMAN	NA	1	1	NA	NA	156.48	74.48	NA	NA	156.48	74.48	NA	NA	156.48	74.48	NA	NA	156.48	74.48	NA
PAKISTAN	21	92	92	34	59.91	79.04	132.1	75.31	21.30	13.24	13.44	13.59	99.46	399.4	820.5	327.26	58.40	59.05	71.53	57.50

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	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD	FY 2008	FY 2009	FY 2010	FY2011 YTD
							0							7	9					
PALAU	1	8	6	4	42.57	55.51	52.82	40.16	42.57	15.48	31.32	25.13	42.57	134.35	68.25	56.37	42.57	36.38	57.18	39.58
PANAMA	27	107	123	42	44.61	62.18	85.76	61.50	16.54	6.36	11.37	17.53	98.62	383.40	657.33	355.58	31.47	43.17	51.38	53.30
PAPUA NEW GUINEA	NA	NA	1	NA	NA	NA	17.51	NA	NA	NA	17.51	NA	NA	NA	17.51	NA	NA	NA	17.51	NA
PARAGUAY	5	12	19	3	37.88	26.82	32.06	20.48	24.25	20.48	11.59	13.43	67.26	34.50	74.98	27.42	31.17	27.44	30.07	20.59
PERU	179	675	621	229	28.65	29.26	33.00	41.80	0.30	2.41	2.46	6.61	230.40	279.29	568.50	619.34	25.15	25.54	26.53	27.28
PHILIPPINES	84	292	327	133	36.98	47.51	58.56	50.65	4.32	0.84	4.32	0.14	151.69	299.45	691.38	915.49	34.22	40.22	40.21	32.34
POLAND	27	109	153	41	43.68	50.08	52.07	46.25	13.61	8.59	9.55	3.55	93.35	177.22	319.61	230.65	39.52	42.28	41.40	37.20
PORTUGAL	17	82	77	31	53.96	55.89	53.74	112.68	12.49	5.61	11.45	8.61	137.39	179.54	369.49	676.56	59.56	52.44	42.70	51.60
PUERTO RICO	1	3	1	NA	49.50	54.17	14.53	NA	49.50	28.42	14.53	NA	49.50	103.45	14.53	NA	49.50	30.64	14.53	NA
QATAR	1	1	NA	NA	8.36	10.48	NA	NA	8.36	10.48	NA	NA	8.36	10.48	NA	NA	8.36	10.48	NA	NA
ROMANIA	22	46	61	34	57.71	68.32	56.04	75.83	29.30	15.58	23.29	16.47	116.30	394.52	138.26	707.43	55.78	53.30	49.47	49.53
RUSSIA	16	72	86	42	53.94	76.99	90.62	65.32	16.30	10.34	8.27	5.62	140.26	297.57	816.24	580.27	36.96	56.34	54.89	36.90
RWANDA	NA	1	NA	2	NA	33.52	NA	76.54	NA	33.52	NA	72.52	NA	33.52	NA	80.57	NA	33.52	NA	76.54
SAMOA	2	9	9	2	53.73	80.59	93.95	48.80	31.27	28.55	34.45	0.22	76.18	164.44	181.26	97.39	53.73	63.31	90.16	48.80
SAUDI ARABIA	NA	2	16	2	NA	93.94	117.60	43.05	NA	78.39	25.29	39.50	NA	109.49	218.46	46.61	NA	93.94	89.81	43.05
SENEGAL	12	31	14	14	48.73	99.76	116.92	131.90	16.59	6.73	19.59	17.38	151.60	343.52	441.54	455.35	34.95	69.29	36.95	87.06
SERBIA AND MONTENEGRO	6	22	26	2	43.83	76.73	107.35	192.90	33.34	25.62	15.56	28.27	60.41	152.63	704.49	357.53	37.77	71.66	63.00	192.90
SEYCHELLES	NA	1	NA	1	NA	74.51	NA	127.49	NA	74.51	NA	127.49	NA	74.51	NA	127.49	NA	74.51	NA	127.49
SIERRA LEONE	NA	7	11	7	NA	152.57	214.57	301.45	NA	49.41	53.34	62.37	NA	370.60	532.59	1,056.48	NA	132.25	191.46	222.41
SINGAPORE	2	8	9	2	16.53	45.07	76.28	62.47	6.50	20.24	19.36	58.37	26.55	67.47	294.36	66.57	16.53	42.76	50.37	62.47
SLOVAKIA	5	6	10	8	41.42	40.09	33.04	31.65	33.18	21.32	13.35	8.63	49.54	93.55	51.49	48.42	40.36	31.43	30.43	36.56
SLOVENIA	NA	1	2	NA	NA	22.42	54.96	NA	NA	22.42	46.25	NA	NA	22.42	63.67	NA	NA	22.42	54.96	NA
SOMALIA	NA	2	NA	NA	NA	172.95	NA	NA	NA	172.53	NA	NA	NA	173.38	NA	NA	NA	172.95	NA	NA

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SOUTH AFRICA	5	18	12	7	56.98	43.02	89.24	48.25	5.18	16.65	27.64	24.43	119.62	69.38	274.40	98.51	42.33	41.47	43.83	48.19
SOUTH KOREA	6	46	48	27	31.99	36.83	39.84	63.03	21.69	13.33	12.33	11.38	52.47	125.52	90.47	486.50	29.91	30.88	38.52	40.37
SPAIN	6	19	25	10	17.50	35.65	41.47	49.10	5.36	13.43	16.34	31.31	29.64	88.31	284.34	98.40	17.05	27.32	29.40	44.33
SRI LANKA	4	7	15	3	41.75	71.95	107.09	42.11	10.56	10.36	16.24	24.59	77.45	160.47	546.32	75.30	39.50	57.20	58.30	26.45
ST. KITTS-NEVIS	2	7	4	2	82.78	122.46	132.13	646.46	56.35	33.31	53.31	355.37	109.20	194.59	306.51	937.55	82.78	129.52	84.34	646.46
ST. LUCIA	NA	21	8	6	NA	87.37	73.11	76.50	NA	20.49	27.47	24.34	NA	223.42	108.38	197.57	NA	74.30	76.07	57.59
ST. VINCENT-GRENADINES	3	19	16	4	30.92	86.10	94.47	88.24	2.68	9.37	28.58	25.54	51.56	317.49	523.48	243.30	38.53	57.34	46.52	42.05
SUDAN	NA	9	10	3	NA	104.13	200.34	417.73	NA	22.48	43.64	242.45	NA	237.47	563.51	621.32	NA	91.51	147.96	389.42
SURINAME	1	6	4	1	61.44	134.92	167.91	26.57	61.44	34.36	135.32	26.57	61.44	235.56	200.31	26.57	61.44	145.37	168.02	26.57
SWAZILAND	1	NA	1	1	104.34	NA	50.59	33.45	104.34	NA	50.59	33.45	104.34	NA	50.59	33.45	104.34	NA	50.59	33.45
SWEDEN	1	9	8	3	41.41	43.58	56.05	27.38	41.41	13.48	12.23	17.37	41.41	158.19	168.57	34.47	41.41	31.62	40.47	30.31
SWITZERLAND	1	3	3	1	18.39	58.49	50.49	33.50	18.39	33.50	35.46	33.50	18.39	90.51	61.64	33.50	18.39	51.47	54.37	33.50
SYRIA	6	15	27	9	64.28	89.50	62.76	64.10	29.51	31.63	8.25	24.40	95.35	418.31	167.10	113.34	67.50	57.43	60.30	62.45
TAIWAN	6	14	10	4	28.66	32.15	87.70	32.56	20.51	13.27	26.27	23.23	39.54	65.27	436.42	40.44	28.37	28.44	38.44	33.29
TAJIKISTAN	2	3	2	2	100.57	66.87	65.00	58.03	100.56	17.40	54.48	41.48	100.58	119.66	75.52	74.58	100.57	63.56	65.00	58.03
TANZANIA	4	17	15	2	69.40	84.28	107.66	92.82	49.38	12.50	1.29	48.28	93.41	235.35	433.59	137.37	67.40	70.61	66.34	92.82
THAILAND	6	26	25	7	60.86	64.50	103.95	75.83	24.32	2.29	12.54	17.28	113.42	155.55	493.35	349.24	51.91	53.38	59.21	27.43
TOGO	4	19	11	4	74.17	76.45	81.32	123.93	39.72	9.52	37.35	71.35	136.37	145.54	188.56	249.55	60.30	81.31	62.36	87.41
TONGA	5	22	17	17	63.49	49.55	62.88	47.33	42.24	13.14	20.35	22.94	98.23	139.54	281.51	133.04	53.33	46.87	40.48	40.19
TRINIDAD AND TOBAGO	69	255	245	99	44.14	54.90	52.47	58.20	4.58	9.34	4.59	12.54	133.57	266.40	293.40	515.63	39.33	46.68	43.40	48.36
TUNISIA	NA	11	15	3	NA	98.79	112.06	118.02	NA	15.38	30.40	56.34	NA	266.32	355.41	218.28	NA	89.64	99.23	79.44
TURKEY	12	41	56	19	41.90	41.88	66.77	43.54	0.43	8.47	6.29	20.46	113.25	302.40	490.51	110.64	38.00	26.40	32.00	35.28

Fingerprint Cards

Question: During the hearing, you referenced ICE's interest in digitizing old USCIS fingerprint cards that are currently unavailable for Secure Communities and other law enforcement purposes. Certainly we want to enable positive identifications of individuals for fraud and other criminal cases. Has any analysis been done of the files to estimate how many ICE would want digitized and how much that would cost?

ANSWER:

U.S. Immigration and Customs Enforcement (ICE) is analyzing how best to enroll all fingerprint cards submitted by a current or legacy Department of Homeland Security (DHS) agency in DHS's US-VISIT Automated Biometric Identification System (IDENT). These cards include, but are not limited to, the "old USCIS fingerprint cards" referenced in the question.

DHS US-VISIT has an effort underway to collect from the Federal Bureau of Investigation (FBI) all the fingerprint records ever submitted by DHS or any DHS legacy agency. DHS expects that during the third quarter of fiscal year (FY) 2011 the FBI will notify DHS regarding the volume of this data set.

In the meantime, ICE has begun to increase the number of fingerprints both in US-VISIT's IDENT biometric repository and in ICE's records that link to that repository.

ICE identified approximately 450,000 records that were found to have a link to an FBI biometric record but for which there is no record of a link to US-VISIT's database. These records were sent to US-VISIT:

- Approximately 193,000 records were already contained in IDENT, and these records merely needed to have a biometric identifier added to ICE's data;
- Approximately 128,000 records in IDENT required an update to associate the record with a DHS encounter;
- Approximately 135,000 records are not in IDENT and need to be enrolled based on records available in the FBI's Integrated Automated Fingerprint Identification System (IAFIS). These final records should be enrolled electronically in IDENT by the end of the fourth quarter of FY 2011 and can then be updated in ICE's data.

ICE is also determining the best means for enrolling fingerprints for the remainder of records that do not have a biometric identifier. There are approximately 1.5 million ICE records in the database that should have fingerprint records associated with them but currently do not. These records will have to be investigated to determine whether an electronic biometric record exists in IDENT or IAFIS, or whether a physical ink and roll card (hard card) will be required. If there is a hard card for the fingerprints in DHS's possession, it most likely will be located in the alien file (A-file) for each person in question. Each A-file will have to be manually examined to see whether it has a hard card that can be scanned into IDENT and updated in ICE's data. This will be a manual search and scan regardless of whether the A-file is paper or digitized.

Because ICE has no centralized program to specifically oversee enrollments of old fingerprint records, ICE cannot provide the number of old fingerprints ICE goes through each year and digitizes. However, ICE, US-VISIT, and the FBI are on track to have processed the approximately 450,000 fingerprint records described above by the end of the fourth quarter of FY 2011.

The current effort to use existing electronic fingerprints to complete records in IDENT has been achieved through the existing budget. Once this effort is completed, additional action will be required to identify, locate,

and enroll other fingerprint records identified by the FBI. ICE continues to analyze the resource and logistical requirements for such an effort, which will be contingent on the number of records identified by the FBI.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE David Price

Director John Morton, Immigration & Customs Enforcement
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – ICE
March 11, 2011

Secure Communities

Question: Secure Communities allows jails and booking locations in jurisdictions across the country to submit electronic fingerprints of arrestees to ICE to identify criminal aliens in a timely fashion, so that ICE can make a risk-based determination on whether to initiate enforcement actions before a subject is released back into the community.

While the ICE budget remains largely flat in 2012, it does include $64 million above amounts previously appropriated to expand Secure Communities. If this funding were enacted, ICE would have Secure Communities deployed to cover 96 percent of all arrested criminal aliens in FY 2012, keeping the program on track for nationwide deployment by 2013 (with 3,149 deployments in total).

Enrollments in Secure Communities began slowly in 2010, with only 20 deployments in the first quarter and 27 deployments in the second quarter, but then finished the year with a total of 570 deployments. Why the slow start? What did you do, if anything, to get it back on track?

ANSWER:

There are more than 3,100 jurisdictions, with more than 30,000 booking locations, in the nation. In preparation to deploy Secure Communities, U.S. Immigration and Customs Enforcement (ICE) briefed each state information bureau and began a memorandum of agreement (MOA) approval process in each state. In early FY 2010, Secure Communities was focused on completing these briefings and finalizing as many MOAs as possible. This activity allowed ICE to deploy to 570 jurisdictions in FY 2010, 380 jurisdictions above the established goal of 190.

Additionally, in FY 2010, the program's vital information-sharing capability was fully activated in all jurisdictions in the states of Delaware, Florida, Texas, and Virginia.

Therefore, U.S. Immigration and Customs Enforcement Secure Communities' deployments are not off-track.

Question: By the end of this year (2011), ICE plans to have deployed Secure Communities in 897 new jurisdictions, for a total of 1,555 jurisdictions nationwide. Based on first quarter progress (171 new jurisdictions), is ICE on track to meet the goal for 897 new jurisdictions in FY 2011?

ANSWER:

As of March 2011, U.S. Immigration and Customs Enforcement (ICE) is on track to meet its goal of 897 new jurisdictions in fiscal year (FY) 2011. Maintaining the pace of deployment that will allow ICE to achieve the goal of 897 new jurisdictions this fiscal year is tied directly to the availability and allocation of resources to ICE field offices.

In the first 6 months of FY 2011, ICE deployed Secure Communities to 485 new jurisdictions, for a cumulative total of 1,143 jurisdictions in 40 states, covering 71 percent of the foreign born non-citizen population. The goal for the remainder of FY 2011 is to deploy to an additional 412 jurisdictions for a total of 897 new jurisdictions by the end of the fiscal year.

Question: What challenges, if any, does DHS face in expanding its deployment of Secure Communities?

ANSWER:
One of the most significant challenges DHS faces in expanding its deployment of Secure Communities is ensuring that ICE Enforcement and Removal Operations (ERO) is able to process the increased volume of identified criminal aliens. ICE must also work diligently to ensure timely delivery of technological enhancements that will enable prioritized enforcement actions against criminal aliens.

Concerns about the Secure Communities Program

Question: I am also aware of a desire among some jurisdictions to "opt-out" from Secure Communities even though their state has activated the program state-wide. Or, some jurisdictions want to, at least, modify the nature of their participation because of a distorted understanding of how this program works. I am also troubled by recent news reports which suggest confusion and misleading statements by ICE about the ability of local communities to opt-out. Secretary Morton, how can this program be administered so that communities do not want to opt out?

ANSWER:

Secure Communities is leveraging an information sharing program between federal partners. A jurisdiction can opt not to receive the results of the immigration query. However, a jurisdiction cannot prevent ICE from receiving that information from our federal partners. The information sharing of Secure Communities is provided for by federal statute at 8 U.S.C. § 1722. Although Secure Communities will be activated nationwide in 2013, a jurisdiction that wishes to adjust its deployment schedule can contact ICE to discuss. ICE will work with them to address any concerns and determine appropriate next steps.

ICE continues to communicate with our external stakeholders in order to explain the federal information-sharing process and clarify that implementation of Secure Communities requires no change to the customary booking process for jurisdictions. The vast majority of communities support Secure Communities and view it as an important public safety program. As of April 19, 2011, ICE is using the federal biometric information sharing capability in 1,211 jurisdictions in 41 states. The National Sheriffs' Association, Major County Sheriffs' Association, New York Sheriffs' Association, and the New York Association of Chiefs of Police have all issued formal statements in support of Secure Communities.

Question: How are you responding to those jurisdictions that are looking to "opt-out"? Are you permitting this?

ANSWER:

In response to the very few jurisdictions that are looking to "opt out," U.S. Immigration and Customs Enforcement (ICE) provides the following information:

> Secure Communities is leveraging an information sharing program between federal partners. A jurisdiction can opt not to receive the results of the immigration query. However, a jurisdiction cannot prevent ICE from receiving information from our federal partners. The information sharing of Secure Communities is provided for by federal statute at 8 U.S.C. § 1722. Although Secure Communities will be activated nationwide in 2013, a jurisdiction that wishes to adjust its deployment schedule can contact ICE to discuss. ICE will work with them to address any concerns and determine appropriate next steps.

Question: Is ICE open to allowing local governments to make changes to the way the program is implemented in their jurisdiction? If so, what types of changes would/not be acceptable?

ANSWER:

By 2013, the Department of Homeland Security's Automated Biometric Identification System (IDENT) and the Federal Bureau of Investigation's Integrated Automated Fingerprint Identification System (IAFIS) interoperability is expected to be available to all jurisdictions. Once in full operation all fingerprints checked against federal criminal records in IAFIS will also be checked against IDENT, and ICE will be automatically notified of matches to IDENT data. IDENT/IAFIS interoperability is mandated by Congress and is in line with the recommendations of the 9/11 Commission. In addition, federal law, at 8 U.S.C. 1722, mandates information sharing to assist immigration officers in their work. Through ICE's 2008 and 2010 appropriations bills, Congress directed that ICE identify for removal every deportable criminal alien at the prison, jail, or correctional institution in which they are held. ICE is meeting this direction by deploying interoperability through the Secure Communities program.

Future requirements call for all criminal submissions to IAFIS to be searched against IDENT. ICE is also working closely with each state and local jurisdictions to ensure that law enforcement agencies understand how IDENT/IAFIS interoperability works and why it is a top priority for DHS.

The implementation of Secure Communities requires no change to the customary booking process for jurisdictions.

287(g)

Question: The 287 g program delegates Federal immigration enforcement authority to local law enforcement, supposedly to identify criminals in the communities that local law enforcement police. At the end of the fourth quarter of FY 2010, the 287(g) program had established a total of 72 partnerships with 1,213 trained officers.

As you will recall, last April the Inspector General raised serious concerns about the 287(g) program, particularly related to the lack of oversight by ICE, the potential for abuse, and the fact that it was not living up to its stated goal of focusing on criminals who pose a threat to the community. The IG recommended 33 ways that ICE could improve the program, including: (1) establish appropriate performance measures and targets to determine whether program results are aligned with program goals; (2) develop guidance for supervising 287(g) officers and activities; (3) enhance overall 287(g) program oversight; (4) strengthen the review and selection process for law enforcement agencies requesting to participate in the program; (5) establish data collection and reporting requirements to address civil rights and civil liberties concerns; (6) improve 287(g) training programs; (7) increase access to and accuracy of 287(g) program information provided to the public; and (8) standardize 287(g) officers' access to Department of Homeland Security information systems. The IG followed up with another report in October 2010 noting that many of these recommendations still needed to be adopted. Mr. Morton, I know you have been working to follow through on the 33 recommendations contained in the IG

report on 287(g). Update me on where this effort stands. What actions have been taken to date and what deficiencies still need to be addressed?

ANSWER:

Of the 33 recommendations made by the Department of Homeland Security's (DHS) Office of the Inspector General's (OIG) Report 10-63, regarding the 287(g) program, five recommendations are considered resolved and closed, and 22 recommendations have been addressed, but remain open pending the submission of additional documentation by U.S. Immigration and Customs Enforcement (ICE). Although six OIG recommendations are unresolved at this time, ICE is working to resolve these recommendations. In January 2011, ICE provided the OIG with an update of ICE's progress, and the OIG responded in March. At your request, we are providing you with an update on ICE's efforts to address some of the concerns raised by the OIG report:

1. ICE is finalizing its performance measures. These measures require the collection of data for an entire year in order to establish a baseline to sufficiently analyze the performance of each 287(g) program. This baseline for performance will be finalized by September 30, 2011.

2. On December 9, 2009, ICE issued a memorandum, entitled "*Monitoring the Exercise of 287(g) Authority,*" advising all special agents in charge (SACs) and field office directors (FODs) of their responsibility to ensure that law enforcement agency (LEA) partners adhere to the terms of the revised 287(g) memorandum of agreement (MOA) and exercise the delegated authority consistent with ICE priorities.

3. ICE has created dedicated field positions for oversight and supervision of both the 287(g) task force and the detention models. From fiscal year (FY) 2009 to FY 2010, ICE filled 23 oversight positions. By the end of FY 2011, an additional eight jail enforcement officer and six task force officer oversight positions will be filled. ICE is also developing a three day supervisor and manager training curriculum for ICE personnel who oversee 287(g) officers in the field. All 287(g) ICE managers and supervisors will be required to complete the training, which will be finalized and implemented in July 2011.

In addition, ICE conducts data quality reviews and disseminates monthly encounter statistics to the appropriate SAC and FOD offices. The SAC and FOD offices analyze the encounters, correct errors to maintain data integrity, and prepare a quarterly memorandum on program performance. Once the analysis is completed, a report is made to the ICE Deputy Assistant Secretary summarizing task force and detention models program performance in exercising delegated authority to ensure consistency with ICE priorities.

4. As part of the selection process for 287(g) participation, ICE considers the cost and relative benefits of entering into each 287(g) MOA with a partnering LEA and whether to use a task force or detention model. Before expanding the 287(g) program to any particular jurisdiction, ICE solicits the views of DHS Office of Civil Rights and Civil Liberties (CRCL) and determines whether a jurisdiction has open investigations or unresolved issues. Further, ICE is creating more structured steering committees to ensure the voices of law enforcement and advocacy groups are heard.

5. The MOA requires participating agencies to inform the ICE Office of Professional Responsibility (OPR) of all complaints regarding their 287(g) officers, as well as the outcome of those complaints. Additionally, ICE has developed a comprehensive procedure through which it delivers the results of all OPR inspections and the respective areas for improvement to ICE field components for action. All complaints, inspections, and administrative investigative findings from OPR, CRCL, and the OIG are evaluated by ICE to determine the feasibility of all 287(g) partnerships. ICE relies on OPR inspection reports to support decisions to modify, extend, or terminate 287(g) agreements. The formalization of communication to LEAs is included in the 287(g) program communications plan that is currently under review.

6. In February 2009, ICE created a 1-week refresher training course for active 287(g) officers for additional immigration law and ICE systems training. In November 2009, the 287(g) basic training academy began using a state-of-the art simulated detainee processing and holding center. This allows 287(g) officers to experience various scenarios that occur when processing aliens. At any time, 287(g) officers can access the online distance learning courses on the ICE Virtual University web site. In addition, ICE has created a policy, entitled *"Annual Recertification of Designated Immigration Officers' Delegated Authority,"* which is currently pending final approval. Finally, ICE is creating for graduated officers an on-the-job-training program manual with an expected implementation date of May 2011.

7. A communications plan is currently in development for implementation during the current fiscal year. The plan is currently pending final approval and will incorporate standard processes for creating, reviewing, and delivering clear, consistent messages about the 287(g) program, including the goals and mission of the program, its benefits, and recent success stories. The communications plan will also include a stakeholder assessment to identify and assess their needs and concerns. ICE has also made available to the public redacted copies of all existing MOAs at the ICE web site, www.ice.gov.

8. All 287(g) officers are given access to only the DHS databases they need to perform their duty as a designated immigration officer. The authority to access the databases is granted using the appropriate access request form.

Questions: I've expressed repeated concerns that the 287(g) program largely duplicates Secure Communities and the related Criminal Alien Program. Local jurisdictions that use Secure Communities still get the benefit of knowing whom they're dealing with when they book someone in their jail, ICE is able to better target its resources on criminals, and local law enforcement is not compromised in certain communities by virtue of becoming deputized ICE agents. Yet the 2012 budget indicates that ICE has 8 pending 287(g) Memorandum of Agreements and plans to enter into 7 more MOAs in 2012. Mr Morton, in your opinion, why do we need to have both 287(g) and Secure Communities programs? Do you have any plan for a gradual replacement of this program with Secure Communities?

ANSWER:
ICE's Secure Communities and the 287(g) program complement each other in the identification and removal of criminal aliens. The technology of the Secure Communities program allows ICE to identify aliens upon their booking on criminal charges. The state and local law enforcement officers are not authorized to enforce immigration law or process removable aliens who are identified based on their fingerprints. In contrast, under the 287(g) program, state and local law enforcement enforce federal immigration law and process aliens for removal under the supervision of ICE. 287(g) officers utilize their delegated immigration authority to identify and process individuals encountered who may be removable from the United States. ICE maintains signatory authority on administrative, immigration charging documents.

Secure Communities and 287(g) differ in several ways:

1) Under Secure Communities, ICE officials, rather than state or local law enforcement officers, determine an individual's identity and alienage through the use of biometric information sharing technology;

2) Under the 287(g) program, state and local law enforcement officers, who have been trained and authorized by ICE, identify aliens utilizing interview techniques, biographical data, and DHS system access, unless interoperability is deployed in a 287(g) facility;

3) Secure Communities does not authorize state or local law enforcement officers to take immigration-based enforcement action. Even in jurisdictions where Secure Communities has been deployed, ICE resources (i.e., agents, transportation, and detention space) process identified aliens, unless there is a

287(g) presence at the jail. If 287(g) officers are present, they will process aliens identified through interoperability; and

4) Under 287(g), certain immigration enforcement authorities are delegated to state or local law enforcement officers to perform immigration enforcement pursuant to the 287(g) memorandum of agreement.

As noted above, the 287(g) and the Secure Communities programs can operate either alone or in concert. Together, the two programs support one another by identifying criminal aliens that pose a threat to our communities and public safety.

ICE has not deployed the Secure Communities program in a manner to replace the 287(g) program, but to leverage technology to identify previously encountered aliens and as an enhancement tool to ensure that criminal aliens are more accurately identified for removal from the United States.

Detention Reforms

Question: Media stories, reports by independent non-governmental organizations and government oversight agencies, and Congressional hearings have chronicled the poor conditions within the immigration detention system. I want to acknowledge important progress this Administration has made to improve the immigration detention system. I noted the detainee locator system in my opening statement. You've also developed (1) the 2010 Performance Based National Standards (PBNDS); (2) a medical care risk assessment system; (3) a risk assessment tool to make more uniform decisions about who to detain; and (4) a detainer transfer policy to prevent unnecessary and expensive transfers of detainees from one detention facility to another.

My concern is that none of these initiatives has been implemented. What is delaying the implementation of these reforms and when does ICE expect that these new policies and tools will be implemented? As part of this response, please provide the Subcommittee with a copy of each of these policies and standards.

ANSWER:

ICE is engaged in a broad detention reform effort and has made substantial progress in a number of critical areas. A full list of Detention Reform Accomplishments is available on our website at www.ice.gov/detention-reform/detention-reform.htm. A number of these reform initiatives are currently the subject of discussions with ICE's union prior to nationwide implementation. However, some concrete accomplishments are as follows:

- Consolidated the number of facilities from 341 to 270, based upon state of the art forecasting tools. Also developed and in the process of implementing a procurement plan to ensure that future bed space is aligned with apprehensions, limiting the need for transfers and ensuring detainees remain closer to their families and attorneys;
- Opened two new ICE facilities in Orange County, California, to reduce the number, costs, and deportation delays associated with detainee transfers;
- Initiated the creation of a new civil detention facility in Karnes County, Texas, through an Intergovernmental Service Agreement, incorporating new civil detention principles. The Karnes County facility is expected to open in February, 2012;
- Evaluated and initiated procurements for securing new detention bed space where it is needed most, in the Northeast, Illinois, Florida, California, and the Carolinas;
- Designed and currently automating a new Detainee Intake Risk Assessment Tool to provide transparency and uniformity in the detention and classification processes to ensure the prioritization of detention resources and protection of the most vulnerable populations;

- Launched the Online Detainee Locator System, for detainee family members and attorneys to locate individuals in our custody while ensuring the privacy and confidentiality of VAWA self petitioners, U-visa and T-visa applicants;
- Hired, trained, and deployed 42 full time employee (FTE) Detention Service Managers to monitor conditions at detention facilities which house 85 percent of the detained population;
- Improved medical services by simplifying the process for the delivery and auditing of authorized health care treatments, along with developing and piloting a medical classification tool to complement the newly designed risk assessment process;
- Drafted a policy to reduce out-of-region transfers of detainees who have community ties or attorneys of record; and
- Drafted, in collaboration with the DHS Office for Civil Rights and Civil Liberties and in coordination with members of the Assistant Secretary's Detention Advisory Group, a revised set of Performance Based National Detention Standards, which detail guidelines for the custody and care of ICE detainees.

In addition, and equally important to preparing for truly comprehensive reform, ICE Assistant Secretary John Morton has issued nationwide policies that have significantly impacted how ICE uses and prioritizes its detention resources consistent with reform principles. These include:

- Civil Immigration Enforcement Memorandum – This policy directs resources toward apprehending, detaining, and removing individuals who pose the most risk to national security, public safety, or are fugitives or are recent border crossers;

- Parole of Arriving Aliens with A Credible Fear of Persecution – This new policy weighs in favor of release from detention so long as an alien's identity is reasonably known and the alien does not present a danger to the community or pose a significant flight risk; to date, close to 70 percent of the individuals considered for parole have been released;

- National Fugitive Operations Program: Priorities, Goals, and Expectations – ICE issued new guidance that prioritizes criminal fugitives over non criminal fugitives, and clarifies that except for extraordinary circumstances, the policy prohibits detaining aliens who are seriously ill, disabled, pregnant, nursing, or are sole caretakers of minor children or the infirm; and

- Guidance Regarding the Handling of Removal Proceedings of Aliens with Pending or Approved Applications or Petitions – This guidance directs ICE to request expedited adjudication of an application or petition (Form I-130) pending before U.S. Citizenship and Immigration Services for an alien in removal proceedings, if the approval of such an application or petition would provide an immediate basis for relief for the alien.

[CLERK'S NOTE: The Subcommittee was provided with the documents requested on 6/14/11. A copy will be retained on file. These documents provide further information on the policies and standards related to the ICE detention reform effort.]

Risk Classification Assessment Overview

The Risk Classification Assessment solution is being designed to integrate risk methodologies into ERO operations using data in the ENFORCE suite of applications and enabling electronic capture of additional data currently gathered during the interview process but not already in ENFORCE. This data will be used to determine a Public Safety Risk Score, Detention Custody Score, and Flight Risk Score for each alien.

- The Public Safety Risk Score will be calculated using criminal history
- The Detention Custody Score will be calculated using criminal history and detention disciplinary history
- The Flight Risk Score will be calculated using immigration history and case status, home stability, and ties to the local community

These scores will be used in combination with additional detention considerations to make the following system generated recommendations:

- Detain – not bond eligible, Detain – bond eligible, or Release
- Custody Classification Level, if detained
- Community Supervision Level, if released

The ability for an officer to exercise discretion will be maintained throughout the process. When necessary, the officer will able to make detain or not detain, custody classification level, and community supervision level decisions which override the Risk Classification Assessment recommendations.

Question: Many persistent concerns about immigration detention relate to the types of facilities used to hold individuals in ICE custody, particularly the penal and restrictive nature of the living conditions in those facilities. Publicly available inspection reports of the jails used by ICE show that numerous facilities continue to be used despite consistent "deficient" inspection grades. Furthermore, the Department of Homeland Security Appropriations Act of 2009 and 2010 explicitly prohibit ICE from continuing any contract for detention services if the facility received a less than "adequate" score in their two most recent overall performance evaluations.

Has ICE ended contracts with any facilities based on deficient inspection grades? What measures has ICE taken to reduce its use of deficient facilities and contracting partners that potentially put detainees in danger and expose the Department to liability?

ANSWER:

U.S. Immigration and Customs Enforcement (ICE) has discontinued the use of selected facilities, including 11 facilities since fiscal year 2010, due to consecutive "less than satisfactory" inspection ratings. A list of specific facilities is provided below:

Detention Facilities De-Authorized by ICE Since Fiscal Year 2010			
Facility	**Location**	**Date of De-authorization**	**Date of Re-authorization**
Benton County Jail	Kennewick, Washington	December 16, 2009	—
Chautauqua County Jail	Mayville, New York	December 16, 2009	—
Columbia County Jail	Saint Helens, Oregon	December 16, 2009	October 19, 2010
Department of Corrections (Guam)	Mangilao, Guam	December 16, 2009	—
Franklin County Jail	Saint Albans, Vermont	October 2, 2009	—
Minnehaha County Jail	Sioux Falls, South Dakota	December 16, 2009	—
Moffat County Jail	Craig, Colorado	February 2, 2010	July 20, 2010
Orleans Parish South White	New Orleans, Louisiana	October 5, 2009	—
Twin Falls County Jail	Twin Falls, Idaho	December 16, 2009	December 7, 2010
William Dickerson Facility	Detroit, Michigan	December 16, 2009	—
Yellowstone County	Billings, Montana	December 16, 2009	November 15, 2010

Detention Facilities De-Authorized by ICE Since Fiscal Year 2010			
Facility	**Location**	**Date of De-authorization**	**Date of Re-authorization**
Jail			
Comment: Columbia County Jail, Moffat County Jail, Twin Falls County Jail, and Yellowstone County Jail were all later re-authorized following a successful re-inspection of all previous issues and recertification.			

U.S. Immigration and Customs Enforcement (ICE) has undertaken several measures to reduce its use of deficient detention facilities and to ensure that detainees are housed in a safe, secure environment. Through an aggressive, independent inspections program, ICE ensures its facilities follow either the National Detention Standards or the 2008 Performance Based National Detention Standards.[3] Additionally, the Department of Homeland Security's (DHS) Office of Inspector General, the DHS Office for Civil Rights and Civil Liberties, or the ICE Office of Detention Oversight (ODO) investigate allegations of detainee mistreatment while in ICE custody. ODO also conducts regular, on-site inspections of ICE detention facilities to assess their compliance with agency detention standards. In addition to these resources, ICE has also created the position of a detention service manager (DSM) to monitor conditions at detention facilities that house 85 percent of the detained population. As ICE representatives, the specially trained DSMs provide daily oversight of on-site personnel and have recurring contact with detainees. By creating these positions, ICE expects to minimize the potential for non-compliance and immediately address compliance issues as they arise.

These safeguards, in combination with the centralization of detention contracts, will better enable ICE to more aggressively monitor and correct detention contract performance issues. These comprehensive measures build on past successes to promote an effective and humane immigration detention system.

Detainer Policy

Question: On August 1, 2010, ICE released a draft detainer policy and granted the public 60 days to comment on the draft. The following day, ICE issued Interim Guidance on Detainers that closely parallels the draft. The draft policy does not mention nor reflect the June 30, 2010, memo on ICE's civil enforcement priorities, particularly in regard to the use of detainers following arrest versus conviction, and instruction regarding exercising discretion consistent with enforcement priorities. Will the new guidance be consistent with the June 30th memo on enforcement priorities?

ANSWER:

U.S. Immigration and Customs Enforcement's (ICE) Interim Policy on Detainers states that if an immigration officer believes that an individual who has been arrested by a Law Enforcement Agency (LEA) is subject to ICE detention for removal or removal proceedings, the immigration officer may issue a detainer to the LEA, if issuing the detainer appears to advance ICE's priorities. As set forth in the June 30, 2010 memorandum, those enforcement priorities are: 1) aliens who pose a danger to national security or risk to public safety; 2) recent illegal entrants; and 3) aliens who are fugitives or otherwise obstruct immigration controls. Given ICE's

[3] The ICE detention system comprises more than 240 local and state facilities acquired through intergovernmental service agreements, seven contract detention facilities, eight ICE owned facilities, and five Bureau of Prisons facilities.

The National Detention Standards were originally issued in September 2000 to facilitate consistent conditions of confinement, access to legal representation, and safe and secure operations across the former Immigration and Naturalization Service's (INS) immigration detention system.

ICE reviewed the INS standards and redrafted them into a performance-based format. The Performance Based National Detention Standards start with a focus on the results or outcomes the required procedures are expected to accomplish. Consequently, the expected outcomes each detention standard is intended to produce are stated, rather than assumed.

resources, it must prioritize the use of enforcement personnel, detention space, and removal resources to promote the primary goals of national security, public safety, and border security. This process inherently requires ICE agents and officers to exercise discretion when determining whether or not to, among other law enforcement activities, lodge a detainer against a given alien. The June 30 memorandum, however, should not be construed to prohibit or discourage the apprehension, detention, or removal of other aliens unlawfully in the United States, if such activities do not displace or disrupt the resources needed to remove aliens who are a higher priority.

ICE is currently working toward finalizing the detainer policy; as part of this process, ICE is currently evaluating whether or not to make a specific reference to the June 30 memorandum. Nevertheless, the detainer policy will continue to emphasize ICE's enforcement priorities.

Electronic Health Records

Question: Many analyses of the ICE detainee health system have highlighted the lack of any standardized medical records system, which can result in a wide variety of problems, especially given the frequent transfers of detainees between detention facilities. While Congress provided $20.4 million for a new electronic health records system in 2010, ICE reprogrammed all but $5 million, and has only spent half of these dollars to date on this project (carrying over $2.381 million into FY 2011). ICE predicts that a core solution will begin initial operation at the end of 2011. However, there is no funding requested in the 2012 budget. Last year, ICE was projecting the electronic health record project would be fully operational in 2014. With no funding for this project in 2012, what is the current timetable for the electronic health record project?

ANSWER:
U.S. Immigration and Customs Enforcement (ICE) is using a statement of objectives-based approach with specific functional requirements for the electronic health records (eHR) system set forth by subject matter experts to support the acquisition of a non-development, commercial-off-the-shelf or government off-the-shelf software, or software as-a-service-solution. The acquisition strategy has been deliberately crafted to permit accelerated acquisition and deployment of additional functionality as funding is made available. Currently, the program is proceeding through the acquisition and systems life cycle approval processes. ICE expects the program to complete the required reviews in July 2011.

The eHR system acquisition is scheduled to be released on the General Services Administration's Alliant government-wide acquisition contract. An award decision is expected prior to the end of FY 2011. The contract award will be for one base year, three option years, and one year for transition to operations and maintenance. The initial operational capability to 22 ICE Health Service Corps (IHSC) staffed facilities and to IHSC headquarters is planned for the 4th quarter of FY 2012. Enhancements to the initial operating capability will be acquired based on IHSC priorities.

Question: Given the serious inadequacies of the existing system, why is ICE not taking this issue more seriously and with a greater sense of urgency?

ANSWER:

During fiscal year (FY) 2010 and FY 2011, to date, U.S. Immigration and Customs Enforcement (ICE) made significant progress toward acquiring and deploying an electronic health record (eHR) system. During the past 18 months, ICE has accomplished the following:

- Created and staffed a program management office;
- Completed requirements analysis (visiting 18 facilities and documenting over 2,200 functional requirements);

- Conducted extensive market research, including the release of a draft statement of objectives and a request for information for industry feedback (35 responses), extensive eHR system vendor demonstrations that brought ICE Health Service Corps (IHSC) staff to Washington, D.C., for a week-long series of product demonstrations and a pre-solicitation conference (67 companies participated);
- Validated that certified commercial solutions can satisfy over 75 percent of ICE's requirements; and
- Prepared the mandated business investment documents (acquisition plan, assessment of alternatives, cost-benefit analysis, life-cycle cost estimate, and cost estimate baseline documents).

To expedite the delivery of an initial operating capability, the eHR program has pursued a non-development, commercial-off-the-shelf or government off-the-shelf software or software as-a-service solution. The acquisition strategy has been deliberately crafted to permit accelerated acquisition and deployment of additional functionality as funding is made available. Currently, the program is proceeding through the acquisition and systems life cycle approval processes. ICE expects the program to complete the required reviews in July 2011.

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QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE John Carter

Director John Morton, Immigration & Customs Enforcement
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – ICE
March 11, 2011

Exports to Iran

Question: Secretary Morton, while ICE has had many successes in the past year, an area of concern for me is Iran. What is your sense of the effectiveness of ICE in stopping illicit exports to Iran? Could you outline the funding request for Customs Enforcement for FY12 as it relates to stopping exports to Iran? How many enforcement agents does the Department have devoted to stopping sensitive exports to Iran?

ANSWER:
U.S. Immigration and Customs Enforcement's (ICE) Office of Homeland Security Investigations (HSI) tracks its expenditures to ensure consistency with resources received and ICE priorities by reviewing the hours expended in each investigative program area and dividing the investigative hours by the total HSI investigative hours, which provides a percentage. This percentage is then multiplied by the total HSI investigative budget to calculate the total level of effort by program area. This approach is used in addition to HSI's budget execution activities, which track expenditures by object classes (salaries, service-wides, travel, equipment, etc.) and activities, due to the fact that HSI special agents do not exclusively work one investigative program area. Additionally, although ICE financial systems do not identify a particular agent's salary as funded by a specific investigative program, HSI has the ability to monitor investigative hours to ensure the allocation is consistent with priorities, funding, and positions received.

For fiscal year (FY) 2010, HSI expended approximately $15.280 million on investigations related to stopping exports to Iran. HSI, like other federal law enforcement agencies, does not project out future caseload work or investigative output. However, if investigative workload concerning Iran stays the same, HSI estimates that $15.961 million would be spent in FY 2012 from base appropriations on investigations concerning Iran.

The Homeland Security Investigations (HSI)-Counter Proliferation Investigation (CPI) program is responsible for overseeing a broad range of investigative activities related to the illegal export of Weapon of Mass Destruction (WMD) materials, U.S. Munitions Lists items, and sensitive dual-use commodities sought by countries of proliferation concern, such as Iran. The export control laws enforced by HSI include the Arms Export Control Act (22 U.S.C. § 2778), the Export Administration Regulations (15 C.F.R. §§ 730-774), and the International Emergency Economic Powers Act (50 U.S.C. § 1705).

Among the many tools available to HSI, the use of undercover operations is the most effective at identifying, disrupting, and bringing to prosecution illicit procurement networks that seek to exploit U.S. export controls. HSI currently has a number of certified undercover operations throughout the U.S., which maintain covert platforms and bank accounts in the U.S. and abroad. Additionally, HSI uses its immigration and anti-money laundering authorities to prosecute export violators, and to assist in the identification and seizure of criminal proceeds of specified unlawful activities.

As the threat posed by illicit Iranian procurement networks increases, several HSI initiatives will allow HSI's CPI program to remain effective and stay at the forefront of the battle against these illicit global supply chains. Those initiatives include Project Global Shield, Project Shield America, the Counter Proliferation Investigation Centers program, and the National Export Enforcement Coordination Center, which will evolve into the Export Enforcement Coordination Center as a result of Executive Order 13558 (November 9, 2010).

Recent Case Successes:

Vacuum Pumps With Potential Nuclear Applications to Iran – In March 2011, a citizen and national of Iran was sentenced in the Central District of California to 41 months in federal prison for his role in the illicit transshipment of specialized vacuum pump equipment from the United States to Iran via the United Arab Emirates. The vacuum pumps and related equipment have a number of applications, to include uses in the uranium enrichment process. This case involved a conspiracy among individuals in Southern California, the United Arab Emirates, and Iran. The target, an owner/operator of the California company which supplied the vacuum equipment, was indicted in December 2010 for conspiracy to illegally export specialized vacuum pump equipment from the United States and other violations. He will be sentenced in April 2011. The investigation revealed that a co-conspirator based in Iran was directing the procurement efforts.

Pressure Transducers With Potential Nuclear Applications to Iran – In July 2010, an Iranian-born Canadian citizen was sentenced in Canada to 51 months confinement for violations of United Nations sanctions as well as Canadian criminal law. The arrest, execution of multiple search warrants, and conviction are the direct result of a joint investigation initiated by HSI Special Agent in Charge Boston, and worked in conjunction with the U.S. Department of Commerce, HSI Assistant Attaché Toronto, the Royal Canadian Mounted Police Customs and Excise Section, and the Canada Border Services Agency. This investigation centered on the illegal transshipment of United States-origin, dual-use nuclear technology to Iran.

Military and Civilian Aircraft Parts to Iran – In July 2010, a Grand Jury in the District of Columbia returned a 27-count indictment for Conspiracy to Export to an Embargoed Country and Defraud the United States. The indictment was the result of evidence obtained via a Mutual Legal Assistance Treaty (MLAT) request to Ireland. The evidence in this case showed an Irish aircraft parts firm purchased and exported, among other items, F-5 fighter aircraft canopies from the United States to Iran. The firm then transshipped the items to a target in Tehran through the Iran Aircraft Manufacturing Industrial Company (HESA). Both the target and

HESA have been designated as Iranian WMD proliferators by the U.S. Department of the Treasury. In July 2010, and as a result of the MLAT request, the Irish National Police reached a settlement in a civil case wherein the defendant and his company, agreed to pay monetary penalties in the amount of 4.65 million euros.

In fiscal year 2010, U.S. Immigration and Customs Enforcement's Homeland Security Investigations Directorate dedicated approximately 62 full-time equivalents to investigate sensitive exports to Iran.

ATD and ISAP II

Question: Secretary Morton, my question involves the funding for the Alternatives to Detention Program, specifically the ISAP II program. Under the CR, the overall ATD appropriation has stayed level at $69.9M from FY10 (enacted). Will this level of funding allow the ISAP II program to operate at current rates and levels which, in my opinion, is the expectation? Also, if participants are removed from the ISAP II program in the short-term due to funding or other issues, what is the agency plan for backfilling those spots?

ANSWER:

Under current funding, U.S. Immigration and Customs Enforcement (ICE) expects to be able to maintain existing Alternatives to Detention (ATD) program enrollment levels by reducing the use of higher cost full-service monitoring and increasing the use of lower cost options, such as technology-only monitoring. This approach is also necessary to enable ICE to meet fiscal year 2011 Future Years' Homeland Security Program performance targets for the ATD program, which requires ICE to reduce the average cost of supervising removable aliens in the program.

If, however, ICE is required to temporarily reduce enrollment levels due to funding or other issues and these issues are subsequently resolved, ICE would increase enrollments to sustainable levels consistent with the funding available and FYHSP requirements.

WEDNESDAY, MARCH 15, 2011.

TRANSPORTATION SECURITY ADMINISTRATION

WITNESS

JOHN PISTOLE, ADMINISTRATOR, TRANSPORTATION SECURITY ADMINISTRATION

OPENING STATEMENT: CHAIRMAN ADERHOLT

Mr. ADERHOLT. Good morning. Today we welcome John Pistole, Administrator of the Transportation Security Administration, for his first appearance before this Subcommittee.

Today we will examine the President's fiscal year 2012 budget to fund TSA in its mission to protect our transportation systems from threat, sabotage, and other acts of violence, and help ensure the free flow of travelers and commerce. Mr. Administrator, we thank you for being here today, and we look forward to hearing your testimony.

This year, TSA will observe its tenth anniversary, a decade marked by rapid change, a measure of success, and a few false starts. Additionally, driven by the need to close gaps in aviation security following the 9/11 attacks, TSA grew rapidly into an organization of over 60,000 personnel, most of them performing screening at airport security checkpoints, previously a job for airports and airlines.

Today, TSA's large and diverse workforce includes inspectors and Federal Air Marshals, who travel extensively to ensure security of flights and aviation and the aviation systems, and specialists dedicated to surface transportation security. I know TSA's workforce strives to be conscientious and enterprising, and we acknowledge their hard work and commitment to keeping traveling safe and secure.

However, the other side of the workforce is to ensure the right mix of staff and technology at checkpoints and throughout the travel environment. TSA must restrain its appetite for solving problems by adding personnel and increasing operation cost. Instead, TSA's challenge in the foreseeable future is to recognize the highest degree of security at the lowest possible cost. It is a duty each Federal agency, even those with vital security missions, must embrace.

New security threats from overseas pushed TSA and its sister agencies into the headlines last year to include explosives concealed in a traveler's underwear and in printer cartridges intended to blow up an aircraft over Chicago. Regrettably, TSA's progress in addressing these daunting challenges is undercut by budgetary sleight of hand of the Fiscal Year 2012 budget request.

Once again, TSA is proposing a hypothetical offset, $590 million, through a proposed, but not enacted, increase in passenger fees that the authorizing committee has unequivocally rejected.

We are eager to hear you explain how TSA can keep programs whole, let alone take on new initiatives with such a large budgetary albatross, over 10 percent of your budget.

Administrator Pistole, in this time of fiscal crisis, the first thing we need from the Administration is truth in budgeting. Budget gimmicks do not cut it. In addition to discussing your options under this budgetary handicap, we expect to learn about the progress in TSA's major efforts to streamline and reinvent the security process for aviation security in the wake of new threats.

You shared with the American Bar Association recently your vision of a more risk-based approach to screening passengers rather than the current one-size-fits-all. As TSA, like all other government agencies, faces leaner times, should reinventing the passenger security model be given more immediate consideration?

Your major acquisition of a passenger screening system depends on having automated target recognition technology in place, which in turn will affect the size and mix of TSA's screening workforce. But this technology is still undergoing testing.

Mr. Administrator, we expect to hear today how your investment plan will get results. We need to know how to make TSA systems more efficient and more reliable, with a better mix of technology and manpower. I look forward to a productive relationship as we work together to get the balance right, to have the right number of transportation security professionals, the right tools and technology, helping to keep Americans and all others who use our system safe and secure.

Your written statement will be placed in the record, so I would ask you to take five minutes or so and just summarize your comments to the subcommittee. But before we go to you, I would like to recognize Mr. Price, who is the distinguished ranking member of this subcommittee, for any opening comments he would like to make.

[The information follows:]

The Honorable Robert Aderholt
Committee on Appropriations
Subcommittee on Homeland Security

Opening Statement:

TSA FY 2012 Budget

Witness:
Assistant Secretary/Administrator Pistole

10:00 AM | Tuesday | March 15, 2011 | B308 RHOB

Hearing is called to order [*gentle strike of gavel*] –

This morning we welcome John Pistole, Administrator of the Transportation Security Administration, for his first appearance before this Subcommittee.

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attacks, TSA grew rapidly into an organization of over 60,000 personnel – most of them performing screening at airport security checkpoints, previously a job for airports and airlines. Today, TSA's large and diverse workforce includes inspectors and Federal Air Marshals who travel extensively to ensure security of flights and the aviation system, and specialists dedicated to surface transportation security.

I know TSA's workforce strives to be conscientious and enterprising, and we acknowledge their hard work and commitment to keeping travel safe and secure. However, the other side of the workforce issue is to ensure there is the right mix of staff and technology at checkpoints and throughout the travel environment.

TSA must restrain its appetite for solving problems by adding personnel and increasing operating costs.

Instead, TSA's challenge, in the foreseeable, thrifty future, is to realize the highest degree of security, at the lowest possible cost. It's a duty each federal agency – even those with vital security missions – must embrace.

New security threats from overseas pushed TSA and its sister agencies into the headlines last year, to include explosives concealed in

a traveler's underwear and in printer cartridges intended to blow up an aircraft over Chicago.

Regrettably, your agency's progress in addressing these daunting challenges is undercut by the budgetary sleight-of-hand of your FY12 budget request. Once again, TSA is proposing a hypothetical offset: $590 million through a proposed, but not enacted, increase in passenger fees that the authorizing committee has unequivocally rejected.

⇒ We are eager to hear you explain how TSA can keep current programs whole, let alone take on new initiatives, with such a large budgetary albatross – over 10% of your budget.

⇒ Administrator Pistole, in this time of fiscal crisis, the first thing we need from the Administration is truth in budgeting. Budget gimmicks like this do not cut it.

In addition to discussing your options under this budgetary handicap, we expect to learn about the progress in TSA's major efforts to streamline and reinvent the security process for aviation security in the wake of new threats.

⇒ You shared with the American Bar Association recently your vision of a more "risk-based" approach to screening passengers, rather than the current "one size fits all." As TSA, like all government agencies, faces leaner times, should re-inventing the passenger security model be given more immediate consideration?

⇒ Your major acquisition of passenger screening systems depends on having automated target recognition technology in place – which, in turn, will affect the size and mix of TSA's screener workforce. But this technology is still undergoing testing.

Administrator, I expect to hear today how your investment plan will get results. We need to know how to make TSA's systems more efficient and reliable, with a better mix of technology and manpower.

I look forward to a productive relationship as we work together to get your balance right: to have the *right* number of transportation security professionals, with the *right* tools and technology, helping to keep Americans, and all others who use our system, safe and secure.

Your written statement will be placed in the record, so I ask you take five minutes to summarize it. I would first like to recognize Mr. Price, our distinguished Ranking Member, for his opening remarks.

OPENING STATEMENT: RANKING MEMBER PRICE

Mr. PRICE. Thank you, Mr. Chairman. Welcome, Administrator Pistole, to your first appearance before this Subcommittee to present your budget request for fiscal year 2012. You have been serving as Administrator now for about nine months, at a time when the aviation sector continues to be a prize target for Al Qaeda and other extremists.

The Christmas Day 2009 and Times Square attempted bombings occurred before you were head of TSA, but you had recently taken the helm when the attempted bombings of cargo aircraft occurred last October. So I know you had felt firsthand the pressure of these ever-evolving threats. Your agency is the last line of defense for our aviation sector, and while significant improvements have been made, the high threat environment we face makes very plain the need to close any critical gaps that remain.

I know you share the view that effective security is smart security, and that we should be in the business of managing risk rather than trying to do the impossible by seeking to eliminate risk or holding out the illusion that we can do so. Our aviation security model has improved over the years, but it remains very cumbersome, and in the view of many, rather invasive. There are few signs of that system changing based on the 2012 budget, but I am encouraged by the willingness you have expressed on numerous occasions to consider ways to reform the system to be more risk-based in the future.

The 2012 request, which totals $8.1 billion overall, includes $460 million above the fiscal year 2010 level to secure our nation's airports and flights and to protect other modes of transportation. This request continues activities that were ramped up after the Christmas Day bombing attempt.

I am pleased to see additional funding to detect non-metallic threats with advanced imaging technology machines, which we anticipate will include a new feature to automatically recognize threats instead of relying on screeners to look at a person's body outline. This should enhance privacy and hopefully speed up the time passengers spend at the checkpoint.

I am also pleased to note additional funding for other technologies at the checkpoint, such as portable explosive trace machines, so that we can more rapidly detect potential threats. The budget request also includes funds to expand watch list vetting to make sure that we are catching persons who may want to do us harm before they board an airplane.

And finally, I am pleased to note an expansion of the visible intermodal protection and response systems called VIPR, which supplement security on local passenger rail and mass transit systems, and also support special events.

I also want to register some concerns about your request. For example, funding for air cargo security declines in 2012, even though TSA has been asked to take on greater responsibilities after the attempted air cargo bombing plot out of Yemen last fall, and indeed to expedite the deadline by two years for screening all international cargo carried on passenger aircraft. And I understand you intend

to do just that, to move that deadline ahead two years. Where is the budget match-up for that? We need to understand that.

The budget request also appears to rehash a substantial request first proposed in 2011 for additional behavior detection officers. Until we can understand what changes you have made to address critical vulnerabilities raised by the National Academy of Sciences and the GAO about the behavior detection program, it may be premature to grow this program by roughly 10 percent.

And finally, while the budget request increases funding for the Federal Air Marshals, your agency has still not addressed questions this Subcommittee posed almost 18 months ago about what the appropriate staffing levels are. What is the rationale for this or that staffing level? We received a report on this mandate, but it was simply inadequate.

Mr. Administrator, I want to thank you for your service to the country. We look forward to continuing to work with you to ensure our transportation security professionals are equipped with the resources they need to keep the American people safe. As we begin to more closely examine your fiscal year 2012 budget, it is important to note that no program or account will be off limits to scrutiny. Our obligation is to take a balanced, realistic approach, to weigh risks carefully, and to make prudent investments. I know you share that point of view, and I look forward to your testimony. Thank you.

[The information follows:]

Price Statement at TSA FY12 Budget Hearing with Administrator Pistole
Tuesday, 15 March 2011 14:03

"Your agency is the last line of defense for our aviation sector, and while significant improvements have been made, the high threat environment we face makes plain the need to close any critical gaps that remain."

Opening Statement by Ranking Member Price

FY 2012 Budget Hearing for Transportation Security Administration

March 15, 2011

Welcome Administrator Pistole to your first appearance before this Subcommittee, to present your budget request for fiscal year 2012. You've been serving as Administrator for about nine months, at a time when the aviation sector continues to be a prized target for Al Qaeda and other extremists. The Christmas Day 2009 and Times Square attempted bombings occurred before you were head of TSA, but you had recently taken the helm when the attempted bombings of cargo aircraft occurred last October, so I know you have felt firsthand the pressure of these ever evolving threats. Your agency is the last line of defense for our aviation sector, and while significant improvements have been made, the high threat environment we face makes plain the need to close any critical gaps that remain.

I know you share the view that effective security is smart security, and that we should be in the business of managing risk rather than trying to do the impossible by seeking to eliminate risk. While our aviation security model has improved over the years, it remains very cumbersome and, in the view of many, rather invasive. And while there are only a few signs of that system changing based on the 2012 budget, I'm encouraged by the willingness you have expressed to consider ways to reform this system to be more risk-based in the future.

The 2012 request, which totals $8.1 billion overall, includes $460 million above the 2010 level to secure our nation's airports and flights and to protect other modes of transportation. This request continues activities that were ramped up after the Christmas Day bombing attempt. I am pleased to see additional funding to detect non-metallic threats with Advanced Imaging Technology machines, which we anticipate will include a new feature to automatically recognize threats instead of relying on screeners to look at a person's outline. This should enhance privacy and hopefully speed up the time passengers spend at the checkpoint. I am also

pleased to note additional funding for other technologies at the checkpoint, such as portable explosive trace machines, so that we can more rapidly detect potential threats. The budget request also includes funds to expand watchlist vetting to make sure that we are catching persons that may want to do us harm before they board an airplane. And finally, I am pleased to note an expansion of the visible intermodal protection and response teams (VIPR), which supplement security on local passenger rail and mass transit systems, as well as support special events.

I also want to register some concerns about your request. For example, funding for air cargo security declines in 2012 even though TSA has been asked to take on greater responsibilities after the attempted air cargo bombing plot out of Yemen last fall -- and indeed to expedite the deadline by two years for screening all international cargo carried on passenger aircraft. The budget request also appears to rehash a substantial request first proposed in 2011 for additional behavior detection officers. Until we can understand what changes you have made to address critical vulnerabilities raised by the National Academy of Sciences and the Government Accountability Office about the Behavior Detection program, it may be premature to grow this program by roughly 10 percent. And finally, while the budget request increases funding for the Federal Air Marshals, your agency has still not addressed questions this Subcommittee posed almost eighteen months ago about what the appropriate staffing levels are. The report we received on this mandate was simply inadequate.

Administrator Pistole, I want to thank you for your service to our country. I look forward to continuing to work with you to ensure our transportation security professionals are equipped with the resources they need to keep the American people safe. As we begin this hearing to more closely examine your 2012 budget, it's important to note that no program or account will be off limits to scrutiny. Our obligation is to take a balanced, realistic approach; to weigh risks carefully, and make prudent investments. I have no doubt that you share this point of view, and I look forward to your testimony.

Mr. ADERHOLT. Thank you, Mr. Price. At this time, Administrator Pistole, we look forward to your comments before the subcommittee.

OPENING STATEMENT: ADMINISTRATOR PISTOLE

Mr. PISTOLE. Well, thank you, Chairman Aderholt and Ranking Member Price, and distinguished members of the committee. There have been a couple of references made to the threats that we are dealing with, and I would just like to start my opening statement with a context for that threat environment, given my background in the FBI and now at TSA.

I start every day with a threat briefing and intelligence briefing as to what foreign intelligence and law enforcement services are collecting in terms of information and intelligence that may be actionable for us here in the U.S. or for all those last points of departure for passengers or cargo coming to the U.S. So it is within that context that I present this Fiscal Year 2012 budget request.

A couple of references have been made to the Christmas Day attack, the Yemen cargo plot. The one I would add is the assassination attempt against Muhammad bin Nayef, the Saudi Minister of Interior, Deputy Minister of Interior, basically the equivalent of the Homeland Security Secretary and FBI Director in one.

The common theme is the same bomb maker in each of these three instances, as you know from your classified briefs. What we are facing is a determined, creative, innovative enemy who is always trying to come up with the next type of improvised explosive device that will defeat our current security measures because we have not forecast or done enough in that regard to try to identify what those threats are.

Obviously, the Yemen cargo plot was one of the best examples I have ever seen in terms of intelligence that is tactical, not just strategic. The strategic intelligence we know is that Al Qaeda, particularly in the Arabian peninsula, wants to hurt us. But when we have tactical intelligence, where we have tracking numbers of packages identified, that is exactly the type of information we are looking for as one part of the U.S. Government's continuum of national security.

So again, that is the context that we are looking at. So our Fiscal Year 2012 budget request is for $8.1 billion, and it is, as you mentioned, some $460 million above our 2010 enacted level. Of that increase, $301 million supports critical security enhancements that we intend to implement this year, which enjoyed bipartisan support of the subcommittee and our Senate Approps Subcommittee last year. And I want to thank the committee for your strong support, for giving us the opportunity to pursue those initiatives, which include expanding our AIT passenger screening capability, 100 additional canine teams for screening passengers for explosives, build greater international security program and intelligence sharing, and sustaining our FAMS international and domestic flight coverage.

So new initiatives in Fiscal Year 2012 total $166 million, and these new initiatives basically allow us to continue to build upon the existing programs by adding capacity or new capabilities. I also ask for your support for our $82 million request for the addition of

275 AIT, advanced imaging technology, units. This will continue to add to our capability to screen passengers with those non-metallic devices, as we saw on 12/25. I believe the AIT has been proven safe, and that the steps we are taking now with automated target recognition completely address the privacy issues that have been raised.

Our request also includes a requested increase of $21.9 million to add 350 behavior detection officers to improve the coverage of our tech points as we try to expand to more of a risk-based intelligence-driven process. And to improve our visible intermodal prevention response program, we are asking for an additional $26.8 million to add 12 new teams to operate across the transportation systems and increase our partnership efforts.

Our secure flight program has been successfully implemented and forms part of the daily intel brief that I receive, helping inform judgments and operational decisions as to what we need to be doing with flights that are departing from our 453 airports, and particularly as it relates to FAM coverage on those flights.

I am also requesting an additional $12.3 million to sustain our expanded enhanced terrorist watch list vetting, which also figures in to the newer risk-based intelligence driven processes that I mentioned. These new enhancements represent a modest increase in the resources we have programmed for our mission, and I am looking to apply the resources we have to best achieve that mission, recognizing the budget constraints and issues that we all are dealing with, particularly in these weeks right now.

So we need to protect against the tactics that the terrorists have used in the past, but shame on us if we do not do some forecasting, some intelligence predictions about what types of devices the terrorists may use in the future. And so that is why we are working with our partners throughout the intelligence and law enforcement communities, both here in the U.S. and overseas to try to make sure we have the latest intelligence, that we can inform our judgments as we take steps to mitigate risk. And that word mitigate is important because, as has been mentioned, we are not in the process or the business of eliminating risk. We will never eliminate risk unless we stop air travel or train travel, just like we do not eliminate car accidents unless you stop driving.

So we are in the risk mitigation business, and I think we can do a number of things that are even budget neutral, even this year, that will advance that risk-based intelligence driven process of mitigating risk. So we are always looking for ways to improve, and I appreciate the subcommittee's support for what we have done thus far and as we move forward.

Let me just touch briefly, before I close then, on things that we will look at doing in terms of this risk-based approach. One is we have a great number of passengers who would be willing to share additional information about themselves in exchange for the possibility of streamlined screening. And so just as we have done with pilots who we do more of an identity-based screening for them now, because they are in charge of the aircraft, that type of approach I believe can also apply to those very frequent travelers who we know a lot about.

And so there are a number of iterations of this, but I would refer to it as a known traveler program, people who are willing to share information with us so that we can make a better assessment of what type of risk they may pose. And so benefits they may receive as a result of that sharing of information may result in streamlined processing and screening, such as not having to take shoes off. Maybe you do not have to take your jacket off. Maybe you do not have to take your laptop off.

Additional information that we can use also using information we already have about what the aircraft is, the type of aircraft, the wide body, the regional jet. Do we have FAM coverage? All those things can go into an assessment of what type of screening we should do. And that is on the passenger side.

We are also working very closely with our international partners and domestically here on the whole cargo issue, particularly following the Yemen cargo plot. So with the support of this committee between 2005 and 2010, we have been able to field new security technology, introduce new procedures of protocols, and eliminate over 7,000 people from mechanical checkpoint operations, and invested in behavior detection, violent appraisal officers, document checkers, and targeted security operations.

So I would like to take that type of thinking along with the risk-based intelligence thinking that I outlined to work with the committee as we move forward. So with that, thank you. I look forward to your questions.

[The information follows:]

United States Department of Homeland Security
Transportation Security Administration
Statement of
The Honorable John S. Pistole
Administrator
Before the
Subcommittee on Homeland Security
Committee on Appropriations
United States House of Representatives

Good morning Chairman Aderholt, Ranking Member Price, and distinguished Members of the Subcommittee. I appreciate the opportunity to appear before you and this Subcommittee today to discuss the President's budget request for the Transportation Security Administration (TSA) for Fiscal Year (FY) 2012 and to reflect on the challenges facing the security of the Nation's transportation network.

The President's overall budget request of $8.1 billion for TSA reflects a total increase of approximately $467 million or 6 percent over the FY 2011 Continuing Resolution (CR) level, and includes $165 million in new initiatives to support transportation security consistent with the Administration's FY 2011 request, approximately $355 million in base programs to maintain current operating levels and $55 million in efficiencies. Including offsetting collections, the request seeks approximately $7.9 billion in gross discretionary budget authority, reflecting a prudent investment in security capabilities to protect the traveling public.

Fiscal Responsibility

In light of these tough economic times, we have identified and absorbed over $152 million in efficiencies and service reductions, redirecting resources toward frontline security operations including $68 million as part of a Department-wide reduction in administrative services and other non-mission-critical contracts. TSA has also renegotiated technology maintenance and purchase contracts to extend warranty coverage for screening technology and other maintenance coverage, yielding approximately $18 million in savings. Finally, TSA identified $34 million in information technology infrastructure program efficiencies.

The Aviation Passenger Security fee has not changed since TSA was established following the events of 9/11, even though the overall cost of aviation security has grown by more than 400 percent. As such, the FY 2012 Budget also includes a proposal to increase the current $2.50 per enplanement Aviation Passenger Security Fee by $1.50 per enplanement beginning in the third quarter of 2012. This proposal will raise $590 million as a direct offset to appropriations for aviation security in 2012 alone. The proposal assumes additional $0.50 and $1 increases in 2013 and 2014, respectively, increasing annual passenger fee collections by $2.4billion when fully implemented in 2014. The Administration's proposal makes progress towards fulfilling the intent of the Aviation and Transportation Security Act by better aligning the costs of aviation security services with the fee paid by those individuals who directly benefit from those services.

Prudent Investments in Transportation Security

Following the attempted attack on December 25, 2009, TSA accelerated technology and security measures designed to address non-metallic items, the foremost threat to aviation security. The President's request identifies several key areas for continued investment in FY 2012.

Advanced Imaging Technology

The request includes $105 million and 535 positions to support the purchase, installation, and operation of an additional 275 Advanced Imaging Technology (AIT) units at airport checkpoints, which are considered to be the most effective method to detect both metallic and non-metallic threat items concealed on passengers. When combined with prior year purchases and those planned under the Administration's FY 2011 budget request, the FY 2012 Request will enable TSA to deploy 1,275 units, providing coverage at over half of our operational screening lanes and ensuring the majority of passengers will be screened using AIT.

We also are exploring enhancements to AIT to further address privacy issues and increase efficiency in our operations. To that end, we are field testing Automatic Target Recognition (ATR) software, which eliminates passenger-specific images and instead highlights an anomaly on a generic outline. Pat downs used to resolve such anomalies will be limited to the areas of the body displaying an alarm unless the number of anomalies is sufficient to require a full-body pat down. If no anomalies are detected, the screen simply displays the word "OK." This software eliminates the need for a remotely located Transportation Security Officer (TSO) to view passenger images, reducing associated staffing and construction costs. ATR software represents a substantial step forward in further addressing passenger privacy concerns, while continuing to meet TSA established standards for detection.

Screening Passengers by Observation Techniques

The request includes $22 million to support an additional 350 Behavior Detection Officers to expand the Screening Passengers by Observation Techniques (SPOT) program. The first phase of our work with the Department's Science and Technology Directorate (S&T) to validate the SPOT program is nearing completion, and we expect to receive a report in the coming months. Although final results are pending, preliminary briefings on the validation study indicate it is supportive of SPOT. The final results of this three-year evaluation will be applied to future development and enhancement of this important program that works to identify individuals who may pose a risk of terrorism or criminal activity.

Sustaining High Levels of Transportation Security

The President's request also sustains vital transportation security programs across transportation modes. The request includes approximately $43 million to sustain TSA's intelligence analysis capabilities, providing TSA with the capability to review, synthesize, analyze, and share transportation-specific intelligence. TSA's intelligence products are a key element of its risk-based strategy and framework to prioritize security resources.

We are also continuing to enhance the security of cargo transported on passenger aircraft through the request of $115 million that includes funding for air cargo inspectors, canine teams, and the Air Cargo Screening Program. As of August 1, 2010, all cargo loaded on passenger aircraft in the United States is screened for potential threats. We are also moving forward by requesting comments from industry regarding a proposed revision to aircraft operator standard security programs to require that 100 percent of cargo transported on passenger aircraft to the United States from foreign last points of departure be screened by December 31, 2011 – two years earlier than previously anticipated.

In FY 2012, over 800 Explosives Detection Systems (EDS) installed in many of our largest airports will exceed their planned 10-year service life. As a result, increased emphasis will be placed on recapitalizing these machines with state-of-the-art EDS units for checked baggage through the requested $273 million in FY 2012. In addition, the request also proposes a broadening of the authority for uses of the Aviation Security Capital Fund, to permit its use for recapitalization. Currently, use is restricted to facility modification to accommodate the installation of in-line baggage systems. Due to significant facility modification investment under the Recovery Act, recapitalization has become a more pressing need.

TSA is also requesting resources to maintain and expand law enforcement presence in the air and on the ground. The request includes funds to maintain the Federal Air Marshal Service (FAMS) surge deployment levels for domestic and international flight coverage that began in response to the attempted terrorist attack on December 25, 2009. Members of the FAMS are deployed on flights around the world and the United States based on risk in order to detect, deter, and defeat hostile acts targeting U.S. air carriers, airports, passengers, and crews. In addition, the request includes $23 million to support the 82 Assistant Federal Security Directors for Law Enforcement (AFSD-LEs) currently deployed and provides 22 additional AFSD-LEs for major airports, where they serve as the primary liaison to local law enforcement.

The request includes $126 million for TSA to sustain the deployment of 900 explosives detection canine teams, providing an important layer of security to complement passenger checkpoint screening at airports, assist in air cargo screening and enhance security in the mass transit environment. As we move forward with our use of canines, we are evaluating new training measures to screen individuals for explosives using canines, particularly those trained in vapor wake detection.

Visible Intermodal Prevention and Response Teams

The request includes $27 million to expand the Visible Intermodal Prevention and Response (VIPR) program by an additional 12 multi-modal teams to a total of 37 teams. TSA's VIPR teams are designed to enhance security by working in aviation, mass transit, rail and other transportation modes alongside local law enforcement agencies. VIPR teams are comprised of personnel with expertise in inspection, behavior detection, security screening, and law enforcement, and enhance TSA's ability to leverage a variety of resources quickly to increase security in any mode of transportation anywhere in the country. TSA conducted nearly 3,900 VIPR operations in 2010 in the various modes of surface transportation and 3,784 operations in the aviation environment.

Secure Flight
The request includes an additional $12 million to sustain the enhanced watchlist vetting initiative through the Secure Flight program, which enables TSA to identify individuals who may present a threat to passenger air travel. Secure Flight became fully operational on November 23, 2010, for all covered flights operating to, from and within the United States, fulfilling a key 9/11 Commission recommendation and increasing security by having TSA, rather than airlines, screen every passenger against the latest intelligence before a boarding pass is issued. Since its implementation, Secure Flight has demonstrated the value of uniform, consistent watch list matching through improved identification of matches. Continuous Secure Flight vetting begins 72 hours in advance of a flight and continues until the flight departs, consistently providing insight into potential threats and enabling TSA to plan efforts to counter any threat accordingly.

We are most appreciative of the Subcommittee's support for these initiatives to further increase the value of our investment in the Secure Flight program. As we have briefed the Committee in classified sessions, this tool is extremely effective, particularly when combined with partnerships within DHS -- especially U.S. Customs and Border Protection -- and the Intelligence Community.

Improving Business Performance
The request also includes key investments in Department-wide initiatives to improve performance and significantly reduce future costs and business risk. As part of the initiative to improve acquisition performance, the request includes approximately $2 million and 15 positions to enhance TSA's Office of Acquisitions. It provides both additional personnel to ensure operational requirements are properly developed and included in DHS contracts, and greater oversight and accountability, consistent with recommendations from the Government Accountability Office and the Office of the Inspector General. In addition, the request includes approximately $20 million to support the migration of TSA-maintained data centers into DHS-operated centralized data centers to standardize IT resources across the Department, which will streamline maintenance and support efforts, improve information sharing abilities, and increase information security.

Conclusion
Mr. Chairman, thank you again for this opportunity to discuss the President's budget request for TSA. I look forward to our continued work together and would be pleased to respond to your questions.

John S. Pistole

Administrator

John S. Pistole was sworn in as the Transportation Security Administration's (TSA) fifth Administrator in July 2010. As TSA Administrator, he oversees management of a 60,000-strong workforce, the security operations of more than 450 federalized airports throughout the U.S., the Federal Air Marshal Service (FAMS), and the security for highways, railroads, ports, mass transit systems and pipelines.

Under his leadership, TSA will continue to grow as a risk-based, intelligence-driven counterterrorism agency dedicated to protecting our transportation systems.

Pistole came to TSA as a 26-year veteran of the FBI with extensive national security and counterterrorism experience. After the tragic events of September 11, 2001, he was put in charge of the FBI's greatly expanded counterterrorism program, eventually becoming the FBI's Executive Assistant Director for Counterterrorism and Counterintelligence. In 2004, Pistole was named Deputy Director for the FBI.

Pistole has led or been involved in several high profile investigations, including the attempted car bombing in Times Square on May 1, 2010; the December 25, 2009, attempted attack on Northwest Flight 253; the plot against New York City subways in 2009; the 2006 UK liquid explosives plot; and the May 2003 suicide bombings of three housing compounds in Riyadh, Saudi Arabia, in which 35 people died, including nine Americans.

Pistole began his career as a Special Agent with the FBI in 1983, serving in the Minneapolis and New York divisions before his promotion to Supervisor in the Organized Crime Section at FBI headquarters in Washington, D.C. In 1999, as Assistant Special Agent in Charge, Boston, he helped lead investigation and recovery efforts for the Egypt Air Flight 990 crash off the coast of Rhode Island.

In 2007, Pistole received the Edward H. Levy Award for Outstanding Professionalism and Exemplary Integrity. He is a recipient of the 2005 Presidential Rank Award for Distinguished Executive.

Pistole practiced law for two years prior to joining the FBI. He is a graduate of Anderson University (Indiana) and Indiana University School of Law – Indianapolis.

COLLECTIVE BARGAINING

Mr. ADERHOLT. Thank you, Mr. Administrator. Again, we appreciate you are willing to come today and to speak before our subcommittee. I am going to go out of order. Ms. Lowey, I understand, has a subcommittee hearing shortly. So I am willing to take her out of order. So, Ms. Lowey, let me call on you for the first round of questions.

Mrs. LOWEY. Thank you, Mr. Chairman and Mr. Ranking Member for your indulgence, and thank you, Mr. Administrator. I am sorry. There are three hearings at the same time this morning.

First, I want to commend you for recognizing the benefits of giving the TSA workforce a seat at the table by providing limited collective bargaining rights for transportation security officers. With your 26-year record with the FBI, I think anyone who opposes this decision will be hard pressed to question you on the grounds of security, given your credentials.

I would also ask for unanimous consent to enter into the record a statement from NTEU regarding workplace rights at TSA.

Mrs. LOWEY. What are the security benefits, Mr. Administrator, associated with collective bargaining rights at TSA? Do you believe travelers will encounter a more professional workforce as a result? And when do you expect to implement this initiative?

Mr. PISTOLE. To answer your first question, Madame, the decision that I made, the determination on collective bargaining, the vote on that started last week and runs through April 19th. And, of course, it is simply giving them the option, the ability to vote on whether they want collective bargaining. So some of the benefits I see from that are because the enabling legislation, the Aviation 2nd Transportation Security Act, gave the Administrator broad discretion as to those issues that would be subject to collective bargaining—you are right in describing this as a limited type—it focuses primarily on those workplace issues that I have heard frustration from TSOs, transportation security officers, around the country, things like bidding on shifts and uniform issues, and some inconsistency across the country in those regards.

And so what I want to see is not being distracted by those issues, but being able to focus on the security issue that the TSA was created for. And so by doing that, if the security officers vote to have a collective bargaining unit, just at the national level, not all the different local units and things, I believe we can achieve some greater professionalism and greater consistency in how we go about doing our jobs.

SECURE FLIGHT

Mrs. LOWEY. Well, thank you. And your testimony discusses Secure Flight program, which since Fiscal Year 2002 has cost taxpayers more than $437 million. With Secure Flight now operational, are you confident that both CBP and TSA are in a position to prevent another Abdul Mutallab-like incident, in which a flagged individual was successful in boarding a U.S. bound flight?

Mr. PISTOLE. So one of the keys to the Secure Flight construct is that somebody is nominated to be on the terrorist watch list. And, of course, with Abdulmutallab, even though there are dif-

ferent pieces of information, he was not nominated until after the fact. And so even though CBP was planning to interview him when he landed in Detroit, it was an after-the-fact approach.

So under Secure Flight, if somebody has been identified by an intelligence or law enforcement agency, is nominated and put on the watch list properly, then Secure Flight will definitely address that issue, as long as there is a positive identification made. And because it requires name, date of birth, and gender, there should be a positive identification made, assuming the person is not traveling under a false name, documents, and that has not been identified.

ADVANCED IMAGING TECHNOLOGY

Mrs. LOWEY. Thank you. And lastly, I just want to say I strongly support TSA's increased deployment of advanced imaging technology machines, and frankly think the Administration needed to be more publicly supportive of your efforts in the last part of 2010. And your testimony discusses providing AIT machines at more than half the checkpoints nationwide.

While high-volume airports such as Kennedy, Laguardia, and National have AIT machines, they are not at every checkpoint, or in the case of Kennedy at every terminal. So I hope during this hearing, although unfortunately I have to go, you could share with us your progress to ensure that every terminal, if not every checkpoint, at our most-traveled airports operate with the latest technology. I think I have about 30 seconds, if you can answer quickly. Thank you.

Mr. PISTOLE. Yes. [Laughter].

Mrs. LOWEY. That is so generous.

Mr. PISTOLE. I was looking for a clock.

Mr. ADERHOLT. You have still got 40 seconds.

Mrs. LOWEY. Forty seconds? Okay.

Mr. PISTOLE. So obviously, the goal is to use AIT in those most heavily trafficked areas that can identify those who would pose a risk, either those who are here and going home, or those who are here and just traveling, but those who may pose a threat. So the goal is to put it in the category X, the largest airports, and then those that have the configuration and the space available without significant cost of reconfiguring. So it is a risk-based approach.

Mrs. LOWEY. Well, thank you very much for your leadership. Thank you, Mr. Chairman.

AVIATION SECURITY FEES

Mr. ADERHOLT. Your budget request: same proposal, new passenger fees. I alluded to that in my opening remarks. Of course, that has been rejected by previous Congresses, Republican, Democrat alike. Enactment of these fees is in the jurisdiction of authorizing subcommittees and committees. And Homeland Security Committee Chairman King from New York has publicly stated he opposes the fee.

How will TSA make up for the $590 million fee revenue gap if it is not enacted?

Mr. PISTOLE. Thank you, Mr. Chairman. Obviously, we are hopeful that it will be, and I know the Secretary is engaged with the authorizers in looking for that support from the standpoint of rec-

ognizing that there has not been a fee increase since 2002. And as part of the budget issues that Congress is dealing with now and the American people, it makes sense from my perspective to have those using the service help pay for the benefits of that.

So using that as a starting point, I think it is an important objective to try to pursue. And again, I am very hopeful.

Now, to your question, obviously, if that is not enacted, then it will be a significant challenge for TSA, if it all came from TSA, to do many of the things that I think the American people hope and expect us to do in terms of providing the best possible security on a daily basis for those who are traveling, particularly by air. I think there would be a broader discussion, obviously within the department and probably within the Administration, as to where those funds should come from to address what are the highest priorities.

ADVANCED IMAGING TECHNOLOGY

Mr. ADERHOLT. Your budget proposes $76 million for 510 new TSA screens and 200 additional AIT systems that Mrs. Lowey referred to with automated targeting recognition. But just one system is now being tested. These will put you on track to cut in half the number of screeners needed to operate AIT. Will TSA certify and deploy these new AIT systems this year, and will this reduce the number of TSOs required for checkpoint screening?

Mr. PISTOLE. So we have either completed or are nearing completion of three tests in airports in Las Vegas, Atlanta, and Reagan National for the automatic target recognition software that is being used. The hope and belief is that given the success of those trials that we have seen thus far, that we would convert all the existing AIT machines under that construct to the ATR still this year.

That being said, we would also hope that the other manufacturer—and I believe the other manufacturer of the AIT, which has not yet finished their conversion, and we have not yet lab tested or field tested, that that would also happen for deployment next year as we go into 2012.

So as it gets to your question, we would still need the TSOs to address what we believe will be the conversion this year, and the additional 500 AITs that we would hope to still obtain this year, and the additional 275 that we would look for in the fiscal year 2012 budget.

Mr. ADERHOLT. Given the current tight budget assumptions, and going back again to that $590 million in proposed fee revenues, will you have to delay the acquisition and deployment of these new screening systems, and will this reduce your ability to meet savings and performance targeting expected in the automated screening process?

Mr. PISTOLE. So again we would hope to still not only convert the existing 240 or so AITs that would have the ATR capability this year, but also acquire some of the additional AITs as soon as possible, and then at the end of the fiscal year to acquire the additional ones that we would deploy then in 2012.

TRUSTED TRAVELER PROGRAM

Mr. ADERHOLT. You had mentioned in your opening statement, and also you have made public statements, to talk a little bit about more of a risk-based approach. In one interview, and then you referred to it this morning, that ideally you could set up three different lanes for travelers at checkpoints by risk categories, ranging from trusted travelers, frequent travelers, and infrequent travelers.

Talk a little bit about that design process and how you are including and blending human technology in the process elements all together.

Mr. PISTOLE. Okay. So there are really two aspects. One is using information already available to us, such as Secure Flight, or information that frequent travelers—I like to refer to them as known travelers, those who would be willing to share additional information about themselves, perhaps what is in their frequent flyer account, if they are willing to share that with us. That gives us a much better understanding of who the traveler is. And the more we know about the traveler, the better judgment and assessment we can make as to whether they pose a high, medium, low, or almost no risk to that particular flight.

That coupled with information we know about the aircraft, whether it is a wide body, a regional jet, is there Federal Air Marshal coverage, a number of things like that—are there people on the terrorist watch list who are selectees on those flights? Those are all things that we can use to help make better judgments as to what type of screening each individual should receive.

That being said, it becomes a question then of if there are, for example, the three lanes that you mentioned, that becomes the implementation phase, if you will. So we may have a lot of information about a person. Depending on what airport that person is traveling through, there may or may not be an option for that, just based on the physical layout of the checkpoints and the real estate available that the airport has to provide. So the smaller the airport, the more of a challenge that becomes.

So we are looking at several different options in that regard. But the bottom line is, it would not necessarily be a fee-based program. In fact, it would likely not be a fee-based program in its final iteration. There are programs such as Global Entry that Customs and Border Protection uses to facilitate people reentering the U.S., and that can be a baseline that could be used. They have already shared information with the U.S. Government. They want some benefit. But under this construct, it would not be a right that would be afforded an individual. It would be a likelihood, perhaps even a high likelihood, that they would receive some type of streamlined processing screening at a checkpoint.

So whether there is a dedicated lane or not would really depend on the airport configuration.

ADVANCED IMAGING TECHNOLOGY: SAFETY

Mr. ADERHOLT. Before I go on to Mr. Price, let me just ask you about the safety of the AIT screening technology and confirm to the subcommittee about that, there is no threat that these pose. And could you talk a little bit about that?

Mr. PISTOLE. Sure. There have been a number of issues raised with the advanced imaging technology, in particular the type that is called the backscatter machine, because it does emit radiation. There have been a number of tests that have been done and studies done over the years, whether it is the Food and Drug Administration, the National Institute of Standards and Technology, the Johns Hopkins School of Applied Physics, just to name three, that have done assessments that have found the AIT to be not only safe, but very safe, and even the equivalent of traveling for approximately 3 minutes at altitude on a commercial aircraft.

And so they have said that—different analogies, but you would have to travel thousands of times in a year just to meet the minimum dosage that these different studies assess as being of any concern. So not even pilots travel that much, thousands of times in a year's time.

That being said, I am concerned by what I have learned recently within TSA in terms of our handling of reports that were done by the contractor, the manufacturer, in terms of their assessments. And what I have found is that we did not handle those—the paperwork from those properly, that we did not immediately review and assess and verify that those documents were done properly. And so what we have found, and we have posted most of these, all of them that we have reviewed, to our Web site, and we will continue to do that as we go through these thousands and thousands of reports, is that there were some errors made in these reports. There were math calculations done wrong. One was done that said that the radiation was 10 times what it actually was. That was not the case, but that is the way the technician filled out the report and said that.

So there was some sloppy paperwork. On the one side, there was a failure, frankly, on our part to review that, as opposed to filing away in a file cabinet and not doing follow-up. So we have changed the procedures on how we review. We have re-engaged with the manufacturer. They have gone back out to do additional studies. We are engaging two other entities, the U.S. Army Public Health Command, which has done a number of studies also, and then the NIOSH, the National Institute of Occupational Safety and Health, NIOSH, to further assess. And they have done some prior assessment, but to update that.

And then lastly, I am going to commission a new independent study beyond all these things that have already been done, just to reassure the American people that these machines are safe, that there are no issues with them, and given the highest level of confidence that not only are they traveling securely because of proper screening, but safely because of the equipment.

Mr. ADERHOLT. Thank you. I know there have been some members of Congress that have voiced concerns about that, and, of course, I know that you have probably gotten feedback as well from travelers as well. But at this point, Mr. Price.

ADVANCED IMAGING TECHNOLOGY: PROCUREMENTS

Mr. PRICE. Thank you, Mr. Chairman. Mr. Administrator, you have addressed already your plans with regard to the advanced imaging technology units. I want to ask a follow-up on that then I

will turn to the question of air cargo and particularly the screening of air cargo on passenger flights.

Now, on the AIT units, you plan to have 1,000 of these units procured. To date, 500 have been purchased, as I understand, and installed. The remaining 500 are to be procured once the final appropriation for fiscal year 2011 is resolved. They may not be installed until next year.

Meanwhile, you are testing this automated target recognition software. It has been relatively successful, as I understand, the testing with regard to the millimeter wave machines; less so with the backscatter machines. But in any case, that testing is continuing.

So it is clearly your intention to augment the technique of the AIT equipment with this ATR capability. And the reasons for that being desirable, I think, are pretty clear. I wonder, though, to what extent it is a condition, or you see it as a condition, for putting these additional units in place. Is it your intention not to procure any further AITs without ATR capability? What if the tests do not move forward on all of these machines?

You are testing one vendor's ATR capabilities right now. You are going to test two others, assuming they move along, later this month possibly, and then on into the spring and summer. So how do you weigh the benefits of ensuring that this capability is present on all machines versus the possible sacrifice of some competition in these procurements?

Mr. PISTOLE. Thank you, Congressman Price. The goal is to deploy the AIT with ATR capabilities from here out. And that being said, if the manufacturer for the backscatter does not develop in such a way that we believe they will at this point, we have every confidence that they will be able to not only develop and manufacture, but will be able to test this summer and deploy in the fall. That is the plan.

So your question, if they do not—or if they are not successful in that, it is problematic because the goal is to do ATR, automatic target recognition. It is not an issue of security because we are getting, we believe, the same level of security. It is just an improved process, particularly as it relates to privacy. If they are not able to do that, then we will have to make some hard choices, which I cannot say today what those would be because there are so many variables involved. But we would obviously want to work with the committee to look at the best options.

We believe that competition is important to keep driving private enterprise to the best technology at the best price and the best deployment on the best timetable. So we do not want to be in the situation of having only one vendor providing that, if we can avoid that.

That being said, we do want to move forward with the ATR, as it is being proven successful.

Mr. PRICE. And you do intend eventually to retrofit the already-procured machines. Is that right?

Mr. PISTOLE. Yes.

Mr. PRICE. Whatever the technology——

Mr. PISTOLE. Yes.

Mr. PRICE [continuing]. That they utilize.

Mr. PISTOLE. Yes.

AIR CARGO SECURITY

Mr. PRICE. All right. Thank you. That is helpful. Now, to the air cargo requirement. The 9/11 Act required DHS to establish a system to screen 100 percent of air cargo on passenger flights by August of 2010. TSA met this requirement by the established deadline for domestic air cargo, but testified last year that it would not be able to screen 100 percent of international air cargo until 2013.

After the attempted bombing of an all-cargo aircraft occurred, TSA expedited the deadline for industry to screen 100 percent of air cargo on international inbound passenger aircraft to December 31, 2011, two years earlier than previously anticipated.

So I congratulate you on that. I want to know exactly how you did it. At this point, what is your estimate for how much of this international air cargo we are screening now, and how are you going to get to 100 percent by the end of the year? And then I want to know about the budget implications.

After the Yemen incident, TSA, along with CBF, briefed this Subcommittee multiple times on the efforts it was undertaking to enhance air cargo security. For example, TSA has been working with Yemen and other countries to enhance their airport and air cargo security measures and has enhanced its own vetting capabilities. Yet your fiscal year 2012 budget request decreases the amount of funding you request for air cargo from $122.9 million in 2010 to $114.7 million in 2012.

So that raises an obvious question. Does your budget request fully encompass your air cargo needs? And how is this budget going to grow your abilities to know what is flying into and through our country?

Mr. PISTOLE. Thank you, Congressman. So a couple of points. And thank you for your support for what we have done domestically. We did achieve that milestone last summer. That 100 percent of all cargo on U.S. passenger planes is being screened, and we have done that primarily through a partnership with private industry where we have over 1,160 certified cargo screening facilities, entities that do the screening pursuant to our standards, away from the airports so it does not create a choke on the airport.

And that accounts for about half of all the cargo that is issued to our passenger planes in the U.S. And it is through that partnership with private industry that we are able to do that.

Looking internationally, it becomes much more of a challenge. Last year, there were, as I recall, almost 9—between 8 and 9 billion pounds of cargo coming into the U.S., and it breaks down roughly one-third on passenger flights, so almost 3 billion pounds, versus two-thirds on all-cargo flights.

Because we at TSA do not do the screening overseas, we had to work with our partners both in civil aviation, law enforcement, depending on what country you are in; and as you mentioned in Yemen, worked with the entire government. I was in Yemen five days after the cargo plot was identified to assess what was going on there and what we could do to assist.

So it is really through a partnership with the host governments and the carriers that are in the business of transporting cargo. And

I could get into more detail if you would like on that. So it is that same type of partnership we use domestically that we are hoping to replicate overseas. And as we have found, all, most all, of the cargo carriers have a strong interest in doing additional security, perhaps even beyond what we would require for any cargo coming from the last point of departure to the U.S.

So we set a standard, and many carriers, such as the two biggest here in the U.S., the cargo carriers and freight carriers, take steps beyond that. They do their own risk modeling. They do their own assessment of whether they want to pick up what they assess as being a high-risk piece of cargo. So if somebody in Sana'a, Yemen, walks in and is not known to the person there at the freight forwarder they will not accept that, if it is destined for the U.S.

So the situation that we had in Yemen for the two toner cartridge packages would not be picked up now. So it is through that partnership. It is also through a partnership with the governments to establish a national cargo security program. So we have just recognized France as the first to come in with a program that we assess as being consistent with U.S. standards. And so what the French government then actually certifies is their cargo carriers. We have eight or nine other countries that we are working with that do the same thing.

So it is through that partnership. It is leveraging those things as opposed to us footing the bill for it, is the reason we have had a slight decrease in 2012. But the other part is the comments that we asked for from industry about updating the mandate to the end of 2011, that was simply requesting their comments, and we are not there. So is there a vote we need to talk about?

So the issue becomes are they capable of complying with 100 percent, and the bottom line is probably not, not by the end of this year. So we will be looking for additional funds in 2013 to help augment that because it gets down to trust, but verify. So a cargo carrier or a foreign government carrier, passenger or otherwise, can say they are doing all these things. But if we cannot verify that independently, then we do not have a very high level of confidence, unless we know a lot about the carrier, and just some places we do not have that level of confidence.

So we will not—in my estimation, we will probably not be at that 100 percent by the end of this year, but more into 2012.

ADVANCED IMAGING TECHNOLOGY: TRAINING & REQUIREMENTS

Mr. ADERHOLT. Mr. Dent.

Mr. DENT. Thank you, Mr. Chairman. Mr. Administrator, great to see you again.

Mr. PISTOLE. Nice to see you, sir.

Mr. DENT. I am excited about the 100-percent screening capabilities. I think that screening certainly represents a deterrent effect on our adversaries. I sometimes worry about our detection capabilities. I am not really here to talk today about so much the technology of, say, AIT. I am more concerned about the TSO training and personnel.

You know, can you describe for us the training regimen for the TSOs to qualify for operating an AIT unit? My fear is the tech-

nology is good, but I am not sure that all of our TSOs always understand what they are viewing.

Mr. PISTOLE. Yes. Thank you, Congressman. So every TSO goes through the basic TSO training, just on what their job involves, regardless of their position. Before they would have any type of responsibility for using the AIT, they go through additional training, both on the job and then obviously separate training without passengers around.

So they go through this training. But to your point, I think we can always improve upon that. We can do additional training. For example, what we found in Las Vegas with the automatic target recognition is that somebody with a ponytail, when they went through the ATR, the ponytail would show up as an anomaly. So it is through some basic retraining to say, okay, even though that is showing up on this generic outline of a person as an anomaly, with a quick physical inspection, just looking at it, you can probably assess whether there is any type of explosives or anything in that ponytail.

So that is where we try to do immediate retraining and just say, look, take a quick look and do that. So I can give you the specifics, if you would like, in terms of all of the training.

Mr. DENT. How many second chances does a TSO receive? How many second chances would they receive in the event that they keep misidentifying?

Mr. PISTOLE. Well, so they go—every TSO has an annual requirement of being tested and passing that test. So if you are talking about that, that is one, and if they do not pass that test, they are given another opportunity. If they do not pass, then they are fired or let go.

But if it is something on the job, if they miss something, it would be difficult to know that it has been missed unless it was an inspector general or a government accountability office testing our own TSA office and inspection testing, and so they are given feedback. And that factors into whether they keep their jobs or not.

TRANSIT SECURITY GRANTS

Mr. DENT. If I could just quickly change subjects. Since Fiscal Year 2006, I think there is about 1.5 billion in transit security grants that have been appropriated and awarded, obligated, I guess, but only about 122 million has been drawn down. So that is about 92 percent of funds, I think, that remain unspent.

So it is not much of an improvement from last year. What are we doing to help unclog this pipeline?

Mr. PISTOLE. So there are two aspects of that. One is the processing time it has taken between TSA and FEMA, and that has been problematic in the past, but it is improving. So I can give you the specific figures, but it has gone from months and months of delays down to weeks or perhaps a month in general terms.

That is one aspect. On the budget side of it, what we have found is that most of these grants, they have actually—the funds have actually been expended and the projects completed, but they have not invoiced those back to TSA and FEMA. And so it is simply a matter of them doing that within the five-year period to make sure that those funds are accounted for properly.

So the 92-percent figure is a little bit misleading from the standpoint that many of those projects have either been started, or some have actually been completed.

COLLECTIVE BARGAINING

Mr. DENT. And one other quick question. Earlier this year, you announced that the TSOs are going to have the opportunity to vote for or against union representation. I understand the authority is pursuant to the Aviation Transportation Security Act. That was the basis of the decision, I guess.

Can you describe what led you to this final decision and this assessment?

Mr. PISTOLE. As you mentioned, ATSA, the Aviation Transportation Security Act, gave the Administrator the authority and discretion to decide whether the security officers should be afforded the right to vote on whether they want collective bargaining or not.

In the course of doing town hall meetings around the country with TSOs, and then mid-level management, and then executives, there are a couple common themes. One was low pay that the TSOs were receiving. The second was a frustration over some of the mid-management practices that seemed inconsistent, contrary to what I would want to see as a national program. And I learned that 13,000 of the security officers were already paying union dues without collective bargaining. So there was a lot of frustration about just some of these issues.

Under ATSA, because of the broad discretions that it gave me, I was allowed to say what I would include in collective bargaining or not, if I went that way. So, for example, just like going through a cafeteria, I would say, okay, this could be subject to collective bargaining. But because this relates to security, I am not going to allow anything involving security to be subject to collective bargaining. Only at the national level, so we would not have local bargaining units, to have a streamlined process that could perhaps address some of the issues over frustration of what is the uniform of the day. What shifts can I bid on? Things like that.

Mr. DENT. Is election going to take place this spring?

Mr. PISTOLE. The election started last Wednesday and runs through April 19th. And that is the good point. The Federal Labor Relations Authority ordered an election be held this spring.

Mr. DENT. Secret ballots, too?

Mr. PISTOLE. Yes, secret ballots, sure, electronic, yes. So they ordered an election be held. So my determination was simply a matter of informing them of what they would be voting on. So it is not a traditional collective bargaining agreement by any means. And it is unique within the Federal government, if not labor-management relations.

Mr. DENT. I yield back then. I think my time has expired.

TRUSTED TRAVELER PROGRAM: EXPEDITED SCREENING

Mr. ADERHOLT. Ms. Roybal-Allard.

Ms. ROYBAL-ALLARD. You said that expedited screening at checkpoints makes sense because it is select security and it is an efficient use of our resources. And you are going to be introducing this new expedited screening system for commercial pilots.

The 9/11 Commission recommended that both pilots and flight attendants have equal access to expedited screening. Now, flight attendants, as I understand it, go through the same background checks as pilots. And there are many more flight attendants that are going through the airport than there are pilots. So if efficiency is one of the criteria, my question is why were they not included, and when will they be?

Mr. PISTOLE. So I wanted to make sure that the system for the more identity-based screening for pilots was working well before we extended that to the flight attendants, recognizing the critical role the flight attendants play. But it really came down to the two factors of the pilots being in charge of the aircraft and being the ones with the ability to cause most harm if they chose to do that, as we saw in the Egypt Air 990 crash off the coast of Rhode Island on Halloween night, 1999, when the copilot put the aircraft down.

So I want to make sure it is working well with the pilots group. We have met with the Flight Attendants Association and heard their views, and looking at that as part of this risk-based approach. So it is a matter of getting it right for the pilots, and then assuming we can work through some of those issues, I am considering extending that to the flight attendants.

Ms. ROYBAL-ALLARD. So once you get it right, then it will be extended?

Mr. PISTOLE. I have not made that final decision. There are a lot of other issues involved there. But I can see the benefits in that.

Ms. ROYBAL-ALLARD. Well, maybe we do not have the time now, but find out what those issues are——

Mr. PISTOLE. Sure.

Ms. ROYBAL-ALLARD [continuing]. Again given the fact that they go through the same background checks, and if there is some kind of an attack, they are the first line of defense on the plane.

Mr. PISTOLE. Yes.

Ms. ROYBAL-ALLARD. So it really does not make any sense, at least from my perspective. There seems to be this double standard. I know that right after 9/11, pilots were given certain types of training. We had to fight to get flight attendants training in those kinds of incidents.

So I would like to follow up with you on this.

Mr. PISTOLE. Yes, ma'am.

Ms. ROYBAL-ALLARD. Just to have a better understanding of what is going on there.

Mr. PISTOLE. Okay.

PRIVATE SCREENING: PERSONNEL

Ms. ROYBAL-ALLARD. There are an increasing number of U.S. airports considering switching from TSA screening to private contractors. And as I understand it, already 16 U.S. airports, including San Francisco and Kansas City International, use private screening personnel.

However, according to The Washington Post, some experts have raised concerns about this arrangement, arguing that a uniform government system makes more sense. Federal officials also say the expertise and training offered at the 457 TSA-regulated airports are unparalleled, and many security and airline industry offi-

cials say the switch to a network of privately run screeners could hinder much of the government's progress since the September 11, 2001, terrorist attack.

Do you agree with the statements that have been made? And what criteria does TSA use to evaluate contractors and their employees? And do they have to meet the same level of training as TSA employees do? And do you also make sure that those employees go through the same kind of security background checks, and what kind of oversight procedures do you have in place to ensure that these companies are operating as they should?

Mr. PISTOLE. So there are the 16 privatized airports, and there have been for several years. ATSA was passed, and there was an option given to private airports to come in and apply for private screening. And the 16 and a handful of others have applied. I announced the decision in January that I was not planning to expand the program, absent some compelling reason to do so.

Fundamentally, I believe that the security officers for baggage, for passengers, should be a federalized work force. I see TSA as one component of the U.S. Government's national security mission and counter-terrorism focus.

So that being said, I am also open to those who can provide either the same level of security, because as you correctly noted, they have to follow all the TSA rules and mandates for how they are screened, whether it is using AIT or pat-downs or whatever it is, with TSA oversight, management, and follow-up.

But if an airport authority has a business model, a security model that is new, innovative, more cost-efficient, then I am open to reviewing that. We have one pending right now that I have not made a decision on, but some of the options were to terminate the 16. I did not feel like that was appropriate, because I think there can be some innovation and best practices that can come from those. And perhaps another one that we have not seen.

I am also changing the process, the application process, because basically a one-page form saying yes, we are interested in being considered; I want to give airports the opportunity to demonstrate in their proposal or the application what new and innovative issues they may have.

Mr. ADERHOLT. Mr. Carter.

COLLECTIVE BARGAINING

Mr. CARTER. Thank you, Mr. Administrator, I appreciate you being here. And I have questions about the collective bargaining rights that are being voted on right now.

I am curious. I hear you say that the collective bargaining would include their uniform and their scheduling. Would it also include their salary?

Mr. PISTOLE. No.

Mr. CARTER. Would they be able to collective-bargain for instance on the issue of private security. Can they bargain against that?

Mr. PISTOLE. No.

Mr. CARTER. What tools do they have if the things they ask for are refused? Can they strike? Slowdown?

Mr. PISTOLE. No, absolutely not. Yes, it is like all Federal employees. They would not be able to strike or slowdown. If they did that, they would be let go.

Mr. CARTER. On the issue of scheduling, and how we schedule. My brother-in-law was a pilot. Pilots schedule by seniority. Senior people get the first choice and so forth. Quite honestly, they always choose to avoid having to work on the holidays, if they can help it.

I would expect if you do that same system, that would be the same system. But then, I would also argue with my brother-in-law that that means if I am flying on Christmas, I am flying with the least-experienced pilot, which does not make me rest well.

But more importantly, I am what you call a frequent flyer, not by choice, but by the occupation I have chosen. And I can tell you that I have experienced, on multiple occasions, more than I can count on both hands, a situation where you are training a person to operate the screen as the belt goes by. And they, by definition, are slow. They are calling over their people to check, double-check their work all the time.

And if they are making the choices as to who works on the holidays, is that not going to be of great inconvenience to the traveler? But more importantly, our enemies seem to have, at least recently, chosen those crowded holiday times to try to get their weapons on board. I am talking about the underwear bomber and some of those others, so that they can do damage at a prime time.

How does this collective bargaining enhance the safety, in light of the fact that you are probably going to be collective bargaining for the least experienced to be working on the most crowded days?

Mr. PISTOLE. So a lot of that comes down to individual situations and preferences. Because some want to work the holidays, nights, weekends, for the differential on pay. Because we do have that built in.

So with seniority, some, I believe, would choose to work those times simply for the additional pay, because they are not the best-paid employees in the Federal Government to start with. So that is one issue.

On the terrorist side, even though the Christmas Day bomber, Abdulmutallab, flew on Christmas Day, it was not designed as a Christmas Day attack. It was more his convenience of coming here, as you are aware. Of course, all the controversy over Thanksgiving; there was no specific plot.

To your point, when we do have holidays, we actually have a significant surge capability, which will continue whether there is collective bargaining or not. And that is one of the things I was talking about. As it relates to security, my determination was that there would be no negotiating, no bargaining over security issues. So that means that if we need people working on Thanksgiving, then that is when they will work.

And as you saw hopefully if you were traveling over Thanksgiving, you found limited wait times. And I think that over two million people traveled each day around the Thanksgiving holidays, and there are very few wait times over 30 minutes around all 453 airports around the country. So that is because we had that surge capability.

So what I see the collective-bargaining doing is being able to address some of these underlying issues internal to TSA administrative issues, if you will, as to work conditions, uniforms, things like that, shifts. We have got almost 25 percent of our employees are part time, before cost efficiencies. Because as in rush hours in most major cities, we have, in most airports we have a morning rush and an afternoon rush. So during the middle of the day, we do not need all those people there.

So again, almost 25 percent of our employees are part-time, from a cost efficiency standpoint. Some of them do a split shift, where they work in the morning 4 hours, and then be off for 2 or 3 hours. For those we try to afford training or additional educational opportunities. We have community colleges come in and do classes, and some people working toward Associate's degrees, and then they will go back to their second shift.

So the whole construct is to provide the best security at the best price, if you will, in the most efficient way. And keep it going so people do get through.

Mr. CARTER. The fact that you are using part-time would not be something that the union could collective-bargain about?

Mr. PISTOLE. So no, as it relates to which shift they would be working on, that would be subject to it. But not whether they are part-time or full-time, or things like that.

And again, that is one of the unique authorities under ATSA. If it was a traditional collective bargaining agreement, there would have been a whole different discussion and decision.

Mr. CARTER. Do you feel confident that you can assure us that the most qualified people will be in the place? I am looking at this GAO report, where the guy got through Houston security—which is important to me since I fly through there with a loaded handgun. And that does not build the confidence in the people that fly on that airplane. I learned the hard way when I first came up here that even having a broken-apart handgun and three bags is not allowed in baggage storage. I am still trying to figure out how I would be able to use that gun.

Anyway, but this guy gets through with a loaded handgun. I am worried about the most experienced people being there, especially at the most heavily traveled times in America.

Mr. PISTOLE. I appreciate your concern.

Mr. CARTER. If you can assure me that is going to happen.

Mr. PISTOLE. It has, obviously. We have been successful over the time since 9/11.

Mr. CARTER. Collective bargaining will not interfere with that in any way?

Mr. PISTOLE. Will not interfere with that. No, sir.

PASSENGER SCREENING: IDENTIFYING HIGH-RISK TRAVELERS

Mr. ADERHOLT. Thank you. Mr. Culberson.

Mr. CULBERSON. Thank you, Mr. Chairman. Mr. Administrator, I wanted to ask initially about the, on a cargo screening, as I recall from our discussion last year I think, and the TSA has implemented procedures and policies after the Yemeni bombing, the attempted bombing, using toner cartridges on a printer. And look at the way the GAO described your cargo screening.

You require additional screening for high-risk cargo. And as I recall, one of the obvious ways you identify high-risk cargo is country of origin; if it has got characteristics of not only from the country of origin, if it is a country with a history of either they do not have adequate security for screening their own cargo that is coming to the U.S., or they have got a history of harboring terrorists, right?

So you have objective criteria for identifying high-risk cargo based on those characteristics. Yet I also discovered—I am delighted to have Chairman Mica here, and I appreciate very much Chairman Aderholt letting Mr. Mica sit in on this—you have no such criteria for passengers.

I discovered the reason that the U.S. Army, that terrible tragedy occurred at Fort Hood, is because the Army can spot, had policies in place to spot Communists, they had policies in place to spot white supremacists, like Aryan Nation or other, you know, psychos. But they had no policy in place to spot Muslim radical extremists.

And similarly, last year I asked your predecessor to identify for me, tell me the statute, show me the policy, show me the statutory prohibition that prevents the TSA from using objective commonsense law enforcement criteria to provide additional screening to the individuals who, you know, you have got young Middle Eastern males that are responsible for 100 percent of the terrorist attacks in the United States. We know that they are pounding on airport security. I think the Navy or the Pentagon told me they have got millions of cyber-attacks every day on the Pentagon.

These guys are obsessed with getting on another aircraft. I mean, this is their top priority. So we know they are pounding on us. And we know who is doing it: It is young Muslim men. Obviously extremists, psycho criminals. But they are all 100 percent young Muslim males.

Yet you have a policy that prohibits your employees from providing additional screening to individuals that meet that objective criteria. Yet you inspect cargo. You give additional inspection to a box that meets those criteria, but you will not provide additional screening to an individual that meets those objective criteria.

Do you see the inconsistency and the danger that you expose the country to by refusing to give additional screening to individuals who clearly fall within the category of potentially posing a threat to airport security? The inconsistency there is extremely dangerous.

Mr. PISTOLE. Yes, so a number of issues. During my two and a half decades with the FBI, I saw a number of non-Muslims commit terrorist actions in the U.S., whether it was Timothy McVeigh in Oklahoma City; Eric Rudolph, the Atlanta bomber; Ted Kaczynski, the Unabomber.

Mr. CULBERSON. Sure, right.

Mr. PISTOLE. So one of the things we try to do is not just look for who the person may be, but what are they, what do we know about them from an intelligence standpoint.

Every last point of departure to the U.S. from overseas, we do have enhanced screening for everybody. So they actually go beyond what their own requirements are, for example, within the European Union. So we do have that higher level of screening.

Mr. CULBERSON. For everybody.

Mr. PISTOLE. Right.

Mr. CULBERSON. But my point is you have a policy that prohibits singling out any individual based on their race or ethnicity, and based on—I mean, these are just common-sense law enforcement techniques.

If you have got 100 percent of these attacks that have been made on the United States by terrorists since 9/11, and even before that, have been conducted by—I mean, if you are in the FBI, the FBI, I mean, this is just common-sense law enforcement. It has nothing to do with racial profiling; this is just common-sense law enforcement.

Mr. PISTOLE. And that is what we did in the Bureau, and that is what we do in TSA, in terms of trying to identify who may be a threat based on the intelligence. Not because of their religion, their ethnicity, their age. There have been two 64-year-old grandparents, one woman, one man, who blew themselves up in the last 10 years, one in Tunisia, one in the West Bank.

So people say well, why do you screen grandmothers? Well, because we do not know who is going to be a threat.

Mr. CULBERSON. In wheelchairs and other things, you know they are going to try to hide things in?

Mr. PISTOLE. A 77-year-old woman in a wheelchair who would not give up her bag at screening. And she was blind, supposedly. And finally they said look, you have got to have the bag go through screening. She took her handbag and got up and ran away. So it turned out yes, she was a 77-year-old grandmother, but she did not need a wheelchair and she was not blind. She was smuggling drugs.

Mr. CULBERSON. Sure, and I understand that.

Mr. PISTOLE. So that is the difficulty of profiling, if you will, because we do not know who the terrorists will be. And like I say, McVeigh, Kaczynski, Rudolph. Who is not to say the next person to get on a flight may be a white male born and bred here, born and raised here?

Mr. CULBERSON. But my concern is you have got a policy like the U.S. Army did, where you have got a deliberate blind spot where you will not give additional screening to individuals who meet these objective, absolutely objective criteria, where 100 percent of these folks fall within.

You have got, for example, this new spot program you are implementing, where you are focusing on behaviors and appearances that deviate from an established base line. What I am trying to understand is, why do you have a policy in place that prohibits you from providing additional screening to young Muslim males?

Mr. PISTOLE. I guess I will use Abdulmutallab as an example. Here he was, he is the son of a very wealthy Nigerian banker who used to be the head of their, basically the Treasury Secretary. Multi-millionaire. Yes, he was Muslim, but he is African. He would not necessarily have met that profile that you are describing as a Middle Eastern male.

Mr. CULBERSON. Young Muslim males.

Mr. PISTOLE. Okay. So then if we start doing additional screening for all Muslims, I do not think that is a proper approach to use.

So we just fundamentally disagree on how we should be going about doing it.

I am looking for a person who poses a problem, regardless of the ethnicity, race, sex, or age. So I am looking for the person who is going to be a putative terrorist because of what is in their head, and I am trying to use intelligence in an informed fashion to do more identity-based screening before the person ever gets to the airport. So that is part of this risk-based approach I am trying to use, in a way that does not profile because the person is a certain fill-in-the-blank, but because of who they are, and their background, and what the intelligence community and law enforcement community tells us about the person.

Mr. CULBERSON. I understand, and that is fine. What I am trying to get at is what policy, what statute or policy prohibits you from profiling?

Mr. PISTOLE. I would not cite a specific statute, just based on the U.S. Government's approach for particular U.S. persons, many of whom, as you say, are here, regardless of ethnicity.

Mr. ADERHOLT. Time has expired. We are honored to have the Chairman of the full Committee of Transportation before us today. And he has joined us. And we have unanimous consent for him to join us in this first round of questioning.

So Mr. Mica, we would turn to you.

TSO SALARIES

Mr. MICA. Well, thank you. And I had planned to sit quietly by the side and observe, but I appreciate your hospitality. I would extend the same courtesy to members of our committee, but appreciate the fine work you are doing, and the important responsibility you have in properly funding our transportation security activities.

As I walked in, I heard the TSA Administrator talking. I guess the question must have been around granting some of the, oh, collective bargaining rights. And I think he spoke to low TSO salaries. What is the beginning salary for a TSO officer, Mr. Administrator?

Mr. PISTOLE. So the average for a full-time security officer is around $28,000.

Mr. MICA. Twenty-eight thousand, okay. And we have how many TSO officers? Now, I see there are approximately 58,000 non-headquarters personnel to total in the sixty thousand-something range. How many of those are TSOs?

Mr. PISTOLE. There are approximately 47,000 who are security officers, out of the approximately—the Federal Air Marshall figure, as you know, is classified, so I will not reveal that.

Mr. MICA. But those are TSOs?

Mr. PISTOLE. The TSOs who may be behavior protection officers, bomb appraisal, document checkers, and things like that.

Mr. MICA. I raise that because the information I had is 3,770, personnel in Washington, D.C., making an average of $105,000 a year.

So then in addition we have—and the committee should look into that, if they would verify those figures. Then we have another 9,300 administrative personnel out in the field.

Now, having set this system up, as the Chairman of the Transportation and Infrastructure Committee, we started out with

16,500 private screeners. Never in my wildest imagination would we get to 60,000, and that number of bureaucrats.

Now, to give you a better idea, we have how many commercial airports, about 430?

Mr. PISTOLE. 453, some seasonal, maybe 457.

Mr. MICA. And for the committee's edification, 29 airports handle 75 percent of the passengers. So most of the rest of the airports are relatively small.

If you take 13,000 people, including 9,337 odd administrative personnel, that is an average about 30 administrators for every airport out there. Administrative personnel.

I met with the administrator, and I asked him, and I will ask him again. He needs to get someone who knows how to manage people, some sort of efficiency study. There should not be more than 1,000 administrative personnel in Washington, D.C., and there should be a dramatically reduced number out in the field.

I would urge the committee to look at what is going on. I challenge any of you to talk to a couple of administrative personnel who work at any airport. Get their card. And you do not have to get their name, but their position, and see how much they are making. There are countless positions that were never anticipated.

PRIVATE SCREENING

But I would also ask the Administrator for information on the 16 private screening operations. We received some of that information. I would love to put in the record what we received as the number of personnel.

[The information follows:]

Submitted for the Record by Mr. Mica

TSA Staff at SPP Airports (as of PP03, 2011)

Submitted to House T&I Cmte Staff by TSA on 03/14/2011

SFO - San Francisco International	
Jobtitle	**# of TSA Employees**
ADMV OFFCR	1
ASST FEDERAL SECURITY DIR/REG INSPEC	1
ASST FEDERAL SECURITY DIR/SCREENING	1
DEP ASST FED SECURITY DIR/SCREENING	1
DEPUTY AFSD/BAGGAGE SCREENING	1
DEPUTY FEDERAL SECURITY DIRECTOR	1
EXP TRANS SEC OFF - COORD CTR OFF	5
FEDERAL SECURITY DIRECTOR	1
HUMAN RESOURCES SPECLST	2
PROG ANAL	3
PROG ASST	3
SUP.TRANSP.SEC.INSPECTOR(CARGO)	2
SUPVY TRANSP SECUR INSPR (AVIATION)	1
SUPVY TRANSP SECUR INSPR (SURFACE)	1
TRAINING MANAGER	1
TRANS SEC INSPEC-CARGO (EDCH)	8
TRANS SECURITY MGR	8
TRANSP SECUR INSPR (AVIATION)	6
TRANSP SECUR INSPR (CARGO)	6
TRANSP SECUR INSPR (SURFACE)	2
TRANSP SECUR SPEC - EXPLOSIVES (BAO)	1
TRANSP SECURITY MGR (COORD CTR)	1
TRANSP. SECURITY MGR.	1
TRANSPORT SECURITY MANAGER (BDO)	6
TRANSPORTATION SECURITY MANAGER	1

MCI - Kansas City	
Jobtitle	**# of TSA Employees**
ADMV OFFCR	1
ASSISTANT FEDERAL SECURITY DIRECTOR	1
ASST FED SECURITY DIRECTOR/OPERATIONS	1
ASST FEDERAL SECURITY DIR/REGULATORY	1
DEP ASST FED SECURITY DIR/SCREENING	1
FEDERAL SECURITY DIRECTOR	1
FNANCL MGMT SPECLST	1
HUMAN RESOURCES SPECLST	1
PROG ANAL	2
PROG ASST	1
PROGRAM ANALYST	1
PROGRAM ASSISTANT	1
SUPVY TRANSP SECUR INSPR (AVIATION)	1
TRAINING SPECIALIST	1
TRANS SECURITY MGR	11

Submitted for the Record by Mr. Mica

TRANS.SECURITY MGR-BDO	1
TRANSP SECUR INSPR (AVIATION)	6
TRANSP SECUR INSPR (CARGO)	3
TRANSP SECUR INSPR (SURFACE)	6
TRANSPORT SECURITY MANAGER (BDO)	1
ROC - Rochester	
Jobtitle	**# of TSA Employees**
ASST FED SECURITY DIRECTOR/OPERATIONS	1
ASST FEDERAL SECURITY DIR/SCREENING	1
CUSTOMER SUPPORT & QUAL IMPROV MGR	1
FEDERAL SECURITY DIRECTOR	1
PROG ANAL	1
TRAINING SPECIALIST	1
TRANS SECURITY MGR	4
TRANSP SECUR INSPR (AVIATION)	2
TRANSP SECUR INSPR (CARGO)	1
TRANSPORT SECURITY MANAGER (BDO)	1
JAC - Jackson Hole	
Jobtitle	**# of TSA Employees**
TRANS SECURITY MGR	2
TRANSP SECUR INSPR (AVIATION)	1
TRANSP SECUR SPEC - EXPLOSIVES (BAO)	1
EYW - Key West	
Jobtitle	**# of TSA Employees**
DEPUTY FEDERAL SECURITY DIRECTOR	1
TRANS SECURITY MGR	2
FSD - Sioux Falls	
Jobtitle	**# of TSA Employees**
ADMV OFFCR	1
ASST FEDERAL SECURITY DIR/REGULATORY	1
ASST FEDERAL SECURITY DIR/SCREENING	1
FEDERAL SECURITY DIRECTOR	1
HUMAN RESOURCES SPECLST	1
MGMT ANAL	1
PROG ASST	1
TRANS SECURITY MGR	1
TRANSP SECUR INSPR (AVIATION)	1
TRANSP SECUR INSPR (CARGO)	1
TRNG INSTRU	1

[1] Sioux Falls (FSD) supports five spoke airports. Kansas City (MCI) supports five spoke airports. Rochester (ROC) supports one spoke airport.

[2] SPP airports not listed do not currently have TSA Staff present at their locations

Submitted for the Record by Mr. Mica

TSA Staff at Screening Partnership Program Airports

The table below provides a comparison of TSA staff at SPP airports. House Transportation & Infrastructure Committee staff compared the numbers provided by TSA with actual on-the-ground numbers provided by sources at the airport. It was found that TSA is not fully reporting the number of TSA staff at the larger SPP airports, thereby improperly inflating the cost of the private-federal security screening model.

Airport	TSA #	T&I #	Difference
San Francisco International (SFO), CA	65	85-107*	20-42
Kansas City (MCI), MO	43	51	8
Rochester (ROC), NY	14	16	2
Sioux Falls (FSD), SD	11	20	9
Jackson Hole (JAC), WY	4	4	n/a
Key West (EYW), FL	3	3	n/a
Tupelo (TUP), MS	0	0	n/a
Charles M. Schultz/Sonoma (STS), CA	0	0	n/a
Sidney Richland Regional (SDY), MT	0	0	n/a
Dawson Community (GDV), MT	0	0	n/a
Wokal Field (GGW), MT	0	0	n/a
Havre City-County (HVR), MT	0	0	n/a
Wolf Point (OLF), MT	0	0	n/a
Lewiston (LWT), MT	0	0	n/a
Miles City (MLS), MT	0	0	n/a
Roswell Industrial Air Center (ROW), NM	0	0	n/a

*The names of 85 TSA employees were provided for SFO, however our source believes there are actually 107 and will provide an update shortly.

Mr. MICA. For example, here is Kansas City. I asked for how many TSA personnel over and above the private screening personnel they had. In Kansas City they gave me 26. We found a total of 51 personnel. I asked them to recalculate that, and they came back with 43. We have a list of the positions that they have at that airport. Totally unnecessary.

And what I maintain, Mr. Administrator, if this is done, GAO uncovered part of this, is that TSA is cooking the books to make it look like the private screening, under Federal supervision, costs more.

GAO's initial response, after I had them look at it, said that there was a 3 percent cost differential as opposed to 17 percent. And I submit for the record, here is Rochester and we have other airports, I would request your committee, since they have been reluctant in giving us the accurate information, on getting that information to see the mass of unneeded positions, particularly at these private screening airports.

BEHAVIOR DETECTION PROGRAM

I do not have much time, but if this committee funds the SPOT program for 350 more positions, you all need to have some serious counseling. Go back and look at the GAO review of this program.

I helped initiate the SPOT-type program. And I can tell you that it was not implemented in the fashion it should be implemented in. The person that gets the ticket is the person who should be asking a question, if necessary. They have people standing around at a distance in a distorted version of any type of a behavior protection program. And asking for more, it is almost an insult.

ADVANCED IMAGING TECHNOLOGY

If you look at the advanced imaging technology, to deploy that equipment in the manner in which it is deployed, in the way it is used, is an absolute joke. Any of you can defy that system. I defy it every time, because I try to refuse to go through their equipment.

And if you have not had a briefing on the results of the testing of the equipment, which I had done in December—everyone should be required, who is a Member of Congress, to see the results of that advanced imaging detection. The results are classified. But it is not acceptable.

And to give them more personnel to operate equipment which was not properly vetted before it was deployed in the first place, and then the deployment of it. It could be used. But you see the performance of it.

The deployment is a joke. You can thwart it nationally, you can thwart it at Orlando, any airport. Just pick your lane, because even with the equipment that they have bought, it is not properly deployed to be used as secondary screening, or even primary screening for that matter.

So this is all about the budget. We have not gotten into, and we do not have time to get into, personnel and attrition rates. They have trained probably a total of what, 120,000 personnel? They have twice as many people that they have trained than they have

working. They spent a billion dollars in that training. So they come back and say all we need is more training.

I am telling you, this agency cries out for some oversight from this committee. I do not have legislative jurisdiction. And then the 3,700 people that are in Washington, D.C., spend their time providing information to the Administrator, to allow him to make him decisions. Which I do not think, if he had all the facts, he would make in that fashion.

BIOMETRIC IDENTIFICATION

So that is just the opening. I did not get into the ID fiasco. Not having a biometric ID, which we have ordered in Congress at least four times for a pilot 6 years ago. They spent $10 million on that. Now the FAA blames TSA, and TSA blames Homeland Security.

Incidentally, I met with the Coast Guard the other day. They have, they showed it to me, an ID, with a biometric measure. They use it to access any of their computers, from any place.

Here we have, after asking for a durable ID with a pilot's picture on it, with a biometric measure, a card that is a joke. When I tell people the only pilot photo on the ID produced is Wilbur and Orville Wright, they think I am kidding, but that is the truth. This biometric measure does not work.

So there is a lot of staff work here. I challenge the staff to work with our staff. I thank you for giving me a couple minutes. But we have a serious situation on our hands, and it demands your attention.

Mr. ADERHOLT. Well, thank you, Chairman Mica. I think you raise some issues that certainly we want to look at, that we need to look at, and will look into. And our staff here on the Subcommittee of Appropriations on Homeland Security will be happy to work with your staff on transportation to try to work on some of these issues.

And if you have got a segment that you want to enter into the record, I would ask unanimous consent that it would be put into the record.

So again, thank you for being here.

Mr. MICA. No, sir. I might say, those are just some of the conflicting statistics on personnel that we received from TSA, and that we actually have in place. We will give you more if you like.

Mr. ADERHOLT. Okay. Again, we thank you for being here, and we will definitely work with you on this to see how we can make—I think our goal for everyone here would be that TSA, whether it be the subcommittee or the Congress in general, is to make TSA more effective and more cost-effective. And we want to work together to make sure that happens on all accounts.

So we, again, thank you for your presence here this morning.

VIPR TEAMS

Let me switch gears just a minute, and talk about the VIPR, the Visible Intermodal Prevention and Response teams. Your budget proposes $26.8 million for 12 new Visible Intermodal Prevention and Response teams, and I will refer to it as VIPR after this, which will bring the total number of teams to 37 nationwide.

I understand you plan to assign these to new locations based on an assessment of the impact on terrorist risk reduction. While there is clearly a need for the skills that VIPR teams have, it is also true that there are similar capabilities in State, local, and Transportation Authority agencies.

Could you talk a minute, a little bit about the unique value offered by the VIPR approach to prevention and response, rather than relying on other agencies?

Mr. PISTOLE. Thank you, Mr. Chairman. And obviously, we work in partnership with State and local law enforcement agencies in terms of trying to do something that would be a deterrent to terrorists, that may be a way of being both unpredictable, because of a show of force, but also something that is cost-effective from the standpoint of using State and local law enforcement officers as part of these VIPRs, or "vipers," as we call them.

Using two case studies as an example, the July 7 bombers in the London subway, the tube there. We know that they had the backpacks on, they are going into the subway, or the one got on the bus. And one of them even looked at the closed-circuit television camera as he was going in, because he knew in 10 minutes he would be dead, and as many people with him could be.

But from de-briefings of people who have cooperated with the U.S. Government, we have learned that there are several things that are a deterrent. One is the CCTV, as long as you are not a suicide bomber. But the other two key ones are uniformed officers or K–9s.

So what we try to do with the VIPR teams is be random and unpredictable. We break them into surface and then multimodal, so there may be opportunities at airports. And we did about 7,500 last year almost equally between surface and aviation multimodal.

So for example, Union Station here in Washington. We may have a VIPR team that is there Tuesday at 10:00 as a visible presence of police, armed police, and K–9s. And so if we have an individual, such as Abdul mutallah, with a bomb on his person, well concealed, if he sees that presence, there is a good possibility that he may return and try it another time. And hopefully he would be picked up through intelligence or otherwise before he has another attempt.

The recent Moscow Airport bombing is another type of terrorist activity, where they do not get on the aircraft, but the individual goes in with luggage and blows up himself in the luggage retrieval area.

So the VIPR teams would also be effective from that type of visible preventive response, or prevention. To say if an individual like that walks into an airport or a train station and sees this visible presence, that the hope is, and the whole theory behind this is, that any time we can push away a possible terrorist to make him come back another day, you get this multiple, more opportunities to identify and intercept that person.

So we augment what we do with the State and local law enforcement. We do some grants, in terms of training. We are also very excited by Vapor Wake dogs, those that are trained in the detection of explosives after they have gone past.

So for example, the individuals in London on July 7, 2005, they walk past, they are walking to the subway, to the tube. And they

have got their backpacks with explosives. A dog would not necessarily have to hit on that bag or identify that bag at the point where most bomb-sniffing dogs are, but would be able to pick up on the vapor wake left behind by the explosives, and then be able to follow that.

And we have tested that here in Union Station with good results. So Auburn University does that, that type of training. And so that is why we are interested in doing more training in that regard. And that is why we are looking to try to work with State and locals, recognizing their budget limitations in most instances, across the country this year, to try to be a force multiplier in partnership with them.

Mr. ADERHOLT. It is my understanding in 2010, that TSA funded some cooperative agreements with State and with local law enforcement to partially reimburse airports for cost of security at checkpoints.

Is this funding allocated according to risk? And how much State and local support meshes with TSA operations?

Mr. PISTOLE. And just for context, is this within the Transportation Grant Program?

Mr. ADERHOLT. With the VIPR.

Mr. PISTOLE. Oh, with the VIPRs? So I am not quite sure what you are asking, with the VIPRs.

Mr. ADERHOLT. I understand back, like I say, in 2010, that there were several cooperative agreements with State and local law enforcements to partially reimburse airports in this regard, at the checkpoints.

Is the funding allocated according to risk? And how much does the State and local support mesh with TSA?

Mr. PISTOLE. Okay. So the funding is, I mean, the whole deployment is using a risk-based approach. So there is a risk assessment that has been conducted of the transportation security, TSSRA, Transportation Sector Security, Risk Assessment, which identifies higher risk areas and things. So that is one part of it.

And if it is particularly related to K–9s, we have two parts, one that we provide the, we train the dogs and provide those to State and local law enforcement. And I would have to go back and look at whether that was 9 or 10 that we actually provided additional incidental costs with that, which we do not have in the 2012 budget, I do not believe. So I would have to get more information to be more precise in the answer. If I could follow up on that.

Mr. ADERHOLT. Yes, sure, you can submit that for the record. That would be great.

[The information follows:]

Mr. Aderholt: TSA utilizes cooperative agreements with regards to local law enforcement agencies at the airport and with regard to supporting canine teams.

Are the reimbursable agreements for airport support allocated based on a risk formula?

Response: Written validation is provided by the respective Federal Security Director (FSD) based on his/her certification of the Airport Security Plan (ASP), taking into account risk mitigation and the security checkpoint process. The Statement of Joint Objectives (agreement between TSA and airport) is developed by the FSD and the airport operator in which specific security requirements are defined. Law Enforcement service hours are subsequently awarded (reimbursement amount) to each participant based on the mutually developed requirements.

Provide a list of those airports and the amounts.

Response: There are currently 323 airports participating in the LEO Reimbursement Program. Due to the extended CR period there have been significant delays in the allocation of FY 2011 funds to participants. The allocation level for FY 2011 is expected to be at or near FY 2010 levels. The below spreadsheet lists the program's participants and their respective FY 2010 allocations.

Airport Code	Airport Name	FY10 Allocation
ABR	Aberdeen Regional Airport	$ 36,731.04
ABY	Southwest Georgia Regional Airport	$ 27,349.83
ACK	Nantucket Memorial Airport	$ 123,227.18
ACT	Waco Regional Airport	$ 128,180.05
ACV	Arcata Eureka Airport	$ 175,419.00
ACY	Atlantic City International Airport	$ 183,697.20
ADQ	Kodiak State Airport	$ 41,898.43
AEX	Alexandria International Airport	$ 135,296.56
AGS	Bush Field Airport	$ 57,697.89
AHN	Athens / Ben Epps Airport	$ 46,364.25
AIA	Alliance Municipal Airport	$ 18,910.16

Airport Code	Airport Name	FY10 Allocation
ALB	Albany County Airport	$ 429,094.00
ALW	Walla Walla Regional Airport	$ 49,982.40
ANC	Ted Stevens Anchorage International Airport	$ 305,115.25
AOO	Altoona/Blair County Airport	$ 16,165.82
APN	Alpena County Regional Airport	$ 7,470.72
ART	Watertown International Airport	$ 82,741.92
ATW	Outagamie County Airport	$ 160,161.87
ATY	Watertown Regional Airport	$ 36,363.00
AUG	Augusta State Airport	$ 80,080.63
AUS	Austin Bergstrom International Airport	$ 525,640.15
AVL	Ashville Regional Airport	$ 156,161.60
AZO	Kalamazoo/ Battle Creek International Airport	$ 112,144.73
BFD	Bradford Regional Airport	$ 4,393.58
BFF	Western Nebraska Regional Airport, William B. Heilig Field	$ 83,600.91
BFL	Meadows Field Airport	$ 139,173.48
BGM	Binghamton Regional Airport	$ 154,326.00
BGR	Bangor International Airport	$ 208,065.88
BHB	Hancock County Bar Harbor Airport	$ 83,770.10
BHM	Birmingham International Airport	$ 257,456.40
BIL	Billings Logan International Airport	$ 163,286.40
BIS	Bismarck Municipal Airport	$ 65,514.50
BJI	Bemidji City County Airport	$ 4,216.00
BKW	Raleigh County Memorial Airport	$ 11,822.67
BLI	Bellingham International Airport	$ 158,439.72
BMI	Bloomington-Normal/Central Illinois Regional Airport	$ 50,523.84
BNA	Nashville International Airport	$ 193,092.30
BOI	Boise Air Terminal/Gowen Field	$ 155,921.66
BOS	Logan International Airport	$ 1,846,944.12
BPT	Southeast Texas Regional Airport	-
BQK	Brunswick Golden Isles Airport	$ 30,819.20
BRD	Brainerd Lakes Regional Airport	$ 36,484.61
BRO	Brownsville/ South Padre International Airport	$ 64,322.20
BRW	Wiley Post / Will Rogers Memorial Airport	$ 20,083.67
BTM	Bert Mooney Airport	$ 18,975.64
BTR	Baton Rouge Metropolitan Airport	$ 139,176.33
BTV	Burlington International Airport	$ 226,559.88

Airport Code	Airport Name	FY10 Allocation
BUF	Buffalo Niagra International Airport	$ 225,274.35
BWI	Baltimore-Washington International Airport	$ 306,191.20
BZN	Gallatin Field Airport	$ 177,876.00
CAE	Columbia Metropolitian Airport	$ 176,819.04
CAK	Akron-Canton Regional Airport	$ 107,039.25
CDR	Chadron Municipal Airport	$ 11,691.24
CDV	Merle K (MUDHOLE) Smith Airport	$ 24,000.00
CGI	Cape Girardeau Regional Airport	$ 26,825.05
CHA	Chattanooga Metropolitan Airport	$ 86,850.81
CHS	Charleston International Airport	$ 413,665.37
CID	The Eastern Iowa Airport	$ 40,821.60
CIU	Chippewa County International Airport	$ 28,093.02
CKB	Harrison-Marion Regional Airport	$ 69,440.70
CLE	Cleveland Hopkins International Airport	$ 279,675.24
CLL	Easterwood Airport	$ 27,788.92
CLT	Charlotte Douglas International Airport	$ 703,524.70
CMH	Port Columbus Airport	$ 634,055.47
CMI	University of Illinois-Williard Airport	$ 149,072.96
CMX	Houghton County Memorial Airport	$ 41,220.73
CNY	Canyonlands Field Airport	$ 31,646.80
COD	Yellowstone Regional Airport	$ 4,890.63
CPR	Natrona International Airport	$ 45,175.53
CRP	Corpus Christi Airport	$ 122,122.29
CRW	Yeager Regional Airport	$ 109,507.88
CVG	Cincinnati/Northern Kentucky Intl. Airport	$ 513,963.80
CYS	Cheyenne Airport	$ 39,067.03
DAB	Daytona Beach International Airport	$ 107,962.00
DAL	Dallas Love Field	$ 406,775.24
DAY	James M. Cox Dayton International	$ 171,167.36
DCA	Ronald Reagan Washington National Airport	$ 843,541.57
DEC	Decatur Airport	$ 66,652.82
DEN	Denver International Airport	$ 603,120.00
DFW	Dallas/Fort Worth International Airport	$ 1,448,977.16
DIK	Dickinson Municipal Airport	$ 50,394.00
DLH	Duluth International Airport	$ 90,419.13

Airport Code	Airport Name	FY10 Allocation
DSM	Des Moines International Airport	$ 204,108.00
DTW	Detroit Metro Wayne County Airport	$ 681,752.64
DUJ	Dubois-Jefferson County Airport	$ 102,722.40
DVL	Devils Lake Municipal Airport (Knoke Field)	$ 13,371.20
EAR	Kearney Municipal Airport	$ 32,747.38
EAT	Pangborn Memorial Airport	$ 39,427.89
EKO	Elko Regional Airport	$ 55,646.83
ELM	Elmira-Corning Regional Airport	$ 45,520.20
ERI	Erie International Airport	$ 191,553.44
ESC	Delta County Airport	$ 22,489.99
EUG	Eugene Airport/ Mahlon Sweet Field	$ 204,108.00
EVV	Evansville Regional Airport	$ 106,797.36
EWN	Craven County Regional Airport	$ 134,802.18
EWR	Newark International Airport	$ 267,422.98
EYW	Key West International Airport	$ 61,232.40
FAI	Fairbanks International Airport	$ 246,942.72
FAR	Hector International Airport	$ 107,036.95
FAT	Fresno Yosemite International Airport	$ 214,313.40
FAY	Fayetteville Regional Airport	$ 106,826.70
FKL	Venango Regional Airport	$ 20,057.85
FLG	Flagstaff Pulliam Airport	$ 56,550.03
FLL	Ft. Lauderdale-Hollywood International Airport	$ 1,237,146.34
FLO	Florence Regional Airport	$ 94,535.00
FNT	Bishop International Airport	$ 112,092.68
FOD	Fort Dodge Municipal Airport	$ 17,867.74
FSD	Sioux Falls Regional Airport	$ 158,196.70
FSM	Fort Smith Municipal Airport	$ 155,927.98
FWA	Ft. Wayne International Airport - Baer Field	$ 129,902.42
GCK	Garden City Municipal Airport	$ 31,874.33
GEG	Spokane International Airport	$ 383,209.68
GFK	Grand Forks Mark Andrews International Airport	$ 105,465.00
GGG	Gregg County Airport	$ 16,150.80
GJT	Grand Junction Regional Airport	$ 145,382.96
GLH	Mid Delta Regional Airport	$ 28,120.00
GNV	Alachua County Regional Airport Authority	$ 121,485.00

Airport Code	Airport Name	FY10 Allocation
GPI	Glacier Park Airport	$ 150,801.40
GRK	Killeen-Gray Regional Airport	$ 223,068.13
GRR	Gerald R. Ford International Airport	$ 76,162.36
GSN	Saipan International Airport	-
GSO	Piedmont-Triad Airport	$ 180,899.50
GSP	Greenville-Spartanburg Airport	$ 163,062.72
GTF	Great Falls International Airport	$ 35,818.37
GTR	Golden Triangle Regional Airport	$ 75,692.83
GUM	Antonio B. Won Pat Guam International Airport	$ 116,800.00
HGR	Hagerstown Regional Airport	$ 56,977.21
HIB	Chrisholm-Hibbing Municipal	$ 13,229.27
HNL	Honolulu International	$ 1,038,916.62
HON	Huron Municipal Airport	$ 27,380.90
HOU	William P. Hobby Airport	$ 213,018.72
HRL	Rio Grande Valley International Airport	$ 62,166.01
HSV	Huntsville-Madison County Airport	$ 163,566.00
HTS	Tri-State Airport	$ 142,889.40
HVN	Tweed - New Haven Airport	$ 98,733.76
HXD	Hilton Head Airport	$ 135,147.00
HYA	Barnstable Municipal Airport	$ 87,709.50
IAD	Washington-Dulles International Airport	$ 393,674.40
IAG	Niagara Falls International Airport	$ 47,340.50
IAH	George Bush Intercontinental Airport Houston	$ 196,837.20
ICT	Wichita Mid-Continent Airport	$ 120,349.95
IDA	Idaho Falls Regional Airport	$ 127,692.88
IFP	Laughlin/ Bullhead City Airport	$ 55,688.57
IGM	Kingman Airport Authority, Inc	$ 96,650.36
ILM	Wilmington International Airport	$ 175,419.00
IMT	Ford Airport	$ 56,808.60
IND	Indianapolis International Airport	$ 909,564.19
INL	Falls International Airport	$ 37,880.00
IPL	Imperial County Airport	$ 30,479.50
IRK	Kirksville Regional Airport	$ 4,633.46
ISN	Sloulin International Airport	$ 24,571.78
ISP	Long Island Macarthur Airport	$ 204,108.00

Airport Code	Airport Name	FY10 Allocation
ITH	Tompkins County Airport	$ 151,489.57
ITO	Hilo Airport	$ 135,780.00
IWA	Williams Gateway Airport	$ 128,730.04
IWD	Gogebic County Airport	$ 47,340.50
JAC	Jackson Hole Airport	$ 142,875.60
JAN	Jackson International Airport	$ 241,294.88
JFK	John F. Kennedy International Airport	$ 88,202.24
JHM	Kapalua Airport	$ 108,974.40
JHW	Chautauqua County/Jamestown Airport	$ 98,433.69
JLN	Joplin Regional Airport	$ 14,109.74
JMS	Jamestown Municipal Airport	$ 37,872.40
JNU	Juneau International Airport	$ 95,513.52
KOA	Kona Airport	$ 155,500.95
KTN	Ketchikan International Airport	$ 57,240.55
LAN	Capital City Airport	$ 142,559.23
LAS	McCarran International Airport	$ 306,191.20
LAW	Lawton/ Ft. Sill Regional Airport	$ 124,512.00
LAX	Los Angeles International Airport	$ 3,189,693.84
LBE	Arnold Palmer Regional Airport	$ 10,094.22
LCH	Lake Charles Regional Airport	$ 103,693.21
LEB	Lebanon Municipal Airport	$ 139,297.80
LFT	Lafayette Regional Airport	$ 140,897.99
LGB	Long Beach Daugherty Field Airport	$ 326,892.34
LIH	Lihue Airport	$ 151,723.20
LIT	Little Rock National Airport	$ 166,905.81
LMT	Klamath Falls Airport	$ 75,744.80
LNK	Lincoln Municipal Airport	$ 132,722.70
LNY	Lanai Airport	$ 86,271.40
LRD	Laredo International Airport	$ 123,957.81
LSE	LaCrosse Municipal Airport	$ 28,363.78
LWB	Greenbrier Valley Airport	$ 74,440.71
LYH	Lynchburg Regional Airport	$ 118,967.46
MAF	Midland International Airport	$ 163,286.40
MBL	Manistee County Blacker Airport	$ 22,135.23
MBS	MBS International Airport	$ 66,311.38

Airport Code	Airport Name	FY10 Allocation
MCK	McCook Municipal Airport	$ 33,948.98
MCN	Middle Georgia Regional	$ 53,174.70
MCO	Orlando International Airport	$ 460,545.12
MCW	Mason City Municipal Airport	$ 1,844.49
MDT	Harrisburg International Airport	$ 83,710.19
MDW	Chicago Midway Airport	$ 769,043.93
MEI	Meridian Regional Airport - Key Field	$ 23,148.29
MEM	Memphis International Airport	$ 729,459.80
MFE	McAllen - Miller International Airport	$ 121,917.68
MFR	Rogue Valley International - Medford	$ 156,147.38
MGW	Morgantown Municipal Airport	$ 9,847.69
MHT	Manchester Airport	$ 504,050.25
MIA	Miami International Airport-Partial funding	$ 594,305.54
MKE	General Mitchell International	$ 272,147.20
MKG	Muskegon County Regional Airport	$ 24,000.00
MKK	Molokai Airport	$ 109,888.86
MLB	Melbourne International Airport	$ 115,638.40
MLI	Quad Cities International Airport	$ 69,174.88
MLU	Monroe Regional Airport	$ 151,489.60
MOB	Mobile Regional Airport	$ 106,003.32
MOT	Minot International Airport	$ 72,149.33
MRY	Monterey Peninsula Airport	$ 145,808.70
MSL	Northwest Alabama Regional Airport (Muscle Shoals)	$ 36,938.56
MSN	Dane County Regional Airport	$ 204,108.00
MSO	Missoula International Airport	$ 147,341.21
MSP	Minneapolis-St. Paul International Airport	$ 590,268.65
MSS	Massena International Airport	$ 50,427.36
MSY	Louis Armstrong New Orleans International Airport	$ 427,706.78
MTJ	Montrose County Airport	$ 63,671.23
MVY	Martha's Vineyard Airport	$ 112,995.88
MWA	Williamson County Airport	$ 97,416.88
MYR	Myrtle Beach International Airport	$ 114,755.69
NYL	Yuma International Airport	$ 179,481.13
OAJ	Albert J Ellis Airport	$ 126,000.00
OGG	Kahului Airport	$ 177,083.40

Airport Code	Airport Name	FY10 Allocation
OGS	Ogdensburg International Airport	$ 58,907.20
OKC	Will Rogers World Airport	$ 440,268.41
OME	Nome Airport	$ 40,969.83
ONT	Ontario International Airport	$ 404,523.96
ORD	O'Hare International Airport	$ 2,460,465.00
OTH	North Bend Municipal Airport	$ 37,872.40
OTZ	Kotzebue Ralph Wien Memorial Airport	$ 29,236.50
OWB	Owensboro Daviess County Airport	$ 69,622.72
PAH	Barkley Regional Airport	$ 107,996.85
PBG	Plattsburgh International Airport	$ 57,356.01
PDX	Portland International Airport	$ 214,547.00
PGV	Pitt-Greenville Airport	$ 95,714.48
PHF	Newport News / Williamsburg International Airport	$ 29,391.47
PHL	Philadelphia International Airport	$ 1,841,701.12
PHX	Phoenix Sky Harbor International Airport	$ 411,830.25
PIA	Greater Peoria Airport	$ 153,792.00
PIB	Pine Belt Regional Airport	$ 13,782.24
PIE	St. Petersburg-Clearwater International Airport	$ 93,620.20
PIH	Pocatello Regional Airport	$ 175,431.62
PIR	Pierre Regional Airport	$ 4,389.60
PIT	Pittsburgh International Airport	$ 307,272.46
PKB	Mid-Ohio Valley Regional Airport	$ 25,232.83
PLN	Pellston Regional Airport of Emmet County	$ 13,336.09
PNS	Pensacola Regional Airport	$ 43,781.17
PPG	Pago Pago International Airport	$ 5,270.41
PQI	City of Presque Isle/Northern Maine Reg. Airport	$ 50,549.51
PRC	Prescott Municipal Airport	$ 116,946.00
PSC	Tri-Cities Airport	$ 125,302.90
PSG	Petersburg Airport	$ 22,294.73
PSP	Palm Springs International Airport	$ 204,108.00
PVC	Provincetown Municipal Airport	$ 59,662.00
PVD	T.F. Green Airport-Warwick (Providence)	$ 171,577.60
PWM	Portland International Jetport	$ 159,741.07
RAP	Rapid City Regional Airport	$ 19,717.87
RDD	Redding Municipal Airport	$ 204,665.50

Airport Code	Airport Name	FY10 Allocation
RDM	Roberts Field Redmond Municipal Airport	$ 142,432.29
RDU	Raleigh-Durham International Airport	$ 581,605.00
RFD	Greater Rockford Airport	$ 5,340.00
RIC	Richmond International Airport	$ 288,918.77
RIW	Riverton Regional Airport	$ 42,801.00
RKD	Knox County Regional Airport	$ 72,430.44
RKS	Rock Springs - Sweetwater County Airport	$ 36,656.89
RNO	Reno/Tahoe International Airport	$ 203,070.87
ROA	Roanoke Regional Airport	$ 145,741.04
ROC	Greater Rochester International Airport	$ 307,560.00
RST	Rochester International Airport	$ 108,128.80
RSW	Southwest Florida International Airport	$ 197,877.63
RUT	Rutland State Airport	$ 68,306.44
SAN	San Diego International Airport, Lindbergh	$ 203,017.99
SAT	San Antonio International Airport	$ 334,540.48
SAW	Sawyer International Airport	$ 112,423.96
SBA	Santa Barbara Municipal Airport	$ 163,285.74
SBN	South Bend Regional Airport	$ 112,930.55
SBP	San Luis Obispos County Airport	$ 166,875.00
SBY	Salisbury / Wicomico County Regional Airport	$ 63,356.81
SCC	Deadhorse Airport	$ 83,304.53
SCK	Stockton Regional Airport	$ 17,500.43
SDF	Louisville International Airport	$ 128,728.20
SEA	Seattle-Tacoma Intl. Airport	$ 1,034,373.33
SFB	Orlando Sanford Airport	$ 114,248.88
SGF	Springfield / Branson Regional Airport	$ 145,028.52
SHD	Shenandoah Valley Airport	$ 39,000.00
SHV	Shreveport Regional Airport	$ 163,286.40
SJC	San Jose International Airport	$ 327,463.44
SJU	Luis Munoz Marlin International Airport	$ 60,495.00
SLC	Salt Lake City Intl Airport	$ 481,983.07
SMF	Sacramento International Airport	$ 321,820.50
SMX	Santa marie Public Airport	$ 109,492.74
SOW	Show Low Regional Airport	$ 20,160.66
SPI	Capital Airport	$ 109,737.00

Airport Code	Airport Name	FY10 Allocation
SPS	Sheppard AFB / Wichita Falls Municipal Airport	$ 76,312.79
SRQ	Sarasota Bradenton International Airport	$ 182,844.42
STC	St. Cloud Regional Airport	$ 45,752.70
STL	Lambert St Louis International Airport	$ 222,886.78
STT	Sitka 'Rocky Gutierrez' Airport	$ 217,230.62
STX	Henry E. Rohlsen Airport	$ 151,701.30
SUN	Friedman Memorial Airport	$ 123,927.20
SUX	Sioux Gateway Airport	$ 99,607.50
SYR	Syracuse International Airport	$ 408,216.00
TLH	Tallahassee Regional Airport	$ 403,099.32
TOL	Toledo Express Airport	$ 183,697.20
TPA	Tampa International Airport	$ 1,029,825.60
TRI	Tri-Cities Regional Airport	$ 159,952.00
TUL	Tulsa International Airport	$ 128,480.00
TUP	Tupelo Regional Airport	$ 75,785.59
TUS	Tucson International Airport	$ 326,184.60
TVF	Thief River Falls Regional Airport	$ 7,946.97
TWF	Joslin Field, Magic Valley Regional Airport	$ 26,538.07
TXK	Texarkana Regional Airport	$ 18,904.66
TYR	Tyler Ponds Field Airport	$ 27,442.44
TYS	McGhee Tyson Airport	$ 153,081.00
UIN	Quincy Regional Airport - Baldwin Field	$ 106,654.80
UNV	University Park Airport	$ 151,489.60
VCT	Victoria Regional Airport	$ 14,717.45
VLD	Valdosta Municipal Airport	$ 155,928.00
VPS	Northwest Florida Regional Airport	$ 183,697.20
WRG	Wrangell Airport	$ 9,240.91
XNA	Northwest Arkansas Regional Airport	$ 95,882.77
YAK	Yakutat Airport	$ 10,936.07
YKM	Yakima Air Terminal - McAllister Field	$ 88,946.00
YNG	Youngstown - Warren Regional Airport	$ 23,202.28

Provide the same information for the canine cooperative agreements. Are the reimbursable agreements for airport support allocated based on a risk formula?

Response: Yes, TSA has categorized airports according to a risk based formula and reimbursable agreements are allocated based on airport risk levels. The order of priority, based on risk, would be first those airports with category (CAT) X designation, followed by CAT I, and ultimately CAT II, CAT III and CAT IV.

Provide a list of those airports and the amounts.

Response: There are currently 95 State and Local Cooperative Agreements. The information listing the participants and funding levels is Sensitive Security Information and will be provided in a separate attachment.

SCREENING OPERATIONS

Mr. ADERHOLT. Before I go on to Mr. Price, let me follow up on one issue that was mentioned earlier. In your opening testimony you talked about it, and we discussed the fact that there would be different categories and different, as the, I think, frequent travelers, infrequent travelers.

Is there a timetable to try to move forward with these changes? Or what is your, give us some idea of what you expect in that.

Mr. PISTOLE. Yes, thank you, Mr. Chairman. We have had several groups within TSA working on different risk-based and intelligence-driven strategies. And my hope is that we will be able to pilot some of these still this year, in cooperation with airlines and airports, and travelers obviously. So I do not want to commit too much more beyond that, because there are some details that we have to take care of.

But clearly, the intent is to move in that direction with deliberate speed, and to make sure that the American people are open to it and willing to do that in a risk-based fashion.

So some time this year, and I would be glad to follow up with the committee later on as things develop.

Mr. ADERHOLT. This calendar year, you expect it.

Mr. PISTOLE. That is my hope, yes.

Mr. ADERHOLT. Okay. Mr. Price.

AIR CARGO SECURITY

Mr. PRICE. I want to first go back briefly to your earlier answer on the 100 percent air cargo screening. That is, with respect to cargo stowed in passenger aircraft.

You gave a rather detailed account of the challenges of this internationally, and some of the cooperative work you have underway. But I want to make sure that we do understand the budgetary implications of this. And you may want to furnish some further information for the record along those lines.

As I understand it, you are still saying that three months into Fiscal Year 2012—namely, by December 31 of this year—you do anticipate having that 100 percent capacity in place.

Mr. PISTOLE. That is clearly the goal. But I do want to manage expectations.

There are two aspects to it, and I apologize if I was confusing earlier. The air carriers could self-certify that they are at 100 percent. We do not have a way of verifying or validating that by the end of this year. So it would be an assertion, a statement by the carriers around the world to say yes, anything coming into the U.S. has been properly screened. But we do not have a way of independently validating that by the end of this year.

Mr. PRICE. Well, it is very important, obviously, to have that capacity to validate. Well then, the question about what kind of actual timeframe we are looking at here is relevant. Do you expect 100 percent of those carriers to make that claim, or express that intent by December 31? And then what about the follow-on effort at validation? What are we realistically looking at? And obviously there is a question about the money and personnel this will require, particularly with that validation aspect.

Mr. PISTOLE. Right. And you are right on point, Congressman. So the issue for us becomes how can we work with foreign governments and carriers, such as through this National Cargo Security Program that I mentioned, that France has been accepted as meeting the same standards.

So we recognize we cannot be all things, all places, all people, all times. And so as we can leverage those relationships, that is the way that I believe we will get to 100 percent.

To answer your question about by the end of the year, I think the carriers would say they would be close, and that they would be at 100 percent for all, what has been referred to as high-risk cargo, on passenger planes. The challenge becomes, and we are actually changing the language a little bit, going from high-risk to known shippers and known shipments.

And so as the carriers focus more on the customer relationship and the actual cargo freight packages that they are picking up, they will do a lot beyond what we could verify, simply because it is good business practice.

The bottom line is, in discussions with industry, nobody wants a plane to blow up. So what steps are they taking beyond what we can validate or verify? And we have very good success in that regard.

But I want to be realistic. I do not think that December 31, 2011, is a date that we can say with the highest level of confidence that there will be 100 percent of cargo screening coming into the U.S.

Mr. PRICE. We obviously need to stay abreast of this, and to understand exactly what we are talking about when we receive assurances that this screening will be comprehensive. In our discussions with you and last week regarding the Container Security Initiative overseas, what it takes to validate that system are complicated matters. These agreements with overseas partners clearly require a high level of continuing scrutiny. And they almost become diplomatic efforts sometimes. So I am not satisfied that this budget fully incorporates what this program is going to require.

Mr. PISTOLE. Thank you, Congressman, both for your support and your appreciation for some of the complexities and subtleties and nuances. Because you are right; there is a lot of diplomacy involved in these discussions.

And we have the strong support of the State Department in doing those with host governments. Because there is a cost, obviously, involved on their end, and not everybody is willing to take on additional costs voluntarily. So that is why we have to work through the host governments to either enhance capacity—I will just use Yemen as an example.

So when I went there in early November last year to assess what was needed, they have their cargo facility in their main airport. And so now they had one X-ray machine to screen small pieces of cargo, nothing big. You know, freight or anything like that. They had no explosive trace detection, they had no K-9. They are lacking a lot of things that we would say are basics here.

So we actually sent a team in and trained almost 300 of their officers in enhanced physical inspection. And we loaned them some explosive trace detection equipment, handheld devices, and pro-

vided two additional, two State Department additional X-ray machines.

Mr. PRICE. All right, so the State Department is the critical phrase there. Insofar as there is equipment offered, it is through the State Department.

However, your budget should reflect training, oversight, what you regard as validation, properly speaking.

Mr. PISTOLE. Yes, the State paid for a good part of that. But you are absolutely right; we will be looking for that, I believe, in 2013. Thank you, sir.

Mr. ADERHOLT. Mr. Carter.

COLLECTIVE BARGAINING

Mr. CARTER. Thank you, Mr. Chairman. I'd like to go back to trying to figure this out. I am from Texas; I am from a right-to-work state. I do not have a lot of experience with unions and collective bargaining.

You made a statement that there are how many members of the TSA that have already joined the union?

Mr. PISTOLE. There are 13,000 security officers who are paying union dues, without collective bargaining.

Mr. CARTER. First, I do not understand why somebody would do that. Just because they like unions?

Mr. PISTOLE. So if they have——

Mr. CARTER. You give money to them, but they do not give any services?

Mr. PISTOLE. Well, so yes, they could be represented, in a disciplinary proceeding, for example, individually. But there is no collective bargaining for the union.

Mr. CARTER. That kind of leads to my question. Let us assume that some of what Chairman Mica had to say has validity; that you are a little bit heavy in the employment area. You have maybe some dead-weight people in the TSA.

Let us assume that you did your own investigation, and you discovered what Chairman Mica said had a lot of truth to it. And as a good manager, you decide that you need to lay off, pick a number, 13,000 people from the TSA. Would you have to negotiate with the union and collective bargaining to do that?

Mr. PISTOLE. Absolutely not, no. And that is one of the beauties of this, this hybrid, if you will, because that would not be subject to.

So the number of employees, their pay, benefits, anything related to security would not be implicated in that.

And if I may, even though I did not hear Chairman Mica actually ask a question, the one thing——

Mr. CARTER. That is true.

Mr. PISTOLE. The one suggestion he made, I am taking him up on that, in terms of doing an efficiency review of headquarters, of TSA headquarters.

So the best number I have, as opposed to the 4,000 that he mentioned at one point, and another number at a different point, is around 2,700 for the whole D.C. area. But that includes more than just our headquarters. There other parts of that.

And just doing a quick comparison of ratios of other Federal agencies, we are much below some other Federal agencies. Not to say we are efficient, but just in comparison.

So as my dad, who was a preacher and a seminary professor, he would say text without context is pretext. So I think something could be pulled out of context, and you can prove about anything you want. You know, I practiced law a couple years and was able to do that a few times.

But my point being, I agree an efficiency review should be done, and I am planning to do that. And if I find inefficiencies, then absolutely, I want to move forward with that to make us the leanest, the best agency we can be. So I am completely committed to that.

Mr. CARTER. That would be commendable. If they have paid union dues, then on disciplinary matters the union would intervene on their behalf and be able to negotiate for them.

Mr. PISTOLE. So they could, on an individual basis, yes.

Mr. CARTER. The fact that they are getting laid off because we do not need the job any more——

Mr. PISTOLE. That is not subject.

Mr. CARTER [continuing]. You could not negotiate on those things.

Mr. PISTOLE. Right, right.

SECURE FLIGHT PROGRAM

Mr. CARTER. One last question, if I have time. Right now you have an established TRIP program to process appeals for people that have been, oh, if it is a no-fly list, or if they have been misidentified for some reason as people who cannot fly.

Mr. PISTOLE. Right.

Mr. CARTER. How successful have you found the TSA TRIP program to be? Were there lessons learned from the first few years of the program? And does the fiscal year 2012 budget provide for these lessons learned and continued improvement in this program?

Mr. PISTOLE. So the Redress program has had fits and starts, and I guess I would say it is on the improvement trajectory overall.

That being said, the implementation of secure flight last year has reduced the number of misidentifications, because now we have the name, date of birth, and gender. Which if any one of those three—you would hope gender would not be off—but if those would be off, that has led to a number of misidentifications. And some of the horror stories we have heard from the years since implementation of Secure Flight, I do not have the numbers off the top of my head, but I will get those, in terms of those misidentifications, how those have significantly decreased.

[The information follows:]

Mr. CARTER. Please provide the budget for DHS Traveler Redress Inquiry Program (TRIP) for FY 2012 as compared to FY 2011, and the number of redresses for both years.

Response: The budget for DHS TRIP, which provides redress services for inaccurate matches against the Watchlists, for FY 2011 is $1.157 million. The Administration's budget request for FY 2012 anticipates operating the program at the same level as the previous year.

In FY 2010, the total number of redress inquiries received was 41,344; the average monthly volume was 3,445. In the first 6 months of FY 2011, the total number of redress inquiries received was 15,925; with an average monthly volume of 2,654.

Secure Flight was fully implemented by the end of Calendar Year 2010.
is the first episode.

There should be fewer people needing redress through TRIP at the outset, so that is the good news. And I will have to get back to you on the, for the 2012 budget in terms of what we have for that, in terms of whether it is sufficient or not. I believe it is, I just do not know the figure off the top of my head.

Mr. CARTER. I know you hear all kinds of horror stories. But our District Attorney was informed that he was on a no-flight list on dozens of occasions. And finally he called our office, and said can you do anything to help us out. And we worked with your office and got that fixed.

And you know, he was an expert witness that flew up here to deal with the FBI on multiple things. He is a pretty good criminologist. And it was very embarrassing for him to be pulled out and said he was on a no-flight list. So you fixed it.

Mr. PISTOLE. Glad to hear that.

Mr. CARTER. But I think we have to be able to get an accurate list there, because it really——

Mr. PISTOLE. Agreed.

Mr. CARTER [continuing]. Offends some people. It offended John Bradley pretty badly.

Mr. PISTOLE. You are absolutely right, Congressman, and that is our goal, to have no misidentifications.

Mr. CARTER. Well, thank you.

Mr. PISTOLE. Thank you, sir.

Mr. ADERHOLT. Well, thank you, Mr. Administrator. And as I made in my opening remarks, I know TSA's work force strives to be conscientious and enterprising. And we acknowledge the hard work of your agency, and the commitment to keeping travel safe and secure in this country.

On the other side of the work force issue, is to ensure there is the right mix between technology at checkpoints, and make sure that the staffing levels are appropriate.

So we look forward to working with you and making sure that TSA does not have a continued appetite of adding more personnel and increasing operating costs. But like I say, I know that is the goal of all of us.

We look forward to working with you in the days to come, as we work on the Fiscal Year 2012 budget request as it goes through this Subcommittee. And again, we thank you for your presence here today. And we wish you all the best at TSA.

The Subcommittee is adjourned.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Robert Aderholt

Administrator John Pistole, Transportation Security Administration
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – TSA
March 15, 2011

Risk-based Approach to Security

Question: The Administrator testified in broad terms about ideas to transition TSA to a more "risk-based" approach, with a focus on "known travelers", a vision for taking all security risk factors into account in determining how individuals should be screened. Factors like whether FAMS are on the flight, what type of aircraft is involved, how many Selectees are on the flight, additional identifying information about the individual traveler. How will that level of information actually reach checkpoint operations?

ANSWER: The Transportation Security Administration (TSA) has outlined risk-based screening objectives and is in the concept design phase for several possible pilots that could take place within the year. Several methods for executing risk-based screening will be tested and vetted before TSA commits to a solution for information flows.

Question: To manage the volume of passengers efficiently, the additional level of information you suggest is needed would need to be automated; yet TSA currently lacks an integrated checkpoint with connectivity to the necessary data sources. Where is your proposal for actually implementing this type of operation? And if you are only in the planning phases, when would you expect to submit a plan with resource needs? Please describe the process for setting requirements for connectivity, the principal challenges (e.g., implementation, funding) and any funding requirements, both overall and specifically included in the FY12 request.

ANSWER: The Transportation Security Administration (TSA) is exploring several options for managing information required to implement more risk-based, intelligence driven operations. The options will be tested and vetted before TSA implements solutions for information flows. The planning phase is expected to continue into 2012. As part of the planning phase, TSA will review anticipated resource needs and work to identify funding strategies, including the use of existing resources.

Connectivity and passing data requirements are defined by the Transportation Security Administration's Security Technology Integrated Program (STIP). These requirements are then applied to the security technology procurements. STIP's current funding level supports the existing scope of the program. STIP's Fiscal Year 2012 budget request is $16.4 million and does not require any adjustment to incorporate risk-based screening principles.

Question: In addition, to the extent you can provide an unclassified response, what are the major physical elements of checkpoint and passenger screening – such as shoe screening -- that could be improved or streamlined in the near term?

ANSWER: To streamline the passenger screening experience at airport security checkpoints, the Transportation Security Administration is considering reducing divestiture requirements based on a risk-based analysis. This includes the possibility of allowing passengers to wear shoes through the checkpoint and leaving laptop computers in carry-on baggage.

Alien Flight Schools

Question: Are fingerprints collected from Alien Flight School Program applicants enrolled in, or at least checked against IDENT? If not, why not?

ANSWER: Currently, the Alien Flight School Program (AFSP) collects applicant fingerprints for the completion of a criminal history records check (CHRC) via the FBI. As TSA has direct connection to the FBI, there is no need to utilize a third party for the purpose of conducting the CHRC.

Also, implementation of fingerprint collection and verification with the Automated Biometric Identification System (IDENT) for AFSP applicants is planned under the Transportation Threat Assessment and Credentialing (TTAC) Technology Infrastructure Modernization Program, and under current scheduling will be implemented within Fiscal Year 2014.

Air Cargo Security Screening

Question: You testified about the issues in screening cargo that originates overseas, before it is loaded. What are the prospects for an international standard for air cargo security that can achieve a meaningful reduction in that risk?

ANSWER: Through informal and formal dialogue with multilateral organizations, foreign governments, and international industry associations, the Transportation Security Administration (TSA) aims to more effectively address current issues regarding air cargo security. TSA has directly engaged industry and foreign governments through the Global Cargo Programs Working Group, one of the four sub-committees of the Air Cargo Security Working Group formed by Secretary Napolitano.

TSA works to harmonize international aviation security standards through direct bilateral efforts with foreign government partners, as well as through regional and multilateral efforts with such organizations as the European Commission (EC), the International Civil Aviation Organization (ICAO), and the Quadrilateral Working Group (QUAD).

In addition to these efforts, TSA also maintains strong channels of communication with international industry associations and organizations, such as the International Air Transport Association, the International Air Cargo Association, the Air Transport Association, the Association of European Airlines, and the Association of Asia Pacific Airlines.

TSA has also been an active participant in the World Customs Organization Contact Group, which most recently met in February 2011, during which agency representatives presented the goals of Secretary Napolitano's Supply Chain Security Initiative. The Secretary championed this initiative to advance a partnership with international organizations concerned with supply chain security, including the World Customs Organization, ICAO, and the International Maritime Organization.

Question: TSA currently has over 2,000 explosive detection systems deployed. Many need replacement; in fact, more than a third have been operating since before DHS was stood up. What is the status of your efforts to do this, and are you still planning to make competitive awards in fiscal year 2011?

ANSWER: The Transportation Security Administration (TSA) is in the process of drafting a recapitalization and optimization plan, which includes establishing the methodology to prioritize recapitalization projects. TSA anticipates awarding competitive contracts on reduced size and medium speed Explosive Detection Systems (EDS) in the fourth quarter of fiscal year 2011.

Current FY 2011 plans include the purchase of 40 Reduced Size EDS units and 52 Medium Speed EDS units to replace aging equipment.

Question: In the wake of the Yemen cargo plot, TSA accelerated its deadline for screening 100% of cargo coming into the United States from 2013 to December 31, 2011. In your testimony before the Committee, you indicated that you "do not think that December 31, 2011 is a date that we can say with the highest level of confidence that there will be 100% screening of cargo coming into the U.S." You explained that air carriers could *certify* that they have met the requirement by that deadline but that TSA cannot independently evaluate those assertions by the end of the year. By what date do you anticipate TSA will certify that the 100% requirement has been met? What resources or steps will be required for TSA to be able to make the certification?

Validating and verifying the 100% screening requirement for inbound cargo will require the recognition of foreign government cargo programs. There are two current efforts underway that will facilitate an estimation of the timeframe in which industry can meet the 100% inbound screening requirement. The Transportation Security Administration is currently reviewing comments from industry regarding the feasibility of the accelerated deadline issued this past January. In addition, the European Commission (EC) is currently developing enhanced cargo security standards with which all European Union Member States are expected to comply. After analysis of industry comments and projected timeline for issuance and compliance of European Commission cargo security standards, TSA will be able to provide a more refined estimate of when 100% certification can be achieved.

The Transportation Security Administration (TSA) is currently reviewing comments from industry regarding the feasibility of the accelerated time line to meet the 100% certification. While U.S. government agencies conducting inspections abroad often run into challenges due to limited jurisdiction, TSA has adequate resources to address inspections of current regulated

industry parties outside of the United States. Additional requirements will be reviewed after evaluating industry comments.

TSA has developed a risk-based scheduling methodology for verifying compliance with air cargo requirements. TSA is working to ensure that the airport assessments and air carrier inspections are conducted as frequently as necessary at those sites with the highest risks. Complimenting these efforts internationally, TSA has also conducted inspections domestically that focus on verify screening records for the inbound cargo flights. Additionally, TSA continues to actively engage our international security partners to encourage participation in the National Cargo Security Program, which also provides verification of air carrier compliance with the commensurate security program, and provides TSA with more visibility on the host country's air cargo supply chain.

Screener Diligence and Performance

Question: Until technology can be made more foolproof and affordable, we will depend on human beings to assess images at checkpoints. Recent stories from Detroit and New York about items slipping by TSOs have raised concerns about the "quality control" for screening. In some high-visibility cases, weapons or potential weapons have slipped past screeners. Please elaborate on what is being done to improve overall screener Threat Image Projection (TIP) performance. In addition, what is TSA doing to ensure TSOs will not miss threats, and will be held accountable to perform at the highest possible standard?

ANSWER: In partnership with the Department of Homeland Security's Science and Technology Directorate, the Transportation Security Administration (TSA) is working on multiple human factors research projects to determine how to improve personnel screening performance. In addition all Transportation Security Officers (TSOs) are required to complete two 50 bag training sessions per month on the Threat Image Projection (TIP) Ready X-Ray (TRX) Simulator as part of the National Training Plan (NTP). The TRX Simulator displays images captured on actual x-ray units. The TRX Simulator provides the same controls available to the TSO on the checkpoint X-Ray unit. This training allows the officer to analyze each image and detect threats just as they would in the live environment.

TSA's multiple security layers reinforce overall security and provide additional security in the event of isolated lapses that occur due to limits of engineering and human factors. Additionally, TSA conducts hundreds of drills daily to improve response to those isolated failures. TSA examines causal factors associated with the security breaches that do occur. Remedial measures are taken locally, and if appropriate, nationally. These measures may include improvements to physical security features such as fences and gates, civil enforcement action against regulated entities such as airports and air carriers and their employees and passengers, improvements to security hardware, Closed Circuit Television and other technology, and employee training or discipline. TIPS is one important element in employee training that TSA uses to improve the detection capabilities of our TSOs and reduce the frequency of prohibited items being overlooked. Through close attention to TIPS scores nationally, regionally, and at the airport level down to the checkpoint and individual employees, we have seen steady improvement in the detection capability of our workforce.

A "system" of measures designed to optimize covert threat detection is currently being piloted at 26 airports across the Nation. This approach has been documented within a National Standardization Guide for Improving Security Effectiveness based on the work developed over a three-year period at one of our best performing airports. The results from the pilot airports will be evaluated in June 2011 and TSA's Office of Security Operations' leadership will decide whether to expand this approach nationwide.

Question: How would TSA have handled the Honolulu case if the screeners had been part of a privatized workforce, as opposed to TSOs?

ANSWER: The Transportation Security Administration (TSA) Contracting Officer (CO) would have contacted the contractor regarding this failure to perform critical contract requirements, and would have discussed how the contractor intended to address this nonperformance. Any satisfactory response by the contractor likely would have included, at a minimum, removal of the employees responsible for this failure from the contract. The CO would also likely have directed the contractor to provide TSA with a remediation plan. If the contractor's response was not acceptable, TSA would likely have terminated the contract. TSA may also have sought remuneration from the contractor.

VIPR Teams

Question: TSA requests $24 million in FY12 to fund 12 new Visible Intermodal Prevention and Response (VIPR) teams to protect the transportation sector. Presumably this is based on an internal determination that more teams are needed. However, in responses to questions by this Committee, TSA indicated that it does not have data on the actual demand for VIPR teams (i.e. number of requests for VIPR teams vs. number of requests fulfilled)—only "anecdotal" evidence. Without hard data on the need for more VIPR teams, what is the basis for this request? Please describe the methods TSA used to determine that 12 additional teams would be needed.

ANSWER: The proposed enhancement to the Visible Intermodal Prevention and Response (VIPR) Program will enable the Transportation Security Administration (TSA) to enhance the nationwide footprint. From a technical perspective, the program analyzes VIPR deployment data to determine if transportation locations, particularly high-risk locations, are displaying saturation characteristics that would indicate declining effectiveness and need. The results of the analysis indicate that the stakeholders and locations of the Nation's transportation systems have not been saturated and that stakeholders express continuing desires to increase VIPR deployments. With a focus on risk mitigation, the VIPR resource allocation approach was used to identify where additional VIPR resources could contribute the highest value. High risk locations have been identified in commercial aviation, general aviation, air cargo, mass transit, maritime, freight rail, and pipeline modes. Additionally, the approach considers high threat urban areas and transportation locations highlighted by special security events. This assessment identified 12 teams that offer the highest potential for risk mitigation.

Additional information regarding where the teams would be based and the risk drivers that determined the need are considered sensitive security information and can be discussed during a thorough briefing on this topic at your convenience.

Behavior Detection Officers (BDOs)

Question: What is the status of efforts to assess the scientific basis for the work done by BDOs using the Screening Passengers by Observation Techniques (SPOT) process? Is there any preliminary information to indicate whether SPOT is more / less effective than random screening of passengers? For example, is SPOT more effective at identifying passengers with prohibited items, false documents, outstanding warrants, and the like?

ANSWER: The effort by the Department of Homeland Security's Science and Technology Directorate (DHS S&T) to scientifically validate the Screening Passengers by Observation Techniques (SPOT) process is ongoing. The Transportation Security Administration (TSA) completed the data collection in late 2010. This information was provided to the American Institutes for Research for analysis and reporting. The final report is currently being prepared by DHS S&T, and TSA expects to receive the report soon.

Preliminary briefings of the data indicate that Screening Passengers by Observation Techniques (SPOT) is significantly more effective at identifying individuals who are in possession of prohibited or illegal items, are in possession of false or fraudulent documents, or have outstanding warrants. Preliminary briefs from the validation study indicate that SPOT, when compared against a strict random protocol, is over 50 times more effective than random screening in referrals leading to an arrest.

Question: The Department proposes expanding the size of the BDO workforce by 350 positions in FY12 at a cost of $18 million. What information was used to determine that an additional 350 positions were needed? Did TSA formally identify a capability gap of the aforementioned number of BDOs? Does TSA anticipate additional BDO requests in future years, or do the 350 positions satisfy the agency's assessed needs?

ANSWER: An increase of 350 Behavior Detection Officers (BDOs) would provide for additional shift coverage at approximately 175 checkpoint lanes. These positions will add more effective and consistent levels of protection at the Nation's airports and will reduce the risk to the traveling public.

The Transportation Security Administration currently has approximately 3,000 Behavior Detection Officers (BDOs) at 161 airports. BDOs are trained to identify anomalous behaviors that deviate from an established environmental baseline and therefore provide an additional layer of security focusing on the human behavior. Although currently there are BDOs at all Category X and Category I airports, there are not enough BDOs to provide coverage for 100 percent of the operating hours at every checkpoint at these airports. The additional BDOs will provide coverage at airports with the highest threat assessment, with approximately 310 BDOs providing additional coverage at Category X airports.

The request is sufficient for Fiscal Year 2012 based on the current threat analysis. Future needs of the program will depend on the capability and capacity necessary to mitigate the threat.

Question: TSA has indicated that in FY10 some 50,172 passengers were referred for additional screening by BDOs under the SPOT process. Less than 1% of those individuals were arrested. Many of those arrested were picked up for suspected drug possession, illegal status, outstanding warrants, etc. Of those arrested, how many does TSA believe posed a threat to aviation security? How many of the referred individuals were found to be on terrorist watchlists?

ANSWER: All of the personnel referred are considered a potential threat to aviation security. The Screening of Passengers by Observation Techniques (SPOT) program is a behavior and analysis program in which personnel are trained to identify anomalous behaviors that deviate from an established environmental baseline. It is important to attempt to resolve the reason for the anomalous behavior. A law enforcement officer (LEO) is brought in to conduct additional screening if serious prohibited items, false documents or other serious issues are identified during referral screening. Whenever involved, the LEO is responsible for case resolution. The response from local law enforcement is largely dependent on local laws and procedural policies which affects the arrest rates for different locations.

Only individuals whose behavior reaches a secondary SPOT threshold are vetted. To date, none of the individuals referred were on the terrorist watchlist.

Question: What performance metrics are used to determine BDO effectiveness on the job at identifying passengers of concern? What are the overall performance rates of the BDO workforce against these metrics?

ANSWER: Although the Transportation Security Administration (TSA) currently tracks referrals, as well as law enforcement referrals and the outcomes of these referrals, specific performance metrics for the Screening of Passengers by Observation Techniques program are currently under development.

The Transportation Security Administration (TSA) is working to establish performance metrics for Behavior Detection Officers. TSA uses a Performance Management Information System to collect operational and referral metrics. TSA has worked with Department of Homeland Security's (DHS) Office of Science and Technology (S&T), as well as outside experts, to help develop increased knowledge of Screening of Passengers by Observation Techniques (SPOT) specific metrics. DHS S&T has conducted an authoritative analysis finding high correlation between suicide bombing and terrorist indicators and SPOT assessment criteria. The SPOT program is currently working with external experts to help review the current metrics and help establish new areas or help confirm we are collecting the relevant data.

Screening Partnership Program (SPP)

Question: In your testimony, you indicated that you fundamentally believe that those who screen passengers should be a "federalized workforce." Is this the rationale that led to the determination to effectively freeze further growth of the SPP? What other measures of effectiveness, if any, of the SPP were used to determine its future status? What other measures of effectiveness, if any, of the SPP were used to determine its future status?

ANSWER: Shortly after beginning at the Transportation Security Administration (TSA), the Administrator directed a full review of TSA policies with the goal of helping the agency evolve into a more agile, high-performing organization that can meet the security threats of today and the future. As part of that review, the Screening Partnership Program (SPP) was examined, and it was found that the performance of TSA officers and private screeners is comparable. It was determined that the private screening program would not be expanded beyond the current 16 airports unless a clear and substantial advantage is determined in a review of new applications. Current SPP airports will continue to be regulated by TSA and be required to meet TSA's high security standards. However, to preserve TSA as an effective, federal counterterrorism security network, the private screening program will not be expanded beyond the current 16 airports unless a clear and substantial advantage to do so emerges in the future.

After a review, it was determined that the private screening program would not be expanded beyond the current 16 airports unless a clear and substantial advantage to do so emerges in the future. TSA will continue to sustain the program at the current level to compare the effectiveness of federal versus private screeners. The information TSA has to date shows the performance of TSA officers and private screeners is comparable.

Question: Has TSA conducted any reviews of the cost effectiveness of SPP contractors vs. the federalized TSO model? If so, please include an executive summary of those findings, including the average annual cost per SPP screener vs. TSO.

ANSWER: The Transportation Security Administration (TSA) has extensively examined and compared the costs between TSA airports and Screening Partnership Program (SPP) airports. Based on TSA's current standards, which are not performance-based but instead require contractors to follow specific TSA operating guidelines, TSA has found that SPP airports are slightly more expensive than federal airports. A low-cost, technically acceptable cost comparison based on performance metrics has not been conducted at this time.

TSA conducted a cost review of SPP costs in fiscal year 2007 and found the cost of SPP operations was 17 percent greater than the estimated cost of federal operations, in terms of impact to TSA's budget. TSA stands by that estimate of impact on its budget request for that year.

Due to the efforts of TSA to lower contract a more recent review showed that the cost differential has been reduced to approximately 3-9 percent. The 3 percent estimate considers a variety of factors, including potential long term federal retirement benefits for employees. The 9 percent reflects the estimated impact on the TSA budget.

With regard to a comparison of pay between federal and SPP personnel, the Aviation and Transportation Security Act requires that SPP personnel must "meet all the requirements of this chapter applicable to Federal Government personnel who perform screening services at airports under this chapter and will provide compensation and other benefits to such individuals that are not less than the level of compensation and other benefits provided to such Federal Government personnel in accordance with this chapter." 49 U.S.C. § 44920 (e).

Question: The fiscal year 2012 budget requests $144,193,000 for the screening partnership program (SPP), a decrease of about $9.5 million from the fiscal year 2010 actual level. Please explain how these cost reductions will be achieved, and provide a historical comparison of obligations and outlays (identifying where prior year balances are used) for the program for fiscal years 2009-2010 and 2011 to date.

ANSWER: The decreased fiscal year 2012 Budget Request is a result of more accurate costs estimates for level of effort required which has lead to contract efficiencies.

As of 3/31/2011, the Transportation Security Administration's financial records indicate:

	FY09		FY10		FY11 (thru 3/31/2011)	
	Obligated	**Expenditures**	**Obligated**	**Expenditures**	**Obligated**	**Expenditures**
Current Year Funds	$2,966,681	$133,024,045	$5,454,481	$138,704,176	$60,508,066	$46,777,706
Prior Year Funds	-	$7,068,776	$273,480	$9,325,519	$4,255,924	$22,393
Total	$2,966,681	$140,092,821	$5,727,961	$148,029,695	$64,763,990	$46,800,099

Question: Please provide the number of non-contractor TSA staff located at and associated with SPP airport operations (i.e., excluding those assigned to other TSA programs at such locations), and their total salary and benefit costs in FY10 and expected in FYs 2011-12. Please specify what costs are included in the estimate of SPP airport administration for purposes of comparing SPP- and TSA-run screening operations.

ANSWER: Please see the following table. The Fiscal Year (FY) 2010 figures are from the Transportation Security Administration's (TSA) payroll system. Costs incurred in FY 2010 for airports in Montana (Dawson, Glasgow, Havre City, Lewistown, Frank Wiley Field, L. M. Clayton, and Sidney-Richland) are due to TSA having to staff the operations with Transportation Security Officers while the Screening Partnership Program contracts were being competed. The FY 2012 estimate assumes a 1% increase over FY 2011 costs.

	FY10 Actuals		FY11 Estimate		FY12 Estimate	
Airport	*FTE*	*TOTAL PERSONNEL COSTS AND BENEFITS (in dollars)*	*FTE*	*Costs (in dollars)*	*FTE*	*Costs (in dollars)*
Key West	3	318,656	3	320,292	3	323,495
Sioux Falls	12	1,254,129	17	1,804,335	17	1,822,378
Dawson	1	45,577	-	-	-	-
Glasgow	1	55,913	-	-	-	-
Havre City	1	60,788	-	-	-	-
Jackson Hole	1	141,151	3	290,844	3	293,753
Lewistown	1	52,995	-	-	-	-
Kansas City	38	4,203,397	46	5,114,817	46	5,165,966
Frank Wiley Field	0	27,404	-	-	-	-
L.M. Clayton	1	66,770	-	-	-	-
Rochester	15	1,932,674	16	2,002,319	16	2,022,342
Sidney-Richland	1	48,652	-	-	-	-
San Francisco	61	7,442,494	71	8,677,239	71	8,764,012
Total	**136**	**15,650,600**	**156**	**18,209,846**	**156**	**18,391,946**

Non-screening staff impact the cost comparison only minimally. Non-administrative staff, such as Security Managers, Explosives Specialists, and Inspectors, are Federal employees present at an airport regardless of whether it is operated under the Screening Partnership Program (SPP) or directly by the Transportation Security Administration (TSA). Therefore, these staff have no bearing on the cost comparison.

Administrative, Federal Security Director staff (FSD) staff were examined for each airport. Depending on the number of spoke airports a location may have, the number of FSD staff at SPP airports are less than they are at similar Federal airports. Therefore, for the cost comparison, it was assumed that an additional number of staff would be needed if SPP airports were operated directly by TSA.

Question: Please also list by airport the job description for these positions, and how their span of supervision (in terms of numbers of screener employees supervised, inspected, etc.) compares with similar positions at TSA-run screening operations.

ANSWER: Federal Security Directors only have supervision over other Federal Personnel at an SPP airport, and not the contract workforce. Therefore, there are fewer employees for him/her to supervise.

The following airports have non-contractor Transportation Security Administration (TSA) employees. Those Privatized Screening airports not listed below are spoke airports, and

therefore, do not have federalized employees stationed at their location. Oversight for these airports is performed from the hub airport.

Airport	Job Title	Description
San Francisco (SFO) Kansas City (MCI) Rochester (ROC) Sioux Falls (FSD)	Federal Security Director	The Federal Security Director (FSD) is responsible for providing day-to-day direction for federal airport security staff and operations for an airport. The FSD is responsible for supporting security evolution and ensuring the deployment, management and oversight of people, processes and technology to improve security operations while enhancing the experience of the traveling public and the work experience of the airport workforce. The incumbent is responsible for modeling and acting in accordance with TSA's guiding principles.
San Francisco (SFO) Kansas City (MCI)	Administrative Officer	Serves as the administrative manager and advisor to airport management. The Administrative Officer plans, manages, leads and evaluates a comprehensive administrative support program that includes financial management, human resources, and procurement.
Rochester (ROC)	Customer Support and Quality Improvement Manager	Serves as a Customer Support and Quality Improvement Manager (CSQIM) for the Transportation Security Administration at a medium or Category 1 sized U.S. airport. This individual assists the Federal Security Director (FSD) of the airport in managing and assuring attainment of quantitative and qualitative customer satisfaction goals. Serves as primary point of contact and manages airport customer service and quality assurance programs.
Kansas City (MCI)	Assistant Federal Security Director	The Assistant Federal Security Director (AFSD) is responsible for supporting the Federal Security Director (FSD) by providing day to day direction to airport security and operations at airports with multiple checkpoints
San Francisco (SFO) Kansas City (MCI)	Assistant Federal Security Director Screening	The Assistant Federal Security Director (AFSD), in support of the Federal Security Director, is responsible for mitigating threats against aviation and other transportation sectors by providing leadership and direction to TSA personnel engaged in screening operations.
San Francisco (SFO) Kansas City (MCI) Rochester (ROC) Sioux Falls (FSD)	Deputy Assistant Federal Security Director Screening	Serves as the deputy and principal advisor to the Assistant Federal Security Director for Screening. Assists in managing a staff of security screeners, checkpoint supervisors, and screening managers who conduct screening, manage screening operations, and administer laws, regulations, and policies pertaining to TSA's aviation security program. Participates in briefings concerning sensitive security information. Communicates with subordinate supervisors and employees regarding any weaknesses in the security screening process and makes recommendations for improvements.

Airport	Job Title	Description
Kansas City (MCI) Rochester (ROC)	Deputy Assistant Federal Security Director Operations	Serves as the principal advisor to the Federal Security Director on all matters concerning administration and operational support. Directs the work of supervisors, program managers and other subordinate employees for multiple administrative and operational functions. Prepares, plans, coordinates, and manages support operations that include administration, financial/budget, human resources, customer service/stakeholder, training, procurement and engineering services.
San Francisco (SFO)	Deputy Assistant Federal Security Director Baggage Screening	Serves as a senior/principal technical expert at the airports for the baggage screening operations. Applies experience and comprehensive technical knowledge as well as an understanding of new technologies and methods and uses this to solve problems and improve operations. Provides expert program management and technical guidance within and outside the staff in operational support of the Aviation Operations Area Director and Field Personnel. Responsible for baggage screening leadership initiatives and directives in strategic planning, policy coordination, performance monitoring, effectiveness analysis, development of procedures, and operational support to field elements.
San Francisco (SFO) Key West (EYW)	Deputy Federal Security Director	The Deputy Federal Security Director (DFSD) supports the FSD by providing day-to-day direction for federal airport security staff and operations. The DFSD is responsible for supporting security evolution and ensuring the deployment, management and oversight of people, processes and technology to improve security operations while enhancing the experience of the traveling public and the work experience of the airport workforce. The incumbent is responsible for modeling and acting in accordance with TSA's guiding principles.

Airport	Job Title	Description
San Francisco (SFO)	Expert Transportation Security Officer – Coordination Center Office	Performs specialized functions in one or more program areas, as assigned: A) Behavior Detection Officer (BDO) for the Screening of Passengers by Observation Techniques (SPOT) program, (b) Security Training Instructor (STI), or (C) Coordination Center Officer (CCO) within an airport's Coordination Center (CC). Uses seasoned judgment and training when performing work in support of the CC. Gathers, analyzes, evaluates and interprets data from all available sources. When reviewing data, incumbent must analyze and interpret a considerable amount of data, identify any interrelationships and make a risk/threat assessment which may be based on incomplete or conflicting information pertaining to affected mode(s) of transportation. Provides guidance to supervisory and/or management officials as to type and significance of information gathered and recognizes the need to call to their attention important new information which may require further examination or action.
Kansas City (MCI)	Financial Specialist	The incumbent serves as a Financial Specialist at a large airport or at a hub operation providing administrative support (aggregate workforce of 501 or more employees). The incumbent reports to the Administrative Officer or other management official at the airport. The incumbent performs a variety of financial management operations to support TSA Operations at the Airport and spokes to include budget formulation, execution, oversight and management of travel and acquisitions activity and monitoring and ensuring compliance of budget and financial activities with all DHS/TSA policies and guidelines.
San Francisco (SFO) Kansas City (MCI) Sioux Falls (FSD)	Human Resources Specialist	As a Human Resources (HR) Specialist, provides management and other program staff with advice and support for performing human capital core functions in compliance with Office of Human Capital (OHC) directives, policies, guidance, procedures and requirements. Generally serves as the lead HR Specialist, guiding and directing the activities of lower level specialists. Acts as an agent of the Assistant Administrator (AA)/OHC for the purposes of ensuring that the organizational element complies with OHC directives, policies, guidance, procedures and requirements and that human capital decisions and activities in the organizational element are consistent with merit systems principles.

Airport	Job Title	Description
Sioux Falls (FSD)	Master Transportation Security Officer – Security Training Instructor	Performs training instruction within established guidelines and standards in support of nationally developed training programs (e.g., new hire training, On-Screen Alarm Resolution Protocol, Crossover); supports recurrent training needs, conducts return to duty and remediation training. Adapts/develops local training materials to meet requirements and conducts local training in accordance with training standards; assists with training department administrative support (e.g., Online Learning Center (OLC) entry, training resource room facilitation, roster management, conducting testing, ensuring evaluations are done); assists with training logistics support components are completed (e.g., coordinating needed supplies and materials); manages classroom dynamics, resolves routine classroom problems ; monitors and evaluates training and provides feedback on needed adjustments and recommends enhancements; maintains communication with management and supervisors concerning issues with training that may reveal security-screening weaknesses or vulnerabilities. As directed, provides mentoring/coaching to address identified training needs. Administers and scores training tests (e.g., job knowledge, image). Assists with Performance Accountability and Standards System (PASS) Practical Skills Observations (PSOs) and conducts level 3 assessments.
Sioux Falls (FSD)	Master Transportation Security Officer – Coordination Center Office	As a Master Transportation Security Officer (MTSO), incumbent performs in one or more of the specified areas. He/she may serve as a Behavior Detection Officer (BDO) for the Screening Passengers by Observational Techniques (SPOT) Program, a Security Training Instructor (STI), an Equipment Technician, a Coordination Center Officer (CCL) within the airport's Coordination Center (CC), and/or as a Master TSO with dual function mater proficiency, capable of functioning on a rotating basis, or in a combination of these specialty areas.

Airport	Job Title	Description
San Francisco (SFO) Kansas City (MCI) Rochester (ROC) Sioux Falls (FSD)	Program Analyst	Serves as a Program Analyst with responsibility for supporting and keeping FSD management informed of decisions involving the daily operational activities of the airport. Provides operating direction and analysis of productivity, effectiveness of strategy, and specific approaches used in implementing the airport security program. Identifies issues to be based on evaluation of effectiveness. Develops strategic plans guiding the quantitative and qualitative evaluation of line program and operations of the airport security. Provides guidance and technical advice on the conduct of evaluation of studies of tactical planning, execution, and operating management to improve the coordination of security services and other duties as prescribed. Develops reports and formulates recommendations based on findings to serve as the basis for new administrative systems, processes, policies, guidelines, and regulations. Examines findings that indicate weakness in deterring security risks, improving administrative procedure or security processes/procedures, and compliance with current regulations. Interprets new or amended regulations, policy modifications, and guidelines affecting airport security to determine best methodology for evaluation and effective service technology to best inform executive and management decision makers. Advises management staff on organizational structure, work methods, and procedures based on findings of program and process evaluation. Coordinates work with other departments or divisions and specializations to ensure comprehensive evaluations are conducted and completed within suitable time frames to provide timely and complete advice and data management.
San Francisco (SFO) Kansas City (MCI) Sioux Falls (FSD)	Program Assistant	Work activities typically support the work of program analysts providing operational direction on the analysis of productivity, effectiveness of strategies, and specific approaches used in implementing the airport security program. Assists with the development of reports and formulates recommendations based on findings that indicate weakness in deterring security risks, improving administrative procedure or security processes/procedures, and compliance with current regulations. Monitors various metrics to ensure plans are tracking and necessary actions are being taken to complete established objectives. Researches files, records, and electronic retrieval systems to collect and assemble information of specific interest to an analyst in an identified topic area.

Airport	Job Title	Description
San Francisco (SFO)	Supervisor Transportation Security Inspector (Cargo)	Incumbent serves as a Supervisory Transportation Security Inspector (STSI) or Deputy Assistant Federal Security Director (DAFSD) or Assistant Federal Security Director (AFSD) responsible for the planning, development, implementation, administration, and evaluation of critical transportation inspection programs for compliance of persons and transportation regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. STSIs provide first level supervision and oversight for subordinate inspectors, including direct supervision and quality of work products. Serves as technical expert for the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy or other acts of sabotage to transportation systems, facilities, and networks. Serves as supervisor and mentor for lower level TSI's.
San Francisco (SFO) Kansas City (MCI)	Supervisor Transportation Security Inspector (Aviation)	Incumbent serves as a Supervisory Transportation Security Inspector (STSI) or Deputy Assistant Federal Security Director (DAFSD) or Assistant Federal Security Director (AFSD) responsible for the planning, development, implementation, administration, and evaluation of critical transportation inspection programs for compliance of persons and transportation regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. STSIs provide first level supervision and oversight for subordinate inspectors, including direct supervision and quality of work products. Serves as technical expert for the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy or other acts of sabotage to transportation systems, facilities, and networks. Serves as supervisor and mentor for lower level TSI's

Airport	Job Title	Description
San Francisco (SFO)	Supervisor Transportation Security Inspector (Surface)	Incumbent serves as a Supervisory Transportation Security Inspector (STSI) or Deputy Assistant Federal Security Director (DAFSD) or Assistant Federal Security Director (AFSD) responsible for the planning, development, implementation, administration, and evaluation of critical transportation inspection programs for compliance of persons and transportation regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. STSIs provide first level supervision and oversight for subordinate inspectors, including direct supervision and quality of work products. Serves as technical expert for the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy or other acts of sabotage to transportation systems, facilities, and networks. Serves as supervisor and mentor for lower level TSI's.
San Francisco (SFO)	Training Manager	The Training Manager is a member of the Federal Security Director's (FSD) staff and serves as the primary advisor to the FSD regarding the full scope of training programs, issues, and requirements. The Training Manager (TM) is responsible for the overall management of the airport's training function. The TM ensure the delivery and accomplishment of all required Transportation Security Officer training and coordinates or facilitates all other training in support of airport staff.
Kansas City (MCI) Rochester (ROC)	Training Specialist	Serves as a liaison concerning training matters between Federal Security Director and the Transportation Security Administration headquarters, including the Office of Workforce Performance and Training (WPT) and the headquarters Aviation Programs Office Plans, directs, schedules, evaluates and integrates training and professional development products and services within the airport environment; promotes the availability of these products and services to the workforce. Serves as a resource to the Federal Security Director management staff with regard to coordinating plans, programs, standards and procedures governing airport-wide training, career development, screener recertification, and screener performance improvement programs/activities. Provides advice and guidance to the Federal Security Director management staff pertinent to the training needs and workforce performance improvement programs generated in support of the airport functions. Conducts briefings for senior-level management and staff on training and development issues/opportunities. Ensures that training products respond to TSA goals and objectives.

Airport	Job Title	Description
San Francisco (SFO)	Transportation Security Inspector Cargo (Explosives Detection Canine Handler)	Incumbent serves as a Transportation Security Inspector (TSI) working under supervision with responsibility for ensuring security compliance of persons and transportation systems/entities regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. Assists in the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy, or other acts of sabotage to transportation systems, facilities, and networks. As a TSI, the incumbent performs the full range of security compliance activities in a primary specialty and is cross-trained to perform specialized support functions in Aviation, Cargo, Canine and/or Surface Inspection. Incumbent may be assigned to work as part of FSD staff, in surface or domestic/international field offices with joint task forces, HQs or as a team lead as part of a multi-disciplinary team deployed to detect and mitigate security weaknesses. The care of the canine, including maintaining sanitary conditions in the kennels as well as ongoing canine training as mandated by TSA. The handler /canine are responsible for screening wide and narrow body aircraft, terminals, luggage, freight, warehouses, and vehicles and other venues as directed. Maintains necessary training records as identified by TSA and operates a government vehicle equipped with a kennel to transport the canine to various work sites and home. Conducts and participate in regular training with assigned working dog to maintain acceptable performance levels and will provide necessary health maintenance care, feeding/watering, and grooming of working dogs. Ensures assigned canine is correctly certified and accredited. Utilize the full potential of the dogs in all aspects of the particular initiative.
San Francisco (SFO) Kansas City (MCI) Rochester (ROC) Sioux Falls (FSD) Jackson Hole (JAC) Key West (EYW)	Transportation Security Manager	The Transportation Security Manager (TSM) is responsible for mitigating threats against civil aviation and other transportation modes. Manages one or more programs, as assigned by the Federal Security Director (FSD), Deputy FSD, or Assistant FSD, including, but not limited to, Checkpoints, Coordination Center, and/or Behavior Detection Officer (BDO) Screening of Passengers by Observational Techniques (SPOT) Program. Uses seasoned technical and program management expertise developed professionally and on-the-job shifts in operations, policies, and procedures. May serve as the manager in charge of TSA operations at an airport/transportation terminal, spoke locations(s), and/or shift(s), as assigned.

Airport	Job Title	Description
San Francisco (SFO) Kansas City (MCI) Rochester (ROC) Sioux Falls (FSD) Jackson Hole (JAC)	Transportation Security Inspector (Aviation)	Incumbent serves as a Transportation Security Inspector (TSI) working under supervision with responsibility for ensuring security compliance of persons and transportation systems/entities regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. Assists in the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy, or other acts of sabotage to transportation systems, facilities, and networks. As a TSI, the incumbent performs the full range of security compliance activities in a primary specialty and is cross-trained to perform specialized support functions in Aviation, Cargo, Canine and/or Surface Inspection. Conducts inspections of all transportation regulated parties, airports and aircraft operators and indirect air carriers, subject to federal regulations involving transportation security. Performs technical reviews, analyzes and makes appropriate recommendations concerning security measures promulgated through TSA approved security programs. Performs complex and technical inspections of all regulated parties to determine overall security posture and compliance. Monitors compliance with applicable security policies, regulations, and agreements to identify potential problem areas or deviations from prescribed standards. Provides assistance in ensuring overall adequacy, effectiveness, and efficiency of security posture and TSA approved security programs. Assists in planning and conducting outreach to encourage best security practices by regulated and non-regulated entities.

Airport	Job Title	Description
San Francisco (SFO) Kansas City (MCI) Rochester (ROC) Sioux Falls (FSD)	Transportation Security Inspector (Cargo)	Incumbent serves as a Transportation Security Inspector (TSI) working under supervision with responsibility for ensuring security compliance of persons and transportation systems/entities regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. Assists in the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy, or other acts of sabotage to transportation systems, facilities, and networks. As a TSI, the incumbent performs the full range of security compliance activities in a primary specialty and is cross-trained to perform specialized support functions in Aviation, Cargo, Canine and/or Surface Inspection. detect and mitigate security weaknesses. Conducts inspections of all parties, passenger air carriers that transport cargo, all-cargo air carriers, and Indirect Air Carriers (IAC), subject to federal regulations involving transportation security. Performs technical reviews, analyzes and makes appropriate recommendations concerning security measures promulgated through TSA approved security programs. Performs complex and technical inspections of all regulated parties to determine overall security posture and compliance. Monitors compliance with applicable security policies, regulations, and agreements to identify potential problem areas or deviations from prescribed standards. Provides assistance in ensuring overall adequacy, effectiveness, and efficiency of security posture and TSA-approved security programs. Assists in planning and conducting outreach to encourage best security practices by regulated and non-regulated entities.

Airport	Job Title	Description
San Francisco (SFO) Kansas City (MCI)	Transportation Security Inspector (Surface)	Serves as a Transportation Security Inspector (TSI) working under supervision with responsibility for ensuring security compliance of persons and transportation systems/entities regulated under Title 49 Code of Federal Regulation (CFR) Part 1500 series. Assists in the administration of critical and complex compliance and enforcement programs designed to ensure secure transportation and to protect the nation's public from terrorism, piracy, or other acts of sabotage to transportation systems, facilities, and networks. Administers surface transportation security initiatives across the Nation's Transportation System. Coordinates preventative measures, safeguards, and rapid response initiatives to ensure the secure and free flow of surface transportation assets across the Nation and to prevent instances of terrorism or other incidents. Assists surface transportation system stakeholders in solving problems and addressing concerns relative to the applicable security programs as well as current and relevant TSA Security Directives and regulatory requirements. Responsible for conducting, reviewing and analyzing assessments reports and testing results with special attention to identifying unusual trends or action that appear to have potential for developing a security problem. Assists in the development of security mitigation measures for transportation systems. Establishes goals and tracks progress of required inspection/assessment activities within assigned area of responsibility. Provides technical input to the AFSD, FSD or HQs staff as applicable.
San Francisco (SFO)	Transportation Security Specialist Explosives (BAO)	Manages local Bomb Appraisal Officer (BAO) Program and serves as technical consultant for the assigned Federal Security Director and subordinate managers on all issues involving explosives, improvised explosive devises (IEDs), and Chemical, Biological, Radiological, and Nuclear (CBRN) threats and/or coordinates the intermodal explosives security program within their area of responsibility.
San Francisco (SFO)	Transportation Security Manager (Coordination Center)	The Transportation Security Manager (TSM) is responsible for mitigating threats against civil aviation and other transportation modes. Manages one or more programs, as assigned by the Federal Security Director (FSD), Deputy FSD, or Assistant FSD, including, but not limited to, Checkpoints, Coordination Center, and/or Behavior Detection Officer (BDO) Screening of Passengers by Observational Techniques (SPOT) Program. Uses seasoned technical and program management expertise developed professionally and on-the-job shifts in operations, policies, and procedures. May serve as the manager in charge of TSA operations at an airport/transportation terminal, spoke locations(s), and/or shift(s), as assigned.

Airport	Job Title	Description
San Francisco (SFO) Kansas City (MCI) Rochester (ROC)	Transportation Security Manager (BDO)	The Transportation Security Manager (TSM) is responsible for mitigating threats against civil aviation and other transportation modes. Manages one or more programs, as assigned by the Federal Security Director (FSD), Deputy FSD, or Assistant FSD, including, but not limited to, Checkpoints, Coordination Center, and/or Behavior Detection Officer (BDO) Screening of Passengers by Observational Techniques (SPOT) Program. Uses seasoned technical and program management expertise developed professionally and on-the-job shifts in operations, policies, and procedures. May serve as the manager in charge of TSA operations at an airport/transportation terminal, spoke locations(s), and/or shift(s), as assigned.

Explosive Detection Systems (EDS) / Explosive Trace Detection (ETD) Devices

Question: In TSA's Congressional Budget Justification, information is provided on the progress nationwide of deployment and facilities modifications for EDS/ETD systems at our Nation's airports. According to TSA, the following percentage of U.S. airports have *some* completed systems: CAT X, 100%; CAT I, 86%; CAT II, 91%; CAT III, 58%. However, according to the data, the following percentage of U.S. airports have *all* of their systems completed: CAT X, 61%; CAT I, 67%; CAT II, 79%; CAT III, 58%. When does TSA envision, per category, reaching 100% completion for *all* systems at each airport, assuming full funding of budget requests?

ANSWER: Assuming full funding of Explosion Detection System Purchase and Installation budget requests, the Transportation Security Administration (TSA) expects to reach 100 percent completion of all systems at each Category X through Category III airport as shown in the following table:

Airport Category	Completion Date (FY)
X	2026
I	2027
II	2024
III	2026

However, this is difficult to predict as TSA works with airports applying to Letters of Intent of Other Transactional Agreements. Currently TSA has accommodated most applications. If all airports that may desire in-line system applied, TSA could complete the systems in the 2020s.

Question: How many airports still use ETD for primary screening of checked baggage?

ANSWER: There are 41 CAT X-III airports and 142 CAT IV airports that use Explosives Trace Detectors for primary screening of some or all checked baggage.

Advanced Imaging Technology (AITs)

Question: Please provide the latest data on prohibited item seizures in AIT lanes, on average, vs. the traditional metal detector screening lanes at U.S. airports, as well as any other pertinent data to demonstrate the "significant increase in detection capabilities" claimed of AITs in TSA's budget request.

ANSWER: The Transportation Security Administration (TSA) only keeps data records on prohibited items that result in the completion of an incident report. Information about specific incidents and prohibited item discovery is Sensitive Security Information and cannot be released in this forum. TSA would be happy to provide this information separately.

Question: Press reports in 2010 carried extensive coverage of individuals rejecting AIT scanning in favor of pat-downs. Did TSA see a decrease in passenger acceptance rates during that time period? Please provide historical data on passenger acceptance rates before, during, and after that period, to include current passenger acceptance rates of AIT scanning devices.

ANSWER: With the added press coverage on Advanced Imaging Technology (AIT) screening and the new pat-down procedures, the Transportation Security Administration (TSA) did see a small decrease in passenger acceptance of the equipment. Prior to November 15, 2010 the opt out rate was 0.6 percent. From November 15, 2010 to the present, it increased to 1.4 percent. This constitutes an opt out rate of 1.1 percent for the past year.

Opt Out Percentage

3/1/10 - 11/15/10	0.6%
11/15/10- 1/1/11	1.4%
1/1/11 - Present	1.4%
3/1/10 - Present	1.1%

Question: Assuming successful testing of Automated Target Recognition (ATR) technology at pilot locations, by what date does TSA anticipate full refurbishment of existing AITs to include ATR technology?

ANSWER: The Transportation Security Administration (TSA) recently completed operational testing of Automatic Target Recognition (ATR) on L3 Communications Advanced Imaging Technology (AIT) units at Las Vegas McCarran International Airport (LAS), Ronald Reagan National Airport (DCA), and Hartsfield-Jackson Atlanta International Airport (ATL). Pending successful pilot results, TSA intends to deploy the ATR upgrade on the 239 millimeter wave AITs with completion in early fall 2011.

Question: In your testimony, you stated with regard to AITs vs. ATR-equipped AITs that "we are getting, we believe, the same level of security. It is just an improved process, particularly as it relates to privacy." Has initial testing shown that ATR-equipped AITs are no more effective at spotting threat items than operators at non-ATR AITs? Please provide additional information, if any, on the expected security impact of ATR technology, in addition to privacy impacts.

ANSWER: The Transportation Security Administration (TSA) is currently compiling operational test results from the Automatic Target Recognition (ATR) pilots conducted at Las Vegas McCarran International Airport (LAS), Ronald Reagan National Airport (DCA), and Hartsfield-Jackson Atlanta International Airport (ATL). Initial reports confirm that ATR-equipped AITs provide a comparable level of security to non-ATR AITs. ATR software enhances privacy by eliminating passenger-specific images and instead auto-detects potential threat items and indicates their location on a generic outline of a person.

Canine Units

Question: Please submit a table showing where TSA is using canine detection units (including as part of VIPR teams); their numbers and locations in fiscal year 2010 and planned for fiscal years 2011-12.

ANSWER:

Explosives Detection Canine Team Assignments	**FY10**	**FY11/12**
AVIATION: # *State & Local Law Enforcement-led teams*	**422** *@ 78 airports*	**422** *@ 78 airports*
MULTI-MODAL: # *State & Local Law Enforcement-led teams*	**46** *@ 4 locations*	**46** *Locations TBD*
PROPRIETARY MULTI-MODAL: # *Federal*	**45** *@ 17 locations*	**45** *@ 17 locations*
CARGO-CENTRIC: # *State & Local Law Enforcement-led teams*	**50** *@ 21 airports*	**50** *@ 21 airports*
PROPRIATARY CARGO-CENTRIC: # *Federal*	**120** *@ 20 airports*	**120** *@ 20 airports*
MASS TRANSIT/MARITIME: # *State & Local Law Enforcement-led teams*	**117** *@ 17 locations*	**117** *@ 17 locations*
PASSENGER SCREENING CANINE TEAMS: # *Federal-led teams*	**0** *Locations N/A*	**100** *Locations TBD*
TOTAL NUMBER OF CANINE TEAMS	**800**	**900**

During fiscal year (FY) 2010, the Visible Intermodal Prevention and Response (VIPR) program conducted 3,208 operations that included canine detection units, either provided by the Transportation Security Administration (TSA) or by local law enforcement. Of these operations, 1,175 were conducted in aviation locations and 2,033 of the operations were conducted in surface locations. The operations were conducted broadly across the Nation, with at least one VIPR canine operation conducted in the areas of responsibility (AOR) for 116 of the Federal Security Director (FSD) offices.

A table showing where TSA is using canine detection units (including as part of VIPR teams); their numbers and locations in Fiscal Year (FY) 2010 and planned for FYs 2011-12 is considered sensitive security information and can be discussed during a briefing on this topic at your convenience.

With regard to FY 2011 – 2012, TSA can provide a briefing upon request for future operation totals and locations.

Question: Please briefly describe the TSA canine program, including where they are acquired and trained.

ANSWER: The National Explosives Detection Canine Team Program (NEDCTP) is a congressionally mandated program and operates under The Homeland Security Act of 2002, H.R. 5005-8, P.L. 107-296 and the Aviation and Transportation Security Act (ATSA), Public Law 107-71, specifically 49 U.S.C. § 114(m) of the Aviation and Transportation Security Act. The Transportation Security Administration (TSA) canine program develops, trains, deploys, and certifies explosives detection canine teams to deter and detect the introduction of explosive devices in to the transportation system. TSA prepares both proprietary (federal, TSA-led teams) and State and local law enforcement canine teams by providing initial training through the NEDCTP course at Lackland Air Force Base in San Antonio, Texas. TSA-certified explosives detection canine teams are deployed in support of day-to-day activities within the airport and mass transit environment to search aircraft, vehicles, terminals, warehouses (cargo), luggage, and subway systems.

The NEDCTP provides TSA-certified canines, training for the canines and handlers, training aides, explosive storage magazines, annual re-certification of the canine teams, and partial reimbursement for approved State and local participating canine teams through Other Transaction Agreements.

TSA has a long standing partnership with the Department of Defense (DoD) and acquires the majority of its canines through DoD, utilizing an Intra Agency Agreement. In addition, the TSA Canine Breeding and Development Center, also known as the "Puppy Program" breeds and evaluates puppies to determine their suitability for explosives detection work.

Transit Security Grants

Question: Administrator, the history of the transit security grant program is one of chronically delayed expenditures. While there has been some very marginal improvement, it is very slight.

After $1.5 billion in appropriations since fiscal year 2006, only about $122 million -- about 8 percent – has been drawn down. Why does this problem persist?

ANSWER: The Transit Security Grant Program is a reimbursable grant program. Therefore, grantees must spend the money before requesting drawdown from the Federal Emergency Management Agency (FEMA). While drawdown (spend) rates provide valuable information, project implementation can be well under way before any drawdown occurs, particularly for capital projects.

There are differences between operational and capital projects that affect how the funds are drawn down. Operational projects include activities such as training, drills and exercises, public awareness campaigns, and canine and mobile screening teams. This funding typically is spent and drawn down throughout the entire period of performance. Conversely, drawdown for capital projects typically does not occur until implementation is complete, or about two to three years after the grantee is authorized to begin the project. This is due to the complexity of the capital project process, which includes completing design work, purchasing equipment, installing the equipment, and final acceptance testing.

Question: What are TSA and FEMA doing to get this funding out?

ANSWER: Based on prior years' experience, the Transportation Security Administration (TSA) has streamlined its processes, including those for review and approval of grant projects, and has supported the Federal Emergency Management Agency (FEMA) to get the money to the grantees more quickly.

To date, FEMA has disbursed more than $267,800,000 to awardees for FYs 2006-2010 TSGP projects, and significant improvements have been made to provide funds faster to grantees. The release of funds process requires acceptance of the award, final budget approval, and Environmental Planning and Historical Preservation (EHP) clearance. All of these actions are dependent on response and information collected from the grantee, as well as internal FEMA processes. Specifically, actions FEMA has taken to increase spending rates include:

- Improved efficiency with EHP review: Efficiency improved within the EHP and budget review processes themselves, and also by providing EHP training to grantee Project Managers. The EHP effort alone decreased the average project review time from 10 days in FY 2009 to 4 days in FY 2010.
- Phased the release of planning and design funds prior to the removal of EHP holds, which provided grantees with the ability to begin projects and draw down sooner.
- TSGP Program Analysts completed 37 on-site monitoring visits in FY 2010; this was a significant increase from the 3 visits completed in FY 2009. While on the monitoring visits Program Analysts worked with individual grantees to provide guidance and suggest strategies on project completion, how to access funds, and expedite the process of drawing down funds.

Training Mandates for Transit Workers

Question: What is the status of the TSA rulemaking for implementing security training of surface mode employers (public transportation and passenger railroads), as required by the 9/11 Act? How does such training relate to TSA's Intermodal Security Training Exercise Program (I-STEP) program?

ANSWER: The Transportation Security Administration (TSA) is developing a Notice of Proposed Rulemaking (NPRM) for security training that will complement the Intermodal Security Training and Exercise Program (I-STEP). The training requirements will be integrated into each I-STEP exercise, providing an opportunity for the Transportation Security Administration (TSA) and participating entities to evaluate the effectiveness of training received pursuant to regulatory requirements.

Standoff Detection

Question: Last year TSA testified that advanced technology systems for standoff detection were ideally for use in intermodal and surface transportation environments, rather than for passenger aviation, and that it would move to add these systems to the Authorized Equipment List for the TSA transportation security grants programs by the end of FY 2010. Have airports or transportation agencies acquired such systems, and if so, have they been deployed? Is TSA gathering operational performance data about such systems?

ANSWER: At this time, standoff detection systems have not been deployed. Subsequent to the Transportation Security Administration's (TSA) testimony, the vendor of the qualified system at that time terminated the product line.

TSA is evaluating additional standoff detection systems to determine effectiveness and suitability for use in surface transport environments, with the goal of qualifying both additional technologies and additional suppliers.

At this time, TSA is not gathering operation performance data due to termination of the original qualified product line. TSA is however, evaluating alternative solutions.

TSA Role in Improving Physical Security at Airports

Question: The FY12 budget proposes $373 million and 1,800 positions for Aviation Regulation and Enforcement, a 44% rise in funding and 52% rise in staff over FY10 enacted levels. This includes funding for between 800 and 900 Transportation Security Inspectors who inspect and enforce security standards and compliance at 450 domestic airports and 550 foreign ones. How have TSA, with its TSI workforce, helped State and local airport authorities maintain a satisfactory level of physical security? Where failures occur, has TSA acted quickly to help identify underlying problems?

ANSWER: The Transportation Security Inspectors (TSI) play a critical role in ensuring local airports are in compliance with established security regulations. In addition to conducting

inspections to determine that airports are in compliance with the regulations, TSIs also provide advice and best practices on how airports can meet their requirements. TSA inspections include comprehensive, overarching reviews of an airport's entire security posture, tests of various security measures to ensure that those measures in place are adequate to prevent against an adversary's ill intent, as well as special emphasis assessments and outreach activities.

TSIs conduct follow up inspections in short order after a failure has been identified to ensure that the corrective measures put in place are adequate and properly address the deficiencies that have been discovered.

Question: There have been a number of reports on breakdowns in airport physical security. First, case of 16-year-old Delvonte Tisdale, and his apparent entry into secure areas at Charlotte airport, a case Secretary Napolitano said last week indicated "a breakdown"; second, the incident in August 2010 where a truck rammed a fence at Dallas Love Field and entered the tarmac, something news reports show happened at least 20 times in the past five years; and in March, a report of a quarter mile gap in the JFK Airport security perimeter fence, and no regular security patrols. Similar reports have been published about Los Angeles, Chicago, and Phoenix airports. How you respond to these reports? Is TSA equipped to identify and find solutions for such problems in airport security planning and operations?

ANSWER: The Transportation Security Administration (TSA) responds to and evaluates every incident. Where appropriate, regulatory inspectors initiate enforcement action for violations. When there is no clear violation, but a security vulnerability, TSA provides best practices and partners with stakeholders to increase the airport's overall security posture. TSA ensures appropriate mitigation steps are taken in order to prevent a recurrence of any security breach.

TSA's regulatory inspection program identifies airport security vulnerabilities and then helps identify solutions to those vulnerabilities. The inspection program is broad and involves the assessment and inspection of more than 450 U.S. airports, 550 foreign airports, and over 1,500 domestic and international air carriers that operate in the United States. To ensure the adequacy and integrity of security at airports, Transportation Security Inspectors (TSIs) evaluate multiple aspects, such as airport security identification systems, surveillance systems, physical security of aviation facilities and aircraft, law enforcement response capabilities, and other airport access control capabilities (which include evaluating the types of fences, lighting, and locks used). Based on these assessments and inspections, TSIs recommend security enhancements or civil penalty action, as appropriate.

Question: The recent bombing at the Moscow airport reminds us that airport concourses are highly vulnerable. What role does TSA play in helping U.S. airports make such public areas more secure?

ANSWER: In addition to developing security measures and requiring U.S. commercial airports to implement those measures, the following Transportation Security Administration (TSA) initiatives assist U.S. airports in making public areas more secure. The Airport Innovative Security Measure Initiative is a project to develop a framework to assist commercial airport operators with resource allocation and risk assessment decisions. This effort includes the

collection and study of innovative security measures at a range of commercial airports, the development of a tool designed to assist airport operators with resource allocation decisions, and the development of an airport operator risk assessment tool. This initiative facilitates a range of vulnerability and resource of considerations, including the terminal fronts and public areas of airports, to include methods of vehicle intrusion prevention, suspicious activity detection, and blast protection.
TSA Recommended Guidelines for Airport Planning, Design and Construction is a TSA product, which focuses on best practices with the intent to assist airport operators with incorporating security elements in planning, design and construction efforts. The document contains security information related to internal and external facility protection, which includes the public area.

Watchlist Capability vs. Cost

Question: What are the prospects for expanding TSA's ability to tap into all terrorist databases?

ANSWER: Currently, the Transportation Security Administration has access to the National Counterterrorism Center's Terrorist Identities Datamart Environment (TIDE) and the Terrorist Screening Center's Terrorist Screening Database (TSDB, the U.S. Government's consolidated terrorist watch list including the No Fly and Selectee List subsets). The TSDB contains biographic and biometric terrorist identities data that is exported to DHS screening agencies for use in their screening programs. TSA also has access to DHS's TECS database (formally known as the Treasury Enforcement Communications System, no longer an acronym) which allows our analysts to see non-aviation related border crossings. TSA also works with TSA's Transportation Threat and Credentialing (TTAC) Office in support of its vetting programs to assess the risk that these individuals represent, and to analyze the travel patterns of individuals on the No Fly and Selectee Lists. Access to these databases allows TSA-OI to assess the threat and risk to flights, airports, TSA personnel, and the transportation sector. TSA-OI also has excellent information sharing arrangements with the Central Intelligence Agency, National Security Agency, and Federal Bureau of Investigation. TSA is working with these partners to obtain access to additional datasets that will enhance our mission.

Question: What are the limits, chiefly in terms of costs, to expanding such watchlisting capability?

ANSWER: There would be costs associated with expanding the Transportation Security Administration's (TSA) Office of Intelligence's access to additional law enforcement data sources, namely costs associated with implementing technical connections between partner agencies and TSA facilities. TSA estimates that these connections could be established using existing resources.

Pipelines

Question: As part of its Surface Transportation Security mandate, TSA must complete facility inspections on the 100 most critical oil and gas pipelines. Given that 2.5 million miles of pipelines are aging, and seeing a record rate of dangerous and expensive spills and explosions, what is TSA's schedule for completing these inspections (your budget justification says TSA has just begun).

ANSWER: The Transportation Security Administration initiated physical security inspections of the critical facilities of the 100 most critical pipeline operators in November 2008. These inspections are scheduled to be completed in May 2011.

Question: What is TSA doing, in terms of staffing, scheduling and budget, to ensure its inspection force is able to prioritize efforts on pipelines at the greatest risk of structural failure or vulnerability to potential attacks?

ANSWER: In the execution of its pipeline security programs, the Transportation Security Administration's (TSA) personnel and budgetary resources are primarily focused on the highest risk systems. TSA has identified the pipelines of highest consequence based on the amount of energy transported, and ranked these systems based on threat and vulnerability. Pipeline safety considerations, such as structural failure, are under the purview of the Department of Transportation's Pipeline and Hazardous Materials Safety Administration.

Transportation Threat and Credentialing – Infrastructure Modernization (TIM)

Question: TIM is estimated to cost $571 million through 2018, with funding from appropriations and fees; it is to bring into one system the multiple stages and types of credential and security vetting programs run through TSA. But it is still in the early stage of development, awaiting completion of business architecture and functional requirements. It must also dovetail with plans for a new fee rule for all vetting programs in order to go forward. If TIM is delayed, however, which seems possible, it would slow implementation of security vetting groups such as freight rail and mass transit workers. Please provide for the record an updated schedule for the TIM project, taking into account current funding levels and the FY12 request.

ANSWER: The program is on schedule to meet the Department of Homeland Security Acquisition Review Board's decision (Event 2a milestone review) in April 2011 to move forward with requests for proposals to begin soliciting development bids from vendors. Based on Fiscal Year 2011 full year continuing resolution funding levels and the Fiscal Year (FY) 2012 request, the TIM contract award is anticipated in October 2011 with the Initial Operational Capability anticipated in the 4th Qtr of FY 2013. This is projected to coincide with the anticipated release of the Universal Rule.

Liquid Detection Technologies

Question: In 2010 TSA began AT X-ray testing, with the initial focus on bulk explosives, and last year testified that it would work with vendors to introduce liquid detection algorithms when they became available. What is the status of efforts to develop such algorithms and close the "detection gap" for liquids, aerosols, and gels?

ANSWER: The Transportation Security Administration (TSA) continues to work with the Advanced Technology X-ray (AT2) vendors to enhance detection algorithms in order to close the detection gap for liquids, aerosols, and gels. TSA anticipates industry will be able to provide this capability by fiscal year 2012.

Question: For FY 2011and requested in FY 2011, please identify separate and distinct figures for screeners, lead screeners, supervisory screeners, bomb appraisal officers, travel document checkers, behavior detection screeners, and ADASPs, using the format for full-time equivalents provided the subcommittee last year.

ANSWER:

FTE By Job Title

Job Title	FY 2011 FTE	FY 2012 FTE
TSOs	31,636	33,911
Lead/Master	6,615	6,615
Supervisory/Expert TSOs	4,850	4,850
BDOs	2,986	3,161
BAOs	406	406
Managers	1,137	1,192
TOTAL	47,630	50,135

TSO FTE Allocated to Security Duties

Job Duty	FY 2011 FTE	FY 2012 FTE
TDC	2,001	2,001
ADASP	1,654	1,654
BDOs	2,986	3,161
BAO	406	406
Checkpoint / Other	40,583	42,913
TOTAL	47,630	50,135

Question: Provide a table of the standard personal cost for hiring new screeners, bomb appraisal officers, behavior detection officers, and travel document checkers, by program, project and activity for fiscal year 2012.

ANSWER:

Transportation Security Officers and Travel Document Checkers							
Description	Screener PC&B	Screener Training and Other	Airport Mgmt.	Human Capital	HQ Admin	IT Apps	**Grand Total**
Personnel Comp. and Benefits	52,000		400				**52,400**
GSA Rent			1,350				**1,350**
Background Investigations / Health & Safety					1,800		**1,800**
Recruitment Costs / Drug Test				7,900			**7,900**
Payroll Services						200	**200**
Training		7,300					**7,300**
Consumables/ Supplies/ Uniforms		850					**850**
Equipment/ Computer Network						825	**825**
Total Operating Expenses	-	8,150	1,350	7,900	1,800	1,025	**20,225**
Grand Total	**52,000**	**8,150**	**1,750**	**7,900**	**1,800**	**1,025**	**72,625**

Behavior Detection Officers							
Description	Screener PC&B	Screener Training and Other	Airport Mgmt.	Human Capital	HQ Admin	IT Apps	**Grand Total**
Personnel Comp. and Benefits	84,000		400				**84,400**
GSA Rent			1,350				**1,350**
Background Investigations / Health & Safety					1,800		**1,800**
Recruitment Costs / Drug Test				7,900			**7,900**
Payroll Services						200	**200**
Training		9,400					**9,400**
Consumables / Supplies/ Uniforms		600					**600**
Equipment/ Computer Network						825	**825**
Total Operating Expenses	-	10,000	1,350	7,900	1,800	1,025	**22,075**
Grand Total	**84,000**	**10,000**	**1,750**	**7,900**	**1,800**	**1,025**	**106,475**

Transportation Security Specialists - Explosives (Formerly Bomb Appraisal Officer)							
Description	Screener PC&B	Screener Training and Other	Airport Mgmt.	Human Capital	HQ Admin	IT Apps	**Grand Total**
Personnel Comp. and Benefits			107,900				**107,900**
GSA Rent			1,350				**1,350**
Background Investigations / Health & Safety					4,450		**4,450**
Recruitment Costs / Drug Test				7,900			**7,900**
Payroll Services						200	**200**
Training			22,500				**22,500**
Consumables / Supplies/ Uniforms			750				**750**
Equipment/ Computer Network						5,200	**5,200**
Total Operating Expenses	-	-	24,600	7,900	4,450	5,400	**42,350**
Grand Total	-	-	**132,500**	**7,900**	**4,450**	**5,400**	**150,250**

Bomb Appraisal Officers

Question: Please provide a table, similar to that provided last year, showing TSO attrition rates for both full and part-time screeners on an annual basis for fiscal years 2009-2010, and estimated for 2011-12. Also, please compare rates by airport categories (Cat X, I, II, III and IV).

ANSWER:

Transportation Security Officer (TSO) Attrition by Work Schedule

	FY09	FY10	FY11 YTD (ANNUALIZED)*
Full-Time ONLY	7.1%	5.8%	5.0%
Part-Time ONLY	19.2%	16.5%	16.4%
TOTAL	10.0%	8.3%	7.7%

Total TSO Attrition by Airport Category

	FY09	FY10	FY11 YTD (ANNUALIZED)*
X	10.3%	7.8%	7.7%
I	9.4%	8.4%	7.6%
II	9.9%	8.8%	8.1%
III	11.2%	11.8%	7.2%
IV	8.7%	9.2%	8.0%
TOTAL	10.0%	8.3%	7.7%

*** - FY11 YTD attrition computed through 12/18/2010**

Transportation Security Officer (TSO) attrition rates provided are for all paybands (D, E, F, G) and all reasons (voluntary, involuntary).

Where rates are computed separately for full-time TSOs, part-time TSOs and total TSOs, the computations are:

- Full-time = Full-time TSO separations divided by average full-time TSO headcount during the period cited
- Part-time = Part-time TSO separations divided by average part-time TSO headcount during the period cited

Total = All TSO separations divided by average total TSO headcount during the period cited

Question: How many domestic and international Transportation Security Inspectors for Air Cargo (TSI-C) were on board as of the end of fiscal year 2010, and do you expect to have on-board by the end of fiscal years 2011-12?

ANSWER:

Cargo			
	2010 Actual	**2011 Planned**	**2012 Planned**
Domestic	584	620	620
International	10	10	10

General Aviation

Question: On February 18, 2010, a small plane crashed into the IRS building in Austin, Texas. Subsequently, TSA awarded a contract to the Homeland Security Studies and Analysis Institute to study the crash, and indicated it would use the HSSAI analysis to determine what additional regulatory action might be needed. What additional regulatory action was taken or is planned?

ANSWER: In addition to this recent analysis, the Transportation Security Administration (TSA) previously worked with the Homeland Security Studies and Analysis Institute on the General Aviation (GA) Risk Assessment study in 2007, which determined the impact of different aircraft weights when used as a weapon. The most recent study confirmed data that was initially determined in the 2007 study, but also gave TSA new insight on impact/damage analysis. The results from both studies are being utilized as TSA moves forward with policy decisions. TSA is preparing a Supplemental Notice of Proposed Rulemaking that will propose regulations for certain general aviation aircraft. The study is informing the policy decisions TSA is making for this proposed rule.

Aviation Regulation and Other Enforcement

Question: Please provide the number of inspectors on-board under aviation regulation and other enforcement for fiscal year 2010 and planned for in fiscal years 2011 and 2012.

ANSWER:

Aviation Regulation			
	2010 Actual	**2011 Planned**	**2012 Planned**
Domestic	743	855	855
International	45	45	45

Question: Last year you indicated that you expected to complete a final rule on repair stations, and implement new security regulations. What is the status of this regulatory action?

ANSWER: For the last several years, the Administration has been working on implementing a regulation for the inspection of FAA-certified repair stations located within the United States and abroad. Throughout the rulemaking process, TSA has engaged the repair station operators and associations through meetings and site visits and has incorporated their input into the Final Rule. TSA has recently completed the Aircraft Repair Station Final Rule text and has initiated internal coordination of the document. Due to the complexity of the rulemaking process, TSA does not have a firm date for publication of the Final Rule; however, it is anticipated publication will occur during calendar year 2011.

Question: Please provide the numbers of inspectors for foreign and domestic repair stations on-board in fiscal year 2010 and expected to be on-board at end of fiscal years 2011-12.

ANSWER:

Repair Station Inspection			
	2010 Actual	**2011 Planned**	**2012 Planned**
Domestic	3	3	3
International	15	15	15

Federal Flight Deck Officer and Flight Crew Training

Question: Please provide a table that breaks out the fiscal year 2012 budget request of $25,461,000 for federal flight deck officers training to show how much is for new and how much is for recurring training. For comparison purposes, this table should show both fiscal year 2010 actual, 2011 enacted and 2012 request. Please also list the numbers of volunteer trained for each year.

ANSWER: Please see the following table.

		FY 2010 ($ in thousands)		FY 2011 ($ in thousands)		FY 2012 ($ in thousands)	
Program	**Activity**	**Actual**	**Number Trained**	**Full Year CR Budget**	**Number of Planned Training Sessions**	**Requested Budget**	**Number of Planned Training Sessions**
Federal Flight Deck Officers	Payroll	$4,385		$4,958		$6,752	
	Operating Expense	$5,327		$4,621		$2,868	
	Initial Training*	$1,456	542	$17	650	$567	250
	Recurrent Training	$11,734	17,367-Bi-Annual Firearms Requalification's; 1,960 Recurrent Training	$14,125	19,000-Bi-Annual Firearms Requalification's; 4,000 Recurrent Training	$13,847	19,500 Bi-Annual Firearms Requalification's; 4,000 Recurrent Training
Crew Member Self Defense		$1,679		$1,427		$1,427	
	Total	**$24,581**		**$25,148**		**$25,461**	

* The FY 2010 Initial Training amount of $1.4 M listed above will support the initial training taking place in FY 2011. The actual Initial Training cost for FY 2010 was $1.2M and utilized FY 2009 funding.

Transportation Security Support

Question: Please provide a chart showing FTEs and amounts requested for each office within Transportation Security Support, to include the Administrator, Internal Affairs, Chief Counsel, Finance and Administration, Legislative Affairs, Acquisition, Special Counselor, Communications, Human Capital, and Operational Processes and Technology. The chart should display actual funding levels and FTEs for fiscal years 2009-10, and planned levels for fiscal years 2011-12. If there have been changes in the organization or its missions, please provide revised mission statements.

ANSWER: Please see the following chart.

Transportation Security Support
FY 2009 to FY 2012

(Dollars in Millions)

Office	FY 2009 (Enacted)				FY 2010 (Enacted)				FY 2011 Full Year C.R.				FY 2012 President's Request			
	FTE	PC&B	Non-PC&B	Total	FTE	PC&B	Non-PC&B	Total	FTE	PC&B	Non-PC&B	Total	FTE	PC&B	Non-PC&B	Total
Assistant Secretary	12	1.7	0.9	2.6	11	1.7	0.8	2.5	11	1.4	0.8	2.2	11	1.5	0.8	2.3
Deputy Assistant Secretary	32	2.3	3.0	5.3	23	3.1	2.9	6.0	23	3.2	2.4	5.6	24	3.3	2.7	6.0
Inspection	199	33.2	5.1	38.3	197	35.1	5.3	40.4	197	35.1	5.2	40.3	215	36.3	10.1	46.4
Chief Counsel	197	33.9	0.8	34.7	197	32.5	2.5	35.0	193	31.7	2.3	34.0	214	34.0	3.8	37.8
Finance & Administration	176	23.2	111.7	134.9	199	26.2	114.2	140.4	201	27.6	112.9	140.5	236	29.8	165.9	195.7
Legislative Affairs	8	0.9	0.1	1.0	8	1.0	0.1	1.1	9	1.1	0.1	1.2	15	1.8	0.2	2.0
Acquisition	125	14.8	8.0	22.8	131	14.0	9.1	23.1	140	15.2	7.8	23.0	162	19.3	7.9	27.2
Special Counselor	95	11.7	11.3	23.0	108	13.5	9.1	22.6	114	14.1	8.4	22.5	125	15.0	9.6	24.6
Strategic Communications & Public Affairs	28	4.4	1.7	6.1	30	3.8	2.0	5.8	37	4.8	0.9	5.7	36	4.8	1.0	5.8
Global Strategies				-	3	0.3	-	0.3	3	0.3	-	0.3	0	-	-	-
Security Operations				-	0	-	-	-	1	0.1	-	0.1	0	-	-	-
Office of Law Enforcement (background inv. & physical sec.)	6	0.8	26.7	27.5	41	3.5	25.7	29.2	71	7.6	27.0	34.6	143	19.5	40.9	60.4
Human Capital	220	29.2	199.9	229.1	222	32.1	208.1	240.2	234	33.4	200.2	233.6	235	41.1	223.2	264.3
Total	**1,098**	**156.1**	**369.2**	**525.3**	**1,170**	**166.8**	**379.8**	**546.6**	**1,234**	**175.6**	**368.0**	**543.6**	**1,416**	**206.4**	**466.1**	**672.5**

Positions and funding for the positions for Finance & Administration, Acquisition, and Law Enforcement were realigned from the Aviation Security Appropriation PPAs. The positions are from converting contracts funded under the Aviation appropriation.

Funding for Security Operations, Operational Process & Technology, and Global Strategies were realigned to other PPAs in the Aviation Security Appropriation.

Funding for the Working Capital Fund is included under Finance and Administration: FY 2009 - $36.1, FY 2010 - $39.0, FY 2011 - $42.8, FY 2012 - $73.9; and Human Capital: FY 2012 - $4.9

Mission Statements are as follows:

Assistant Secretary

The Assistant Secretary's Office provides strategic direction, policy guidance, and external representation of the Transportation Security Administration.

Deputy Assistant Secretary

The Office of the Deputy Assistant Secretary manages the day to day operations of the agency.

Inspection

The Office of Inspection identifies vulnerabilities in security systems through operational testing; ensures the effectiveness and efficiency of the TSA's operations and administrative activities through inspections and internal reviews; and ensures the integrity of TSA's workforce through impartial and comprehensive special investigations.

Chief Counsel

Attorneys and staff of the Office of Chief Counsel (OCC) provide legal advice and services to all TSA programs and operational components in critical areas, including: procurement and acquisition, regulations and standards, enforcement and incident management (including criminal and civil enforcement, international operations, vetting and credentialing, and support to the Federal Air Marshal Service (FAMS), employment and civil rights, labor law, fiscal and ethics law, information law, legislation and authorities, and litigation. Approximately one-half of OCC attorneys and staff are physically located with TSA's field operations at our Nation's airports, FAM locations and TSA mission support centers and over three-quarters of OCC's resources are focused on TSA operational field legal issues.

Finance & Administration

The Office of Finance and Administration is responsible for providing TSA with essential administrative, revenue, budget, and financial services to support the program responsibilities of TSA.

Legislative Affairs

The Office of Legislative Affairs (OLA) in coordination with the Department's Office of General Counsel and the Department's Office of Legislative Affairs, develops and implements strategies within the agency to achieve congressional approval or authorization of the agency's programs and policies, furthering the agency's mission of protecting the nation's transportation network. OLA acts as the principal liaison between the agency and Congress, with the primary responsibility of providing timely, accurate information about the agency, its programs, and its policies. Through professionalism and customer service, OLA seeks to cultivate relationships

thereby developing trust, confidence, and friendship with our colleagues in Congress, enabling the free flow of information between the two bodies.

Acquisition

The Office of Acquisition provides mission-focused acquisition and contract services to support TSA. The Office of Acquisition primarily functions as the business advisor and consultant for the planning, award and management of TSA's acquisition program. As such, the Office of Acquisition partners with program offices to provide TSA with critical services and technology through contracts and other business agreements. The Office of Acquisition builds sound business judgment into mission solutions, and ensures the wise stewardship of taxpayer dollars while securing public trust.

Special Counselor

The Office of the Special Counselor is dedicated to delivering quality information to TSA's stakeholders, both internal and external, and ensures that employees and the traveling public are treated in a fair and lawful manner, consistent with federal laws and regulations governing privacy, information sharing, redress, civil rights, and civil liberties.

Strategic Communications and Public Affairs

The Office of Strategic Communications and Public Affairs serves as the Agency's buttress in protecting the Nation's transportation systems by providing full and appropriate information about the policies and security measures implemented. The office also fosters broad public understanding of the methods and impact of transportation security to promote effectiveness and contribute to TSA's commitment to customer service.

Human Capital

The Office of Human Capital (OHC) develops and manages best practice, results-oriented programs that ensure TSA's human capital strategy and services support TSA's mission, goals and objectives, achieves alignment with the DHS Chief Human Capital Officer (CHCO) goals, and facilitates the management and improvement of employee and organizational performance. Additionally, OHC develops the human capital policy agenda, establishes priorities, monitors progress, and coordinates and evaluates results related to all policy development for senior leadership approval. OHC also serves as TSA's representative on DHS CHCO Council and coordinates TSA membership on Departmental working groups.

Office of Law Enforcement

The Office of Law Enforcement administers the funds for background investigations and physical security. Personnel Security schedules and adjudicates background investigations and grants security clearances to TSA employees and contractors. Physical security ensures the safety of all TSA employees and guests at all TSA facilities, including the Headquarters buildings.

Reception and Representation

Question: Please list TSA expenditures for reception and representation purposes in fiscal year 2010, fiscal year 2011 to date; planned for the remainder of fiscal year 2011; and the total level of expenses anticipated in fiscal year 2012. Please provide detail on each expenditure.

ANSWER: In fiscal year (FY) 2010, the Transportation Security Administration (TSA) spent $6,341 for reception and representation purposes. As of March 31, 2011, $9,986 was expended for these same purposes (including both FY 2010 and 2011 funding, available for two years). The balance of the funds will be used to host foreign dignitaries and senior officials, and international industry representatives. For FY 2012, TSA expects to spend $10,000 to host foreign dignitaries and international industry representatives.

Hiring

Question: Please list the number, by office and pay grade level, of all TSA employees hired non-competitively in fiscal year 2010, with an explanation why this approach was required or more advantageous to the government.

ANSWER: Please see the following chart.

Program Office	**Bands**											
	B	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**Total**
Law Enforcement/FAMS	2	10								1		13
Acquisition					2	2	4		4			12
Deputy Administrator										1		1
Chief Administrative Officer						1	1	2				4
Chief Financial Officer					2	2	1		3			8
Chief Information Officer							1	2	5	2		10
Intelligence						2	4	2	2			10
Chief Counsel		1	3		1				2	8		15
Global Strategies						1	1					2
Human Capital		1	1	1	1	3				2		9
Legislative Affairs							1					1
Inspection									1			1
Operational Process Technology						2	2		6			10
Special Counselor			1	1	4	4	3		2			15
Security Operations							2	6	4	3		15
Communications and Public Affairs					1			1	1			3
Threat Assessment and Credentialing					5	2			4	2	1	14
Transportation Sector Network Management	7	1						3	1			12
Grand Total	**9**	**13**	**5**	**2**	**16**	**19**	**20**	**16**	**35**	**19**	**1**	**155**

TSA is an excepted service agency and under its personnel management system, non-competitive selections most often occur because:

- An individual is eligible for reinstatement to Federal service as a result of prior permanent position within any Federal agency;
- TSA, similar to other Federal agencies, has authority to direct hire documented hard to fill positions, such as cyber-security and acquisition positions, and other positions excepted from competition due to occupation, e.g., attorney positions.
- TSA may hire temporary employees when the need to fill a position is temporary or urgent, or to fill behind a permanent employee who is on extended leave, military leave, or a long-term temporary assignment. (A non-competitive temporary appointment does not provide an employee with eligibility for conversion to a permanent appointment.)

Contracts

Question: Please provide for the record, the number of noncompetitive contracts TSA entered into in fiscal year 2010 and, if feasible, that it anticipates it will enter into in fiscal years 2011 and 2012, and indicate why TSA chose a non-competitive contract. Please delineate other transactional agreements and purchases made from the GSA approved listings.

ANSWER: See table below for fiscal year (FY) 2010 information:

Non-Competitive Contract Awards and Explanation	
Category	**FY10 QTY**
Contracts	
Authorized by Statute	27
Only One Source/Unique Source	7
Under Simplified Acquisition Threshold	2
GSA Schedules	
Authorized by Statute	2
Follow-on	1
Only One Source/Unique Source	2
Under Simplified Acquisition Threshold	2
Other Transactions Agreements	0
Total	43

In FYs 2008, 2009, and 2010, TSA competitively awarded 71%, 73%, and 78.59%, respectively, of contract dollars and is on track to meet the Department of Homeland Security established competition goal of 74% in FY 2011. However, specific estimates for FYs 2011 and 2012 are not feasible.

While Other Transaction Agreements are not competed in accordance with the Federal Acquisition Regulation, they are awarded using a competitive process based on risk and other factors.

Question: In total, how much of your FY 2010 awards were competitive? Please answer in dollar amount and percentage.

ANSWER: In fiscal year 2010, 78.59 percent of awarded dollars or $1,544,269,001 were executed on a competitive basis.

Question: Update and submit, through the most recent month available, the list provided in last year's hearing record regarding Sole Source Contracts. Organize by contractor, purpose, appropriation account, dollar award, full performance value, contract start date, contract end date, and reason for sole-source.

ANSWER: See table below, which updates last year's hearing record to identify only new contracts awarded since its submission. Previous to this year's update, appropriation account information was not collected and therefore cannot be provided at this time.

See chart below.

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ICI SERVICES CORPORATION	COMPUTER FACILITIES MANAGEMENT SERVICES	$436,500.00	$2,301,458.00	03/31/2010	03/31/2015	AUTHORIZED BY STATUTE
MEGA NA, INC.	SOFTWARE PUBLISHERS	$74,696.00	$74,696.00	04/01/2010	02/28/2011	BRAND NAME DESCRIPTION
NEC CORPORATION OF AMERICA	ALL OTHER TELECOMMUNICATIONS	$11,579.32	$23,158.64	04/01/2010	03/31/2011	ONLY ONE SOURCE - OTHER
ENTEREZA, INC	OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES	$181,248.00	$181,248.00	04/13/2010	04/12/2011	AUTHORIZED BY STATUTE
BAYFIRST SOLUTIONS LLC	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	$443,519.71	$980,985.37	04/22/2010	04/21/2013	AUTHORIZED BY STATUTE
MIRACLE SYSTEMS LLC	OTHER ACCOUNTING SERVICES	$2,171,399.74	$3,414,597.23	05/07/2010	04/10/2011	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BEARSKIN SERVICES	OFFICE ADMINISTRATIVE SERVICES	$62,528.88	$62,528.88	05/27/2010	05/28/2010	AUTHORIZED BY STATUTE
TREVOR L NEWMAN LIMITED LIABILITY COMPANY	FACILITIES SUPPORT SERVICES	$50,000.00	$50,000.00	05/28/2010	09/30/2011	AUTHORIZED BY STATUTE
E & E ENTERPRISES GLOBAL, INC.	SATELLITE TELECOMMUNICATIONS	$525,116.00	$1,591,932.00	06/18/2010	06/17/2011	AUTHORIZED BY STATUTE
SMART DATA SOLUTIONS, LLC	OFFICE ADMINISTRATIVE SERVICES	$70,161.48	$392,525.16	07/01/2010	06/30/2015	AUTHORIZED BY STATUTE
SIM-G TECHNOLOGIES LLC	OTHER COMPUTER RELATED SERVICES	$765,297.15	$765,297.15	07/09/2010	01/08/2011	FOLLOW-ON CONTRACT
GENERAL DYNAMICS ONE SOURCE LLC	LEGAL COUNSEL AND PROSECUTION	$103,871.72	$103,871.72	07/22/2010	08/31/2010	AUTHORIZED BY STATUTE
PREFERRED BUILDING SVC INC	JANITORIAL SERVICES	$28,710.00	$28,710.00	07/28/2010	10/31/2010	SAP NON-COMPETITION

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
SEKON ENTERPRISE, INC.	HUMAN RESOURCES CONSULTING SERVICES (2007), HUMAN RESOURCES AND EXECUTIVE SEARCH CONSULTING SERVICES (2002)	$967,209.60	$2,988,429.60	07/30/2010	07/29/2013	AUTHORIZED BY STATUTE
MILLENNIUM CORPORATION	OFFICE ADMINISTRATIVE SERVICES	$1,176,414.40	$2,387,849.60	08/03/2010	07/31/2012	AUTHORIZED BY STATUTE
CAMPBELLS JANITORIAL SERV	JANITORIAL SERVICES	$1,515.00	$1,515.00	08/31/2010	09/30/2010	AUTHORIZED BY STATUTE
COLBERT'S UNIQUE CLEANING SERVICE, INC.	JANITORIAL SERVICES	$21,972.24	$109,861.20	09/02/2010	09/30/2015	AUTHORIZED BY STATUTE
BAYFIRST SOLUTIONS LLC	DATA PROCESSING, HOSTING, AND RELATED SERVICES	$911,456.00	$911,456.00	09/08/2010	08/29/2011	AUTHORIZED BY STATUTE
MIRACLE SYSTEMS LLC	OTHER ACCOUNTING SERVICES	$634,594.48	$3,366,042.80	09/08/2010	09/14/2011	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BEACON GROUP LLC	HUMAN RESOURCES CONSULTING SERVICES (2007), HUMAN RESOURCES AND EXECUTIVE SEARCH CONSULTING SERVICES (2002)	$782,268.00	$3,499,998.00	09/17/2010	09/20/2013	AUTHORIZED BY STATUTE
PSPORTALS INC	COMPUTER AND COMPUTER PERIPHERAL EQUIPMENT AND SOFTWARE MERCHANT WHOLESALERS	$107,996.68	$253,660.66	09/20/2010	09/19/2013	UNIQUE SOURCE
IMTECH CORPORATION	COMPUTER SYSTEMS DESIGN SERVICES	$42,790.60	$211,029.30	09/21/2010	09/23/2014	ONLY ONE SOURCE - OTHER
IMTECH CORPORATION	COMPUTER SYSTEMS DESIGN SERVICES	$103,314.89	$106,974.34	09/21/2010	09/23/2012	ONLY ONE SOURCE - OTHER
S&W CONTRACTING OF W.N.Y., INC.	JANITORIAL SERVICES	$91,532.00	$489,216.00	09/21/2010	09/23/2015	AUTHORIZED BY STATUTE
CITY CLEANING CO INC	JANITORIAL SERVICES	$24,806.76	$24,806.76	09/22/2010	12/31/2010	AUTHORIZED BY STATUTE
BROWN, ROY & ASSOCIATES	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	$112,150.00	$112,150.00	09/22/2010	09/22/2011	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
KALEO CONSTRUCTION, LLC	COMMERCIAL AND INSTITUTIONAL BUILDING CONSTRUCTION	$201,615.95	$201,615.95	09/23/2010	02/18/2011	AUTHORIZED BY STATUTE
BOWHEAD SYSTEMS MANAGEMENT, INC.	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	$718,517.00	$718,517.00	09/24/2010	09/23/2011	AUTHORIZED BY STATUTE
EAGLE HILL CONSULTING, LLC	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	$497,301.42	$497,301.42	12/06/2010	10/09/2011	AUTHORIZED BY STATUTE
BROOALEXA LLC	JANITORIAL SERVICES	$184,600.00	$992,364.00	12/07/2010	12/07/2015	AUTHORIZED BY STATUTE
B3 SOLUTIONS, LLC	OTHER MANAGEMENT CONSULTING SERVICES	$1,125,427.20	$3,444,249.60	12/13/2010	01/03/2014	AUTHORIZED BY STATUTE
COVENANT AVIATION SECURITY LLC	SECURITY GUARDS AND PATROL SERVICES	$996,694.00	$996,694.00	12/16/2010	03/31/2011	ONLY ONE SOURCE - OTHER
HUGHES GROUP L.L.C.	SUPPORT ACTIVITIES FOR ANIMAL PRODUCTION	$352,801.56	$3,999,999.12	12/28/2010	12/29/2010	AUTHORIZED BY STATUTE
INFOGLIDE SOFTWARE CORPORATION	SOFTWARE PUBLISHERS	$1,530,492.88	$9,391,153.88	12/30/2010	11/03/2015	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	CUSTOM COMPUTER PROGRAMMING SERVICES	$70,904.42	$141,849.36	02/01/2011	01/31/2013	ONLY ONE SOURCE - OTHER
BAYFIRST SOLUTIONS LLC	OTHER SCIENTIFIC AND TECHNICAL CONSULTING SERVICES	$1,500,120.00	$3,389,768.00	03/08/2011	12/07/2011	AUTHORIZED BY STATUTE
TSD CONSULTING, INC	Training	$539,560	$2,893,640	09/11/2009	09/10/2011	AUTHORIZED BY STATUTE
DOZIER TECHNOLOGIES, INC.	Training	$250,000	$250,000	04/01/2009	06/12/2009	AUTHORIZED BY STATUTE
EAGLE HILL CONSULTING, LLC	Training Support	$30,500	$42,500	06/02/2009	09/30/2009	AUTHORIZED BY STATUTE
THOMAS CONSTRUCTION COMPANY, INC.	Construction	$288,979	$892,627	04/16/2009	05/31/2009	UTILITIES FAR 41.2
HU CONSULTING INSTITUTE, INC.	Program Management Services	$598,536	$1,859,186	08/12/2009	08/11/2012	AUTHORIZED BY STATUTE
KETCHIKAN GATEWAY BOROUGH	Transportation	$359,915	$359,915	01/06/2010	12/31/2014	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
CAREERS IN TRANSITION INC	Training	$249,920	$2,348,193	11/05/2009	03/04/2011	AUTHORIZED BY STATUTE
EAGLE HILL CONSULTING, LLC	Training Support	$56,179	$56,179	11/05/2009	08/03/2010	AUTHORIZED BY STATUTE
ALASKA PACIFIC POWDER COMPANY	Lease	$117,528	$125,328	09/17/2009	09/30/2012	UNIQUE SOURCE
FREIGHTDESK TECHNOLOGIES, INC	IT Product	$146,405	$156,605	07/10/2009	07/09/2014	UNIQUE SOURCE
BOWHEAD SYSTEMS MANAGEMENT, INC.	Vulnerability Assessment	$134,833	$134,833	05/21/2009	05/20/2010	AUTHORIZED BY STATUTE
ACE INFO SOLUTIONS, INC.	IT Support	$878,431	$2,977,844	09/14/2009	09/13/2014	AUTHORIZED BY STATUTE
BATTLE RESOURCE MANAGEMENT, INC	Program Management Services	$879,523	$1,375,043	09/14/2009	09/13/2012	AUTHORIZED BY STATUTE
HERAN CONSULTING GROUP, LLC	Training	$3,600	$3,600	09/14/2009	04/26/2010	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
DETRICK LAWRENCE CORP.	Training	$0	$304,982	09/15/2009	09/14/2011	AUTHORIZED BY STATUTE
DETRICK LAWRENCE CORP.	Training	$0	$91,310	08/04/2009	08/03/2011	AUTHORIZED BY STATUTE
TRANSPORTATIO N TECHNOLOGY CENTER, INC.	Training	$400,000	$400,000	05/13/2009	12/31/2013	UNIQUE SOURCE
I L M CORPORATION	IT Support	$807,109	$807,109	09/03/2009	09/03/2012	AUTHORIZED BY STATUTE
D. WYNNE CORPORATION	Construction	$312,917	$312,917	12/04/2009	04/03/2010	AUTHORIZED BY STATUTE
INTERNATIONAL PUBLIC WORKS, LLC	Construction	$0	$0	11/06/2009	03/05/2010	SAP NON-COMPETITIO N
INVERTIX CORPORATION	IT Support	$784,198	$2,445,522	02/05/2009	02/05/2011	AUTHORIZED BY STATUTE
ESI ACQUISITION, INC.	Training	$79,634	$79,634	04/02/2009	05/12/2009	ONLY ONE SOURCE - OTHER
PROTEUS TECHNOLOGIES LLC	Assessment Support	$236,926	$772,605	09/01/2009	11/30/2009	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	IT Support	$190,215	$190,215	07/01/2009	02/28/2010	UNIQUE SOURCE
MORPHO DETECTION, INC.	Security Technology	$14,000	$70,000	07/20/2009	12/31/2009	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS CORPORATION	Security Technology	$38,295,000	$38,295,000	07/09/2009	12/31/2009	ONLY ONE SOURCE - OTHER
TECHNOLOGY AND TELECOMMUNICATIONS CONSULTANTS, INC.	IT Support	$1,766,636	$1,766,636	04/20/2009	04/26/2012	AUTHORIZED BY STATUTE
TECHNOLOGY AND TELECOMMUNICATIONS CONSULTANTS, INC.	IT Support	$34,296,620	$34,296,620	01/26/2010	08/03/2010	AUTHORIZED BY STATUTE
LOGISTICS SYSTEMS INCORPORATED	Logistics Support	$69,515	$69,515	02/19/2010	02/28/2012	AUTHORIZED BY STATUTE
ASPEN OF D.C., INC.	Program Management Services	$391,209	$1,219,782	06/09/2009	06/08/2010	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
TREVOR L NEWMAN LLC	Acquisition Support	$321,969	$1,651,862	09/21/2009	12/20/2009	AUTHORIZED BY STATUTE
AIRCELL LLC	Communications Equipment	$33,983	$33,983	09/22/2009	09/30/2010	ONLY ONE SOURCE - OTHER
EXALT INTEGRATED TECHNOLOGIES, LLC	IT Product	$0	$2,107,225	07/22/2009	08/21/2009	AUTHORIZED BY STATUTE
EXALT INTEGRATED TECHNOLOGIES, LLC	IT Product	$99,960	$99,960	07/23/2009	07/22/2011	AUTHORIZED BY STATUTE
K & M COMMUNICATIO NS, LLC	IT Support	$150,000	$150,000	09/01/2009	05/31/2010	AUTHORIZED BY STATUTE
EXALT INTEGRATED TECHNOLOGIES, LLC	IT Product	$45,488,970	$45,488,970	09/08/2009	10/08/2009	AUTHORIZED BY STATUTE
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	FAMS OPERATIONS SUPPORT	$4,053,877.00	$4,053,877.00	12/26/2006	3/31/2007	URGENCY

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	FAMS OPERATIONS SUPPORT	$1,400,000.00	$1,400,000.00	3/28/2007	6/30/2007	URGENCY
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	FAMS OPERATIONS SUPPORT	$1,350,000.00	$1,350,000.00	4/6/2007	6/30/2007	URGENCY
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	FAMS OPERATIONS SUPPORT	$2,239,217.00	$2,239,217.00	6/15/2007	12/31/2007	URGENCY
SCIENCE APPLICATIONS INTERNATIONAL CORPORATION	FAMS OPERATIONS SUPPORT	$945,529.00	$945,529.00	8/1/2007	12/31/2007	URGENCY
Broward County	NEDCTP Activities for the 4th Qtr of FY07 to include requirements as outlined within the existing CA and all previously signed modification.	$135,838.81	$135,838.81	4/23/2007	1/0/00	ONLY ONE SOURCE - OTHER
CrossMatch Technologies	One year enhanced warranty for ID 1000 system and 24X7 helpdesk as well as SW Engineering hours and funds for travel	$266,000.00	$266,000.00	3/7/2007	4/13/2008	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Computer Sciences Corporation	Bridge contract to continue the Financial Systems Support Services (FSSS) pending award of a new contract.	$423,269.00	$423,269.00	12/21/2007	2/29/2008	ONLY ONE SOURCE - OTHER
SABRE INCORPORATED	SABRE AIRCREWS/ QIK APPLICATIONS & ILOG CPLEX LICENSES AND MAINTENANCE FOR MISSION SCHEDULER, MANUAL PR 05-FAM-0036 MOD 1,	$133,540.00	$133,540.00	12/27/2006	12/31/2007	ONLY ONE SOURCE - OTHER
DATAMAXX APPLIED TECHNOLOGIES INCORPORATED	LABOR AND TRAVEL	$554,751.78	$554,751.78	5/10/2007	9/30/2007	ONLY ONE SOURCE - OTHER
DATAMAXX GROUP INCORPORATED	DATAMAXX, INC. DELIVERY ORDER 8	$2,191,604.40	$2,191,604.40	1/3/2007	9/30/2007	ONLY ONE SOURCE - OTHER
MISCELLANEOUS FOREIGN CONTRACTORS	THIS PR WAS ESTABLISHED FOR THE FAMS TO TSA UDO CONVERSION FOR AWARD NUMBER: HSCEAM06P0065 FPD DOCUMENT: 2406HSAMP0065	$4,800.00	$4,800.00	11/18/2006	12/31/2006	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
COVENANT AVIATION SECURITY LIMITED LIABILITY COMPANY	A.P. SECURITY SCREENING SERVICES	$7,220,984.00	$167,587,320.00	11/20/2006	10/31/2006	ONLY ONE SOURCE - OTHER
PERFORMANCE ASSESSMENT NETWORK INCORPORATED	FFDO TRAINING PROGRAM	$1,172,877.00	$1,172,877.00	5/24/2007	5/31/2007	ONLY ONE SOURCE - OTHER
Dun and Bradstreet, Inc.	PR provides funding to support Dun & Bradstreet services for Air Cargo's Indirect Air Carrier Management System, Known Shipper Management System and the Freight Assessment Systems.	$4,500,000.00	$27,631,944.31	5/15/2007	5/15/2012	ONLY ONE SOURCE - OTHER
AMERICAN ASSOCIATION OF COMMUNITY COLLEGES	CREW MEMBER SELF-DEFENSE TRAINING PROGRAM	$2,620,000.00	$2,620,000.00	9/10/2007	11/30/2007	AUTHORIZED BY STATUTE
SABRE INCORPORATED (9502)	PMO SERVICE	$372.000.00	$372,000.00	5/11/2007	5/10/2008	FOLLOW-ON CONTRACT
SABRE INCORPORATED (9502)	PMO SERVICE	$344,000.00	$344,000.00	6/12/2007	5/10/2008	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
SABRE INCORPORATED (9502)	PMO SERVICE	$283,400.00	$283,400.00	8/16/2007	5/10/2008	FOLLOW-ON CONTRACT
SABRE INCORPORATED (9502)	PMO SERVICE	$168,216.00	$168,216.00	8/31/2007	5/10/2008	FOLLOW-ON CONTRACT
AOC SOLUTIONS INCORPORATED	NON-COMPETITIVE PROCUREMENT OF ACCOUNTING, STANDARD GENERAL LEDGER, BUDGETARY, AND FINANCAIL SYSTEMS SUPPORT SERVICES.	$165,000.00	$165,000.00	11/22/2006		ONLY ONE SOURCE - OTHER
AOC SOLUTIONS INCORPORATED	NON-COMPETITIVE PROCUREMENT OF ACCOUNTING, STANDARD GENERAL LEDGER, BUDGETARY, AND FINANCAIL SYSTEMS SUPPORT SERVICES. PR IS BASED ON GOVERNMENT COST ESTIMATE	$65,000.00	$65,000.00	1/3/2007		ONLY ONE SOURCE - OTHER
AOC SOLUTIONS INCORPORATED	NON-COMPETITIVE PROCUREMENT OF ACCOUNTING, STANDARD GENERAL LEDGER, BUDGETARY, AND FINANCAIL SYSTEMS SUPPORT SERVICES. PR IS BASED ON GOVERNMENT COST ESTIMATE.	$71,200.00	$71,200.00	2/13/2007		ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	FINGERPRINTING SUPPORT - FUNDS FOR CONTRACTOR TO PROVIDE A CLEARINGHOUSE FOR FINGERPRINT AND DIGITAL PHOTO FILES FOR PROSPECTIVE TRANSPORTATION SECURITY OFFICER (TSO) CANDIDATES.	$56,650.00	$86,647.00	5/22/2007	9/10/2010	AUTHORIZED BY STATUTE
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	FINGERPRINTING SUPPORT - FUNDS FOR CONTRACTOR TO PROVIDE A CLEARINGHOUSE FOR FINGERPRINT AND DIGITAL PHOTO FILES FOR PROSPECTIVE TRANSPORTATION SECURITY OFFICER (TSO) CANDIDATES.	$677,350.00	$677,350.00	7/3/2007	9/10/2010	AUTHORIZED BY STATUTE
THE CORPORATE EXECUTIVE BOARD COMPANY	MEMBERSHIP FEE	$57,500.00	$57,500.00	6/25/2007	6/29/2008	UNIQUE SOURCE
ONYX OF ALEXANDRIA INCORPORATED	SAFETY INFORMATION SYSTEM (SIS) MODIFICATION TO DESIGN, DEVELOP, IMPLEMENT AN INTEGRATED CASE MANAGEMENT MODULE TO THE EXISTING SIS PLATFORM.	$1,211,537.22	$1,211,537.22	9/21/2007	9/23/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Desyne Web Services	New contract for one year and a possible six month extension while new system is built. New contract will combine this PR for Application Maintenance at $148,750 as well as Application Hosting under PR 2107207CMO006 for $96,000.	$244,750.00	$244,750.00	9/28/2007	1/0/00	UNIQUE SOURCE
GRA, Inc.	This procurement request is to increase the quantity of hours/funding against CLIN 0007 - Training; include an addendum to the SOW; establish and fund ($100,000) a new CLIN 0009 - Other Direct Costs; incorporate three clauses (Limitation of Cost, Allowable Cost and Payment, and Limitation of Funds); Change the COTR from Julie Perry to Valarie Ramos; Change the CO from Charles Eppright to Brenda Samuels; and include an updated copy of Schedule B to reflect these changes.	$172,136.00	$0	3/7/2007	9/7/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
THE EKMAN GROUP TRAINING DIVISION	THE PURPOSE OF THIS PROCUREMENT IS TO OBTAIN SERVICES TO PROVIDE A TWO DAY TRAINING COURSE ENTITLED "EVALUATING TRUTHFULNESS AND DETECTING DECEPTION". IT CONSISTS OF VERBAL, NON-VERBAL, FACIAL EXPRESSIONS, VOICE PITCH, CRITERIA-BASED CONTENT ANALYSIS (CBCA), STATEMENT ANALYSIS AND MEMORY RECALL AS IT RELATES TO DECEPTION OR TRUTHFULNESS.	$990,900.00	$990,900.00	7/13/2007	8/18/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
THE EKMAN GROUP TRAINING DIVISION	THE PURPOSE OF THIS PROCUREMENT IS TO OBTAIN SERVICES TO PROVIDE A TWO DAY TRAINING COURSE ENTITLED "EVALUATING TRUTHFULNESS AND DETECTING DECEPTION". IT CONSISTS OF VERBAL, NON-VERBAL, FACIAL EXPRESSIONS, VOICE PITCH, CRITERIA-BASED CONTENT ANALYSIS (CBCA), STATEMENT ANALYSIS AND MEMORY RECALL AS IT RELATES TO DECEPTION OR TRUTHFULNESS.	$54,000.00	$54,000.00	7/24/2007	8/18/2007	UNIQUE SOURCE
CORT BUSINESS SERVICES CORPORATION	FUNDING FOR FY07 CORT RENTAL FURNITURE AT VARIOUS AIRPORT LOCATIONS.	$2,563,168.81	$2,563,168.81	12/29/2006	1/28/2007	FOLLOW-ON CONTRACT
CORT BUSINESS SERVICES CORPORATION	FUNDING FOR FY07 CORT RENTAL FURNITURE AT VARIOUS AIRPORT LOCATIONS.	$71,000.00	$71,000.00	8/16/2007	6/27/2008	FOLLOW-ON CONTRACT
TOXCO INCORPORATED	PURCHASE OF BATTERY RECYCLING MAIL BACK CONTAINERS FOR MULTIPLE DELIVERY ADDRESSES.	$5,696.00	$-	3/14/2007	6/14/2010	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
JFK INTERNATIONAL AIR TERMINAL LIMITED LIABILITY COMPANY	LEASE OF SPACE FOR TSA USE IN TERMINAL 4, JOHN F KENNEDY INTERNATIONAL AIRPORT	$64,484.00	$64,484.00	9/26/2007	9/26/2007	AUTHORIZED BY STATUTE
JFK INTERNATIONAL AIR TERMINAL LIMITED LIABILITY COMPANY	LEASE OF SPACE FOR TSA USE IN TERMINAL 4, JOHN F KENNEDY INTERNATIONAL AIRPORT	$2,268.90	$2,268.90	9/27/2007	9/30/2012	AUTHORIZED BY STATUTE
BRITISH AIRWAYS PLC	LEASE AGREEMENT, INCLUDING CONSTRUCTION FUNDING, FOR TSA OCCUPIED SPACE AT BRITISH AIRWAYS TERMINAL 7, JFK INTERNATIONAL AIRPORT	$190,178.14	$190,178.14	9/21/2007	9/21/2007	ONLY ONE SOURCE - OTHER
FLORIDA INSTITUTE OF TECHNOLOGY	DHS PROGRAM MANAGEMENT TOOLS (DHS PMT 250), OCTOBER 2006. 40-HOUR COURSE COVERS SEVEN BASIC TOOLS INCLUDED IN THE DAU VERSION OF PMT250. TOPICS TO BE PRESENTED ARE:	$18,000.00	$18,000.00	1/18/2007	1/18/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
P3 SOLUTIONS LIMITED LIABILITY COMPANY	ON-SITE TRAINING COURSE ENTITLED: FROM RFP RELEASE TO PROPOSAL SUBMISSION: AN INDUSTRY PERSPECTIVE. JANUARY 16, 2007, AND JANUARY 23, 2007.	$4,998.00	$4,998.00	1/23/2007	1/23/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
FLORIDA INSTITUTE OF TECHNOLOGY	NONE.	$36,000.00	$36,000.00	2/26/2007	9/30/2007	ONLY ONE SOURCE - OTHER
FEDERAL PUBLICATIONS SEMINARS LIMITED LIABILITY COMPANY	ON-SITE COST AND PRICE ANALYSIS IN GOVERNMENT CONTRACTS COURSE. THE COURSE WILL COVER:	$19,000.00	$19,000.00	2/16/2007	3/22/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
P3 SOLUTIONS LIMITED LIABILITY COMPANY	ON-SITE TRAINING COURSE ENTITLED: FROM RFP RELEASE TO PROPOSAL SUBMISSION: AN INDUSTRY PERSPECTIVE.	$4,998.00	$4,998.00	2/8/2007	3/8/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
MAIC (Minority Advancement in Corporations Inc.)	Program Analyst Support for Cost Analysis & Research Branch	$270,336.00	$-	1/19/2007	1/18/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Oracle Solution & Services Limited Liability Comp.	Non-Competitive Procurement of Budgetary Support Services to correct a material weakness identified during the FY 2006 Financial Statement Audit. PR is based on a government cost estimate. Documentation will be provided to the Office of Acquisition. PR FIN018 was under funded therefore PR FIN022 was created to cover the cost of the award.	$1,378,960.00	$-	1/25/2007	1/31/2008	UNIQUE SOURCE
THE DASTON CORPORATION	RATIFICATION FOR PROPERTY DOCUMENTATION SERVICES PROVIDED FROM 8/2/2007 THROUGH 9/19/2007.	$93,423.65	$93,423.65	9/21/2007	9/21/2007	ONLY ONE SOURCE - OTHER
TALX CORPORATION	TALX RATIFICATION - FUNDS TO COVER RATIFICATION OF INVOICES DATED FROM MAY 1, 2005 THROUGH NOVEMBER 30, 2006. TALX CONTRACT HSTS01-05-P-HRA017 PROVIDES SOCIAL SECURITY SERVICES TO TSA EMPLOYEES.	$14,895.25	$14,895.25	12/21/2006	12/21/2006	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ARAMARK SERVICES INCORPORATED (1630)	FOUNDATIONS OF LEADERSHIP TRAINING - 5 CLASSES TO BE CONDUCTED FOR SUPERVISORY TRANSPORTATION SECURITY OFFICERS (STSO). STUDENTS AND INSTRUCTORS WILL ARRIVE ON MAY 6 2007 AND THE CLASSES WILL BE CONDUCTED MAY 7-17 2007.	$250,000.00	$250,000.00	1/23/2007	5/18/2007	ONLY ONE SOURCE - OTHER
ARAMARK SERVICES INCORPORATED (1630)	FOUNDATIONS OF LEADERSHIP TRAINING - 5 CLASSES TO BE CONDUCTED FOR SUPERVISORY TRANSPORTATION SECURITY OFFICERS (STSO). STUDENTS AND INSTRUCTORS WILL ARRIVE ON MAY 6 2007 AND THE CLASSES WILL BE CONDUCTED MAY 7-17 2007.	$18,785.00	$18,785.00	2/1/2007	5/18/2007	ONLY ONE SOURCE - OTHER
VISIONARY LEADERSHIP LIMITED	SENIOR LEADERSHIP DEVELOPMENT PROGRAM (SLDP) - REQUEST FOR A GUEST SPEAKER IN SUPPORT OF THE SENIOR LEADERSHIP PROGRAM. THIS SPEAKER WILL BE ADDRESSING 85 SLDP SELECTEES IN THE KINK-OFF MEETING OF THEIR ORIENTATION.	$5,000.00	$5,000.00	1/30/2007	2/12/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
OCEAN VIEW HOTEL CORPORATION	FOUNDATIONS VENUE JUNE 07 WAIKIKI BEACH - REQUEST $110,000 TO SECURE 428 ROOM NIGHTS TO DELIVER TWO CONSECUTIVE OFFERINGS OF THE FOUNDATIONS OF LEADERSHIP AND TO HOUSE THE INSTRUCTORS FOR THE ENTIRE PERIOD OF TIME.	$55,000.00	$55,000.00	3/26/2007	6/28/2007	UNIQUE SOURCE
BIGSPEAK INCORPORATED	SPEAKER SERIES *STACY ALLISON - REQUEST $19,000 TO SECURE A SPEAKER FOR TSA LEADERSHIP SPEAKER SERIES.	$19,000.00	$19,000.00	4/4/2007	4/26/2007	UNIQUE SOURCE
	PERIOD OF PERFORMANCE: 26 APR 2007					
FREEMOUNT CORPORATION INCORPORATED	SPEAKER SERIES *CLIFTON L. TAUBERT - REQUEST $12,750 TO SECURE A SPEAKER FOR TSA LEADERSHIP SPEAKER SERIES.	$12,750.00	$12,750.00	4/5/2007	6/28/2007	UNIQUE SOURCE
	PRESENTATION DATE: 28 JUN 2007					
VISIONARY LEADERSHIP LIMITED	LEADERSHIP SPEAKER SERIES MAJOR GENERAL PERRY M. SMITH - REQUEST $5,000 TO SECURE A SPEAKER FOR TSA LEADERSHIP SPEAKER SERIES.	$5,000.00	$5,000.00	5/1/2007	9/27/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ECKERD COLLEGE INCORPORATED	LEADERSHIP PROGRAM, ECKERD - REQUEST $68,000 TO FUND TEN (10) SLOTS FOR TEN TSA SXECUTIVES OR SENIORS MANAGERS TO ATTEND THE ECKERD COLLEGE LEADERHSIP DEVELOPMENT PROGRAM, A NETWORK ASSOCIATE OF THE CENTER FOR CREATIVE LEADERSHIP (CCL).	$68,000.00	$68,000.00	5/22/2007	10/19/2007	FOLLOW-ON CONTRACT
UNIVERSITY OF VIRGINIA DARDEN SCHOOL FOUNDATION INCORPORATED	DARDEN EXECUTIVE EDUCATION - REQUEST $17,000 TO FUND TWO (2) SLOTS FOR TWO TSA EXECUTIVES TO ATTEND THE DARDEN SCHOOL OF BUSINESS ADMINISTRATION, CREATING THE FUTURE, THE CHALLENGE OF TRANSFORMATIONAL LEADERSHIP.	$17,000.00	$17,000.00	7/6/2007	10/19/2007	UNIQUE SOURCE
ROCKHURST UNIVERSITY CONTINUING EDUCATION CENTER INCORPORATED	FEE FOR TRAINING CLASS	$5,200.00	$5,200.00	9/21/2007	10/21/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
WASHINGTON SPEAKERS BUREAU	THIS PR IS FOR THE PURCHASE OF THE SERVICES FOR A GUEST SPEAKER AT THE OTT TRAINING COORDINATOR CONFERENCE FROM 10/31/2006 THROUGH 11/1/2006.	$10,000.00	$10,000.00	10/30/2006	11/1/2006	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
NINTH HOUSE INCORPORATED	PROFESSIONAL MANAGEMENT SERVICES	$7,890.00	$7,890.00	6/29/2007	8/15/2007	UNIQUE SOURCE
CORT BUSINESS SERVICES CORPORATION	CORT RENTAL FURNITURE BUYOUT PROPOSAL FOR FIELD LOCATIONS	$1,304,319.57	$1,304,319.57	12/22/2006	12/31/2007	ONLY ONE SOURCE - OTHER
CORT BUSINESS SERVICES CORPORATION	CORT RENTAL FURNITURE BUYOUT PROPOSAL FOR FIELD LOCATIONS	$75,000.00	$75,000.00	2/9/2007	12/31/2007	ONLY ONE SOURCE - OTHER
CORT BUSINESS SERVICES CORPORATION	CORT RENTAL FURNITURE BUYOUT PROPOSAL FOR FIELD LOCATIONS	$100,000.00	$100,000.00	5/22/2007	12/31/2007	ONLY ONE SOURCE - OTHER
CORT BUSINESS SERVICES CORPORATION	CORT RENTAL FURNITURE BUYOUT PROPOSAL FOR FIELD LOCATIONS	$108,791.61	$108,791.61	8/16/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
F&A CARPET	PO - THIS IS TO REPLACE CARPET FOR NEWLY ACQUIRED SPACE (1800 SF) AT THE MIAMI INTERNATIONAL AIRPORT (MIA). REQUESTED PERIOD OF PERFORMANCE WILL LAST 30 DAYS AFTER AWARD DATE.	$5,660.00	$5,660.00	3/8/2007	3/9/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
FORSMAN INCORPORATED	PO- PROVIDE FUNDING TO COBALT CONTRACTOR TO CONSTRUCT AND RENOVATE 13 TSA LOCATIONS AT MCCARRAN INTERNATIONAL AIRPORT (LAS) LAS VEGAS, NEVADA.	$1,160,148.00	$1,160,148.00	7/18/2007	11/30/2007	FOLLOW-ON CONTRACT
PLATA CORPORATION	PO - FUNDING FOR DESIGN AND CONSTRUCTION OF THE T2 & T3 ON-SITE SPACE AT CHICAGO O'HARE AIRPORT (ORD).	$88,724.46	$88,724.46	9/19/2007	3/31/2008	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BARKLEY REGIONAL AIRPORT AUTHORITY	PO- FUNDING NEEDED FOR YEARLY JANITORIAL SERVICES FOR PAH (BARKLEY REGIONAL AIRPORT, PADUCAH, KY). TSA CURRENTLY HAS A MOU WITH FAA AND TSA NEEDS TO PROCURE JANITORIAL SERVICES DIRECTLY. SERVICES ARE TO INCLUDE DAILY CLEANING AND SUPPLIES, WITH SNOW REMOVAL AND LANDSCAPING.	$15,360.00	$15,360.00	9/19/2007	9/18/2008	ONLY ONE SOURCE - OTHER
The Onyx Group	To design, and implement an integrated worker's compensation case management module into the exiting safety information systems. Associated with PR 2107FAMMED005.	$1,211,537.22	$1,795,017.14	9/21/2007	9/23/2008	ONLY ONE SOURCE - OTHER
WHITE OAK TECHNOLOGIES INCORPORATED	DATA HARVESTING	$875,590.00	$875,590.00	6/4/2007	9/21/2008	UNIQUE SOURCE
IntelliTrans, Inc.	Sole-Source to IntelliTrans, Inc., for electronic monitoring and reporting services of Toxic Inhalation Hazard (TIH) and Highway Non-Transportable radioactive substances via Rail	$455,625.00	$455,625.00	3/1/2007	3/1/2008	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
General Dynamics	Mod to Truck Tracking Security Pilot Contract with General Dynamics - HSTS02-05-C-HMC163 Mod will extend PoP from 05/31/2007 until 12/31/2007 and IGCE to add funds of $1.3M. SSJ required (see milestones).	$1,350,000.00	$5,066,350.00	6/29/2007	1/0/00	ONLY ONE SOURCE - OTHER
General Dynamics	General Dynamics Single Source Mod - HSTS02-05-C-HMC163 - Additional required funds beyond IGCE amount.	$58,606.00	$5,066,350.00	6/29/2007	1/31/2008	ONLY ONE SOURCE - OTHER
SAIC	SAIC Mod to change task descriptions - SSJ required - HSTS02-05-C-STZ004 See milestones	$225,000.00	$2,261,963.00	6/29/2007	4/30/2008	ONLY ONE SOURCE - OTHER
SAIC	Extra funding required for SAIC sole source mod.	$975.00	$2,261,963.00	6/29/2007	4/30/2008	ONLY ONE SOURCE - OTHER
NATIONAL LAW ENFORCEMENT TELECOMMUNICATION SYSTEM	SUBSCRIPTION TO THE NATIONAL LAW ENFORCEMENT TELECOMMUNICATIONS SYSTEM	$48,000.00	$48,000.00	11/3/2006	12/31/2007	UNIQUE SOURCE
TRANSPORTATION TECHNOLOGY CENTER INCORPORATED	SECURITY TRAINING	$200,000.00	$200,000.00	2/16/2007	11/30/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
TRANSPORTATION TECHNOLOGY CENTER INCORPORATED	SECURITY TRAINING	$200,000.00	$200,000.00	6/26/2007	11/30/2007	UNIQUE SOURCE
CLASSIFIED DOMESTIC CONTRACTOR	MANAGEMENT SUPPORT SERVICES	$968,042.00	$968,042.00	8/2/2007	10/30/2008	ONLY ONE SOURCE - OTHER
INFOGLIDE SOFTWARE CORPORATION	SF SYSEM DESIGN/TEST	$1,299,995.39	$1,299,995.39	10/3/2006	9/30/2007	ONLY ONE SOURCE - OTHER
INFOGLIDE SOFTWARE CORPORATION	SF SYSEM DESIGN/TEST	$182,280.00	$182,280.00	10/11/2006	9/30/2007	ONLY ONE SOURCE - OTHER
INFOGLIDE SOFTWARE CORPORATION	SF SYSEM DESIGN/TEST	$1,970,058.00	$1,970,058.00	3/30/2007	9/30/2007	ONLY ONE SOURCE - OTHER
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	COLLECT AND PROCESS FINGERPRINTS FOR AFSP	$2,850.00	$2,850.00	11/28/2006	2/28/2010	ONLY ONE SOURCE - OTHER
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	COLLECT AND PROCESS FINGERPRINTS FOR AFSP	$51,000.00	$51,000.00	12/19/2006	2/28/2010	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	COLLECT AND PROCESS FINGERPRINTS FOR AFSP	$3,840.00	$3,840.00	1/24/2007	2/28/2010	ONLY ONE SOURCE - OTHER
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	COLLECT AND PROCESS FINGERPRINTS FOR AFSP	$90,000.00	$90,000.00	2/28/2007	2/28/2010	ONLY ONE SOURCE - OTHER
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	COLLECT AND PROCESS FINGERPRINTS FOR AFSP	$1,320.00	$1,320.00	5/21/2007	2/28/2010	ONLY ONE SOURCE - OTHER
AMERICAN ASSOCIATION OF AIRPORT EXECUTIVES	COLLECT AND PROCESS FINGERPRINTS FOR AFSP	$60,000.00	$60,000.00	8/20/2007	2/29/2008	ONLY ONE SOURCE - OTHER
ONEIL MOVING SYSTEMS INCORPORATED	STORAGE OF HOUSEHOLD GOODS BELONGING TO TSA EMPLOYEES WHILE ON OVERSEAS ASSIGNMENT	$11,136.00	$11,136.00	1/8/2007	12/31/2007	ONLY ONE SOURCE - OTHER
AMERICAN INTERNATIONAL FORWARDING INCORPORATED	STORAGE OF HOUSEHOLD GOODS BELONGING TO TSA EMPLOYEES WHILE ON OVERSEAS ASSIGNMENT	$8,866.32	$8,866.32	1/11/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
AMERICAN INTERNATIONAL FORWARDING INCORPORATED	STORAGE OF HOUSEHOLD GOODS BELONGING TO TSA EMPLOYEES WHILE ON OVERSEAS ASSIGNMENT	$13,342.08	$13,342.08	2/23/2007	12/31/2007	ONLY ONE SOURCE - OTHER
ALASKA SEAVAN INCORPORATED	STORAGE OF HOUSEHOLD GOODS BELONGING TO TSA EMPLOYEES, WHILE ON OVERSEAS ASSIGNMENT	$15,828.60	$15,828.60	2/23/2007	12/31/2007	ONLY ONE SOURCE - OTHER
GRAEBEL/MID ATLANTIC MOVERS INCORPORATED	STORGE OF HOUSEHOLD GOODS BELONGING TO TSA EMPLOYEES WHILE ON OVERSEAS ASSIGNMENT	$2,772.00	$2,772.00	2/23/2007	12/31/2007	ONLY ONE SOURCE - OTHER
XSPEDIUS COMMUNICATION S LIMITED LIABILITY COMPANY	2 CIRCUITS AND MAINTENANCE FOR TELECOMMUNICATION SERVICE	$388,200.00	$388,200.00	8/17/2007	9/30/2010	URGENCY
INFOGLIDE SOFTWARE CORPORATION	INFOGLIDE SOFTWARE LICENSES AND MAINTENANCE	$1,470,000.00	$1,470,000.00	12/6/2006	12/31/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MISCELLANEOUS FOREIGN CONTRACTORS	SOLE SOURCE JUSTIFICATION FOR MICHAEL STAPLETON ASSOCIATES AND THE STATEN ISLAND FERRY TO CONTRACT OFF-DUTY LAW ENFORCEMENT OFFICERS WHO WILL STAND WATCH DURING SEACAP SCREENING PERIODS. THESE LAW ENFORCEMENT PERSONNEL WILL ASSIST WITH RESOLUTION OF ALARMS DURING SECONDARY SCREENING AND TAKE CHARGE SHOULD SCREENING UNCOVER ANY CONTRABAND, PROHIBITED ITEMS, OR WEAPONS. THE PERIOD OF PERFORMANCE WILL OCCUR BETWEEN APRIL 2 -20, 2007.	$20,000.00	$20,000.00	4/9/2007	5/9/2007	UNIQUE SOURCE
AOPA AIR SAFETY FOUNDATION	ONLINE TRAINING COURSE NTE $150,000 AND ADDITIONAL PROMOTIONAL MATERIAL DEVELOPMENT AND DISTRIBUTION NTE $70,000 FOR AIRPORT WATCH	$220,000.00	$220,000.00	7/5/2007	6/14/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
AOPA AIR SAFETY FOUNDATION	ONLINE TRAINING COURSE NTE $150,000 AND ADDITIONAL PROMOTIONAL MATERIAL DEVELOPMENT AND DISTRIBUTION NTE $70,000 FOR AIRPORT WATCH	$55,000.00	$55,000.00	9/12/2007	6/14/2007	ONLY ONE SOURCE - OTHER
NATA COMPLIANCE SERVICES LIMITED LIABILITY COMPANY	WORK IN CONJUNCTION WITH THE NATIONAL AIR TRANSPORTATION ASSOCIATION (NATA) TO ACQUIRE AVIATION CARD READERS AND EMPLOY THESE CARD READERS AT FIXED BASED OPERATOR (FBO) LOCATIONS AT THE NATION'S BUSIEST AND LARGEST GA AIRPORTS OR DESIGNATED GA FACILITIES AT PUBLIC USE AIRPORTS.	$8,098.00	$8,098.00	8/23/2007	9/22/2007	UNIQUE SOURCE
DUN AND BRADSTREET INCORPORATED (2360)	THIS PR PROVIDES FUNDING TO RENEW DUN & BRADSTREET SERVICES FOR AIR CARGO'S INDIRECT AIR CARRIER MANAGEMENT SYSTEM, KNOWN SHIPPER MANAGEMENT SYSTEM, AND THE FREIGHT ASSESSMENT SYSTEMS. NOTE: CONTRACT NUMBER IS HSTS01-05-F-AOP196	$6,509,949.82	$6,509,949.82	5/22/2007	5/22/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
INTELLITRANS LIMITED LIABILITY COMPANY	TOXIC INHALATION HAZARD (TIH) TANK CAR MOVEMENT IN HIGH THREAT URBAN AREAS (HTUA)	$981,500.00	$981,500.00	3/1/2007	12/31/2008	ONLY ONE SOURCE - OTHER
INTELLITRANS LIMITED LIABILITY COMPANY	TOXIC INHALATION HAZARD (TIH) TANK CAR MOVEMENT IN HIGH THREAT URBAN AREAS (HTUA)	$114,755.00	$114,755.00	9/6/2007	12/31/2008	ONLY ONE SOURCE - OTHER
Oracle Solution & Services LLC/Miracle Systems LLC	Provides financial database, analysis, and administrative Support for the Office of Security and Assessment from July 1, 2007 to June 30, 2008. Vendor will perform the following duties: Processes, Analysis and Audit Database Management, Reports Creation, Ad Hoc Querying Data Entry, Financial Documentation, Files Maintenance, etc.	$945,552.00	$3,464,512.00	8/31/2007	8/30/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ADVANCED MEASUREMENT TECHNOLOGY INCORPORATED	PROCUREMENT OF RADIATION DETECTION EQUIPMENT: THREE MECHANICALLY COOLED, HIGH PURITY GERMANIUM (HPGE) RADIOISOTOPE IDENTIFICATION DEVICES (RIDS) (HPGE RIDS) TO SUPPORT THE SOUTHERN REGIONAL RADIOLOGICAL PILOT PROGRAM (SRRPP). THE REQUIRED RID (2019 MODEL) IS ONLY AVAILABLE FROM THE MANUFACTURER, ORTEC. (ADVANCED MEASUREMENT TECHNOLOGY, INC.). JUSTIFICATION FOR SINGLE SOURCE AWARD NO. 07-2-10 APPROVED BY TSA OFFICE OF CHIEF COUNSEL ON 8/17/07.	$225,358.07	$225,358.07	8/29/2007	8/29/2009	UNIQUE SOURCE
SKY GROUP ASSOCIATES INCORPORATED	THIS PR REPLACES	$267,728.09	$267,728.09	8/30/2007	6/30/2008	UNIQUE SOURCE
DYNO NOBEL INCORPORATED	DYNO NOBEL - IDIQ	$8,954.40	$8,954.40	8/29/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
DYNO NOBEL INCORPORATED	DYNO NOBEL - IDIQ	$1,876.80	$1,876.80	9/4/2007	12/31/2007	ONLY ONE SOURCE - OTHER
MITRE Corporation	MITRE IDIQ	$2,461,841.00	$3,301,917.00	1/29/2007	1/0/00	ONLY ONE SOURCE - OTHER
The MITRE Corporation	PR to provide additional funding to PR TTC301 for the MITRE Corp.	$500,000.00	$500,000.00	2/22/2007	1/0/00	ONLY ONE SOURCE - OTHER
ILM	Task Order off of HSTS02-07-D-TTC339 for Indirect Air Carriers (IAC)	$298,864.24	$298,864.24	4/19/2007	4/23/2007	ONLY ONE SOURCE - OTHER
ENTERPRISE SOLUTIONS REALIZED INCORPORATED	ESR TO #1 - PROVIDE SYSTEM ARCHITECTURE AND DESIGN, ENGINEERING PLANNING AND INTEGRATION OF THE RATIONAL UNIFIED PROCESS (RUP). PROVIDE EXPERTISE IN COMPUTER HARDWARE, SOFTWARE AND APPLICATION DEVELOPMENT.	$465,561.00	$465,561.00	1/25/2007	1/27/2010	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
THE MITRE CORPORATION	THE MITRE CORP - SYSTEMS ENGINEERING AND ASSESSMENT SERVICES (SEAS). THE ADDITIONAL FUNDING WILL EXTEND THE FUNDED PERIOD OF PERFORMANCE TO SEPTEMBER 30, 2007	$3,301,917.00	$3,301,917.00	1/29/2007	10/1/2007	ONLY ONE SOURCE - OTHER
THE MITRE CORPORATION	THE MITRE CORP - PROVIDING SYSTEMS ENGINEERING AND ASSESSMENT SERVICES (SEAS)	$833,650.00	$833,650.00	1/29/2007	10/1/2007	ONLY ONE SOURCE - OTHER
THE MITRE CORPORATION	THE MITRE CORP - PROVIDING SYSTEMS ENGINEERING AND ASSESSMENT SERVICES (SEAS)	$500,000.00	$500,000.00	2/22/2007	10/1/2007	ONLY ONE SOURCE - OTHER
THE MITRE CORPORATION	THE MITRE CORP - PROVIDING SYSTEMS ENGINEERING AND ASSESSMENT SERVICES (SEAS)	$167,864.00	$167,864.00	4/3/2007	10/1/2007	ONLY ONE SOURCE - OTHER
THE MITRE CORPORATION	THE MITRE CORP - PROVIDING SYSTEMS ENGINEERING AND ASSESSMENT SERVICES (SEAS)	$604,792.00	$604,792.00	5/11/2007	10/1/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
THE MITRE CORPORATION	THE MITRE CORP - PROVIDING SYSTEMS ENGINEERING AND ASSESSMENT SERVICES (SEAS)	$356,000.00	$356,000.00	7/31/2007	10/1/2007	ONLY ONE SOURCE - OTHER
DYNO NOBEL INCORPORATED	FY 07 DYNO NOBEL - EXPLOSIVES	$3,600.90	$3,600.90	2/23/2007	4/6/2007	ONLY ONE SOURCE - OTHER
ENSIGN BICKFORD AEROSPACE AND DEFENSE COMPANY	ENSIGN-BICKFORD - EXPLOSIVES	$93,690.40	$93,690.40	3/9/2007	6/1/2007	UNIQUE SOURCE
HODGDON POWDER COMPANY	HODGDON POWDER - EXPLOSIVES	$16,158.00	$16,158.00	3/9/2007	5/21/2007	UNIQUE SOURCE
TieBridge, Inc	HAZMAT Truck Security Pilot Surface Transportation and Tracking of High-Hazard Materials International Security Practices Study	$49,600.00	$49,600.00	8/29/2007	2/28/2008	UNIQUE SOURCE
APPLIED COMMUNICATIONS GROUP	5 PROFESSIONAL DEVELOPMENT TRAINING COURSES FOR TSA-OI STAFF MEMBERS	$27,000.00	$27,000.00	5/8/2007	9/28/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ID Solutions, Inc.	Procurement of additional IDSolutions - Automated Fingerprint Identification System (AFIS) software licenses for TWIC Phase IV	$32,500.00	$32,500.00	1/22/2007	1/21/2008	UNIQUE SOURCE
Gemalto	Card Stock for ID cards, to support the TWIC deployment. Note: this PR is for the cards only; the laminate is being procured under another PR	$97,400.00	$97,400.00	2/15/2007	6/20/2007	UNIQUE SOURCE
AWARE INCORPORATED (1026)	PROCUREMENT OF NISTPACK SERVER SOFTWARE LICENSES AND MAINTENANCE FOR THE TWIC SYSTEM.	$42,627.50	$42,627.50	9/6/2007	9/5/2008	ONLY ONE SOURCE - OTHER
U.S. Army	For purchase of explosive propellants from the U.S. Army Rock Island Arsenal	$22,782.00	$22,782.00	7/1/2007	1/0/00	UNIQUE SOURCE
U.S. Army	Purchase of explosive propellants for NEDCTP from the U.S. Army's Rock Island Arsenal	$35,202.00	$35,202.00	7/1/2007	1/0/00	UNIQUE SOURCE
U.S. Army Rock Island Arsenal	Purchase of explosive training propellants for the national Explosives Detection Canine Team Program (NEDCTP) from the U.S. Army	$21,354.00	$21,354.00	7/1/2007	1/0/00	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
RENO TAHOE AIRPORT AUTHORITY	LEASE ON AIRPORT OPERATIONS PREMISES - EFFECTIVE 10/1/02	$154,462.68	$914,951.41	7/18/2007	6/30/2008	UNIQUE SOURCE
KENT COUNTY DEPARTMENT OF AERONAUTICS	SPACE RENTAL	$187,375.92	$187,375.92	8/16/2007	7/17/2008	UNIQUE SOURCE
NEC UNIFIED SOLUTIONS INCORPORATED	TELECOMM FOR DFW	$4,151.78	$4,151.78	2/15/2007	5/17/2007	ONLY ONE SOURCE - OTHER
NEC UNIFIED SOLUTIONS INCORPORATED	TELECOMM FOR DFW	$10,000.00	$10,000.00	5/17/2007	12/15/2007	ONLY ONE SOURCE - OTHER
SIGNAL SOLUTIONS INCORPORATED	SOFTWARE SERVICES	$279,285.00	$279,285.00	11/6/2006	11/9/2010	ONLY ONE SOURCE - OTHER
OBERON ASSOCIATES INCORPORATED	DATA MANAGEMENT	$1,561,330.56	$1,561,330.56	4/3/2007	5/17/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Teracore, Inc.	Request to add additional funds to the Teracore contract. Additional work was added which was not envisioned in the original scope, therefore, additional funds are needed to cover the work. The contract number is: HSTS03-06-C-SMA014. The accounting string is: TS078A000 2007 HQA0100 GE0000 7700 5000 500ADM	$54,363.00	$403,351.00	2/14/2007	3/31/2007	ONLY ONE SOURCE - OTHER
Teracore, Inc.	Funding Option Period of 45 days on HSTS03-06-C-SMA014	$54,363.00	$403,351.00	3/30/2007	5/15/2007	ONLY ONE SOURCE - OTHER
Unisys Corporation	Funds to extend services for circuits under HSTS03-07-J-CIO082.	$486,493.22	$486,493.22	3/16/2007	6/30/2007	ONLY ONE SOURCE - OTHER
Unisys Corporation	Funds for HSTS03-07-J-CIO113 for O&M services on contract services	$399,232.84	$399,232.84	3/23/2007	3/19/2008	ONLY ONE SOURCE - OTHER
Unisys Corporation	Additional funds for RTOP CIO044 Microsoft upgrade, related to PR CIO044	$1,695,680.00	$2,195,680.00	5/11/2007	5/8/2008	ONLY ONE SOURCE - OTHER
Unisys Corporation	Funds for TO under the Bridge to support the KSD residing in Malvern, PA.	$630,000.00	$2,841,294.27	5/17/2007	11/30/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Unisys Corporation	Tibco Middleware support under eTAS program	$517,669.60	$2,647,977.42	9/12/2007	9/11/2008	ONLY ONE SOURCE - OTHER
Nsync Services Inc.	Funds to support a PLC pilot at three airports, PR replaces PR# 2107207CIO095	$287,000.00	$-	3/20/2007	3/19/2008	ONLY ONE SOURCE - OTHER
Nsync Services Inc.	Hi SOc Deployment completion utilizing Power Line Communications Technology.	$221,747.40	$-	4/6/2007	4/6/2007	ONLY ONE SOURCE - OTHER
STATE OF ALASKA	FERRY PASSES	$12,780.00	$12,780.00	5/9/2007	12/31/2007	ONLY ONE SOURCE - OTHER
STATE OF ALASKA	FERRY PASSES	$30,000.00	$30,000.00	8/24/2007	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	IT BRIDGE	$9,408.47	$9,408.47	6/18/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	IT BRIDGE	$11,130.44	$11,130.44	2/1/2007	6/30/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	IT BRIDGE	$47,771.88	$47,771.88	6/4/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	IT BRIDGE	$324,595.58	$324,595.58	4/19/2007	12/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	IT BRIDGE	$381,319.41	$381,319.41	4/26/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	LAND MOBILE RADIO MANAGED SERVICES	$2,907,407.00	$2,907,407.00	1/9/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	IT BRIDGE	$48,144.93	$48,144.93	3/6/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	SUPPORT FOR THE FINGERPRINT SYSTEMS	$866,114.48	$866,114.48	12/14/2006	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	IT BRIDGE	$562,496.85	$562,496.85	6/20/2007	6/20/2007	FOLLOW-ON CONTRACT
NSYNC SERVICES INCORPORATED	ISSUE: FUNDING OF 8A CONTRACTOR TO PROVIDE DSL AND / OR WIRELESS CONNECTIVITY FOR AIRPORTS THAT HAVE PCS THAT WILL NOT BE CONNECTED TO TSA NETWORK BY 30 SEPTEMBER 06. THIS PR IS FOR NEW WORK WHICH INCLUDES PLANNING, SITE PREPARATION, INSTALLATION AND COST FOR THE DEPLOYMENT OF THE SMALL SITE DSL SOLUTION AND / OR COMMERCIAL WIRELESS CONNECTIVITY.	$288,683.79	$288,683.79	1/26/2007	8/31/2007	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
NSYNC SERVICES INCORPORATED	ISSUE: FUNDING OF 8A CONTRACTOR TO PROVIDE DSL AND / OR WIRELESS CONNECTIVITY FOR AIRPORTS THAT HAVE PCS THAT WILL NOT BE CONNECTED TO TSA NETWORK BY 30 SEPTEMBER 06. THIS PR IS FOR NEW WORK WHICH INCLUDES PLANNING, SITE PREPARATION, INSTALLATION AND COST FOR THE DEPLOYMENT OF THE SMALL SITE DSL SOLUTION AND / OR COMMERCIAL	$284,329.94	$284,329.94	7/17/2007	3/31/2008	AUTHORIZED BY STATUTE
UNISYS CORPORATION	SYSTEMS MANAGEMENT SUPPORT FOR THE TSA CONTACT CENTER OF THE OFFICE OF SPECIAL COUNSELOR. PURPOSE OF THIS PR IS TO TRANSITION SR-40066 FROM THE TSA ITMS CONTRACT TO THE NEW BRIDGE CONTRACT. FUNDING SHOULD COVER SERVICES DELIVERED BY UNISYS FOR ONE FISCAL QUARTER.	$267,765.66	$267,765.66	12/11/2006	12/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	SYSTEMS MANAGEMENT SUPPORT FOR THE TSA CONTACT CENTER OF THE OFFICE OF SPECIAL COUNSELOR. PURPOSE OF THIS PR IS TO TRANSITION SR-40066 FROM THE TSA ITMS CONTRACT TO THE NEW BRIDGE CONTRACT. FUNDING SHOULD COVER SERVICES DELIVERED BY UNISYS FOR ONE FISCAL QUARTER.	$3,602.00	$3,602.00	2/27/2007	4/30/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	SYSTEMS MANAGEMENT SUPPORT FOR THE TSA CONTACT CENTER OF THE OFFICE OF SPECIAL COUNSELOR. PURPOSE OF THIS PR IS TO TRANSITION SR-40066 FROM THE TSA ITMS CONTRACT TO THE NEW BRIDGE CONTRACT. FUNDING SHOULD COVER SERVICES DELIVERED BY UNISYS FOR ONE FISCAL QUARTER.	$25,740.52	$25,740.52	8/6/2007	8/31/2007	FOLLOW-ON CONTRACT
MASSACHUSETTS PORT AUTHORITY	LEASE SPACE	$78,994.55	$78,994.55	1/22/2007	2/28/2007	UNIQUE SOURCE
MASSACHUSETTS PORT AUTHORITY	LEASE SPACE	$572,917.24	$572,917.24	2/27/2007	9/30/2007	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MASSACHUSETTS PORT AUTHORITY	LEASE SPACE	$568,857.90	$568,857.90	8/29/2007	2/28/2008	UNIQUE SOURCE
MASSACHUSETTS PORT AUTHORITY	LEASE SPACE	$10,431.53	$10,431.53	8/29/2007	2/29/2008	UNIQUE SOURCE
MASSACHUSETTS PORT AUTHORITY	LEASE SPACE	$5,313.56	$5,313.56	6/15/2007	9/30/2007	UNIQUE SOURCE
MASSACHUSETTS PORT AUTHORITY	LEASE SPACE	$6,642.15	$6,642.15	8/27/2007	2/28/2008	UNIQUE SOURCE
ORANGE COUNTY OF (0928) 184716	LEASED SPACE	$268,438.44	$268,438.44	8/2/2007	8/31/2008	UNIQUE SOURCE
MASSACHUSETTS PORT AUTHORITY	LEASED SPACE	$23,930.06	$64,953.02	5/21/2007	10/17/2008	UNIQUE SOURCE
MINNEAPOLIS ST PAUL METROPOLITAN AIRPORTS COMMISSION	FIBER CABLE	$4,224.00	$4,224.00	2/7/2007	2/28/2009	UNIQUE SOURCE
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	FIBER LEASE	$6,948.00	$30,708.00	2/27/2007	6/18/2009	UNIQUE SOURCE
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	FIBER LEASE	$40,920.00	$40,920.00	6/12/2007	6/18/2009	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	TO MEET THE OCIO HIGH SPEED OPERATIONAL CONNECTIVITY (HI-SOC) REQUIREMENTS AT DULLES [IAD] INTERNATIONAL AIRPORT, THE US GOVT [TSA] DESIRES TO LEASE 22,300 FEET ($0.23 PER FOOT) OF SINGLE MODE (SM) DARK FIBER FROM METRO WASHINGTON [MWAA] AIRPORT AUTHORITY.	$6,584.40	$6,584.40	2/13/2007	7/31/2007	ONLY ONE SOURCE - OTHER
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	TO MEET THE OCIO HIGH SPEED OPERATIONAL CONNECTIVITY (HI-SOC) REQUIREMENTS AT DULLES [IAD] INTERNATIONAL AIRPORT, THE US GOVT [TSA] DESIRES TO LEASE 22,300 FEET ($0.23 PER FOOT) OF SINGLE MODE (SM) DARK FIBER FROM METRO WASHINGTON [MWAA] AIRPORT AUTHORITY.	$252.00	$1,116.00	4/5/2007	7/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY	TO MEET THE OCIO HIGH SPEED OPERATIONAL CONNECTIVITY (HI-SOC) REQUIREMENTS AT DULLES [IAD]INTERNATIONAL AIRPORT, THE US GOVT [TSA] DESIRES TO LEASE 22,300 FEET ($0.23 PER FOOT) OF SINGLE MODE (SM) DARK FIBER FROM METRO WASHINGTON [MWAA] AIRPORT AUTHORITY	$73,032.00	$-	7/17/2007	7/31/2008	ONLY ONE SOURCE - OTHER
CITY OF DAYTON	FIBER LEASE	$576.00	$576.00	6/4/2007	6/30/2008	ONLY ONE SOURCE - OTHER
SABRE INCORPORATED (9502)	TO FUND THE SINGLE SOURCE CONTRACT WITH SABRE, INC., OF SOUTHLAKE, TX, FOR PROFESSIONAL SERVICES TO DEVELOP AND DEPLOY THE TSA%U2019S IMPLEMENTATION OF SABRE STAFFPLAN AND STAFFADMIN, COMMONLY KNOWN AS THE SCREENER SCHEDULING SYSTEM (S3).	$1,583,476.00	$1,583,476.00	12/28/2006		STANDARDIZ ATION

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
CITY OF ALBUQUERQUE	TO MEET THE OCIO HIGH SPEED OPERATIONAL CONNECTIVITY (HI-SOC) REQUIREMENTS AT ALBUQUERQUE INTERNATIONAL SUNPORT, THE US GOVT [TSA] DESIRES TO LEASE [4] STRANDS OF MULTI MODE (MMF) DARK FIBER FROM CITY OF ALBUQUERQUE, ALBUQUERQUE INTERNATIONAL SUNPORT (ABQ)]. HI-SOC IS FUNDED BY CONGRESS.	$3,600.00	$3,600.00	8/2/2007	9/30/2008	UNIQUE SOURCE
GREATER ORLANDO AVIATION AUTHORITY	THIS PURPOSE OF THIS PR IS TO PROVIDE FUNDING FOR FIBER INSTALLATION AT MCO (ORLANDO INTERNATIONAL AIRPORT).	$4,615.00	$4,615.00	12/13/2006	3/13/2006	UNIQUE SOURCE
CONGRESSIONAL QUARTERLY INCORPORATED	SUBSCRIPTION	$1,750.00	$1,750.00	12/19/2006	8/2/2007	ONLY ONE SOURCE - OTHER
FEDERAL EXPRESS CORPORATION	SHIPPING	$12,000.00	$12,000.00	2/8/2007	3/16/2008	UNIQUE SOURCE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
CONGRESSIONAL QUARTERLY INCORPORATED	CONGRESSIONAL ELECTRONIC AND HOMELAND SECURITY SUBSCRIPTION	$1,334.00	$1,334.00	4/23/2007	9/12/2007	ONLY ONE SOURCE - OTHER
DESYNE WEB SERVICES INCORPORATED	DATABASE DEVELOPMENT, HOSTING AND MAINTENANCE	$163,200.00	$163,200.00	11/22/2006	4/20/2008	ONLY ONE SOURCE - OTHER
DESYNE WEB SERVICES INCORPORATED	DATABASE DEVELOPMENT, HOSTING AND MAINTENANCE	$22,057.00	$23,300.00	2/23/2007	4/20/2008	ONLY ONE SOURCE - OTHER
B&B ARMR CORPORATION	PR PROVIDES FUNDING FOR ANNUAL MAINTENANCE FOR FOUR (4) NASATKA SURFACE MOUNT BARRIERS IN SUPPORT OF ACCESS CONTROL AT TSA HQ GATED ENTRANCES. PHYSICAL SECURITY POC IS MARTY HOROWITZ AT 571-227-1191.	$5,315.00	$5,315.00	6/22/2007	9/22/2007	ONLY ONE SOURCE - OTHER
B&B ARMR CORPORATION	PR PROVIDES FUNDING FOR ANNUAL MAINTENANCE FOR FOUR (4) NASATKA SURFACE MOUNT BARRIERS IN SUPPORT OF ACCESS CONTROL AT TSA HQ GATED ENTRANCES. PHYSICAL SECURITY POC IS MARTY HOROWITZ AT 571-227-1191.	$3,544.00	$3,544.00	9/24/2007	11/24/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ABM LIMITED LIABILITY COMPANY (2203)	ABM, LLC - EXECUTIVE CONSULTATION GUIDANCE CONCERNING AVIATION SECURITY AND OTHER TOPICS IN SUPPORT OF THE WAR ROOM EFFORT AND AT THE DIRECTION OF THE ASSISTANT SECRETARY'S OFFICE. HSTS03-07-R-ADM900 PERIOD OF PERFORMANCE IS NOV 15, 2006 %U2013 NOV 14, 2007 W/ 1 YR. OPTION PERIOD	$476,600.00	$476,600.00	11/15/2006	11/26/2007	UNIQUE SOURCE
ABM LIMITED LIABILITY COMPANY (2203)	ABM, LLC - EXECUTIVE CONSULTATION GUIDANCE CONCERNING AVIATION SECURITY AND OTHER TOPICS IN SUPPORT OF THE WAR ROOM EFFORT AND AT THE DIRECTION OF THE ASSISTANT SECRETARY'S OFFICE. HSTS03-07-R-ADM900 PERIOD OF PERFORMANCE IS NOV 15, 2006 %U2013 NOV 14, 2007 W/ 1 YR. OPTION PERIOD	$25,000.00	$25,000.00	7/10/2007	11/26/2007	UNIQUE SOURCE
HOULIHAN ASSOCIATES LIMITED LIABILITY COMPANY	CONTRACTING GUIDANCE ON SECURITY INITIATIVES, ORGANIZATIONAL POLICIES & PROCEDURES AND CRITICAL INCIDENT MANAGEMENT.	$210,000.00	$420,000.00	1/8/2007	1/7/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
INVERTIX CORPORATION	PR IS FOR TSOC ANS SYSTEM MODIFICATIONS	$489,999.00	$1,630,821.00	2/2/2007	2/4/2009	ONLY ONE SOURCE - OTHER
INVERTIX CORPORATION	PR IS FOR TSOC ANS SYSTEM MODIFICATIONS	$46,151.00	$46,151.00	3/7/2007	2/4/2009	ONLY ONE SOURCE - OTHER
Invertix Corporation	ANS Support specialist to provide database management, Solaris OS support	$220,000.00	$220,000.00	2/2/2007	2/4/2008	ONLY ONE SOURCE - OTHER
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$1,014,936.96	$7,993,322.58	12/4/2006	5/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$476,314.46	$476,314.46	12/5/2006	5/31/2007	FOLLOW-ON CONTRACT
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$593,446.99	$593,446.99	12/7/2006	5/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$150,000.00	$150,000.00	12/21/2006	5/31/2007	FOLLOW-ON CONTRACT
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$1,111,339.36	$1,111,339.36	1/4/2007	5/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$600,000.00	$600,000.00	1/26/2007	5/31/2007	FOLLOW-ON CONTRACT
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$165,453.92	$165,453.92	2/5/2007	5/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$75,000.00	$75,000.00	2/23/2007	5/31/2007	FOLLOW-ON CONTRACT
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$99,535.94	$99,535.94	3/1/2007	5/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$125,000.00	$125,000.00	3/21/2007	5/31/2007	FOLLOW-ON CONTRACT
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$175,000.00	$175,000.00	3/28/2007	5/31/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$532,513.00	$532,513.00	5/16/2007	8/31/2007	FOLLOW-ON CONTRACT
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$170,000.00	($532,513.00)	8/21/2007	9/30/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BOOZ ALLEN HAMILTON INCORPORATED (3626)	CONTRACTOR SUPPORT TO INCREASE THE EFFECTIVENESS OF THE ORGANIZATION BY IMPLEMENTING IMPROVEMENT INITIATIVES THAT WILL RATIONALIZE ROLES AND RESPONSIBILITIES, STREAMLINE PROCESSES, AND IMPROVE THE EXECUTION OF DAY-TO-DAY OPERATIONS.	$122,427.54	$122,427.54	8/21/2007	9/30/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
CARNEGIE MELLON UNIVERSITY	IA WITH THE NAVY. NAVY WILL DEFINE AND DOCUMENT THE DETAILED FUNCTIONAL REQUIREMENTS OF THE APPLICATION. DEVELOPA PILOT OF THE WEB-BASED APPLICATION FOR POTENTIAL USERS TO TEST USABILITY. INITIATE A PLAN TO GATHER USER REQUIREMENTS FROM THE FIELD AND TSA HQ THROUGH INTERVIEWS OF PERSONNEL AND THROUGH PERFORMANCE TESTING OF THE PILOT WITH PERSONNEL. GATHER REQUIREMENTS THROUGH INTERVIEWS. COMPILE USER REQUIREMENTS INTO USE-CASE DOCUMENTS FOR FURTHER DEVELOPMENT OR CUSTOMIZATION AS NECESSARY.	$300,000.00	$300,000.00	9/28/2007	3/28/2008	PATENT/DATA RIGHTS
MDI SECURITY SYSTEMS (6358)	MDI/HSPD-12 SYSTEM HEALTH CHECKS.	$74,760.00	$74,760.00	7/3/2007	6/30/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
KNOWLEDGE CONSULTING GROUP	ISSO PR - FUNDING TO ASSIGN AN INFORMATION SYSTEM SECURITY OFFICER (ISSO) FROM BPA #HSTS-03-04-A-CIO-038 TO THE INTEGRATED HIRING OPERATIONS & PERSONNEL (IHOP) PROGRAM. THE ISSO WILL BE RESPONSIBLE FOR MAINTAINING THE SECURITY POSTURE OF THE SYSTEM THROUGHOUT ITS LIFECYCLE. DUTIES INCLUDE OVERSIGHT AND IMPLEMENTATION OF IT SECURITY CONTROLS, AND VERIFICATION OF CONTROLS AND COMPLIANCE WITH TSA AND DHS SECURITY REQUIREMENTS. ISSO WILL ALSO BE RESPONSIBLE FOR PRODUCTION OF CERTIFICATION AND ACCREDITATION (C&A) DOCUMENTATION	$176,582.40	$176,582.40	9/13/2007	6/22/2011	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	THIS PR PROVIDES FUNDING IN SUPPORT OF THE AIR CARGO FREIGHT ASSESSMENT SYSTEM HOSTING REQUIREMENTS FOR A PERIOD OF (8) MONTHS AFTER CONTRACT AWARD.	$237,422.77	$237,422.77	8/13/2007	8/12/2008	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	THE PURPOSE OF THIS TASK ORDER, HSTS03-07-J-CGO046 TO CONTRACT HSTS03-06-D-CIO500 IS TO ORDER PREVIOUSLY ACCEPTED CLINS ON THE BRIDGE CONTRACT TO PROVIDE MANAGED SERVICES FOR (31) KSMS SERVERS.	$587,382.45	$587,382.45	3/29/2007	9/30/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	THIS PR IS FOR UNISYS TO PROVIDE 24X7X365 SECURE VOICE OPERATIONS AND MAINTENACE FOR THE RED SWITCH SERVICE FROM JAN 01, 2007 TO DEC 31, 2007 FOR THE AMOUNT OF $595,832.4 FOR 12 MONTHS	$595,832.40	$595,832.40	12/29/2006	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	O&M FUNDING FOR BRIDGE SERVERS	$1,052,468.80	$1,052,468.80	3/23/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	O&M FUNDING FOR BRIDGE SERVERS	$28,081.62	$28,081.62	8/24/2007	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	REQUEST TO ACQUIRE ADDTIONAL ENGINEERING SUPPORT TO ALIEVIATE THE BACKLOG OF OPERATIONS AND MAINTENANCE PROJECTS THAT ARE ON HOLD DUE TO RESOURCE CONSTRAINTS.	$2,381,624.35	$2,381,624.35	8/20/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	THE PURPOSE OF THIS TASK ORDER, HSTS03-07-J-CIO220, TO CONTRACT HSTS03-06-D-CIO500 IS TO EXPAND VOIP DEPLOYMENT BY QUANTITY AS WELL AS LOCATION, THROUGH ORDERING PREVIOUSLY ACCEPTED CLINS.	$1,756,240.00	$1,756,240.00	3/29/2007	12/31/2007	FOLLOW-ON CONTRACT
UNISYS CORPORATION	TOP UPGRADE	$27,311.90	$27,311.90	8/20/2007	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	INFRASTRUCTURE UPGRADE SUPPORT	$129,514.00	$129,514.00	8/20/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
UNISYS CORPORATION	SUPPORT FOR LEGACY CIRCUIT MIGRATION PROJECT (VOICE AND DATA SERVICES)	$1,294,541.32	$1,294,541.32	8/23/2007	8/15/2008	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	RESEARCH IN MOTION (RIM) TIER 2 T-SUPPORT	$9,019.59	$9,019.59	8/15/2007	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	LAX HISOC DEPLOYMENT	$128,951.84	$128,951.84	6/14/2007	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	SUN SERVER MAINTENANCE	$4,332.68	$4,332.68	8/24/2007	12/31/2007	ONLY ONE SOURCE - OTHER
UNISYS CORPORATION	UNISYS- STIP PHASE 1	$446,670.00	$446,670.00	2/12/2007	12/31/2007	ONLY ONE SOURCE - OTHER
BOOZ ALLEN HAMILTON INCORPORATED (3626)	FUND PURCHASE ORDER FOR WORK PERFORMED ON 12/1 AND 12/4 RE BAH CONTRACTORS.	$5,957.00	$5,957.00	12/19/2006	12/19/2006	FOLLOW-ON CONTRACT
GENERAL DYNAMICS C4 SYSTEMS INCORPORATED	PR IS FOR TACLANE ENCRYPTORS FOR TSOC AND AOF.	$65,850.00	$65,850.00	8/9/2007	8/8/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MULTIMODE SERVICES INCORPORATED	MULTIMODE SERVICES, INC. INSTALLATION, OPERATIONS AND MAINTENANCE OF TSA ALERT. SEE SOW	$925,000.00	$2,043,074.00	12/21/2006	12/20/2007	ONLY ONE SOURCE - OTHER
MIAMI DADE COUNTY	THIS PR IS FOR OPTION YEAR 1 (DECEMBER 1, 2006 - NOVEMBER 30, 2007). 90 STRANDS OF SINGLE MODE FIBER OPTIC CABLE LEASED FROM MIAMI-DADE AVIATION TO PROVIDE INTERCONNECTIVITY BETWEEN TSA LAN INFRASTRUCTURES INSTALLED IN THE MIAMI INTERNATIONAL AIRPORT.	$23,663.76	$70,993.68	11/30/2006	11/30/2009	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MIAMI DADE COUNTY	(RATIFICATION) THIS PR COVERS THE USE OF THE AIRPORT%U2019S SINGLE MODE FIBER OPTIC CABLE INFRASTRUCTURE TO INTER-CONNECT THE TSA NETWORK BETWEEN ALL OF THE FSD OPERATIONAL AND ADMINISTRATIVE SPACE, WHICH INCLUDES BUT IS NOT LIMITED TO; THE AIRPORT%U2019S FIFTEEN (15) SECURITY CHECKPOINTS, TWO (2) NETWORK TRAINING ROOMS, A NUMBER OF SCREENING BREAK ROOMS, FORTY-EIGHT (48) SEPARATE BAGGAGE SCREENING AREAS, AND TWO INLINE BAGGAGE SCREENING SYSTEMS, NORTH AND SOUTH TERMINAL TO MAKE UP THE MIA LAN FOR HISOC CONNECTIVITY TO THE TSA%U2019S NETWORK CORE CABINET. PERIOD OF PERFORMANCE MAY 2006-NOVEMBER 2006.	$13,804.56	$13,804.56	1/30/2007	1/30/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
ALLEGHENY COUNTY AIRPORT AUTHORITY	[PIT] FIBER LEASE WITH ALLEGHENY COUNTY AIRPORT AUTHORITY , PENNSYLVANIA	$1,517.52	$1,517.52	1/1/2007	12/31/2007	ONLY ONE SOURCE - OTHER
GREATER ORLANDO AVIATION AUTHORITY	THIS PR COVERS THE EXISTING LEASE OF TWELVE (12) STRANDS OF FIBER OPTIC CABLE. THIS FIBER LEASE SUPPORTS THE INTERCONNECTIVITY OF THE TSA NETWORK BETWEEN THE AIRPORTS CHECKPOINTS, TRAINING ROOMS, BREAK ROOM AND TSA NETWORK CORE CABINET FOR THE HI-SOC CONNECTIVITY. MONTHLY REOCCURRING CHARGE OF $552.00.	$16,284.00	$54,840.00	12/28/2006	12/31/2009	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
GREATER ORLANDO AVIATION AUTHORITY	THIS PR COVERS THE EXISTING LEASE OF TWELVE (12) STRANDS OF FIBER OPTIC CABLE. THIS FIBER LEASE SUPPORTS THE INTERCONNECTIVITY OF THE TSA NETWORK BETWEEN THE AIRPORTS CHECKPOINTS, TRAINING ROOMS, BREAK ROOM AND TSA NETWORK CORE CABINET FOR THE HI-SOC CONNECTIVITY. MONTHLY REOCCURRING CHARGE OF $552.00.	$1,317.00	$4,485.00	7/16/2007	12/31/2009	ONLY ONE SOURCE - OTHER
HILLSBOROUGH COUNTY AVIATION AUTHORITY	PR FOR ONE YEAR OF LEASED SINGLE MODE FIBER OPTIC FROM THE HILLSBOROUGH COUNTY AVIATION AUTHORITY IN SUPPORT OF THE HIGH SPEED OPERATIONAL CONNECTIVITY (HI-SOC) PROGRAM AT THE TAMPA INTERNATIONAL AIRPORT (TPA).	$12,000.00	$39,720.00	5/15/2007	5/31/2010	ONLY ONE SOURCE - OTHER
SANFORD AIRPORT AUTHORITY	HISOC SPEND PLAN; HISOC O & M;	$2,580.00	$4,920.00	5/11/2007	5/31/2010	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MIAMI DADE COUNTY	THIS PR IS REQUIRED TO COVER THE COST TO PROVIDE AND INSTALL ADDITIONAL FIBER FOR THE HI-SPEED CONNECTIVITY PROJECT. PROVIDE, INSTALL, TERMINATE AND TEST TWO (2) STRANDS OF SINGLE MODE FIBER FROM THE TSA ROOM E3688 TO TWELVE LOCATIONS. CURRENT LEASE EXISTS UNDER CONTRACT HSTS03-07-P-CIO020.	$117,164.79	$167,158.23	6/11/2007	9/30/2010	ONLY ONE SOURCE - OTHER
COMPUTER SCIENCES CORPORATION (3126)	ATTN: SUE MESSINA (CO)	$44,100.00	$44,100.00	8/27/2007	8/26/2008	ONLY ONE SOURCE - OTHER
HOUSTON CITY OF (1164)	FIBER LEASE FOR IAH/HOU	$15,840.00	$47,520.00	8/17/2007	7/31/2010	ONLY ONE SOURCE - OTHER
RHODE ISLAND AIRPORT CORPORATION (1772)	HI-SOC SPEND PLAN	$1,200.00	$3,600.00	6/22/2007	6/30/2008	ONLY ONE SOURCE - OTHER
Congressional Quarterly	RENEWAL OF CQ.COM ON CONGRESS & CQ WEEKLY	$23,151.00	$23,151.00	2/13/2007	2/12/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
WEST PUBLISHING CORPORATION	WEST SUBSCRIPTION SERVICE	$52,549.09	$52,549.09	6/21/2007	9/30/2007	UNIQUE SOURCE
GPS INTERNATIONAL TECHNOLOGIES INCORPORATED	5 FS1 PACKAGE 2; FS1 TRACKER WITH 3.6 AH BATTERY; BATTERY CHARGER AND SLAP N STICK DEPLOYMENT CASE	$8,052.24	$8,052.24	4/25/2007	6/27/2007	ONLY ONE SOURCE - OTHER
ICS CONTRACT SERVICES LIMITED LIABILITY COMPANY	PR - THIS IS A SHORT TERM EXTENSION TO CONTRACT HSTS03-06-P-RES282 FOR FOUR MONTHS OF JANITORIAL SERVICE AT ATLANTA, GA (ATL) AIRPORT LOCATION UNTIL THE SPACE CAN BE ADDED TO THE GSA LEASE.	$16,046.52	$16,046.52	11/2/2006	1/31/2007	ONLY ONE SOURCE - OTHER
B AND B ARMR CORPORATION	PR PROVIDES FUNDING FOR ANNUAL MAINTENANCE FOR FOUR (4) NASATKA SURFACE MOUNT BARRIERS IN SUPPORT OF ACCESS CONTROL AT TSA HQ GATED ENTRANCES. PHYSICAL SECURITY IS MARTY HOROWITZ AT 571-227-1191.	$8,840.00	$8,840.00	9/20/2007	9/23/2008	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MEDECO SECURITY LOCKS INCORPORATED	PR PROVIDE FUNDS TO PURCHASE MEDECO LOCKSETS, REMOVABLE CORES, CUT KEYS AND STAMPING KEYS FOR INSTALLATION AT TSA HQ AND FREEDOM CENTER. PHYSICAL SECURITY POC IS MARTY HOROWITZ AT 571-227-1191.	$30,914.67	$30,914.67	8/24/2007	11/5/2007	ONLY ONE SOURCE - OTHER
OAG WORLDWIDE	OAG DATABASE SUBSCRIPTION	$43,826.00	$43,826.00	6/25/2007	8/31/2007	ONLY ONE SOURCE - OTHER
OAG WORLDWIDE	OAG DATABASE SUBSCRIPTION	$45,140.00	$45,140.00	7/31/2007	8/31/2008	ONLY ONE SOURCE - OTHER
Duluth Airport Authority	INSTALLATION OF BAGGAGE SCREENING EQUIPMENT FOR TWO REVEAL CT80 EQUIPMENT AT DULUTH INTERNATIONAL AIRPORT. Adding $50,000 to the OTA>	$50,000.00	$50,000.00	2/26/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
City of Duluth	INSTALLATION OF BAGGAGE SCREENING EQUIPMENT FOR TWO REVEAL CT-80 EQUIPMENT. MODIFICATIONS TO BHS SECURITY SYTEMS TO MEET TSA REQUIREMENTS Modification to existing OTA	$153,000.00	$853,000.00	6/25/2007	12/31/2007	ONLY ONE SOURCE - OTHER
Duluth Airport Authority	Funding modification to existing OTA with Duluth Airport Authority for inline baggage screening system.	$177,000.00	$1,030,000.00	9/14/2007	1/0/00	ONLY ONE SOURCE - OTHER
INVISION TECHNOLOGIES INCORPORATED	SERVICES ASSOCIATED WITH ATL NORTH AND SOUTH TERMINALS WITH MULTIPLEXING CAPABILITY	$78,190.00	$78,190.00	2/22/2007	2/22/2007	UNIQUE SOURCE
L-3 COMMUNICATION S SECURITY AN	PROVIDE FOR NEDS INTEGRATION OF 14 EXAMINER EDS AT LAS MODES 3 & 4	$361,402.81	$361,402.81	6/27/2007	6/30/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATION S SECURITY AN	INTEGRATE 4 EDS EXAMINER EDS AT OKC	$66,061.65	$66,061.65	9/5/2007	2/28/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATION S SECURITY AN	INTEGRATES 3 EXAMINER EDS AT KEAHOLE INTL AIRPORT	$98,541.56	$98,541.56	8/3/2007	9/30/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
L-3 COMMUNICATIONS SECURITY AN	NEDS INTEGRATION OF 31 UNITS AT PHX, OSR ROOM FURNITURE, RIGGING FOR RECEIPT DELIVERY, SHORT TERM STORAGE AND PLACEMENT IN BAG ROOM AT PHX	$54,520.00	$54,520.00	7/17/2007	8/28/2007	NATIONAL SECURITY
A B Won PAT Guam International Airport Authority	ADD FUNDING TO GUM OTA TO PROVIDE ADDITIONAL IN-LINE SCREENING CAPABILITY FOR ORIGINATING CHECKED BAGGAGE	$407,500.00	$2,329,000.00	8/17/2007	11/30/2008	ONLY ONE SOURCE - OTHER
RENO TAHOE AIRPORT AUTHORITY	RENO-TAHOE AIRPORT AUTHORITY AGREEMENT HSTS0406ADEP393; ADD FUNDING TO EXISTING RNO OTA FOR ENHANCEMENTS TO MEET BSIS REQUIREMENTS RELATING TO BHS DESIGN AND CONSTRUCTION	$5,000,000.00	$12,000,000.00	8/24/2007	5/31/2009	ONLY ONE SOURCE - OTHER
Kenton County Airport Board	Funding modification to existing OTA for CVG, HSTS04-06-A-DEP405	$6,078,000.00	$9,128,000.00	9/12/2007	10/31/2009	ONLY ONE SOURCE - OTHER
Capital Region Airport Commission	Funding Modification to HSTS04-06-A-DEP480	$300,000.00	$300,000.00	3/19/2007	12/31/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
L-3 COMMUNICATION S SECURITY AN	MODIFICATION OF 4 EDS UNITS	$161,444.47	$161,444.47	9/13/2007	3/31/2008	NATIONAL SECURITY
L 3 COMMUNICATION S CORPORATION (4475)	PREVENTIVE AND CORRECTIVE MAINTENANCE FOR EDS AND LINESCAN EQUIPMENT	$85,716.00	$85,716.00	1/17/2007	3/10/2007	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATION S SECURITY AN	INTEGRATES 45 EXPLOSIVE DETECTION SYSTEMS AT ATL	$900,075.69	$900,075.69	8/17/2007	2/28/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATION S SECURITY AN	INTEGRATES 45 EXPLOSIVE DETECTION SYSTEMS AT ATL	$48,445.58	$48,445.58	8/3/2007	9/30/2007	NATIONAL SECURITY
L-3 COMMUNICATION S SECURITY AN	FUNDING FOR DECOMMISION AND REMOVAL OF EDS UNITS	$430,562.15	$430,562.15	9/20/2007	6/30/2008	NATIONAL SECURITY
L-3 COMMUNICATION S SECURITY AN	UPGRADE AND NEDS OF 8 EDS UNITS	$44,240.84	$44,240.84	8/24/2007	12/31/2007	NATIONAL SECURITY
INVISION TECHNOLOGIES INCORPORATED	EDS EQUIPMENT AND SERVICES	$46,800.00	$46,800.00	8/28/2007	8/28/2007	UNIQUE SOURCE
SMITHS DETECTION TORONTO LIMITED	PROVIDE CONSUMABLES FOR 25 UNITS	$5,415.85	$5,415.85	1/10/2007	2/28/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
SMITHS DETECTION TORONTO LIMITED	PROVIDE CONSUMABLES FOR 25 UNITS	$12,976.67	$12,976.67	3/7/2007	6/29/2007	ONLY ONE SOURCE - OTHER
DENVER INTERNATIONAL AIRPORT (DIA)	REQUEST TO PROCESS OTA FOR DENVER INTERNATIONAL AIRPORT (DIA) TO PURCHASE AND INSTALL CLOSED CIRCUIT TV SYSTEM	$1,691,064.60	$41,691,064.60	6/26/2007	6/30/2008	ONLY ONE SOURCE - OTHER
City of Chicago	REQUEST TO PROCESS OTA FOR CHICAGO INTERNATIONAL AIRPORT (ORD) TO PURCHASE AND INSTALL CLOSED CIRCUIT TV (CCTV) SYSTEM	$1,400,000.00	$1,400,000.00	5/24/2007	5/31/2008	ONLY ONE SOURCE - OTHER
Port of Seattle	REQUEST TO PROCESS OTA FOR SEATTLE TACOMA INTERNATIONAL AIRPORT (SEA) TO PURCHASE AND INSTALL CLOSED CIRCUIT TV (CCTV) SYSTEM	$2,000,000.00	$2,000,000.00	2/6/2007	2/6/2008	ONLY ONE SOURCE - OTHER
Niagara Frontier Transportation Authority	REQUEST TO PROCESS OTA FOR BUFFALO NIAGARA INTERNATIONAL AIRPORT TO PURCHASE AND INSTALL CCTV SYSTEM FOR BUF.	$680,693.00	$680,693.00	2/20/2007	2/20/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Memphis-Shelby County Airport Authority	REQUEST TO PROCESS OTA FOR MEMPHIS-SHELBY COUNTY AIRPORT AURTHORITY (MSCAA) TO PURCHASE AND INSTALL CLOSED CIRCUIT TV (CCTV) SYSTEM FOR MEM.	$657,250.00	$657,250.00	1/30/2007	1/30/2008	ONLY ONE SOURCE - OTHER
City of Atlanta	HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT TO PURCHASE AND INSTALL CLOSED CIRCUIT TV SYSTEM. ENVIRONMENTAL AND TECHNICAL SERVICES	$1,987,682.00	$1,987,682.00	6/11/2007	6/30/2008	ONLY ONE SOURCE - OTHER
San Diego County Regional Airport	REQUEST TO PROCESS OTA FOR SAN DIEGO INTERNATIONAL AIRPORT TO PURCHASE AND INSTALL CLOSED CIRCUIT TV	$713,497.00	$713,497.00	5/29/2007	5/31/2008	ONLY ONE SOURCE - OTHER
A. B. Won Pat Guam International Airport Authority	REQUEST TO PROCESS OTA FOR GUAM INTERNATIONAL AIRPORT AUTHORITY FOR INCREMENTAL FUNDS TO COMPLETE ACQUISITION FOR CLOSED CIRCUIT TV (CCTV) SYSTEM. Funding will be added via a modification to existing OTA.	$243,000.00	$618,838.00	5/31/2007	4/30/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Ted Stevens Anchorage International Airport	OTA for Ted Stevens Anchorage International Airport (ANC) to purchase and install Closed Circuit TV (CCTV) system.	$220,000.00	$220,000.00	3/13/2007	3/31/2008	ONLY ONE SOURCE - OTHER
COMMONWEALTH PORTS AUTHORITY	REQUEST TO PROCESS OTA FOR SAIPAN INTERNATIONAL AIRPORT (GSN) TO PURCHASE AND INSTALL CLOSED CIRCUIT TV SYSTEM	$300,000.00	$300,000.00	4/16/2007	5/30/2007	ONLY ONE SOURCE - OTHER
The Port Authority of New York and New Jersey	PROVIDE FUNDING FOR THE DESIGN AND DEPLOYMENT OF CLOSED CIRCUIT TELEVISION (CCTV) CAMERAS AND A DIGITAL VIDEO RECORDING SYSTEM FOR THE PASSENGER SCREENING CHECKPOINTS AT LGA, JFK, AND EWR AIRPORTS	$5,000,000.00	$5,000,000.00	8/9/2007	8/31/2009	ONLY ONE SOURCE - OTHER
County of Sacramento	PROVIDE FUNDING FOR A CLOSED CIRCUIT TELEVISION (CCTV) SYSTEM AT SMF	$567,989.00	$567,989.00	9/19/2007	9/30/2012	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
City of Austin	PROVIDE FUNDING FOR A CLOSED CIRCUIT TELEVISION (CCTV) SYSTEM AT AUSTIN-BERGSTROM INTERNATIONAL AIRPORT (AUS)	$973,632.00	$973,632.00	5/29/2007	5/31/2008	ONLY ONE SOURCE - OTHER
Puerto Rico Ports Authority	PUERTO RICO PORTS AUTHORITY INSTALLATION OF CCTV SURVEILLANCE SYSTEMS AT THE LUIS MUNOZ MARIN INTERNATIONAL AIRPORT (SJU) IN SAN JUAN, PUERTO RICO.	$842,876.00	$842,876.00	6/11/2007	6/30/2008	ONLY ONE SOURCE - OTHER
LOUISVILLE REGIONAL AIRPORT AUTHORITY	REQUEST TO PROCESS OTA FOR LOUISVILLE REGIONAL AIRPORT AUTHORITY (SDFA) TO PURCHASE AND INSTALL CLOSED CIRCUIT TV (CCTV) SYSTEM	$259,000.00	$259,000.00	8/17/2007	8/31/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Dallas Fort Worth International Airport Board	PROVIDE FUNDING FOR INDENTIFICATION OF STRATEGIC CAMERA LOCATIONS, DETERMINING REQUIREMENTS FOR EACH LOCATION AND IDENTIFY CAMERAS THAT MEET EACH LOCATION REQUIREMENT. INSTALL SELECTED CAMERAS INTO THE EXISTING SURVEILLANCE SYSTEM AND INTEGRATE IN MRC CONTROL PROCESSES OF THE CURRENT ENVIRONMENT	$2,000,000.00	$2,000,000.00	8/13/2007	8/31/2008	ONLY ONE SOURCE - OTHER
Austin Straubel International Airport	PROVIDE AND INSTALL SPECTRA IV PAN-TILT-ZOOM CAMERAS AND DF5 DOMEPACKS AT TWO CHECKPOINTS AND AIRLINE TICKET COUNTERS AT GRB	$198,586.00	$198,598.00	8/24/2007	8/31/2007	ONLY ONE SOURCE - OTHER
State of Alaska Dept of Tran & Public Facilities	Expansion of CCTV system at Fairbanks International Airport (FAI).	$617,217.00	$617,217.00	8/21/2007	8/31/2009	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Airport Authority for MSY	ELECTRICAL WORK FOR SCREENING EQUIPMENT IN BAGGAGE CLAIM AREA OF NEW ORLEANS INTERNATIONAL AIRPORT (MSY)	$20,000.00	$20,000.00	4/26/2007	4/30/2008	ONLY ONE SOURCE - OTHER
Norfolk Airport Authority	PROVIDE ELECTRICAL POWER FOR THE INSTALLATION OF 5 REVEAL CT80 REDUCED SIZE EDS (RS-EDS) AT NORFOLK INTERNATIONAL AIRPORT, TERMINAL LOBBY AREA	$55,000.00	$55,000.00	4/6/2007	9/30/2007	ONLY ONE SOURCE - OTHER
Metropolitan Washington Airports Authority	METROPOLITAN WASHINGTON AIRPORTS AUTHORITY OTA IAD SOUTH BAGROOM OTA FOR CONSTRUCTION OF AN IN-LINE SYSTEM. CONSTRUCTION COSTS OF BHS & INFRASTRUCTURE IMPROVEMENTS	$33,000,000.00	$33,000,000.00	9/10/2007	9/30/2009	ONLY ONE SOURCE - OTHER
Broward County	Funding modification to existing OTA for FLL.	$8,450,000.00	$18,450,000.00	9/12/2007	6/30/2010	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Broward County	BROWARD COUNTY AVIATION DEPARTMENT OTA FORT LAUDERDALE-HOLLYWOOD INTERNATIONAL AIRPORT FLL TERMINAL 1 OTA FOR CONSTRUCTION FOR AN IN-LINE SYSTEM. CONSTRUCTION COSTS OF BHS & INFRASTRUCTURE IMPROVEMENTS	$10,000,000.00	$10,000,000.00	9/5/2007	12/31/2009	ONLY ONE SOURCE - OTHER
City of Des Moines	PROVIDE FUNDING TO DES MOINES AIRPORT FOR PRODUCING A SCHEMATIC DESIGN FOR A 2 EDS INLINE SYSTEM FOR CHECKED BAGGAGE SCREENING	$24,000.00	$24,000.00	6/11/2007	12/31/2007	ONLY ONE SOURCE - OTHER
Dane County, Wisconsin	PROVIDE FUNDING TO DANE COUNTY REGIONAL AIPORT TO PRODUCE CONCEPT LAYOUT AND COST ESTIMATE FOR 4 EDS SYSTEMS FOR SCREENING CHECKED BAGGAGE.	$14,000.00	$14,000.00	8/21/2007	8/31/2008	ONLY ONE SOURCE - OTHER
Raleigh Durham Airport Authority	RALEIGH DURHAM AIRPORT AUTHORITY OTA RDU OTA FOR CONSTRUCTION OF AN IN-LINE SYSTEM	$7,000,000.00	$7,000,000.00	7/19/2007	3/31/2011	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
Port of Portland	PDX (PORTLAND, OREGON) OTA FOR DESIGN AND CONSTRUCTION OF AN IN-LINE SYSTEM	$5,000,000.00	$5,000,000.00	9/10/2007	12/31/2010	ONLY ONE SOURCE - OTHER
City of Des Moines	PROVIDE FUNDING TO DES MOINES INTERNATIONAL AIRPORT TO COMPLETE INLINE SYSTEM DESIGN, PRODUCE BIDDING PACKAGE, AND CONSTRUCT AND COMMISSION AND INLINE SYSTEM SECURITY SYSTEM FOR CHECKED BAGGAGE SCREENING AT DES MOINES INTERNATIONAL AIRPORT	$2,000,000.00	$3,000,000.00	9/12/2007	12/31/2009	ONLY ONE SOURCE - OTHER
CITY OF DES MOINES	ADDITIONAL FUNDING PR FOR OTA WITH CITY OF DES MOINES. SEE ALSO PR 2107207DEP367	$1,000,000.00	$3,000,000.00	9/12/2007	12/31/2009	ONLY ONE SOURCE - OTHER
San Francisco	OTA for modifications/construction to Terminal 1 baggage screening system at SFO	$2,600,000.00	$2,600,000.00	9/12/2007	12/31/2008	ONLY ONE SOURCE - OTHER
Spectrum San Diego Inc.	To purchase up to 40 CPI units for deployment at federalized airports. (Replaces PR 2107207DEP431)	$1,700,000.00	$37,234,156.55	9/25/2007	9/23/2012	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
INVISION TECHNOLOGIES INCORPORATED	PURCHASE OF VARIOUS EQUIPMENT OF 20 FLAT POWERED CONVEYORS, 1 MUX NETWORK, 1 NETWORK PRINTER, 6 PTRI WORKSTATION, PTRI MOUNTING KITS & 6 BARCODE SCANNERS	$983,500.00	$983,500.00	3/12/2007	9/30/2007	UNIQUE SOURCE
INVISION TECHNOLOGIES INCORPORATED	PURCHASE OF VARIOUS EQUIPMENT OF 20 FLAT POWERED CONVEYORS, 1 MUX NETWORK, 1 NETWORK PRINTER, 6 PTRI WORKSTATION, PTRI MOUNTING KITS & 6 BARCODE SCANNERS	$89,207.00	$89,207.00	8/2/2007	9/30/2007	UNIQUE SOURCE
L-3 COMMUNICATION S SECURITY AN	EQUIPMENT RELOCATION	$170,317.10	$170,317.10	8/8/2007	9/30/2007	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATION S SECURITY AN	EQUIPMENT RELOCATION	$173,522.80	$173,522.80	9/28/2007	1/31/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATION S SECURITY AN	TO ORDER TO UPGRADE L-3 EDS MACHINES AT WASHINGTON DULLES INTERNATIONAL AIRPORT (IAD).	$67,707.06	$352,000,000.00	7/11/2007	10/9/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
L-3 COMMUNICATIONS SECURITY AN	IN ORDER TO PROVIDE FUNDING FOR THE NEDS OF 3 UNITS AT WILLIAM P HOBBY INTERNATIONAL AIRPORT (HOU)	$110,433.28	$352,000,000.00	7/18/2007	12/31/2007	ONLY ONE SOURCE - OTHER
INVISION TECHNOLOGIES INCORPORATED	DECOMMISION OF 1 CTX 5500	$151,652.00	$151,652.00	5/9/2007	8/15/2007	UNIQUE SOURCE
L 3 COMMUNICATIONS CORPORATION (4475)	L-3- EBSP EXCEPTED MAINTENANCE	$12,543.69	$12,543.69	6/1/2007	6/30/2007	ONLY ONE SOURCE - OTHER
L 3 COMMUNICATIONS CORPORATION (4475)	L-3- EBSP EXCEPTED MAINTENANCE	$487,456.31	$487,456.31	7/10/2007	6/30/2007	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	REMOVE (1) LOT 1 EDS AND REPLACE WITH EXISTING LOT 2 EDS AT BWI	$123,017.47	$123,017.47	8/14/2007	10/31/2007	FOLLOW-ON CONTRACT
L-3 COMMUNICATIONS SECURITY AN	REMOVE (1) LOT 1 EDS AND REPLACE WITH EXISTING LOT 2 EDS AT BWI	$472,407.46	$472,407.46	9/24/2007	8/31/2008	FOLLOW-ON CONTRACT
L-3 COMMUNICATIONS SECURITY AN	PHASE C OF THE NEDS PROJECT FOR THE CENTRAL WEST POD EDS INSTALLATION AT MCO.	$1,638,209.43	$1,638,209.43	8/27/2007	6/30/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
L-3 COMMUNICATIONS SECURITY AN	REFURBISHMENT OF FIVE (5) LOT 2, L3 EDS UNITS.	$3,569,948.39	$3,569,948.39	9/17/2007	7/31/2008	ONLY ONE SOURCE - OTHER
L 3 COMMUNICATIONS CORPORATION (4475)	THE PURPOSE OF THIS DELIVERY ORDER 014 IS TO PURCHASE X-RAY TUBES FOR THE PREVENTIVE AND CORRECTIVE MAINTENANCE FOR EXAMINER 6000 EXPLOSIVE DETECTION SYSTEMS.	$2,062,500.00	$2,062,500.00	8/15/2007	3/10/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	INSTALLATION OF (4) L3 6000 UNITS AT LIH.	$948,861.80	$948,861.80	9/5/2007	6/30/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	TO INSTALL TWENTY-FOUR (24) METER WIDE TUNNELS AT TAMPA INTL AIRPORT (TPA).	$638,986.86	$352,000,000.00	7/13/2007	6/30/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	TO INSTALL TWENTY-FOUR (24) METER WIDE TUNNELS AT TAMPA INTL AIRPORT (TPA).	$75,245.01	$75,245.01	7/13/2007	9/11/2007	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	TO ORDER TO INSTALL EIGHT (8) EDS UNITS AT GEORGE BUSH HOUSTON INTERCONTINENTAL AIRPORT (IAH).	$1,485,408.86	$352,000,000.00	7/12/2007	5/31/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
L-3 COMMUNICATIONS SECURITY AN	NEDS OF (10) FFOV W/MWT FOR TERMINAL C AT IAH.	$1,682,593.98	$1,682,593.98	9/7/2007	6/30/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	UPGRADE KITS (25)	$1,775,000.00	$1,775,000.00	9/17/2007	6/30/2008	ONLY ONE SOURCE - OTHER
L 3 COMMUNICATIONS CORPORATION (4475)	L-3- STT MAINTENANCE BAGGAGE HANDLING SYSTEM	$90,853.72	$90,853.72	9/21/2007	3/31/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	REPLACEMENT AND REMOVAL OF EQUIPMENT	$352,159.88	$352,159.88	8/16/2007	12/31/2007	ONLY ONE SOURCE - OTHER
L 3 COMMUNICATIONS CORPORATION (4475)	CORRECTIVE MAINTENANCE FOR OCTOBER 2007	$5,125,633.00	$5,125,633.00	9/18/2007	10/31/2007	ONLY ONE SOURCE - OTHER
L 3 COMMUNICATIONS CORPORATION (4475)	CORRECTIVE MAINTENANCE FOR OCTOBER 2007	$57,985.20	$57,985.20	9/17/2007	12/31/2007	ONLY ONE SOURCE - OTHER
L 3 COMMUNICATIONS CORPORATION (4475)	CORRECTIVE MAINTENANCE FOR OCTOBER 2007	$6,485,169.99	$6,485,169.99	9/17/2007	3/10/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
L-3 COMMUNICATIONS SECURITY AN	ENGINEERING SUPPORT SERVICES - STIP	$1,411,380.00	$1,411,380.00	9/28/2007	9/30/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	DECOMMISSIONING OF TEN (10) L3 EXAMINER 6000 EDS AT ORD.	$455,889.08	$455,889.08	9/19/2007	10/30/2008	ONLY ONE SOURCE - OTHER
L-3 COMMUNICATIONS SECURITY AN	IN ORDER TO PROCURE STAND-ALONE SIMULATORS	$291,200.00	$352,000,000.00	6/28/2007	9/30/2007	ONLY ONE SOURCE - OTHER
SPECTRUM SAN DIEGO INCORPORATED	SUGGESTED VENDOR: SPECTRUM SAN DIEGO, INC.	$60,000.00	$60,000.00	4/26/2007	4/26/2007	ONLY ONE SOURCE - OTHER
NOMADICS INCORPORATED	SENSING ELEMENTS (EXTENDED LIFE SENSING CARTRIDGE: FP-01-E)	$45,591.30	$45,591.30	7/25/2007	11/21/2007	ONLY ONE SOURCE - OTHER
NOMADICS INCORPORATED	SENSING ELEMENTS (EXTENDED LIFE SENSING CARTRIDGE: FP-01-E)	$3,287.27	$3,287.27	8/8/2007	11/21/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
EGS INCORPORATED (2250)	THIS PR PROVIDES FY078 APPROPRIATIONS TO FUND A BRIDGE FOR CONTRACT (HSTS03-06-A-ACQ911) (REQUISITION #21-06-206AOP531) WITH EGS IN CONTINUING ADMINISTRATIVE SUPPORT AT BRADLEY, SEATTLE, DENVER, MIDLAND INTERNATIONAL, AMARILLO AND BURLINGTON AIRPORTS. THE CURRENT TASK ORDER WITH EGS INC. HAS BEEN FUNDED WITH FY067 APPROPRIATIONS WHICH ALL UNEXPENDED FUNDS MUST BE DE-OBLIGATED BY 30 SEPTEMBER 2007. THIS BRIDGE WILL CONTINUE SERVCIES UNTIL THE FY08 NATIONAL ADMIN SERVICES CONTRACT IS PUT IN PLACE.	$100,000.00	$100,000.00	9/17/2007	5/12/2011	URGENCY
REGAL DECISION SYSTEMS INCORPORATED	THIS PR IS THE FORTH TASK ORDER 4 UNDER THE BPA ESTABLISHED THROUGH CONTRACT HSTS02-06-A-AOP270.	$264,274.00	$264,274.00	3/14/2007	5/9/2008	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
REGAL DECISION SYSTEMS INCORPORATED	THIS PR IS THE FIFTH TASK ORDER UNDER THE BPA ESTABLISHED UNDER CONTRACT HSTS02-06-A-AOP270.	$185,095.54	$185,095.54	7/30/2007	5/9/2008	PATENT/DATA RIGHTS
REGAL DECISION SYSTEMS INCORPORATED	THIS PR IS THE FIFTH TASK ORDER UNDER THE BPA ESTABLISHED UNDER CONTRACT HSTS02-06-A-AOP270.	$1,329.38	$1,329.38	7/30/2007	5/9/2008	PATENT/DATA RIGHTS
OAG Worldwide	Software for access to OAG database to analyze and review flight data for staff planning.	$4,920.00	$4,920.00	3/8/2007	1/0/00	ONLY ONE SOURCE - OTHER
Accelera Solutions Inc.	Replaces PR 2107207OSO057 and PR 2107207OSO152 accommodates and increase in price for this item associated with a small business. CITRIX	$38,848.73	$38,848.73	3/30/2007	1/0/00	ONLY ONE SOURCE - OTHER
ALACHUA COUNTY OF (4843)	RATIFICATION ACTION FOR STORAGE FACILITIES FOR DISASTER PREPAREDNESS PLAN EQUIPMENT AND SUPPLIES	$39,000.00	$39,000.00	9/24/2007	9/30/2007	UNIQUE SOURCE
Commercial Movers Inc.	RDU016 Storage and Distribution of Consumable Supplies 9 Storage bays.	$9,315.00	$9,315.00	8/23/2007	1/0/00	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
CLASSIFIED DOMESTIC CONTRACTOR	MAY-SEPTEMBER 2007 FEES .	$87,500.00	$687,500.00	5/15/2007	9/30/2009	NATIONAL SECURITY
Grant Oliver	Parking decals for mission parking at Pittsburgh airport	$44,280.00	$235,086.00	10/1/2007	9/30/2007	ONLY ONE SOURCE - OTHER
Grant Oliver Corporation	Mission Parking Decals at Pittsburgh Airport. Option Year One - funded only under CR time frame.	$6,497.75	$50,777.55	10/16/2007	11/16/2007	ONLY ONE SOURCE - OTHER
Port of Seattle	Parking decals for mission parking at the Seattle / Tacoma airport	$58,853.76	$382,158.00	10/1/2007	9/30/2007	ONLY ONE SOURCE - OTHER
New South Parking	Parking decals for mission parking at airport	$108,000.00	$108,000.00	1/30/2007	9/30/2007	ONLY ONE SOURCE - OTHER
Metropolitan Airports Commission	parking decals for mission parking at airport	$26,984.00	$26,984.00	1/30/2007	12/31/2007	ONLY ONE SOURCE - OTHER
VP INTERNATIONAL SUPPLY INCORPORATED	LIFE FITNESS TREADMILL - 95TI FOR DETROIT.	$4,331.00	$4,331.00	5/9/2007	6/27/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
VP INTERNATIONAL SUPPLY INCORPORATED	LIFE FITNESS TREADMILL - 95TI FOR DETROIT.	$343.00	$343.00	5/18/2007	6/27/2007	ONLY ONE SOURCE - OTHER
LEE TECHNOLOGIES SERVICES INCORPORATED	PRODUCT EXPANSION - UPS SYSTEM	$2,317.02	$2,317.02	5/18/2007	6/22/2007	ONLY ONE SOURCE - OTHER
PELICAN PRODUCTS INCORPORATED	60 EACH - MODEL 1500 PELICAN - BLACK WITH FOAM INSERT	$4,716.00	$4,716.00	7/16/2007	8/15/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
DATAMAXX APPLIED TECHNOLOGIES INCORPORATED	PR TO FUND TISS LABOR AND TRAVEL FOR THE PERIOD OCTOBER 1, 2006-SEPTEMBER 30, 2007 $1,083,749.85(HSTS07-07-F-DM11)- CARRYOVER AIR TO GROUND FUNDS	$1,083,749.85	$1,083,749.85	3/1/2007	9/30/2007	ONLY ONE SOURCE - OTHER
DATAMAXX GROUP INCORPORATED	PR TO FUND RECURRING COSTS IN SUPPORT OF PDAS FOR THE PERIOD OCTOBER 1, 2006-SEPTEMBER 30, 2007, $7,078,125.28. (HSTS07-07-DM12)-FY07 BASE	$7,078,125.28	$7,078,125.28	10/16/2006	9/30/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
DATAMAXX GROUP INCORPORATED	PR TO FUND RECURRING COSTS IN SUPPORT OF PDAS FOR THE PERIOD OCTOBER 1, 2006-SEPTEMBER 30, 2007, $7,078,125.28. (HSTS07-07-DM12)-FY07 BASE	$356,960.00	$356,960.00	2/9/2007	9/30/2007	ONLY ONE SOURCE - OTHER
DATAMAXX GROUP INCORPORATED	PR TO FUND RECURRING COSTS IN SUPPORT OF PDAS FOR THE PERIOD OCTOBER 1, 2006-SEPTEMBER 30, 2007, $7,078,125.28. (HSTS07-07-DM12)-FY07 BASE	$200,000.00	$200,000.00	7/13/2007	9/30/2007	ONLY ONE SOURCE - OTHER
DATAMAXX GROUP INCORPORATED	PR TO FUND PDA ACCESSORIES-CHARGERS, CABLES, PLUGS, BATTERIES, EARBUDS, $15,407.15.	$15,407.15	$15,407.15	1/3/2007	2/2/2007	ONLY ONE SOURCE - OTHER
DATAMAXX GROUP INCORPORATED	PR TO FUND FAMS SIM MIGRATION EFFORT.	$53,216.00	$53,216.00	6/20/2007	8/31/2007	ONLY ONE SOURCE - OTHER
FEDERAL CARTRIDGE COMPANY	1000 ROUNDS OF FEDERAL GMM .223 REM GM223M3 77GR AMMO FOR MOBILE TRAINING TEAM.	$571.00	$571.00	11/7/2006	12/7/2006	ONLY ONE SOURCE - OTHER
MISCELLANEOUS FOREIGN CONTRACTORS	123 PARTICIPANTS AT 10.00 EACH FOR FY07 RANGE USAGE.	$1,230.00	$1,230.00	12/18/2006	9/30/2007	FOLLOW-ON CONTRACT

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
MISCELLANEOUS FOREIGN CONTRACTORS	BLUE RIDGE ARSENAL - HQ RANGE USAGE (JAN. 07 - DEC. 07)	$9,600.00	$9,600.00	12/28/2006	12/31/2007	AUTHORIZED BY STATUTE
STONEWALL LIMITED	RANGE CONTRACT FOR 2007	$2,500.00	$2,500.00	2/1/2007	3/3/2007	ONLY ONE SOURCE - OTHER
CLASSIFIED DOMESTIC CONTRACTOR	FY2007 TRANSACTION FEES	$20,000.00	$60,000.00	2/16/2007	9/30/2009	NATIONAL SECURITY
INTERNATIONAL ASSOCIATION OF CHIEFS OF POLICE	INT'L ASSOCIATION OF CHIEF OF POLICE (IACP)	$3,000.00	$3,000.00	2/20/2007	3/22/2007	UNIQUE SOURCE
PRADO FAMILY SHOOTING RANGE	PERIOD OF PERFORMANCE FOR THIS PURCHASE ORDER IS FROM DATE OF AWARD THROUGH DECEMBER 31, 2007	$9,750.00	$9,750.00	2/22/2007	12/31/2007	SIMPLIFIED ACQUISITION PROCEDURES -NON-COMPETITIVE
CHESAPEAKE LOCK AND SAFE SERVICE COMPANY	PR PROVIDES FUNDING TO COMPLETE A WEAPONS STORAGE ROOM SECURITY CAGE AND PARTITION ENCLOSURE AT CEILING AT FAMS HQ RESTON VA. PHYSICAL SECURITY POC IS ANDY COBURN AT 703--487-3155.	$1,755.00	$1,755.00	3/2/2007	4/11/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
AMERICAN BANK NOTE HOLOGRAPHICS	FFDO CREDENTIAL LAMINATES	$50,000.00	$50,000.00	3/26/2007	5/2/2007	ONLY ONE SOURCE - OTHER
FEDERAL PRISON INDUSTRIES INCORPORATED (5705) 1515236	42" ROUND TABLE, MAHOGONY	$665.00	$665.00	4/10/2007	5/10/2007	UNICOR
MISCELLANEOUS FOREIGN CONTRACTORS	INDOOR FIREARMS RANGE USE FOR 17 DAYS FROM 1/31/07 THROUGH MAY 15 OF 2007. THE MAP AUDIT REQUIRED ALL MAKE-UP TRAINING AND ADDITIONAL FIREARMS TRAINING.	$6,500.00	$6,500.00	4/12/2007	5/15/2007	AUTHORIZED BY STATUTE
FEDERAL PRISON INDUSTRIES INCORPORATED (5705) 1531953	OFFICE FURNITURE FOR NEW ATSAC	$4,465.89	$4,465.89	5/22/2007	7/16/2007	UNICOR
SIGARMS INCORPORATED	RECOMMENDED VENDOR: SIGARMS	$3,894.00	$3,894.00	6/29/2007	8/31/2007	ONLY ONE SOURCE - OTHER
GRADUATE SCHOOL USDA	PROFESSIONAL DEVELOPMENT TRAINING. ATL SUBMITTING 182S TO OPT.	$9,150.00	$9,150.00	7/12/2007	8/11/2007	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
COMBINED SYSTEMS INCORPORATED	AMMO REQUEST FOR MTT - MULTIPLE VENDORS (FEDERAL, DEF-TEC, CTS - SEE LIST)	$1,071.18	$1,071.18	8/29/2007	9/5/2007	ONLY ONE SOURCE - OTHER
HECKLER AND KOCH DEFENSE INCORPORATED	SPARE PARTS KITS TO SUPPORT FUNCTION AND READINESS FOR FEMT RIFLES.	$3,520.00	$3,520.00	9/7/2007	2/8/2008	ONLY ONE SOURCE - OTHER
UNITED STATES POSTAL SERVICE	PR IS FOR REIMBURSEMENT COSTS UNDER INTERAGENCY AGREEMENT BETWEEN FAMS AND US POSTAL INSPECTION SERVICE, CAREER DEVELOPMENT DIVISION, FIREARMS TRAINING FACILITY.	$3,000.00	$3,000.00	6/20/2007	5/8/2008	AUTHORIZED BY STATUTE
GOVERNMENT PRINTING OFFICE UNITED STATES	PRINTING	$11,523.00	$11,523.00	7/25/2007	8/15/2007	AUTHORIZED BY STATUTE
City of Phoenix	FY07 reimbursement allotment for Phoenix Sky Harbor International Airport (PHX).	$26,166,666.67	$91,500,000.00	9/24/2007	12/31/2009	ONLY ONE SOURCE - OTHER
SACRAMENTO	ADDITIONAL FUNDING FOR CCTV OTA WITH SACRAMENTO. SEE ALSO 2107207CTO213	$567,989.00	$567,989.00	9/19/2007	9/30/2012	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
VIRGIN ISLANDS PORT AUTHORITY	THE VIRIGIN ISLANDS PORT AUTHORITY STT OTA SUPPORTING CORRECTIVE REPAIS AND ENHANCMENTS TO ELECCTRICAL POWER INFRASTRUTURE SUPPORTING BAGGAGE SCREENING AT STT. MANGEMENT, LABOR AND MATERIAL COSTS OF INFRASTRUCTURE.	$495,000.00	$495,000.00	9/10/2007	9/30/2008	ONLY ONE SOURCE - OTHER
MITRE Corporation	The Mitre Corporation.	$350,000.00	$3,301,917.00	1/29/2007	1/0/00	ONLY ONE SOURCE - OTHER
Aircraft Owners and Pilots Association (AOPA)	Earmarked funds for AOPA education efforts. A yearly OTA with AOPA.	$220,000.00	$220,000.00	6/14/2007	7/8/2008	ONLY ONE SOURCE - OTHER
Medeco Security Locks	The PR is to purchase locks for the Office of Security	$30,914.67	$30,914.67	8/29/2007	9/30/2007	ONLY ONE SOURCE - OTHER
EGS, Inc	Bridge for EGS	$100,000.00	$100,000.00	9/17/2007	10/1/2007	ONLY ONE SOURCE - OTHER
INFINITY TECHNOLOGY, LLC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$171,360	$171,360	5/26/2008	6/22/2009	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
TRIUMPH ENTERPRISES, INCORPORATED	PROGRAM MANAGEMENT/SUPPORT SERVICES	$480,473	$480,473	8/1/2008	8/3/2013	AUTHORIZED BY STATUTE
TERACORE, INC	ADP SYSTEMS DEVELOPMENT SERVICES	$135,648	$276,058	9/15/2008	9/28/2010	AUTHORIZED BY STATUTE
INTERNATIONAL BUSINESS MACHINES CORPORATION	TECHNICAL ASSISTANCE	$1,201,082	$1,201,082	2/1/2008	10/31/2009	UNIQUE SOURCE
MIRACLE SYSTEMS LIMITED LIABILITY COMPANY	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,270,087	$2,672,261	2/29/2008	3/2/2010	AUTHORIZED BY STATUTE
SOLUTIONS THROUGH INNOVATIVE TECHNOLOGIES INC	AUDITING SERVICES	$199,938	$852,505	9/18/2008	9/28/2012	AUTHORIZED BY STATUTE
TRIUMPH ENTERPRISES, INCORPORATED	OTHER PROFESSIONAL SERVICES	$3,123,740	$3,123,740	5/30/2008	6/2/2009	AUTHORIZED BY STATUTE
SEKON ENTERPRISE, INC.	OTHER PROFESSIONAL SERVICES	$275,000	$902,725	9/15/2008	9/15/2009	AUTHORIZED BY STATUTE
TACTICAL OFFICE SOLUTIONS	INSTALL OF FURNITURE	$250,000	$250,000	6/18/2008	6/18/2012	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
THOMAS CONSTRUCTION COMPANY, INC.	CONSTRUCTION (BASIC)	$183,237	$183,237	9/2/2008	11/14/2008	AUTHORIZED BY STATUTE
TERACORE, INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$701,926	$3,425,873	6/14/2008	6/13/2009	AUTHORIZED BY STATUTE
MACROSYS RESEARCH & TECHNOLOGY	DATA COLLECTION SERVICES	$192,435	$424,657	4/7/2008	12/24/2011	AUTHORIZED BY STATUTE
BANNER STAFFING	OTHER ADMINISTRATIVE SUPPORT SVCS	$71,980	$382,100	3/13/2008	3/14/2009	AUTHORIZED BY STATUTE
CONSOLIDATED SAFETY SERVICES INCORPORATED	SCIENTIFIC DATA STUDIES	$173,300	$173,300	7/14/2008	7/13/2009	AUTHORIZED BY STATUTE
KOLA NUT TRAVEL INC	TRAVEL AGENT SERVICES	$49,996	$107,000	9/15/2008	10/31/2009	AUTHORIZED BY STATUTE
DELOITTE CONSULTING L.L.P.	OTHER PROFESSIONAL SERVICES	$822,970	$822,970	5/1/2008	6/16/2008	ONLY ONE SOURCE - OTHER
FREIGHTDESK TECHNOLOGIES, INC	OTHER PROFESSIONAL SERVICES	$400,000	$400,000	6/24/2008	2/23/2009	ONLY ONE SOURCE - OTHER
RAILINC CORP.	DATA COLLECTION SERVICES	$123,000	$601,344	9/26/2008	9/25/2013	ONLY ONE SOURCE - OTHER

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BAYFIRST SOLUTIONS LLC	OTHER PROFESSIONAL SERVICES	$398,280	$398,280	4/1/2008	12/4/2008	AUTHORIZED BY STATUTE
BAYFIRST SOLUTIONS LLC	OTHER PROFESSIONAL SERVICES	$847,600	$847,600	9/8/2008	9/30/2009	AUTHORIZED BY STATUTE
ID SOLUTIONS INCORPORATED	ADP SOFTWARE	$427,270	$1,107,580	2/19/2008	2/18/2012	FOLLOW-ON CONTRACT
MANAGEMENT SOLUTIONS, INC.	CONSTRUCTION OF OFFICE BUILDINGS	$2,133,000	$2,133,000	9/23/2008	9/23/2008	AUTHORIZED BY STATUTE
EXECUTIVE TECHNOLOGY, INC.	OTHER ADP & TELECOMMUNICATIONS SVCS	$530,187	$530,187	4/18/2008	4/17/2010	AUTHORIZED BY STATUTE
ADVERTISING COUNCIL, INC. THE	MISCELLANEOUS ITEMS	$1,299,980	$1,299,980	9/16/2008	9/23/2009	AUTHORIZED BY STATUTE
BAYFIRST SOLUTIONS LLC	PROGRAM EVALUATION SERVICES	$74,793	$74,793	3/6/2008	7/8/2008	AUTHORIZED BY STATUTE
GAP SOLUTIONS, INC.	OTHER PROFESSIONAL SERVICES	$0	$0	10/22/2008	10/22/2009	AUTHORIZED BY STATUTE
SIM-G TECHNOLOGIES, LLC	MISC ALARM, SIGNAL, SEC SYSTEMS	$1,072,595	$1,072,595	6/20/2008	6/20/2009	AUTHORIZED BY STATUTE
TERACORE INCORPORATED	ADP SYSTEMS ANALYSIS SERVICES	$658,327	$658,327	2/27/2008	2/29/2012	AUTHORIZED BY STATUTE

Vendor Name	Description of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
BATTLE RESOURCE MANAGEMENT, INC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$190,944	$291,190	9/23/2008	3/22/2010	AUTHORIZED BY STATUTE
DIXON GROUP, INC., (THE)	PATENT AND TRADEMARK SERVICES	$91,024	$91,024	8/1/2008	12/5/2008	AUTHORIZED BY STATUTE
TURNER, MARSHA	CUSTODIAL JANITORIAL SERVICES	$206,000	$1,099,313	8/12/2008	9/1/2009	AUTHORIZED BY STATUTE
DAY CONSULTANTS, INC.	OTHER PROFESSIONAL SERVICES	$315,808	$1,948,840	9/23/2008	7/23/2013	AUTHORIZED BY STATUTE
A.B.P. MAINTENANCE CORP.	CUSTODIAL JANITORIAL SERVICES	$22,395	$22,395	3/27/2008	3/31/2009	AUTHORIZED BY STATUTE
TERACORE, INC	ADP SYSTEMS DEVELOPMENT SERVICES	$0	$0	3/9/2009	12/21/2010	AUTHORIZED BY STATUTE
MIRACLE SYSTEMS LIMITED LIABILITY COMPANY	PROGRAM MANAGEMENT/SUPPORT SERVICES	$1,402,174	$1,402,174	2/19/2009	3/2/2010	AUTHORIZED BY STATUTE
GMG MANAGEMENT CONSULTING INC.	FINANCIAL SERVICES	$570,612	$0	3/11/2009	3/31/2011	AUTHORIZED BY STATUTE

Vendor Name	Deseription of Requirement	Action Obligation	Base and All Options Value	Date Signed	Completion Date	Reason Not Competed
TRIUMPH ENTERPRISES, INCORPORATED	OTHER PROFESSIONAL SERVICES	($225,994)	($225,994)	1/30/2009	6/2/2009	AUTHORIZED BY STATUTE
BANNER STAFFING	OTHER ADMINISTRATIVE SUPPORT SVCS	$74,120	$74,120	2/19/2009	3/14/2010	AUTHORIZED BY STATUTE
AITHERAS, LLC	OTHER ADMINISTRATIVE SUPPORT SVCS	$216,995	$443,990	1/22/2009	9/21/2009	AUTHORIZED BY STATUTE
GLOBAL TECHNOLOGY SOLUTIONS, LLC	PROGRAM MANAGEMENT/SUPPORT SERVICES	$894,081	$1,814,894	2/10/2009	2/9/2010	AUTHORIZED BY STATUTE
MIRACLE SYSTEMS LLC	AUTOMATED INFORMATION SYSTEM SVCS	$1,488,880	$1,488,880	1/30/2009	2/4/2010	AUTHORIZED BY STATUTE
ACCENTURE LLP	TECHNICAL ASSISTANCE	$5,548,689	$5,548,689	1/1/2009	2/28/2010	URGENCY
DAMMEL CLEANING ENTERPISE, INC	CUSTODIAL JANITORIAL SERVICES	$56,881	$296,010	2/27/2009	2/28/2014	AUTHORIZED BY STATUTE
MANAGEMENT SOLUTIONS, INC.	CONSTRUCTION OF OFFICE BUILDINGS	$0	$0	3/17/2009	3/23/2009	AUTHORIZED BY STATUTE
FACILITY SERVICES PROFESSIONALS	CUSTODIAL JANITORIAL SERVICES	$0	$0	3/19/2009	4/30/2008	ONLY ONE SOURCE - OTHER
DIXON GROUP, INC., (THE)	PATENT AND TRADEMARK SERVICES	($2,544)	($2,544)	2/4/2009	12/5/2008	AUTHORIZED BY STATUTE

Question: Please provide for the record a list of all contracts over $1,000,000 in total value executed by TSA in 2010. Organize by contractor, purpose, dollar award, full performance value, contract start date, contract end date, and contract type (e.g., firmed fixed price, etc.).

ANSWER: See table below for all contract awards greater than $1,000,000 in total value executed in 2010.

Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
ISYS, LLC	TELECOMMUNICATIONS RESELLERS	$13,075,200.00	$84,135,320.00	09/17/2010	09/19/2015	FIRM FIXED PRICE
K4 SOLUTIONS, INC	TELEMARKETING BUREAUS AND OTHER CONTACT CENTERS	$2,924,180.00	$14,465,828.00	07/30/2010	08/01/2015	FIRM FIXED PRICE
INQUIRIES, INC.	INVESTIGATION SERVICES	$1,845,194.00	$7,387,627.50	04/01/2010	03/31/2012	FIRM FIXED PRICE
BEACON GROUP LLC	HUMAN RESOURCES CONSULTING SERVICES (2007), HUMAN RESOURCES AND EXECUTIVE SEARCH CONSULTING SERVICES (2002)	$782,268.00	$3,499,998.00	09/17/2010	09/20/2013	FIRM FIXED PRICE
CPS PROFESSIONAL SERVICES, LLC	PROFESSIONAL AND MANAGEMENT DEVELOPMENT TRAINING	$1,269,117.51	$3,475,595.20	07/30/2010	07/31/2013	FIRM FIXED PRICE
MIRACLE SYSTEMS LLC	OTHER ACCOUNTING SERVICES	$2,171,399.74	$3,414,597.23	05/07/2010	04/10/2011	FIRM FIXED PRICE
MIRACLE SYSTEMS LLC	OTHER ACCOUNTING SERVICES	$634,594.48	$3,366,042.80	09/08/2010	09/14/2011	FIRM FIXED PRICE

Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
SEKON ENTERPRISE, INC.	HUMAN RESOURCES CONSULTING SERVICES (2007), HUMAN RESOURCES AND EXECUTIVE SEARCH CONSULTING SERVICES (2002)	$967,209.60	$2,988,429.60	07/30/2010	07/29/2013	FIRM FIXED PRICE
SECURENET, INC	SEARCH, DETECTION, NAVIGATION, GUIDANCE, AERONAUTICAL, AND NAUTICAL SYSTEM AND INSTRUMENT MANUFACTURING	$2,439,490.00	$2,439,490.00	09/09/2010	09/08/2011	FIRM FIXED PRICE
MILLENNIUM CORPORATION	OFFICE ADMINISTRATIVE SERVICES	$1,176,414.40	$2,387,849.60	08/03/2010	07/31/2012	FIRM FIXED PRICE
CAREERS IN TRANSITION INC	PROFESSIONAL AND MANAGEMENT DEVELOPMENT TRAINING	$249,919.50	$2,348,193.17	11/05/2009	03/04/2010	FIRM FIXED PRICE
ICI SERVICES CORPORATION	COMPUTER FACILITIES MANAGEMENT SERVICES	$436,500.00	$2,301,458.00	03/31/2010	03/31/2015	FIRM FIXED PRICE
PLUS POINT PARTNERS, LLC	COMPUTER AND COMPUTER PERIPHERAL EQUIPMENT AND SOFTWARE MERCHANT WHOLESALERS	$576,168.69	$1,816,992.71	09/22/2010	09/21/2013	FIRM FIXED PRICE
LOGISTICS SYSTEMS INCORPORATED	FACILITIES SUPPORT SERVICES	$1,766,636.00	$1,766,636.00	02/19/2010	02/28/2012	FIRM FIXED PRICE

Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date	Contract Type
TECHNOLOGY AND TELECOMMUNICATIONS CONSULTANTS, INC.	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	$321,968.80	$1,651,862.00	01/26/2010	08/03/2010	FIRM FIXED PRICE
E & E ENTERPRISES GLOBAL, INC.	SATELLITE TELECOMMUNICATIONS	$525,116.00	$1,591,932.00	06/18/2010	06/17/2011	FIRM FIXED PRICE
EAGLE HILL CONSULTING, LLC	ADMINISTRATIVE MANAGEMENT AND GENERAL MANAGEMENT CONSULTING SERVICES	$879,523.06	$1,375,043.14	11/05/2009	08/03/2010	FIRM FIXED PRICE

Question: Please provide for the record a list of all TSA contracts, grants and other transactions where work is performed outside of the United States (since the fiscal year 2011 hearing record submission). Organize by contractor, purpose, dollar award, full performance value, contract start date, and contract end date.

ANSWER:

Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date
MIDPOINT INTERNATIONAL INCORPORATED	PLASTICS FABRICATED MATERIALS	$11,485.90	$11,485.90	04/27/2010	06/14/2010
SPECTACULAR SOLUTIONS, INC	OFFICE INFORMATION SYSTEM EQUIPMENT	$3,553.50	$3,553.50	04/26/2010	05/07/2010
SMITHS DETECTION INCORPORATED	MISC ALARM, SIGNAL, SEC SYSTEMS	$1,061,094.72	$1,061,094.72	09/09/2010	09/09/2010
GOVPLACE	ADP SUPPORT EQUIPMENT	$98,669.57	$98,669.57	01/07/2010	01/22/2010
EG SOLUTIONS LIMITED LIABILITY COMPANY	ADP SUPPLIES	$173,999.98	$173,999.98	04/01/2010	05/01/2010
WILDFLOWER INTERNATIONAL LIMITED	TYPEWRITER & OFFICE COMPOSING MACH	$16,574.80	$16,574.80	09/17/2010	09/30/2010
NCS TECHNOLOGIES INCORPORATED	ADP SUPPLIES	$8,801.02	$8,801.02	04/16/2010	05/16/2010
ACG SYSTEMS INC	COMM SECURITY EQ & COMPS	$21,055.50	$21,055.50	03/25/2010	08/18/2012
ALE GROUP, INC., THE	OFFICE INFORMATION SYSTEM EQUIPMENT	$39,299.18	$39,299.18	07/16/2010	07/15/2011
RAPISCAN SYSTEMS NEUTRONICS AND ADVANCED TECHNOLOGIES CORPOR	MISC ALARM, SIGNAL, SEC SYSTEMS	$33,278.00	$166,390.00	06/29/2010	09/30/2010
CEIA USA, LLC	MISC ALARM, SIGNAL, SEC SYSTEMS	$29,360.00	$29,360.00	09/02/2010	09/01/2012

Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date
CEIA USA, LLC	MISC ALARM, SIGNAL, SEC SYSTEMS	$22,110,400.00	$22,110,400.00	09/23/2010	09/22/2015
EWING ELECTRONICS, INC.	RADIO TV EQ EXCEPT AIRBORNE	$83,223.00	$83,228.00	09/24/2010	10/08/2010
HIGH PLAINS COMPUTING, INC.	MISCELLANEOUS OFFICE MACHINES	$4,380.00	$4,380.00	05/06/2010	05/20/2010
INNOVATIVE OFFICE PRODUCTS INCORPORATED	ADP SUPPLIES	$10,091.00	$10,091.00	08/02/2010	09/30/2010
WHITAKER BROTHERS BUSINESS MACHINES INCORPORATED	OFFICE DEVICES AND ACCESSORIES	$10,393.36	$10,393.36	02/04/2010	03/05/2010
VENTURE TEC LLC	VIDEO RECORDING AND REPRODUCING EQU	$16,250.00	$16,250.00	06/08/2010	07/06/2010
5.11, INC.	CLOTHING, SPECIAL PURPOSE	$48,343.26	$48,343.26	07/06/2010	07/05/2011
D R D TECHNOLOGIES INC	SAFETY AND RESCUE EQUIPMENT	$72,140.33	$72,140.33	06/03/2010	07/03/2010
SHOCKNIFE INCORPORATED	MISCELLANEOUS WEAPONS	$4,138.60	$4,138.60	09/10/2010	10/15/2010
WECSYS LLC	OFFICE FURNITURE	$2,839.05	$2,839.05	08/04/2010	09/02/2010
GENERAL DYNAMICS PRODUITS DE DEFENSE ET SYSTEMES TACTIQUES-CANADA INC	AMMUNITION, THROUGH 30 MM	$246,300.00	$246,300.00	05/26/2010	09/27/2010

Contractor	Purpose	Dollar Award	Full Performance Value	Contract Start Date	Contract End Date
VF IMAGEWEAR, INC.	CLOTHING, SPECIAL PURPOSE	$7,400,000.00	$98,000,000.00	03/05/2010	12/31/2010
VF IMAGEWEAR, INC.	CLOTHING, SPECIAL PURPOSE	$0.00	$7,400,000.00	03/04/2010	12/31/2010
VF IMAGEWEAR, INC.	CLOTHING, SPECIAL PURPOSE	$400,000.00	$400,000.00	03/08/2010	12/31/2010
VF IMAGEWEAR, INC.	CLOTHING, SPECIAL PURPOSE	$1,100,000.00	$1,100,000.00	07/01/2010	12/31/2011
VF IMAGEWEAR, INC.	CLOTHING, SPECIAL PURPOSE	$0.00	$0.00	09/23/2010	12/31/2011
UTM LTD	AMMUNITION, THROUGH 30 MM	$115,750.00	$115,750.00	09/15/2010	12/20/2010
VF IMAGEWEAR, INC.	CLOTHING, SPECIAL PURPOSE	$11,500,000.00	$109,500,000.00	02/19/2010	02/18/2011

Note: This includes only new contract actions awarded in FY 2010.

Bonuses

Question: Please provide a table showing how your fiscal year 2011 estimate and 2012 budget for bonuses for TSA political employees (if applicable), TSA SES employees, and TSA non-SES employees.

ANSWER: The Transportation Security Administration does not predetermine the budget for bonuses. Bonuses are provided to employees based on their performance and the availability of funds.

Question: Please list all TSA SES bonuses provided in 2010 by position, office, and bonus amount.

ANSWER:

TSA Office	Position Title	2010 Bonus
Acquisitions	Assistant Administrator for Acquisitions	$ 8,926
Acquisitions	Deputy Assistant Administrator for Acquisitions	$ 11,975
Chief Counsel	Assistant Chief Counsel (Field Operations)	$ 8,400
Chief Counsel	Chief Counsel	$ 17,970
Chief Counsel	Deputy Chief Counsel (General Law)	$ 15,000
Chief Counsel	Deputy Chief Counsel (Leg. & Authorities)	$ 8,400
Chief Counsel	Deputy Chief Counsel (Operations)	$ 17,000
Chief Counsel	Deputy Chief Counsel for Litigation	$ 12,000
Chief Counsel	Deputy Chief Counsel for Regulations	$ 12,000
Chief Counsel	Senior Counsel	$ 10,000
Finance and Administration	Assistant Administrator for Finance & Administration	$ 17,943
Finance and Administration	Deputy Assistant Administrator/ Chief Administrative Officer	$ 15,950
Finance and Administration	Director, Budget & Performance	$ 12,023
Finance and Administration	Director, Financial Management	$ 14,946
Global Strategies	Assistant Administrator for Global Strategies	$ 17,100

TSA Office	Position Title	2010 Bonus
Global Strategies	Deputy Assistant Administrator for Office of Global Strategies	$ 8,927
Information Technology	Assistant Administrator for Information Technology/ CIO	$ 8,560
Information Technology	Deputy Assistant Administrator for Info Technology/Deputy CIO	$ 8,700
Inspection	Assistant Administrator for Inspection	$ 8,911
FAMS	Assistant Administrator for Law Enforcement	$ 17,870
FAMS	Assistant Director, Office of Admin. & Technical Services	$ 8,563
FAMS	Assistant Director, Office of Field Operations	$ 8,580
FAMS	Assistant Director, Office of Flight Operations	$ 13,303
FAMS	Assistant Director, Office of Training & Workforce Programs	$ 8,560
FAMS	Deputy Assistant Administrator for Law Enforcement	$ 17,613
FAMS	Deputy Assistant Director, Office of Field Operations, Eastern Region	$ 14,527
FAMS	Deputy Assistant Director, Office of Flight Operations	$ 16,290
FAMS	Plans Officer	$ 8,082
FAMS	Special Agent in Charge, New York City	$ 11,760
FAMS	Special Agent-in Charge, Washington Field Office	$ 11,860
FAMS	Special Agent-in-Charge, Atlanta Field Office	$ 8,008
FAMS	Special Agent-in-Charge, Dallas Field Office	$ 8,168
FAMS	Special Agent-in-Charge, Houston Field Office	$ 8,024
FAMS	Special Agent-in-Charge, Miami Field Office	$ 11,887
Security Operations	Assistant Administrator for Security Operations	$ 17,920
Security Operations	Deputy Area Director, North Central Area	$ 6,750
Security Operations	Deputy Area Director, North Central Area	$ 8,256
Security Operations	Deputy Area Director, Northeast Area	$ 8,229

TSA Office	Position Title	2010 Bonus
Security Operations	Deputy Area Director, Northeast Area	$ 8,092
Security Operations	Deputy Area Director, Northwest Area	$ 11,512
Security Operations	Deputy Area Director, South Central Area	$ 7,901
Security Operations	Deputy Area Director, South Central Area	$ 8,303
Security Operations	Deputy Area Director, Southeast Area	$ 8,203
Security Operations	Deputy Area Director, Southeast Area	$ 11,124
Security Operations	Deputy Area Director, Southwest Area	$ 8,067
Security Operations	Deputy Area Director, Southwest Area	$ 11,501
Security Operations	Deputy Assistant Administrator for Security Operations	$ 16,850
Security Operations	Deputy Assistant Director, Northwest Area	$ 7,757
Security Operations	Deputy Federal Security Director	$ 7,490
Security Operations	Deputy Federal Security Director	$ 7,833
Security Operations	Deputy Federal Security Director	$ 10,940
Security Operations	Deputy Federal Security Director	$ 7,795
Security Operations	Deputy Federal Security Director	$ 12,957
Security Operations	Deputy Federal Security Director	$ 7,400
Security Operations	Deputy Federal Security Director	$ 8,028
Security Operations	Deputy Federal Security Director	$ 6,791
Security Operations	Deputy Federal Security Director	$ 7,699
Security Operations	Deputy Federal Security Director	$ 7,985
Security Operations	Deputy Federal Security Director	$ 6,250
Security Operations	Federal Security Director	$ 8,198

TSA Office	Position Title	2010 Bonus
Security Operations	Federal Security Director	$ 8,013
Security Operations	Federal Security Director	$ 8,068
Security Operations	Federal Security Director	$ 11,335
Security Operations	Federal Security Director	$ 8,123
Security Operations	Federal Security Director	$ 11,676
Security Operations	Federal Security Director	$ 6,725
Security Operations	Federal Security Director	$ 12,937
Security Operations	Federal Security Director	$ 11,399
Security Operations	Federal Security Director	$ 11,353
Security Operations	Federal Security Director	$ 7,784
Security Operations	Federal Security Director	$ 8,120
Security Operations	Federal Security Director	$ 8,057
Security Operations	Federal Security Director	$ 8,038
Security Operations	Federal Security Director	$ 14,252
Security Operations	Federal Security Director	$ 7,990
Security Operations	Federal Security Director	$ 6,750
Security Operations	Federal Security Director	$ 13,595
Security Operations	Federal Security Director	$ 13,250
Security Operations	Federal Security Director	$ 16,673
Security Operations	Federal Security Director	$ 7,694
Security Operations	Federal Security Director	$ 7,914
Security Operations	Federal Security Director	$ 13,853

TSA Office	Position Title	2010 Bonus
Security Operations	Federal Security Director	$ 7,778
Security Operations	Federal Security Director	$ 11,122
Security Operations	Federal Security Director	$ 8,019
Security Operations	Federal Security Director	$ 7,500
Security Operations	Federal Security Director	$ 7,925
Security Operations	General Manager, Business Operations	$ 11,363
Security Operations	General Manager, Compliance	$ 11,137
Security Operations	General Manager, Field Operations	$ 13,398
Security Operations	USNORTHCOM Liaison Officer/Federal Security Director	$ 11,738
Special Counselor	Special Counselor	$ 17,346
Administrator	Deputy Administrator, TSA	$ 17,970
Administrator	Executive Advisor, Counterterrorism Coordinator	$ 17,960
Operational Process & Technology	Assistant Administrator/Chief Technology Officer for OPT	$ 17,609
Transportation Sector Network Management	Assistant Administrator, Transportation Sector Network Management	$ 8,983
Transportation Sector Network Management	Deputy Assistant Administrator for Transportation Sector Network Management	$ 8,060
Transportation Sector Network Management	General Manager, General Aviation	$ 7,500
Transportation Sector Network Management	General Manager, Mass Transit	$ 7,552
Transportation Sector Network Management	General Manager, Pipeline	$ 7,746
Transportation Sector Network Management	General Manager, Rail	$ 7,737

TSA Office	Position Title	2010 Bonus
Transportation Threat Assessment & Credentialing	Assistant Administrator for Transportation & Threat Assessment Credentialing	$ 17,124

Question: Please list by office and pay grade level the number of non-SES employees who received a bonus or quality step increase (qsi) in 2010, the total bonus/qsi expenditures for the particular office and pay grade. and the total number of employees in the office and pay grade.

ANSWER:

Office	Pay Band	Number Of Awards	Total Cash Awards	Total Employee By Band	Total Employees in Office
Acquisition	B	3	$ 953.00	1	228
Acquisition	D	6	$ 3,244.00	4	228
Acquisition	E	8	$ 4,762.00	6	228
Acquisition	F	12	$ 7,480.00	35	228
Acquisition	G	16	$ 11,043.00	35	228
Acquisition	H	87	$ 78,566.56	48	228
Acquisition	I	54	$ 62,138.12	39	228
Acquisition	J	58	$ 79,919.12	34	228
Acquisition	K	57	$ 106,823.56	26	228
Administrator's Office	F	16	$ 17,663.68	7	56
Administrator's Office	G	4	$ 3,882.56	4	56
Administrator's Office	H	8	$ 8,948.00	5	56
Administrator's Office	I	12	$ 16,679.00	8	56
Administrator's Office	J	8	$ 12,278.00	8	56
Administrator's Office	K	17	$ 40,283.00	21	56
Administrator's Office	L	2	$ 4,822.00	3	56
Chief Counsel	D	2	$ 650.00	8	280
Chief Counsel	F	4	$ 1,517.00	7	280
Chief Counsel	G	14	$ 7,880.56	17	280
Chief Counsel	H	19	$ 11,765.00	15	280
Chief Counsel	I	22	$ 16,591.00	18	280
Chief Counsel	J	52	$ 43,556.56	59	280
Chief Counsel	K	215	$ 231,783.00	110	280
Chief Counsel	L	96	$ 141,893.00	46	280
Finance & Administration	E	2	$ 1,296.00	6	233
Finance & Administration	F	20	$ 15,532.56	25	233

Office	Pay Band	Number Of Awards	Total Cash Awards	Total Employee By Band	Total Employees in Office
Finance & Administration	G	32	$ 25,964.68	34	233
Finance & Administration	H	30	$ 26,529.56	27	233
Finance & Administration	I	59	$ 53,901.05	43	233
Finance & Administration	J	116	$ 176,375.68	67	233
Finance & Administration	K	52	$ 105,940.00	30	233
Finance & Administration	L	2	$ 6,323.00	1	233
Global Strategies	F	3	$ 4,497.00	2	167
Global Strategies	G	8	$ 8,238.00	4	167
Global Strategies	H	11	$ 16,723.00	7	167
Global Strategies	I	135	$ 133,545.81	57	167
Global Strategies	J	85	$ 98,227.56	42	167
Global Strategies	K	108	$ 185,413.00	53	167
Global Strategies	L	3	$ 11,294.00	2	167
Human Capital	E	2	$ 679.56	5	243
Human Capital	F	6	$ 2,953.56	16	243
Human Capital	G	25	$ 17,655.56	15	243
Human Capital	H	24	$ 20,510.12	16	243
Human Capital	I	87	$ 76,619.18	43	243
Human Capital	J	187	$ 207,459.64	86	243
Human Capital	K	138	$ 252,525.58	55	243
Human Capital	L	15	$ 50,390.41	6	243
Inspection	B	1	$ 193.00	1	333
Inspection	E	3	$ 2,634.00	3	333
Inspection	F	3	$ 2,197.00	10	333
Inspection	G	12	$ 9,154.00	36	333
Inspection	H	19	$ 15,951.56	36	333
Inspection	I	37	$ 36,592.56	47	333
Inspection	J	262	$ 297,218.79	147	333
Inspection	K	67	$ 136,436.00	51	333
Inspection	L	2	$ 5,349.00	2	333
Intelligence	G	22	$ 17,452.24	18	206
Intelligence	H	36	$ 47,760.12	41	206
Intelligence	I	86	$ 99,981.92	54	206
Intelligence	J	88	$ 122,868.27	59	206
Intelligence	K	50	$ 113,749.41	32	206
Intelligence	L	5	$ 19,936.00	2	206
FAMS	C		$ 859.71	SSI	SSI

Office	Pay Band	Number Of Awards	Total Cash Awards	Total Employee By Band	Total Employees in Office
FAMS	D		$ 5,365.09	SSI	SSI
FAMS	E		$ 30,415.45	SSI	SSI
FAMS	F		$ 161,958.89	SSI	SSI
FAMS	G		$ 100,523.79	SSI	SSI
FAMS	H		$ 435,513.82	SSI	SSI
FAMS	I		$4,105,585.08	SSI	SSI
FAMS	J		$ 948,861.88	SSI	SSI
FAMS	K		$ 511,232.64	SSI	SSI
FAMS	L		$ 72,215.41	SSI	SSI
Legislative Affairs	H	1	$ 3,000.00	4	14
Legislative Affairs	I	7	$ 19,996.00	4	14
Legislative Affairs	J	5	$ 21,043.00	4	14
Legislative Affairs	K	3	$ 11,303.00	2	14
Information Technology	I	1	$ 1,000.00	19	160
Information Technology	J	11	$ 18,347.00	92	160
Information Technology	K	1	$ 1,124.00	49	160
Security Technology	F	4	$ 3,732.00	6	336
Security Technology	G	18	$ 9,171.04	15	336
Security Technology	H	26	$ 24,248.56	20	336
Security Technology	I	27	$ 30,841.80	59	336
Security Technology	J	276	$ 355,469.87	137	336
Security Technology	K	155	$ 256,957.12	83	336
Security Technology	L	23	$ 52,967.41	16	336
Security Operations	C	9	$ 1,824.48	18	85163
Security Operations	D	18610	$ 13,518,724.99	37606	85163
Security Operations	E	53233	$ 38,649,724.72	27235	85163
Security Operations	F	23993	$ 19,018,117.67	9197	85163
Security Operations	G	16444	$ 12,643,311.14	6259	85163
Security Operations	H	4273	$ 4,123,433.60	2152	85163
Security Operations	I	3898	$4,527,332.07	1665	85163

Office	Pay Band	Number Of Awards	Total Cash Awards	Total Employee By Band	Total Employees in Office
Security Operations	J	1454	$2,100,764.78	670	85163
Security Operations	K	793	$1,506,938.30	354	85163
Security Operations	L	15	$ 33,108.00	7	85163
Special Counselor	D	3	$ 1,889.00	2	176
Special Counselor	E	8	$ 3,371.56	11	176
Special Counselor	F	20	$ 14,273.97	20	176
Special Counselor	G	14	$ 7,560.65	17	176
Special Counselor	H	40	$ 27,948.12	21	176
Special Counselor	I	37	$ 29,211.28	29	176
Special Counselor	J	71	$ 78,561.12	39	176
Special Counselor	K	39	$ 71,680.00	32	176
Special Counselor	L	4	$ 10,780.00	5	176
Strategic Communications & Public Affairs	F	5	$ 5,185.00	7	51
Strategic Communications & Public Affairs	G	3	$ 5,932.00	4	51
Strategic Communications & Public Affairs	H	5	$ 10,826.00	5	51
Strategic Communications & Public Affairs	I	16	$ 29,464.00	10	51
Strategic Communications & Public Affairs	J	24	$ 44,231.00	20	51
Strategic Communications & Public Affairs	K	11	$ 27,519.00	5	51
Transportation Sector Network Management	B	4	$ 1,518.56	14	569
Transportation Sector Network Management	C	3	$ 2,020.00	4	569
Transportation Sector Network Management	F	24	$ 21,429.56	35	569
Transportation Sector Network Management	G	37	$ 47,376.12	59	569
Transportation Sector Network Management	H	63	$ 74,323.12	57	569

Office	Pay Band	Number Of Awards	Total Cash Awards	Total Employee By Band	Total Employees in Office
Transportation Sector Network Management	I	116	$ 150,485.12	144	569
Transportation Sector Network Management	J	243	$ 347,457.21	139	569
Transportation Sector Network Management	K	203	$ 417,675.50	105	569
Transportation Sector Network Management	L	3	$ 4,800.00	12	569
Transportation Threat Assessment & Credentialing	F	18	$ 8,435.72	31	292
Transportation Threat Assessment & Credentialing	G	26	$ 21,413.12	25	292
Transportation Threat Assessment & Credentialing	H	60	$ 44,625.75	31	292
Transportation Threat Assessment & Credentialing	I	106	$ 84,696.77	44	292
Transportation Threat Assessment & Credentialing	J	217	$ 196,416.55	96	292
Transportation Threat Assessment & Credentialing	K	115	$ 178,008.34	58	292
Transportation Threat Assessment & Credentialing	L	11	$ 28,534.00	7	292

* Bonuses include performance awards, individual cash awards, group cash awards, applicant referral bonus awards, and senior career employee rank awards.

Travel

Question: Please provide for the record a table that shows all funds expended by TSA political employees for travel in 2010 and to date in 2011. Include name of individual traveling, purpose of travel, location(s) visited, and total cost.

ANSWER:

Traveler	Purpose of Travel	Location(s) Visited	Trip Cost
John Pistole	Attended "See Something, Say Something" press events with S1.	NEW YORK, NY & PHILADELPHIA, PA	485.62
	Attend Boston Airport Tour, Boston Employee Town Hall and Media Event.	BOSTON, MA	222.95
	Site visit at Raleigh Airport.	RALEIGH, NC	242.95
	Meetings with industry CEOs, attend press conference and attend airport visits and tours.	DENVER, CO	1,937.52
	IAH Airport tour and visit with local elected officials	HOUSTON, TX	1,091.12
	BOS Airport visit and give keynote speech at the Massachusetts Transportation Authority luncheon.	BOSTON, MA	573.25
	Attend the International Association of Chiefs of Police (IACP) Leadership meeting.	PHILADELPHIA, PA	453.37
	TSA Administrator meeting with U.S. Mission Representative of International Civil Aviation Organization (ICAO) and meet with ICAO Secretary.	MONTREAL, CANADA	1,922.33
	Attend QUAD HLG meetings.	VICTORIA, CANADA	2,311.33
	Accept the Conner Prairie Interactive History Park 2010 Spirit of the Prairie Award.	INDIANAPOLIS, IN	61.47
	Attend meetings with UK Counterpart, Department of Justice and Legal Attaché and Mass Transit Security.	LONDON, UNITED KINGDOM	2,455.30
	Attend Airport Council International-North America 19th Annual Conference & Exhibition.	PITTSBURGH, PA	437.12
	Attend ICAO conference.	MONTREAL, CANADA	3,346.02
	Visit and conduct Town Halls at JFK and LaGuardia Airports and attend stakeholder roundtable.	NEW YORK, NY	278.95
	Visit Hartsfield Atlanta International Airport, conduct town halls and speak at the National Business Aviation Association conference.	ATLANTA, GA	602.75

Traveler	Purpose of Travel	Location(s) Visited	Trip Cost
	Meet with European Commission and tour airport in Brussels and attend SCG meetings with S2 in Berlin, Germany.	BRUSSELS, BELGIUM & BERLIN, GERMANY	3,530.83
	Speak and attend IACP annual conference. Visit Orlando International Airport & FAMS Field Office and conduct Town Hall meetings at each location.	ORLANDO, FL	760.28
	Attend meetings with aviation experts and senior foreign government officials.	FRANKFURT, GERMANY, SANAA, YEMEN, & KUWAIT CITY, KUWAIT	10,439.49
	Port of Long Beach brief and tour; conduct town halls at Los Angeles, Long Beach, and Las Vegas airports. Attend stakeholder roundtables at Los Angeles and Las Vegas airports.	LONG BEACH, CA, LOS ANGELES, CA, & LAS VEGAS, NV	1,134.33
	Attended DHS Operational Component Head Meeting.	EMMITSBURG, MD	95.93
	Visit Newark Airport (EWR), meet with FSD, conduct town halls with TSA workforce and meet with EWR Airport Manager. Travel to TLV for an airport tour and to meet with officials regarding Israel's Aviation Security Concept. Travel to Amsterdam Airport for a tour and to meet with the Netherlands Ambassador and officials regarding counter-terrorism and cargo screening.	NEWARK, NJ, TELAVIV, ISRAEL, & AMSTERDAM, NETHERLANDS	6,917.81
	Attend ICAO Council meeting.	MONTREAL, CANADA	917.48
	Visit Fort Lauderdale Airport to meet with Area Director, Fort Lauderdale, Miami, and West Palm Beach Federal Security Directors and conduct town halls. Attend IACP Executive Committee meeting.	FORT LAUDERDALE, FL	719.68
	Attend meetings with transportation officials in Dubai, Riyadh, Doha, and Abu Dhabi.	DUBAI, UNITED ARAB EMIRATES, RIYADH, SAUDI ARABIA, DOHA, QATAR & ABU DHABI, UNITED ARAB EMIRATES.	9,137.96

Traveler	Purpose of Travel	Location(s) Visited	Trip Cost
	Meet with industry and government officials.	NEW DELHI, INDIA	6,293.72
	Attend European Civil Aviation Conference.	PARIS, FRANCE	2,706.34
	Attend Quad High Level Group Meeting in Phoenix and participate in CBP hosted border tour in Nogales, AZ.	PHOENIX & NOGALES, AZ	2,239.14
	Speak at Airport Law Enforcement Agency Network and meet with Tampa, Florida Airport Federal Security Director.	TAMPA, FL	747.83
		TOTAL	**62,062.87**

Art Macias	Attend bilateral meetings with S1.	SPAIN & SWITZERLAND	1,196.98
	Attended International Air Transport Association Meetings.	AMMAN, JORDAN	5,835.04
	Attended "See Something, Say Something" press events with S1.	NEW YORK, NY & PHILADELPHIA, PA	668.62
	Attend Boston Airport Tour, BOS Employee Town Hall and media	BOSTON, MA	515.60
	Accompany the TSA Administrator to meeting with U.S. Mission Representative of ICAO and meet with ICAO Secretary.	MONTREAL, CANADA	1,997.33
	In conjunction with CBP meet with representatives of Mexico's Congress. Meet with Mexican President and Mexican airlines.	MEXICO CITY, MEXICO	1,405.40
	Attended DHS Operational Component Head Meeting.	EMMITSBURG, MD	95.93
	Attend Quad High Level Group Meeting in Phoenix and participate in CBP hosted border tour in Nogales, AZ.	PHOENIX & NOGALES, AZ	2,299.14
		TOTAL	**14,014.04**

Kristin Lee	Meet with counterparts on security communications.	BERLIN, GERMANY	2,549.93

Traveler	Purpose of Travel	Location(s) Visited	Trip Cost
	Staff the Puppy Program on ABC News.	SAN ANTONIO, TX	697.05
	Staff the TSA Assistant Administrator of the Office of Security Operations on a press conference on Advanced Imaging Technology.	BOSTON, MA	677.78
	Site Visit	SAN DIEGO, CA	2,414.70
	Attended "See Something, Say Something" press events with TSA Administrator.	NEW YORK, NY & PHILADELPHIA, PA	877.32
	Attend Boston Airport Tour, Boston Employee Town Hall and Media Event with TSA Administrator.	BOSTON, MA	210.12
	Visit Raleigh Airport with TSA Administrator.	RALEIGH, NC	220.84
	Staff a press conference on Advanced Imaging Technology Oakland International Airport	OAKLAND, CA	891.93
	U.S. Mission to ICAO Assembly.	MONTREAL, CANADA	1,504.87
		TOTAL	**10,044.54**

LaVita	No travel performed.	N/A	0.00
LeGrys		**TOTAL**	**0.00**

Unobligated Balances

Question: Please provide unobligated balances within TSA, by appropriation account, and when you anticipate they will be expended.

ANSWER: As of February 28, 2011, the Transportation Security Administration's (TSA's) unobligated funds for all appropriations, including fee accounts, are as follows:

Appropriation[1]	$M
Aviation Security[2]	1,829.4
Surface Transportation Security	27.0
Transportation Threat Assessment & Credentialing	127.9
Transportation Security Support	335.5
Federal Air Marshals	66.0
Research and Development	1.8
Transportation Security Administration	5.9

[1] Unobligated balances represent Fiscal Year (FY) 2011 Continuing Resolution funding levels through March 18, 2011, as well as carryover and fee collections through February 2011.

[2] Aviation Security includes $250 million in mandatory fees for Aviation Security Capital Fund and payroll for over 49,000 Transportation Security Officer FTE.

TSA expects to obligate the majority of the FY 2011 CR funding in March, with the remainder of the funds by the end of FY 2011.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE David Price

Administrator John Pistole, Transportation Security Administration
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – TSA
March 15, 2011

Behavior Detection Officers

Question: The FY 2012 budget requests $236.9 million for the Behavior Detection Officers (BDO) program, including 350 new BDO screeners (+$21.9 million). Currently BDOs are deployed at the top 161 airports. This request would add BDOs to these airports as well as permit expansion to smaller airports. This request is essentially a repeat of what was requested, and denied by both the House and Senate, in 2011 due to skeptical reviews of the program by experts.

In 2008, the National Academy of Sciences expressed concern that the BDO program was deployed before a scientific validation of the program was complete. As a result, S&T began reviewing the program's effectiveness. In May 2010, GAO raised numerous concerns about the BDO program including that it lacked a comprehensive deployment strategy, and TSA could not identify the costs or benefits of deploying additional BDO screeners. In addition, GAO recommended that the Secretary convene an independent panel to review the study being conducted by S&T to determine if it was sufficiently comprehensive and included input from other federal agencies and experts in this field. This independent review was supposed to be completed in February 2011.

Administrator Pistole, the 2012 budget request for the Behavior Detection program appears to be the 2011 request resubmitted. The justification makes no mention of programmatic changes TSA has made over the past year to address problems raised by NAS or GAO: specifically, how the program will be implemented effectively, and making sure that screeners' skills are not being degraded and that fatigue does not reduce their ability to spot suspicious behavior. So I must ask, with these concerns from NAS and GAO about the program, what changes have you made over the past year to address these concerns and strengthen the Behavior Detection program?

ANSWER: The Department of Homeland Security's (DHS) Science and Technology Directorate (S&T) is leading a comprehensive study to validate the effectiveness of the Transportation Security Administration's (TSA) Screening of Passengers by Observation Techniques (SPOT) program. Data collection was completed by TSA in late 2010 and provided to the American Institutes for Research for analysis and reporting. The validation study report is undergoing final review and is expected to be released by DHS S&T by early April 2011.

TSA is currently working to conduct a cost-benefit analysis of the SPOT program. TSA's cost-benefit analysis of SPOT is expected to be completed in the early summer of 2011.

TSA agreed with the Government Accountability Office (GAO) recommendation to establish enhanced procedures and guidance on when and how Behavior Detection Officers interact with the Transportation Security Operations Center (TSOC) and the Transportation Information Sharing System. The SPOT Standard Operating Procedures were recently revised to include clear requirements and guidance on reporting of incidents to the Transportation Information Sharing System. Further, TSA utilized a working group to establish procedures for individuals meeting certain SPOT thresholds to be vetted against law enforcement and intelligence databases that are available

to the TSOC. TSA is finalizing these procedures, which are expected to be pilot tested and implemented in the third quarter of Fiscal Year 2011.

TSA continues to work to implement the additional recommendations provided by GAO. SPOT reporting has been migrated to a new database platform that provides improved functionality, controls, and reporting ability.

Question: Administrator Pistole, is the independent review of the BDO program complete and what did it find? Shouldn't these findings be implemented before providing additional funding and hiring new BDOs?

ANSWER: The Department of Homeland Security's (DHS) Science and Technology (S&T) Directorate is leading a comprehensive study to validate the effectiveness of the Transportation Security Administration's (TSA) Screening Passenger by Observation Techniques (SPOT) program. Data collection was completed by TSA in late 2010 and provided to the American Institutes for Research for analysis and reporting. The validation study report is currently undergoing final review and classification. TSA expects it to be released by DHS S&T by the end of April 2011. The preliminary briefings of the analysis found that SPOT is significantly more effective at identifying individuals exhibiting certain behavioral characteristics such as those demonstrated by individuals who are in possession of prohibited or illegal items, are in possession of false or fraudulent documents, and/or may be subject to arrest for criminal violations. In addition to the validation study, risk analysis has determined that Behavior Detection Officers (BDOs) provide an important element in the aviation security system due to the breadth of threat types for which they provide detection capability.

Preliminary briefs from the validation study support the SPOT program and indicate that SPOT, when compared against a strict random protocol, is in excess of 50 times more effective than random referrals in leading to an arrest. TSA believes that the evidence presented in the preliminary findings of the validation study justifies the requests for additional funding and hiring of new BDOs. Although currently there are BDOs at all Category X and Category I airports, there are not enough BDOs to provide coverage for 100 percent of the operating hours at every checkpoint. The additional BDOs will provide coverage at airports with the highest threat assessments, including 310 BDOs staffed at Category X airports. These additional BDOs will provide additional shift coverage at approximately 175 checkpoint lanes. They will add more effective and consistent levels of protection at the Nation's airports and will reduce the risk to the traveling public.

Question: Has DHS identified measures for assessing this program's performance?

ANSWER: The Transportation Security Administration (TSA) tracks referrals, law enforcement referrals, and outcomes of referrals. TSA has worked with the Department of Homeland Security (DHS) Office of Science & Technology (S&T), as well as outside experts, to help develop increased knowledge of Screening of Passengers by Observation Techniques (SPOT) specific metrics. DHS S&T has conducted an authoritative analysis finding high correlation between suicide bombing behavior / characteristics and SPOT assessment criteria. As the validation study data becomes available, TSA will continue to examine more methods of measurement. Additionally, TSA is seeking to establish a panel of experts in behavior analysis, performance measures, and predictive analysis to review current metrics and identify additional outcome based performance metrics.

Aviation Security User Fee Increase

Question: The 2012 budget includes a General Provision giving the Secretary the authority to raise these fees by $1.50. In total, a passenger will pay no more than $4.00 per leg, with a maximum of $8.00 one way and $16.00 round trip. Assuming six months of collections in 2012, this fee increase will generate an additional $590 million in revenues from a total collection of $2.1 billion in 2010 to $2.7 billion in 2012) and almost $800 million thereafter (when the fees covers the entire fiscal year). This fee is under the jurisdiction of the Homeland Security Committee and Chairman King has already said he cannot support it.

At our hearing two weeks ago, Secretary Napolitano testified that aviation security costs have increased dramatically since the fee was set in 2002 and it should be adjusted accordingly. At this time, we are collecting approximately a total of $2.1 billion, of which $1.7 billion is from passenger fees (those proposed to be raised) and $420 million from airlines (related to security costs the federal government now incurs that used to be paid by the carriers). In justifying this increase, Secretary Napolitano has said that the fee increase is needed because TSA personnel are screening more carryon baggage since the airlines began imposing a checked baggage fee. Airline checked baggage fees produced more than $3 billion in revenue for U.S. air carriers in 2010, according to the Department of Transportation.

Given the fact that these additional costs are a direct result of actions taken by the airlines, why didn't the Administration propose raising the fee that carriers pay instead of the passenger fee? Wouldn't it make more sense to have the carriers pay for a larger percent of these quantifiable, direct costs to the agency rather than shifting the entire burden to passengers?

ANSWER: Air carrier security fees have not been adjusted upward since originally established in fiscal year (FY) 2002. The amount of fees paid by air carriers is limited to $420 million annually as a result of prior litigation by the air carriers. In addition, this decision is currently the subject of a case before the United States Court of Appeals for the District of Columbia Circuit.

The aviation security enhancements implemented by the TSA since 2001 are intended to make commercial air travel safer for passengers, air carriers, and the United States in general. The authorizing language that established TSA and the security fees envisioned that the cost of aviation security would be shared by the three groups that accrue benefits from the service.

Question: At a minimum, wouldn't you agree that a hybrid approach with both the carriers and passengers helping to meet increased TSA operating costs makes more sense than shifting the entire burden to passengers?

ANSWER: The Transportation Security Administration (TSA) agrees that increased aviation security costs should not be paid solely by air travelers. The aviation security enhancements implemented by TSA since 2001 have made commercial air travel safer for passengers, air carriers, and the United States in general. When Congress enacted language establishing TSA and the collection of passenger and carrier security fees, the intention at the time was that the cost of aviation security would be significantly borne by user fees. Since that time, the carrier fees have been the subject of extensive litigation by the air carriers, which has eroded the amount of collections. This climate has made collection of air carrier fees less predictable.

Question: Unless legislation is enacted to raise the passenger fee, we will have a $590 million shortfall and will require more non-defense discretionary general revenue funds to keep TSA whole for 2012, a tough ask in a fiscally constrained environment. Administrator Pistole, recognizing the failure of Congress to raise the aviation security fee in the past and continued opposition to this proposal, how do you suggest we make up this shortfall?

ANSWER: The Transportation Security Administration (TSA) will continue to work with Congress to further align the increasing cost of aviation security to beneficiaries. In the event Congress fails to enact the requested adjustment, the Department of Homeland Security (DHS) will work with the House and Senate Appropriations Subcommittees on Homeland Security in exploring alternative policies, priorities, and programs to bridge this potential funding gap. A reduction in the DHS budget of $590 million would seriously impair the effectiveness of many essential security programs

Problems in Screening at Specific Airports

Question: TSA tests its screeners regularly—both covertly and overtly—and these tests have become increasingly more challenging as our threat streams have grown and diversified. However, there have been multiple instances of screeners not doing their jobs appropriately. For example, after beginning an investigation last December, your

agency recently found that over as long as four months, several thousand pieces of luggage were not properly screened for explosives at the Honolulu airport. Newark airport has also had a number of security breaches since the beginning of this year, with people evading passenger screening. And just last week, a TSA agent was arrested and accused of helping drug dealers evade security at Buffalo Niagara International Airport. When instances like these come to light, what measures do you take to address problems in screening?

ANSWER: First, the Transportation Security Administration (TSA) does an immediate assessment of an incident to determine what happened. TSA contacts the Area Director and the Federal Security Director (FSD) of the airport where the incident occurred to ensure they are applying requisite resources to investigate the problem and are applying immediate corrective actions to prevent any other occurrences. Second, TSA reviews procedures for accuracy or modification, if required.

Depending upon the situation, TSA may deploy a team of experts to an airport to provide assistance. For instance, at Newark, a management team was sent to work closely with the workforce to review procedures and provide training to correct any deficiencies. In instances of disciplinary issues, the officer involved is normally relieved of all security functions while an investigation is pursued. Once the investigation is complete, the FSD takes appropriate action, which can include removal from Federal service.

Passenger Screening Upgrades

Question: TSA has indicated that the agency is pursuing an "intelligence-driven" approach to passenger screening that would move beyond today's uniform passenger screening model. Can you elaborate on changes the agency is pursuing to move away from its current "one-size-fits-all" approach to passenger screening? Do you anticipate providing separate screening lanes, different screening procedures (laptops in bags, shoes on, etc.), or other "benefits" in exchange for additional passenger information?

ANSWER: The Transportation Security Administration (TSA) has outlined risk-based screening objectives and is in the design phase for several possible pilots. TSA is looking to focus its resources and improve the passenger experience at security checkpoints by applying new risk-based screening procedures and enhancing its use of technology. This is a direction in which TSA is already moving based upon the evolution of its multi-layered approach to transportation security.

Question: What is the timeline for deployment of some of these passenger screening changes?

ANSWER: The Transportation Security Administration (TSA) has outlined risk-based screening objectives and is in the concept design phase for several possible pilots. Several methods for executing risk-based screening will be tested and vetted before TSA commits to a solution for information flows.

Advanced Imaging Technology

Question: The 2012 budget requests $77 million to purchase and install 275 AITs at airport checkpoints as well as $16.1 million for 510 new screeners. At last year's hearing TSA has indicated that its early AIT deployment efforts would be focused – at least to a certain extent – on airports where it is relatively easy to install AIT equipment and that more difficult projects would likely be shifted to late 2011 and beyond. While the 2012 request seeks additional resources for AIT equipment and for personnel, it does not appear to request funding for either additional space or airport terminal modifications that may be necessary to install AIT equipment. Many airport terminals have serious space constraints that will likely make it necessary for TSA to either acquire additional space or modify terminals in order to accommodate the bulky AIT equipment and additional staff needed to operate it. Do you expect to install AIT machines and provide space for staffing within existing screening checkpoint footprints at those airports that you have selected to receive AIT equipment in 2012?

ANSWER: The Transportation Security Administration (TSA) is evaluating options to extend Advanced Imaging Technology (AIT) coverage at airport checkpoints, which includes working with airports and evaluating alternative checkpoint configurations. If minor checkpoint modifications are required for AIT installation, funding will be provided using existing resources from TSA's Checkpoint Support budget.

Question: If some of these airports are constrained by space, how will you accommodate these machines? Will you pay for additional space or terminal modifications? Do you have a cost estimate for these items?

ANSWER: The Transportation Security Administration (TSA) is evaluating options to extend Advanced Imaging Technology (AIT) coverage at airport checkpoints, which includes working with airports and evaluating alternative checkpoint configurations.

TSA makes a conscious effort to minimize checkpoint reconfigurations associated with checkpoint security technology installations. In the drafting of procurement specifications, TSA works to define technology specifications for system size and weight that will allow for deployment in most, if not all, checkpoints. If checkpoint modifications are required for AIT installation, funding may be provided from existing resources within TSA's Checkpoint Support budget.

Radiation Detection

Question: Numerous concerns have been expressed about TSA officers' exposure to radiation from machines utilized to screen for explosives or other threat materials. It is my understanding that TSA requires manufacturers and/or third party contractors to make regular examinations of the operational condition of all equipment, including checking to insure that adequate radiation controls are in place. In the event that a machine is not operating within required parameters, the contractors are to notify TSA and the Food and Drug Administration. However, TSA recently reviewed documentation submitted by these contractors and found errors in the way the data was collected and/or recorded in a certain percentage of the examinations, lending doubt as to the veracity of the information. What are you doing to make sure your personnel are not exposed to improper levels of radiation? Have you considered allowing personnel working around equipment and in area where there are constant sources of radiation to wear dosimeter badges to ensure they are not be exposed to unhealthy doses of radiation?

ANSWER: The Transportation Security Administration (TSA) confirmed that each piece of technology reviewed meets all national safety standards. The inaccuracies identified during TSA's review included missing non-measurement related information and calculation errors that did not affect test results. TSA has taken immediate steps to address this and which required the re-testing of all Advanced Imaging Technology (AIT) machines deployed to airports nationwide, as well as all technology with inaccurate reports, which TSA completed at the end of March 2011.

TSA is also requiring contractors to re-train personnel involved in conducting and overseeing the radiation survey process; requesting the National Institute for Occupational Safety and Health to re-evaluate TSA's safety program and update its 2008 report; expanding TSA's partnership with the U.S. Army Public Health Command to conduct additional independent radiation surveys and radiation safety compliance audits at airports equipped with X-ray-based technologies; increasing TSA's oversight on the overall radiation survey and documentation process; and ensuring all appropriate contractual remedies are considered and implemented, as necessary, in the event that radiation inspections are incomplete or delinquent.

Procedurally, after TSA makes an operational decision to use a technology, manufacturers are required to perform radiation inspections on each individual unit before it leaves the factory and is shipped to TSA. The manufacturer also must perform a radiation test on each unit once it is installed in the airport. After installation, at least once every 12 months, manufacturers are responsible for performing radiation tests in accordance with the applicable standards. Additionally, radiation tests are performed after any maintenance that could impact the X-ray sources, emissions or containment, and if the unit is ever relocated from its initial installation position.

TSA is committed to providing a safe and healthful environment for all TSA employees. The various TSA screening technologies (explosives detection systems, checkpoint x-ray systems, and AIT systems) are designed, constructed, and maintained in a manner that keeps radiation doses to individuals well below the criteria that requires personal dosimetry. In addition, TSA performs radiation surveys and dosimetry studies to measure actual equipment emissions and employee exposures. These surveys and studies are in addition to the radiation surveys performed as part of the system's preventive maintenance.

Over the past year, more than 1,100 Transportation Security Officers at six airports have participated in a mandatory personal radiation dosimetry study. As part of this year-long dosimetry study, area dosimeters were also mounted near the entrance and exit of the most-used systems. Over the past two years, radiation surveys were performed on 437 cabinet systems at 34 airports during screening operations while items were entering and exiting systems with the leaded curtains constantly in motion. Beginning in April 2010, surveys of the deployed general-use backscatter x-ray AIT systems have been performed by Certified Health Physicists with the U.S. Army Public Health Command (Provisional) to confirm conformance with the American National Standards Institute/Health Physics Society (ANSI/HPS) N43.17 *Radiation Safety for Personnel Security Screening Systems Using X-ray or Gamma Radiation* standard. In addition, the Certified Health Physicists are gathering area radiation dose data by mounting dosimeters within the inspection zone (that area only occupied by the individual undergoing the screening and delineated by the yellow bordered floor mat) on select systems.

The results of both the dosimetry study and surveys to date reveal that TSA systems are in compliance with the Food and Drug Administration's standard for cabinet X-ray systems and the ANSI/HPS N43.17 standard. Levels are well below those that would require personal radiation dosimetry, even when there are several systems in close proximity as within a screening checkpoint.

Acquisition of Support Services Contracts

Question: The Inspector General reported in OIG-10-72 that Transportation Security Administration did not provide adequate management and oversight of acquisitions for support services for transportation security programs. Contractors were performing inherently governmental functions or roles that closely support the performance of inherently governmental functions, acquisition staff did not follow acquisition guidance, and support services contracts contained vague statements of work. This occurred because the agency did not have an adequate number of properly trained core acquisition staff to administer contracts and oversee support services contractors' performance. As a result, the Transportation Security Administration did not have reasonable assurance that contractors were performing as required, that it contracted for the services it needed, that it received the services it paid for, or that taxpayers were receiving the best value. What is the department doing to improve its oversight of support services contracts?

ANSWER: To implement the recommendations made by the Inspector General, the Transportation Security Administration (TSA) Head of Contracting Activity (HCA) reviews professional services contracts greater than $1 million annually to ensure that any proposed contract award or option does not include inherently or nearly inherently governmental requirements or personal services, or impact core functions that must be performed by Federal employees and that adequate oversight exists. TSA is also an active participant in the Department of Homeland Security Balanced Workforce Strategy, which ensures that mission needs are satisfied by appropriate levels of federal and contractor labor. The TSA Office of Acquisition has also implemented a review board of all contract solicitations to ensure that statements of work are not vague. TSA has initiated efforts for enhancing the TSA Contracting Officer's Technical Representative program, including additional training, formal outreach, and compliance reviews, all designed to ensure that acquisition professionals are adequately trained and performing at a high caliber.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Harold Rogers

Administrator John Pistole, Transportation Security Administration
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – TSA
March 15, 2011

TSA Screening Partnership Program (SPP)

Question: When did TSA issue its most recent Request for Proposals (RFP) to re-compete the original Screening Partnership Programs (SPP; PP5's) and Key West, Sonoma and Sioux Falls airports? When were proposals due?

ANSWER: The Transportation Security Administration (TSA) has issued two Requests for Proposals (RFP) for private screening services. One for screening services at San Francisco (SFO), Kansas City (MCI), and Jackson Hole (JAC) as a full and open competition was released on April 2, 2010. The other RFP for screening services at Rochester (ROC), Tupelo (TUP), Key West (EYW), Sioux Falls (FSD), and Sonoma (STS) was a small business set aside and was released on June 17, 2010.

The responses for the first solicitation (SFO, MCI, JAC) were due on June 2, 2010. The responses for the second solicitation (ROC, TUP, EYW, FSD, and STS) were due on July 27, 2010.

Question: When did the SPP airport contracts expire? Has TSA extended any of the expired contracts? If so, at which locations? How many extensions have been awarded and for what durations? When do you expect to make long-term awards for expired SPP contracts? Please advise the committee on your anticipated timeline for decision-making with respect to the applications for continued private screening services, which have been pending for nearly a year. Will you approve new contracts for these services prior to the expiration of the latest extensions? If no, why not?

What have been the obstacles to completing these routine contracts in a timely manner?

ANSWER:
The expiration of SPP airport contracts is as follows:

Sioux Falls Regional Airport (FSD)-	12/16/2010
Jackson Hole Airport (JAC)-	2/28/2011
San Francisco International Airport (SFO)-	3/31/2011
Kansas City International Airport (MCI)-	3/31/2011
Greater Rochester International Airport (ROC)-	3/31/2011
Tupelo Regional Airport (TUP)-	3/31/2011

TSA has extended the SPP contracts at the following locations:
Sioux Falls Regional Airport (FSD), Kansas City International Airport (MCI), Greater Rochester International Airport (ROC), and Tupelo Regional Airport (TUP). (Contract extensions were not necessary for Jackson Hole Airport and San Francisco International Airport because long term contracts were awarded before respective contract expiration dates.)

Following airports were awarded extensions:

Sioux Falls Regional Airport (FSD)-	2 (106 days and 140 days)
Kansas City International Airport (MCI)-	1 (100 days)
Greater Rochester International Airport (ROC)-	1 (140 days)
Tupelo Regional Airport (TUP)-	1 (140 days)

TSA anticipates making long-term awards for expired SPP contract as follows:

Jackson Hole Airport (JAC)-	Award made 1/28/2011
San Francisco International Airport (SFO)-	Award made 3/31/2011
Kansas City International Airport (MCI)-	On or about 4/11/2011
Sioux Falls Regional Airport (FSD), Greater Rochester International Airport (ROC), and Tupelo Regional Airport (TUP)-	On or about 5/20/2011

On January 28, 2011, the Transportation Security Administration (TSA) denied the applications from Butte (BTM), Glacier Park (GPI), Missoula (MSO), West Yellowstone (WYS), and Springfield-Branson (SGF), which had been pending as of that date. TSA received an application for Orlando-Sanford (SFB) on February 1, 2011, and a decision on this application is pending.

TSA will approve new contracts for these services prior to the expiration of the latest extensions.

The Transportation Security Administration determined to competitively award follow on contracts to the contracts identified above. The definition of new requirements for security services at these eight various sized locations resulted in the issuance of two solicitations that were, by their nature, very complex. Significant numbers of questions and comments as a result of the published solicitations resulted in the extension of the proposal due dates. Subsequent evaluation of correspondingly complex proposals from diverse offerors received in response to solicitations took time on the part of source selection participants within the demanding operational tempo of the TSA Office of Security Operations, its Screening Partnership Program, and the Office of Acquisition. This complex environment was further complicated by funding challenges under the Continuing Resolutions that severely impacted TSA's ability to make timely awards for these fixed price contracts.

Question: Please provide the Committee with information on the following:

- The number of employees at the SPP office; and
- The number of non-contractor TSA staff at each of the SPP airports and the number of supervisory TSA staff (non-TSO, BDO, etc.) at similarly-sized "federalized airports."

ANSWER: There are 6 employees in the Screening Partnership Program (SPP) Program Management Office.

Please see below table. This data is as of Pay Period 4, 2011 and does not include Bomb Appraisal Officers which may be stationed at these airports (both SPP and Federal comparisons).

SPP Airport	Screener FTE	# of Spokes	TSA Staff	Comparable Airport	Screener FTE	# of Spokes	Non-Screener TSA Staff
SFO	931	0	65	MCO	944	1	100
				DEN	748	1	83
				IAH	862	0	94
MCI	481	5	43	PDX	424	5	54
				SLC	381	5	59
ROC	131	1	14	BUF	188	2	35
				LIT	109	3	28
				TUL	123	0	19
FSD	56	5	15	MLI	68	6	24
				BTR	61	5	22
JAC	59	0	3	FWA	56	0	3
				EUG	47	0	5

Question: According to a fact sheet on the TSA web site, dated 4 February 2011, related to TSA Administrator Pistole's Decision on Collective Bargaining, TSA suggests that implementation would cost between $5-8 million annually. Are any of the SPP airports unionized? If so, is TSA responsible for any related costs? Alternatively, are these costs covered by contractors?

ANSWER: There is a union in place at San Francisco (SFO), Kansas City, and Sioux Falls (FSD). However, there are only collective bargaining agreements at SFO and FSD.

There are no direct costs to the government, as they would be unallowable.

The contractor covers all costs of a unionized workforce. In a cost-type contract direct union costs are unallowable. In a fixed price contract, the contractor has to cover all costs through the negotiated price.

Question: How many national screening force (NSF) are currently deployed nationally, and at which airports? What is the cost of their deployment? Specifically, how many national screening force (NSF) TSOs are deployed to Montana? What is the cost associated with this deployment? Please provide the Committee with:

- A cost comparison for similarly-sized airports without NSF TSO deployment; and
- The ratio of passengers screened per TSO for SPP airports to passengers screened per TSO at a similarly-sized "federalized" airport.

ANSWER: Currently, the Transportation Security Administration has deployed 299 National Screening Force personnel. The chart below provides a one day snapshot for March 27, 2011.

State	Airport	Airport Code	# Personnel 3/27/2011	Daily Operational Cost
AK	Bethel	BET	8	$2,080.00
AK	Wiley Post/Will Rogers Memorial	BRW	4	$1,040.00
AK	Merle K. "Mudhole" Smith	CDV	2	$520.00
AK	Nome Airport	OME	4	$1,040.00
AK	Kotzebue (Ralph Wein Memorial) Airport	OTZ	9	$2,340.00
AK	Yakutat Airport	YAK	1	$260.00
CA	Meadows Field, Bakersfield	BFL	4	$1,040.00
CA	Imperial County Airport	IPL	1	$260.00
CA	Mammoth Lakes	MMH	5	$1,300.00
CA	Palm Springs International Airport	PSP	9	$2,340.00
CA	San Diego International Airport	SAN	1	$260.00
CO	Aspen Pitkin County Airport Sardy Field	ASE	7	$1,820.00
CO	Denver International	DEN	16	$4,160.00
CO	Eagle County Regional Airport	EGE	20	$5,200.00
CO	Gunnison County Airport	GUC	2	$520.00
CO	Yampa Valley Regional Airport	HDN	12	$3,120.00
CO	Montrose County Airport	MTJ	4	$1,040.00
FL	Punta Gorda	PGD	2	$520.00
FL	Southwest Florida International Airport	RSW	7	$1,820.00
FL	Sarasota Bradenton International Airport	SRQ	9	$2,340.00

State	Airport	Airport Code	# Personnel 3/27/2011	Daily Operational Cost
HI	Honolulu International Airport	HNL	10	$2,600.00
HI	Kahului	OGG	1	$260.00
MO	Forney Army Airfield	TBN	1	$260.00
NJ	Newark International Airport	EWR	29	$7,540.00
NM	Four Corners Regional Airport	FMN	1	$260.00
NV	Yelland Field	ELY	1	$260.00
NV	McCarran International Airport	LAS	48	$12,480.00
PA	Venango Regional Airport	FKL	1	$260.00
SC	Myrtle Beach International Airport	MYR	7	$1,820.00
UT	Canyonlands Field	CNY	1	$260.00
VA	OSO Freedom Center/IVCC	IAD	34	$8,840.00
WA	Seattle-Tacoma International Airport	SEA	31	$8,060.00
WY	Yellowstone Regional	COD	2	$520.00
WY	Natrona County International	CPR	2	$520.00
WY	Gillette-Campbell Cnty Airport	GCC	2	$520.00
WY	Laramie Regional Airport	LAR	1	$260.00
			Total Personnel	**Sum of Daily Cost**
			299	**$77,740.00**
**Daily cost is Air & Lodging costs, Rental Car and Meals and Incidental Expenses (M&IE)				

As indicated in the above chart, the cost is $77,740 per day for these 36 airports (costs include: Air & Lodging, Rental Car and Meals and Incidental Expenses MI&E).

There are no national screening force TSOs deployed to Montana.

The following table provides the comparison requested. Please note there are many variables other than passenger volumes that affect an airport's Staffing Allocation Model allocation (airport layout, equipment processing rates, schedule of flights, etc).

Passenger per FTE Comparison							
Airport ID	**Airport**	**Cat**	**Type**	***2010 Pax**	**Avg Daily Pax**	**SAM10 FTE**	**Avg Daily Pax/SAM10 FTE**
MSP	Minneapolis-St. Paul International	X	FED	14,434,481	39,546.5	643.4	61.5
SFO	San Francisco International	X	SPP	14,514,730	39,766.4	937.1	42.4
IAH	Houston Intercontinental	X	FED	15,455,646	42,344.2	785.0	53.9
SMF	Sacramento International Airport	I	FED	4,404,660	12,067.6	347.6	34.7
MCI	Kansas City International	I	SPP	4,919,435	13,477.9	474.2	28.4
STL	Lambert St. Louis International	X	FED	6,002,670	16,445.7	397.2	41.4
ROC	Greater Rochester International Airport	II	SPP	1,270,009	3,479.5	131.4	26.5
ALB	Albany County	I	FED	1,298,260	3,556.9	127.8	27.8
LGB	Long Beach Daugherty Field	II	FED	1,401,420	3,839.5	144.4	26.6
FSD	Joe Foss Field	II	SPP	331,548	908.4	49.0	18.5
EUG	Mahlon Sweet Field (Eugene)	II	FED	339,918	931.3	49.9	18.7
RAP	Rapid City Regional	III	FED	266,421	729.9	40.4	18.1
JAC	Jackson Hole	III	SPP	284,132	778.4	60.3	12.9
MFR	Rogue Valley International-Medford	III	FED	286,702	785.5	48.6	16.2
GJT	Grand Junction Regional	III	FED	228,791	626.8	31.7	19.8
EYW	Key West International	II	SPP	234,256	641.8	42.9	15.0
STS	Charles M. Schulz - Sonoma County Airport	III	SPP	91,156	249.7	14.7	16.9
MTJ	Montrose County	III	FED	92,121	252.4	14.4	17.5
ROW	Roswell International Air Center	IV	SPP	37,773	103.5	5.7	18.0
AKN	King Salmon	III	FED	40,341	110.5	6.7	16.5
TUP	Tupelo Regional Airport	IV	SPP	13,195	36.2	6.7	5.4
PQI	Northern Maine Regional	IV	FED	13,300	36.4	5.7	6.4
SDY	Sidney-Richland Regional	IV	SPP	2,766	7.6	3.7	2.1
DDC	Dodge City Regional	IV	FED	3,247	8.9	4.5	2.0
GGW	Glasgow International / Wokal Field	IV	SPP	1,148	3.1	2.3	1.4
CNY	Canyonlands Field	IV	FED	1,900	5.2	3.7	1.4
LWT	Lewistown Municipal	IV	SPP	1,036	2.8	2.9	1.0

Airport ID	Airport	Cat	Type	*2010 Pax	Avg Daily Pax	SAM10 FTE	Avg Daily Pax/SAM10 FTE
IWD	Gogebic County	IV	FED	1,089	3.0	2.7	1.1
IGM	Kingman	IV	FED	859	2.4	4.4	0.5
MLS	Frank Wiley Field	IV	SPP	891	2.4	2.4	1.0
OLF	L. M. Clayton / Wolf Point	IV	SPP	900	2.5	2.7	0.9
CGI	Cape Girardeau Municipal	IV	FED	972	2.7	4.2	0.6
GBD	Great Bend Municipal	IV	FED	540	1.5	3.3	0.4
HVR	Havre City-County	IV	SPP	729	2.0	2.3	0.9
ELY	White Pines County	IV	FED	181	0.5	2.5	0.2
GDV	Dawson Community	IV	SPP	243	0.7	2.8	0.2

* 2010 Pax total is based on 2010 Calendar year Bureau of Transportation Statistics (BTS) total enplanements

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Nita M. Lowey

Administrator John Pistole, Transportation Security Administration
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget Request – TSA
March 15, 2011

Impact of Personnel Cap

Question: The 9/11 Commission Recommendations Implementation Act specifically lifted any cap on the number of screening personnel TSA may employ. What would the impact on both security and on checkpoint wait-times be if you had thousands fewer TSOs in FY12?

ANSWER: Placing a cap on Transportation Security Officers (TSOs) may result in longer wait times for passengers as they proceed through security checkpoints and an estimated reduction of 2,537 full time equivalent (FTE) TSO positions. Under TSA's current staffing allocation, this reduction would result in a delay in fielding and operating the 275 new Advanced Imaging Technology (AIT) machines requested in Fiscal Year 2012, as well as maintaining the staffing to operate the 1,000 AITs that will have already been deployed.

Impact of Government Shutdown

Question: How would even a short-term shutdown affect TSA? Are all TSOs considered essential personnel? Would VIPR and Canine Teams be considered essential as well?

ANSWER: It is anticipated that all TSOs would be considered "excepted" personnel and would not be subject to any shutdown.

VIPR and Canine Teams consist of TSOs, FAMS, and Inspectors, all of which TSA anticipates would be considered exempted positions.

WEDNESDAY, MARCH 16, 2011.

SOUTHWEST BORDER ENFORCEMENT

WITNESSES

MICHAEL J. FISHER, CHIEF, U.S. BORDER PATROL
THOMAS S. WINKOWSKI, ASSISTANT COMMISSIONER, OFFICE OF FIELD OPERATIONS, U.S. CUSTOMS AND BORDER PROTECTION
JAMES A. DINKINS, DIRECTOR, HOMELAND SECURITY INVESTIGATIONS, U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT
REAR ADMIRAL PAUL F. ZUKUNFT, ASSISTANT COMMANDANT FOR MARINE SAFETY, SECURITY, AND STEWARDSHIP, U.S. COAST GUARD

OPENING STATEMENT: CHAIRMAN ADERHOLT

Mr. ADERHOLT. The hearing is called to order.

Good morning.

This morning, we welcome witnesses from the Department of Homeland Security to talk about our progress in securing the Southwest border. They are Chief Michael Fisher, U.S. Customs and Border Protection, Office of Border Patrol; Assistant Commissioner Thomas Winkowski, CBP, Office of Field Operations; Associate Director Jim Dinkins, U.S. Immigration and Customs Enforcement, Homeland Security Investigations; and Rear Admiral Paul Zukunft, Assistant Commandant for Marine Safety, Security and Stewardship of the U.S. Coast Guard.

Gentlemen, we thank you for being here today, and thank you for your service. Each of you represents officers and agents who risk their lives every day in the interest of our Nation's safety and security. And all of your agencies have experienced losses in the line of duty over the past year. And let me express our condolences to you for the lives you have lost in your particular agencies and our sincere gratitude for all of you who carry on.

With the 5,500 miles of border with Canada, the 1,993 miles of border with Mexico, and the 2,627 miles of shoreline, securing the borders of the United States is a daunting task.

Since its inception, this Subcommittee has closely examined security efforts and conditions along our borders, particularly along the Southwest border. Our focus today is not merely to recite where we have been. We know well the significant resources and dramatic strides that have been made since 2003. Rather, we want to talk about the goals for border security.

We want to hear three things directly from you, the officers and agents who work on the front lines. Number one, what is the current assessment of border security? Number two, when will the border be secure? What does that mean? What resources are needed? And, number three, how do we measure progress toward a secure and economically vibrant border?

Let me elaborate on each of these points.

First, what is the current assessment of border security? After investing billions of dollars in Southwest border security efforts in the past 8 years, where are we in relation to where we need to go?

On the U.S. side of the border, we have invested in Federal, State, and local law enforcement personnel and capabilities. We have built 649 miles of physical fencing and tactical infrastructure to enhance detection and deterrence, and deployed and tested a variety of technologies. We have also invested in bringing the fight to the cartels, stepping up interdiction efforts away from the border, using air and maritime assets to support investigations in Latin America and in Mexico.

At the same time, despite our efforts, conditions in Mexico remain dire. Drug production is up and meeting demand, and drug-related violence has resulted in 35,000 deaths since the year 2005. With President Calderon's term coming to an end in just a year, how much progress do we expect to make?

Second, the most important, how much further do we have to go? What are the end goals, and how much will it cost to reach them?

Commissioner Bersin gave us some insight before this Subcommittee into what he thinks the end goals are, in his appearance last week, the standard being that, if you try to come in illegally, you will be detected and you will be arrested. It means reducing the flow of illegal traffic in the United States from Mexico to a point that both assures public safety and is perceived by the people who live on the border and the people who live in Arizona as being safe and secure.

I want to dig into the Commissioner's comments. How will we achieve the level of detection and interdiction? What resources will it take? How long will it take?

Last, we do need to measure progress. How do we measure progress along the way? The Administration has touted the decrease in apprehensions along the Southwest border as an indication of fewer illegal crossings and, therefore, successful deterrence. How do we really know that is the case?

For our entire history, this so-called denominator has been evasive. We know how many we detect and interdict. The core question is, how many illegal aliens actually successfully cross into the United States and with what volume of contraband and drugs? How are we seeking to measure that?

Director Morton and Admiral Papp indicated that their roles, in part, were to interdict individuals and drugs away from the land border to reduce the pressure on our borders. How has that contribution been measured?

This is truly a daunting task, as I mentioned. And you face significant challenges every day in meeting our Nation's border security needs. I appreciate you appearing before us today, and thank you in advance for your candor and your insight on the Southwest border security operations.

At this point, I would like to recognize the Ranking member of this Subcommittee, Mr. Price from North Carolina.

[The information follows:]

The Honorable Robert Aderholt
Committee on Appropriations
Subcommittee on Homeland Security

Opening Statement:

Southwest Border Enforcement

Witnesses:
Chief Michael Fisher, Border Patrol
Assistant Commissioner Tom Winkowski, CBP Field Operations
Associate Director Jim Dinkins, ICE Homeland Security Investigations
Rear Admiral Paul Zukunft, USCG Commander Eleventh District

10:00 AM | Wednesday | March 16, 2011 | 2359 RHOB

Hearing is called to order [*gentle strike of gavel*] –

This morning we welcome witnesses from the Department of Homeland Security (DHS) to talk about our progress in securing the Southwest border. They are:

- Chief Michael Fisher, U.S. Customs and Border Protection (or CBP), Office of Border Patrol;
- Assistant Commissioner Thomas Winkowski [Win-cow-ski], CBP, Office of Field Operations;
- Associate Director Jim Dinkins, U.S. Immigration and Customs Enforcement (or ICE) Homeland Security Investigations; and

- Rear Admiral Paul Zukunft [Zoo-kanft], Commander of the U.S. Coast Guard's Eleventh District.

Gentlemen, we thank you for appearing today. We also thank you for your service. Each of you represents officers and agents who risk their lives every day in the interests of our nation's safety and security. And, all of your agencies have experienced losses in the line of duty in the past year. Let me express our condolences for those you have lost and our sincere gratitude for all of you who carry on.

With 5,500 miles of border with Canada, 1,993 miles of border with Mexico, and 2,627 miles of shoreline, securing the borders of the United States is a daunting task. Since its inception, this Subcommittee has closely examined security efforts and conditions along our borders, particularly along the Southwest border. Our focus today is not a recitation of where we have been – we know well the significant resources and dramatic strides that have been made since 2003. Rather, we want to talk about the goals for border security.

Today, Gentlemen, we want to hear three things directly from you – the officers and agents who work on the front line:

1. What is the current assessment of border security?

2. When will the border be secure? What does that mean? What resources are needed? and
3. How do we measure progress towards a secure and economically vibrant border?

Let me elaborate on each of these points. First, what is the current assessment of border security? After investing billions of dollars in Southwest border security efforts in the past eight years, where are we in relation to where we need to go?

On the U.S. side of the border, we have invested in federal, state, and local law enforcement personnel and capabilities; built 649 miles of physical fencing and tactical infrastructure to enhance detection and deterrence; and deployed and tested a variety of technologies. We have also invested in bringing the fight to the cartels – stepping up interdiction efforts away from our borders, using air and maritime assets and supporting investigations in Latin America and Mexico.

At the same time, despite our efforts, conditions in Mexico remain dire – drug production is up and meeting demand; and drug-related violence has resulted in nearly 35,000 deaths since 2005. With the end of President Calderon's term coming in just a year, how much progress do we expect to make?

Second, and most important, how much further do we have to go? What are the end goals, and how much will it cost to reach them?

Commissioner Bersin gave us some insight into what he thinks the end goals are in his appearance last week – the standard being that, "If you try to come in illegally, you will be detected and you will be arrested…It means reducing the flow of illegal traffic into the United States from Mexico to a point that both assures public safety and is perceived by the people who live on the border and the people who live in Arizona as being safe and secure."

I want to dig into the Commissioner's comments. How will we achieve that level of detection and interdiction? What resources will it take? And how long will it take?

Last, how do we measure progress along the way? The Administration has touted the decrease in apprehensions along the Southwest Border as an indication of fewer illegal crossings and, therefore, successful deterrence. How do we really know that is the case? For our entire history, the so-called denominator has been evasive. We know how many we detect and interdict. The core question has been how many illegal aliens actually successfully cross

into the U.S. and with what volume of contraband and drugs? How are we seeking to measure that?

Director Morton and Admiral Papp indicated that their roles, in part, were to interdict individuals and drugs away from the land border to reduce the pressure on our border. How is that contribution being measured?

Gentlemen, this is truly a daunting task, and you face significant challenges every day in meeting our Nation's border security needs. I appreciate you appearing before us today and thank you in advance for your candor and insights into Southwest border security operations.

I would like to now recognize the Subcommittee's distinguished Ranking Member, Mr. Price, for his opening remarks.

[See additional talkers if needed related to Mr. Price's opening statement – next page]

[Before recognizing each of the witnesses for their opening statements:]

Given the importance of our conversation today, I am going to ask each of the witnesses to limit their opening statements to 2-3 minutes so that we can get to the key questions. Chief Fisher, please proceed…

Assistant Commissioner Winkowski [Win-cow-ski]…

Associate Director Dinkins…

Rear Admiral Zukunft [Zoo-kanft]…

OPENING STATEMENT: RANKING MEMBER PRICE

Mr. PRICE. Thank you, Mr. Chairman.

And I want first to join the Chairman in welcoming this multi-agency panel here today and thanking all of you for your service and the guidance you afford to those who are working in your agencies.

Mexico and the United States are friends and allies of long standing, with deep historical and cultural and political ties. Consider, also, the economic ties. The United States is Mexico's largest trading partner. We buy 85 percent of Mexican exports. Mexico also buys large quantities of U.S. goods and services, surpassed only by Canada and China. So it behooves each of our countries to facilitate commerce across the Southwest border—commerce that is responsible for many American and Mexican jobs.

However, this same border also experiences a substantial amount of illegal trade crossing between the two countries, with narcotics and illegal immigrants coming north and money and weapons headed south. Mexican drug cartels now dominate the wholesale illicit drug market in the United States, earning from $13.6 billion to $48.4 billion annually.

Since President Calderon took office in 2006 and began directly confronting the drug cartels, Mexico and its border regions have been wracked by violence. The cartels control large swaths of Mexican territory and dozens of municipalities, and they are waging violent turf battles over control of key smuggling corridors from Nuevo Laredo to San Diego. Over the past 4 years, the death toll in Mexico exceeded 35,000, with each year setting a record higher than the previous one.

The United States has been aggressively working with Mexico to stop this violence, because what happens south of the border is more than just Mexico's problem. Recognizing our shared responsibility has led to enhanced cooperation between our governments. The DHS agencies before us today have had unprecedented cooperation with Mexican law enforcement and the military on information-sharing, joint training, cross-border communications, and the exchange personnel. You have also implemented unprecedented initiatives to interdict illicit shipments flowing north and south across the border. We are going hear today about those efforts and the funding for the Southwest Border Initiative.

But as we take stock of the challenges we face related to the Mexican cartels, it is also important for us to step back and consider all of the forces at play in the drug trade. I have often thought and said that the strength and security of our country are not just about the budget accounts explicitly labeled "Homeland Security" and "Defense." Success or failure in the war on cartels is no different. We can't expect to solve our drug problems if we put more and more resources into interdiction at the border while doing very little to curtail the demand for drugs on our own streets, or, even worse, if we actually diminish our demand-side efforts. But I am afraid that is exactly what we are confronting in this current-year budget discussion.

The House majority's funding bill for the remainder of fiscal year 2011, H.R. 1, takes a serious bite out of our efforts to prevent and

treat drug abuse and, thereby, reduce demand for the cartels' poisonous commodities. H.R. 1 would implement a massive $581 million cut to State and local law enforcement assistance funds, which include a variety of programs linked to drug-abuse treatment like Byrne grants, the residential substance abuse treatment program, drug courts, and Second Chance re-entry programs for ex-offenders.

H.R. 1 also takes $191 million from Juvenile Justice Grants, which are also used to treat drug abuse among youth in our communities. H.R. 1 takes an indiscriminate $229 million cut from the Substance Abuse and Mental Health Services Administration at the Department of HHS. It cuts the Office of National Drug Control Policy by nearly $70 million and completely eliminates an initiative to get ex-offenders into the legitimate workforce.

To put it simply, H.R. 1 would set our national drug-control efforts back by over a billion dollars. It would rob Peter to pay Paul. Cutting programs that reduce the demand for drugs, while maintaining those targeted at the supply of drugs—that simply does not make sense.

Now, I realize that none of our witnesses here today can address the programs that fall outside the Department of Homeland Security, and I am not going to ask you do so. But I think it is extremely important to raise this issue because the work we do on this Subcommittee does not occur in a vacuum, and neither does the work that your agencies do along our borders and coastlines occur in a vacuum. Your agencies' objectives are significantly affected by forces related to the drug trade that are outside your direct control.

So I believe it is important for all of us with responsibilities in this area to bear in mind the full scope of the problem and the full scope of the likely remedies as we continue to grapple with our fiscal challenges, trying to preserve the strength and security of our country.

So, gentlemen, I look forward to your testimony here today and to a frank discussion. The men and women under your leadership should be commended for all their hard work, their record seizures to date, the great sacrifices they make on behalf of the safety and security of the American people.

Thank you, Mr. Chairman.

[The information follows:]

Price Opening Statement at Hearing on Southwest Border
Wednesday, 16 March 2011 16:13

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Opening Statement by Ranking Member Price

Southwest Border Hearing

March 16, 2011

Mexico and the United States are friends and allies of long standing, with deep historical, cultural, and political ties. Consider also the economic ties: the United States is Mexico's largest trading partner, buying 85% of Mexican exports. Mexico also buys large quantities of US goods and services, surpassed only by Canada and China. So it behooves each of our countries to facilitate commerce across the Southwest border, which is responsible for many American and Mexican jobs.

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I realize that none of our witnesses today can address these programs that fall outside the Department of Homeland Security, and I won't ask you to. But I think it's important to raise this issue because the work we do on this Subcommittee does not occur in a vacuum -- neither does the work that your agencies do along our borders and coastlines. Your agencies' objectives are significantly affected by forces related to the drug trade that are outside of your control. So I encourage us all to bear that in mind today and as we continue to grapple with our fiscal challenges while trying to preserve the strength and security of our country.

Gentlemen, I look forward to your testimony and a frank discussion. The men and women under your leadership should be commended for all their hard work, their record seizures to date, and the great sacrifices they make on behalf of the safety and security of the American people.

Mr. ADERHOLT. Thank you, Mr. Price.

And let me just say that, certainly, the demand aspect needs to be considered, and we should never overlook that as a country. But the supply side of drugs coming into this Nation is really what our focus is today. And the individuals before us can help us assess that.

Thank you for your opening comments.

What I would like to do at this point is to start with the panel and your opening statements before I start into my questions. I will recognize Chief Fisher, and then we will go on down the table with Assistant Commissioner Winkowski, Associate Director Dinkins, and rear Admiral Zukunft.

So, Chief Fisher.

OPENING STATEMENT: CHIEF FISHER

Chief FISHER. Thank you, Chairman Aderholt and Ranking Member Price, distinguished members of the Committee.

It is a privilege and an honor to appear before you today to share with you the efforts being undertaken by U.S. Customs and Border Protection to secure our borders generally and, in particular, the Southwest border. I also look forward to the opportunity to discuss our current assessment of the border, and the timelines of our security efforts and resources dedicated to that, and certainly metrics and measures and the extent to which we are going to measure that throughout the next few years.

By way of current status, we are on pace to hire, train, and deploy 21,370 Border Patrol agents by September of this year. We have completed more than 649 of the 650 miles of fencing and added significantly more technology, including infrared and seismic sensors, video surveillance and mobile systems. We have added aerial platforms, to include unmanned aerial systems, which complement our ground effort.

Furthermore, we have gained a greater appreciation for the differentiation between mere collaboration and operational integration with our Federal, State, local, tribal, and international partners, moving forward and realizing the strength of joint planning and implementation in a targeted and focused manner.

As we have realized increased capacity and capability over the last few years, attributed in large part to the increase in resources, we have seen a transformation along our southern border. Activity levels are down to historic levels across the Southwest. Staffing levels at our high-risk sectors are up. And we are becoming more proficient with technology to respond to all threats.

But, in similar cases, when law enforcement agencies learn to prioritize and focus their efforts and mitigate crime, the criminal element also learns and adjusts. As we are currently witnessing, transnational criminal organizations change their techniques, tactics, and procedures. They no longer try to overwhelm our agents in the urban environments, choosing instead to operate predominantly in extremely remote locations.

In some cases, violence against our agents has increased, as the transnational criminal organizations try to intimidate our agents and attempt to influence our forward deployments away from areas previously exploited. And, in most cases, the cost of doing business

for the transnational criminal organizations continues to increase, shrinking the organizations' profits.

Over the past year, we have reviewed our strategy in light of the changing border environment. Our way forward and the strategy that will be applied will be risk-based. Accordingly, we will increasingly depend on information and intelligence to describe the intent and capability of our adversaries, thus defining the threat while continuously assessing our border vulnerabilities. And, in doing so, we must be more mobile, agile, and flexible than our adversaries.

Finally, we will define the doctrine through nontraditional and unconventional approaches heretofore unexplored.

I witnessed the evolution of the border over the past 24 years as a Border Patrol agent, both in terms of additional resources applied against the threat as well as the change in the adversaries' ability to exploit border vulnerabilities. Although we have seen positive indicators of a secure border, our work continues and will not end as long as there are those who seek to enter this country illegally.

In closing, I want to again thank you for this opportunity to testify today. I remain committed to the mission and confident in our collective ability to secure our borders, due in large part to the brave men and women of CBP [U.S. Customs and Border Protection], who each and every day provide a level of security to our citizens, who deserve no less. I am proud of our agents' and officers' dedication to duty and commitment to excellence. I also want to acknowledge and thank all of you on the committee for your support.

As you are well aware, the border is a dynamic environment, and we will continue to strive to meet the demands of today as well as the challenges of tomorrow.

I thank you again and look forward to your questions.

Mr. ADERHOLT. Thank you, Chief Fisher.

Assistant Commissioner Winkowski?

OPENING STATEMENT: ASSISTANT COMMISSIONER WINKOWSKI

Mr. WINKOWSKI. Good morning, Mr. Chairman, Ranking Member Price, and members of the Subcommittee.

I appreciate the opportunity to testify before you today and continue our ongoing dialogue regarding border enforcement on the Southwest border. Without your full support and partnership, we would not have been able to accomplish the many successes that we have had, to date. However, we still have many, many challenges.

I want to assure the Subcommittee that we work closely with everybody on this panel—Chief Fisher, being my counterpart in Customs and Border Protection, and working between the ports of entry and Field Operations at the ports of entry. We have integrated and knitted, I think, a great strategic plan from the standpoint of bringing the skill sets that our Customs and Border Protection Officers [CBPOs] bring as well as the Border Patrol agents.

Certainly, from the standpoint of ICE [Immigration and Customs Enforcement], our investigative arm, the executive director, James Dinkins, here to my left, there is a true partnership of taking seizures, taking arrests, and having a seamless transition from field operations over to the investigators. And, certainly, Rear Admiral Paul Zukunft of the Coast Guard, and working on a homeland se-

curity enterprise on our borders, particularly in the area of small boats and things of that nature.

Given the limited time that I have, I thought I would just take a few minutes to talk about some of the work that we have been able to do.

In the area of outbound operations, at the direction of Secretary Napolitano and Commissioner Bersin, CBP has reengaged in outbound operations over the past 2 years and has had success. We have seen an increase in our currency seizures across the Southwest border when you look at fiscal years 2009 and 2010. We have implemented 100-percent rail inspection along the eight crossings on the Southwest border, using our technology that you all have supported for us over the years.

And, by the end of the year, we are going to have handheld License Plate Reader capability at the 111 outbound lanes along the Southwest border, with the plan of putting fixed-site License Plate Readers in the outbound lanes in the out-years.

And, furthermore, as we create new facilities, we are keenly aware of the need to ensure the capability of outbound inspections in our design and construction. Many of our facilities are old, either don't have a footprint for outbound inspections or have a very limited footprint.

Another important initiative has been the Alliance to Combat Transnational Threats, or what we call ACTT, in Arizona. Since ACTT began on September 5th, 2009, we have made significant enforcement actions at our Arizona ports of entry, seized more than $13 million in outbound currency and over 129,000 pounds of marijuana and 3,600 pounds of cocaine.

Our success can be measured in many ways. Raw numbers tell us something about the smugglers' reactions and help validate our activities. And since we have increased our efforts and continue to evolve our methods, the cartels continue to move to more unique and deeper concealment methods, which makes it much more difficult for our CBP officers to detect, ranging from in transmissions, manifolds of automobiles, and gas tanks; the use of commercial buses; commingling drugs in legitimate produce.

You know, critically important to our mission and related to the violence seen on the Mexican side of the border is our effort to give our officers the training and resources they need to ensure the security of the ports. We have conducted very, very comprehensive infrastructure surveys to improve the physical security of our ports. We have surveyed every single port and have made security enhancements in order to harden our ports of entry.

We continue to deploy our tactical enforcement officers on our Southwest border, at our ports of entry. These are specially trained officers that have the long guns and the correct body armor. We also continue to enhance our Special Response Team program.

I would also like to mention the much-needed infrastructure projects that we have undertaken and continue to pursue on the Southwest border. You know, over the past year, we have opened two new ports of entry in Texas: Anzalduas and Donna. And I have had the opportunity to go to each one of those ports. And those ports, the designs of those ports have taken into consideration the situation that we have down on the Southwest border from the

standpoint of making sure that our ports are hardened and have a comprehensive outbound footprint for our officers to conduct outbound inspections.

Just recently, I was in San Ysidro and had the opportunity to break ground on the new facility in San Ysidro. And that facility also, at a cost of $600 million, not only enhances our inbound capability, going from 24 lanes to 63 lanes inbound, but also has an outbound footprint. And there are enhancements that we are making in San Luis, you know, with the help of this committee, the GSA [General Services Administration], and other partnerships. These are just a few examples of needed facility improvements that will require additional resources.

Also, as you know, our fiscal year 2012 budget request contains money for 300 CBPOs for new and existing infrastructure. And I look forward to working with the committee to ensure that we have the essential personnel and resources going forward, not to mention the 250 officers that we received last year in the supplemental for the Southwest border; those officers are coming on board.

So I wanted to thank you, Mr. Chairman, for the opportunity to testify, and I look forward to your questions.

Mr. ADERHOLT. Thank you.

Associate Director Dinkins, thank you for being here today.

OPENING STATEMENT: ASSOCIATE DIRECTOR DINKINS

Mr. DINKINS. Good morning, Mr. Chairman and Ranking Member Price and members of the subcommittee. I appear before you today to discuss ICE's role in securing our Southwest border and specifically the efforts that we have made in recent years.

I would like to begin by thanking you for noting the recent unprovoked attack against our special agents in Mexico. Our prayers remain with the Zapata family for their loss and for Special Agent Avila's speedy recovery.

Out of this tragedy, I am reminded, first and foremost, of the great courage our special agents and Federal law enforcement partners demonstrate each and every day, combating the activities of transnational criminal organizations and the challenges we face along the Southwest border.

As the second-largest investigative agency in the Federal Government, ICE special agents focus their investigative activities to identify, disrupt, and dismantle transnational criminal organizations and the illicit pathways they exploit in the unlawful movement of people, contraband, weapons, and money across our international borders. This reoccurring global cycle of criminal activity, known as the criminal continuum, is a threat to our security, not only at the border but in our communities.

This investigative effort of ICE's nearly 7,000 special agents aims to attack the entire continuum. First, there are ICE attache located in 46 countries. We work with our foreign law enforcement partners to push our borders out and address the threats before they arrive in the U.S.

Second, at the border we work, in partnership with CBP and the Coast Guard, to detect narcotics and contraband, prevent the unlawful entry of individuals into the country, and deter the illegal exportation of weapons and currency from the United States.

And, third, with 200 offices located throughout the U.S., ICE engages in proactive investigations with our Federal, State, local, and tribal law enforcement partners to investigate transnational criminal organizations operating and residing within our communities. Here, these individuals often engage in the most profitable stage of transnational crime—notably, the distribution and sale of illegal narcotics and the trafficking of aliens and contraband. In turn, these criminal organizations generate huge profits that are then smuggled out of the U.S. to fuel their ongoing criminal enterprises.

I can assure you, combating these criminal organizations and attacking their financial infrastructure is a priority for ICE as well as the Department. We have taken significant steps to do so. And, as we move forward, we must continue to push our borders out and address the greatest national security and public safety threats before they arrive in the U.S.

When they do arrive, we must be prepared to interdict, investigate, and prosecute the criminals for their actions. And, finally, if we are going to be successful, we have to continue to pursue the transnational criminal organization members who reside in big and small cities throughout the United States.

I want to thank you for the opportunity to be here today and discuss this very important issue with you.

Mr. ADERHOLT. Thank you.

Admiral Zukunft.

OPENING STATEMENT: ADMIRAL ZUKUNFT

Admiral ZUKUNFT. Good morning, Chairman Aderholt and Ranking Member Price. It is my pleasure to be here before the distinguished committee as a member of the Coast Guard. And I will just say, I am the Assistant Commandant for Maritime Security, Safety, and Stewardship here in Washington, D.C. And, certainly, the Southwest border is very first and foremost on my mind.

As the lead U.S. agency for maritime security, the Coast Guard employs a three-layered maritime approach to the Southwest border. And that begins at the departure and transit zones well south of Mexico. It then reaches into the approaches of Mexico, and finally culminates in our customs waters, along our U.S.-Mexico maritime border.

To complement the strategy, the Coast Guard leverages its role within the national intelligence community to bolster situational awareness as well as our inter-service, interagency, and international partnerships to advance the interdiction continuum against drug-trafficking organizations. That is, intelligence drives interdictions, the follow-on forensics and prosecutions and then, working through the interagency process, such as Panama Express, leads to more interdictions. And then it just perpetuates that intelligence-interdiction cycle. But we do it internationally and, certainly, with our DHS partners here at the table.

Our unambiguous goal is to meet these threats far from the U.S. border. And the first layer of attack is in these transit and source zones, where transnational criminal organizations are most vulnerable. To this end, our Coast Guard area commanders work with NORTHCOM and SOUTHCOM and with the Joint Interagency Task Force-South to detect, monitor, and interdict and apprehend

threats well beyond our U.S. waters, both in the Caribbean and in the Eastern Pacific.

Coast Guard cutters and aircraft provide the necessary range, speed, command and control, and authorities to effect success in this transit zone. And, in addition to that, our Coast Guard law enforcement detachments that are employed on allied ships and our U.S. naval platforms are able to leverage our 37 bilateral agreements with signatory nations from these source and transit zone countries that have had a marked impact on drug-trafficking destined for the United States.

During 2010, the Coast Guard removed over 200,000 pounds of cocaine and over 36,000 pounds of marijuana bound for the U.S. This represents 45 percent of the National Drug Control Strategy's annual target for 2010, which is a 30-percent removal rate and equates to 445,000 pounds of cocaine.

Our second layer of attack is the approach to Mexican coastal waters, where the Coast Guard works with the Mexican Navy and other interagency partners from Mexico. And through our North American Maritime Security Initiative, or NAMSI, we have established tactical-operations-center-to-operations-center agreements and information-sharing with SEMAR [the Mexican Navy] in Mexico that has also had a marked effect on trafficking.

Since this inception of NAMSI in 2008, we have had 21 cases, totaling 47,000 pounds of contraband seized as a result of this relationship, fairly nascent at that, with our counterparts in Mexico.

The final and third layer of our attack is in the U.S. customs waters, to include our maritime border with Mexico. And, to that end, we work very closely with CBP, ICE, our State and local partners.

And you need not look any further than our Joint Harbor Operations Command, which is an interagency operations center in San Diego, where we have 20 representative agencies, including DOD [the Department of Defense], that monitor, at the tactical level, activity approaching our Southwest border. And since the stand-up of this center, we have interdicted, just in the last year alone, over 800 migrants at sea. And that is twice the number that we have seen in previous years. So we are seeing an increasing trend in migrant trafficking by sea via the Southwest border.

Finally, I will mention, we do surge operation on Falcon Lake and Lake Amistad. Even though it is not seawater, it is maritime border with Mexico, and certainly events in the last year have drawn increased attention to that particular threat. So we do transport, on a quarterly basis, forces that do interdiction operations there, as well. It is more of a presence right now that will hopefully deter further activity in that region.

Chairman Aderholt, Ranking Member Price, we are proud to take great strides with the Department to enhance security on our Southwest border. The United States Coast Guard has a clear strategy of layered attack that leverages joint services, interagency, and international partnerships. We are actively pursuing acquisition strategies that will deliver more capable and operational assets and systems for the Coast Guard in the years to come.

Thank you for the opportunity to testify today, and I am pleased to entertain your questions. Thank you.

[The information follows:]

STATEMENT OF

U.S. CUSTOMS AND BORDER PROTECTION
BORDER PATROL CHIEF MICHAEL FISHER
ASSISTANT COMMISSIONER THOMAS WINKOWSKI

U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT
EXECUTIVE ASSOCIATE DIRECTOR JAMES A. DINKINS

U.S. COAST GUARD
REAR ADMIRAL PAUL F. ZUKUNFT

OF THE U.S. DEPARTMENT OF HOMELAND SECURITY

BEFORE THE
HOUSE APPROPRIATION SUBCOMMITTEE
ON HOMELAND SECURITY

MARCH 16TH, 2011

Interagency Coordination and Collaboration on the Southwest Border

Chairman Aderholt, Ranking Member Price, and distinguished members of the subcommittee, it is a pleasure to be able to share with you the efforts being undertaken across the Department of Homeland Security (DHS) to secure our borders generally, and in particular, our Southwest Border.

We would be remiss if we did not begin by noting the tragedy that occurred last month involving two Special Agents assigned to ICE's attaché office in Mexico City. Special Agent Jaime J. Zapata lost his life and Special Agent Victor Avila, Jr. was critically injured in service of our country. Sadly, this tragedy is a stark reminder of the dangers confronted and the sacrifices made every day by our nation's law enforcement officers, including Border Patrol Agent Brian Terry who tragically lost his life in service to our mission last year, and our thoughts and prayers continue to go out to the victims and their families. While these remain ongoing investigations, Mexican authorities have apprehended some of the individuals involved in the murder of ICE Agent Jaime Zapata. We will continue to assist the ongoing Mexican investigation with every resource at our disposal and to ensure that all those responsible for these murders face justice.

We will also continue our vigorous and coordinated efforts to defeat the criminal organizations operating in Mexico and address the challenges we continue to face along the Southwest Border. DHS border security efforts are based on an overarching goal: to have a safe, secure border zone that is also hospitable to and fosters legal trade and travel. A border policy that seeks to secure the legitimate flow of goods and people will expedite the movement of those goods and people that we are confident are secure, freeing up finite law enforcement resources to focus on those goods or people that we know are higher risk or about which we know the least.

Secondly, we must recognize that the border is not simply a line on a map, but rather an entire area extending into the interior of the surrounding countries. A safe, secure border zone requires vigorous enforcement of our nation's immigration laws in the interior of our country as well. The border and the interior are inextricably linked, and our efforts at the border and in the interior should be complementary and mutually reinforcing.

Third, the Department recognizes that borders are more fluid than ever before, with countries connected through networks of trade and travel. In today's world, the very nature of travel, trade, and commerce means that vulnerabilities or gaps anywhere across the globe have the ability to affect activity thousands of miles away. Our efforts to secure our borders, then, must include efforts to secure global trade and travel networks. Our land, air, and sea ports will be most secure when the networks that feed these access entry points are also secure.

This multi-dimensional approach to border security highlights the importance of collaboration and coordination with federal, state, local and tribal governments, as well as international and private sector partners.

The success to date of *Southwest Border Initiative*, launched in March 2009, illustrates our commitment to collaborating with each other and with other federal, state, local, and tribal

partners. The Initiative is designed to bring unprecedented focus to Southwest border security, coupled with a smart and effective approach to enforcing immigration laws in the interior of our country. Thus far, we have:

- Increased the size of the Border Patrol to more than 20,700 agents, which is more than double the size it was in 2004;
- Doubled personnel assigned to Border Enforcement Security Task Forces, which work to dismantle criminal organizations along the border;
- Increased the number of ICE intelligence analysts along the border focused on cartel violence. In all, nearly one quarter of ICE's personnel are now in the region – the most ever;
- Quintupled deployments of Border Liaison Officers to work with their Mexican counterparts; and
- Begun screening southbound rail and vehicle traffic looking for the illegal weapons and cash that are helping to fuel the cartel violence in Mexico;

Further, with the aid of the $600 million supplemental requested by the Administration and passed by the Congress in the summer of 2010, we are continuing to add technology, manpower, and infrastructure to the border. These funds are helping us to:

- Add 1,000 new Border Patrol Agents;
- Add 250 new CBP officers at our ports of entry;
- Add 250 new ICE agents focused on transnational crime;
- Improve our tactical communications systems;
- Add two new forward operating bases to improve coordination of border security activities; and
- Add additional CBP unmanned aircraft systems. In fact, we've now instituted Predator Unmanned Aircraft System coverage along the entire Southwest border – from the El Centro Sector in California to the Gulf of Mexico in Texas.

Additionally:

- President Obama authorized the temporary deployment of 1,200 National Guard troops who are now actively assisting us in our work along the border;
- We announced $150 million in Operation Stonegarden funds in 2009 and 2010 to assist local law enforcement agencies operating along the border. $123 million went to Southwest Border states – more than ever before;
- In partnership with the Drug Enforcement Administration and the Department of Defense, we have achieved initial operational capability for the new Border Intelligence Fusion Section, which stores, integrates, and synthesizes all available Southwest border intelligence from federal, state, local, and tribal partners to create a common intelligence picture to support border enforcement activities for the Southwest border within the El Paso Intelligence Center; and

- We are continuing to work with Mexico to develop an interoperable, cross-border communications network that will improve our ability to coordinate law enforcement and public safety issues.

Taken as a whole, the additional manpower, technology and resources we have added over the past two years represent the most serious and sustained action to secure our border in our nation's history. And it is clear from every key measure that this approach is working:

- Nationwide Border Patrol apprehensions – an indicator of illegal immigration—have decreased 36 percent in the past two years, and are less than one third of what they were at their peak.
- As we have worked to combat illegal crossings, violent crime in border communities has remained flat or fallen in the past decade. Indeed, four of the biggest cities in America with the lowest rates of violent crime are in border states – San Diego, Phoenix, Austin, and El Paso. Violent crimes in Southwest Border counties have dropped by more than 30 percent and are currently among the lowest in the Nation per capita. Crime rates in Nogales, Douglas, Yuma and other Arizona border towns also have remained essentially flat for the past decade, even as drug-related violence has dramatically increased in Mexico.
- We have also matched decreases in apprehensions with increases in seizures of cash, drugs, and weapons.
- Complementing these efforts, the United States Coast Guard has continued to serve as an effective deterrent force against illegal immigration via our maritime borders, while working to combat the flow of illegal drugs and other contraband into the United States. In fiscal year 2010, the Coast Guard interdicted more than 2,000 undocumented migrants, felons and repeat offenders attempting to illegally enter the United States from the sea. The Coast Guard also seized more than 202,000 pounds of cocaine and 36,700 pounds of marijuana.

Each agency represented today plays a key role in managing the efforts to secure our borders. Though each agency's efforts will be discussed separately, each agency understands that it is one part of a larger border management and security effort, and that we are most successful when we collaborate and coordinate our efforts.

UNITED STATES COAST GUARD

Port security involves a layered approach to maritime domain awareness – at the port of origin/destination, and across U.S. waters and the ocean commons. It also requires extensive partnerships that integrate and build unity of effort among governments, agencies, and private-sector stakeholders that rely on the U.S. shipping lanes.

As the lead U.S. agency for maritime border security throughout America's vast maritime borders and approaches, the U.S. Coast Guard is on watch 24 hours of every day. The multi-mission nature of the Coast Guard optimizes the use of its assets for border security.

As with port security, the Coast Guard employs a layered security architecture to protect the full extent of our borders. In other words, we forward deploy our boats, cutters, aircraft and personnel to deter and counter the threat as close to its origin as possible, where it is most vulnerable, reducing the threat as it gets closer to our physical borders. Our goal is to meet maritime threats far offshore in order to prevent hostile persons, vessels or cargoes from entering our ports or coastal regions. During the course of routine operations, as well as specified security missions, Coast Guard cutters and aircraft operate in the offshore waters of the Atlantic and Pacific Oceans, in the Caribbean Sea, Bering Sea and beyond in close coordination with our interagency and international partners. We are continually assessing conditions, and making adjustments in operational tactics as appropriate to meet challenges effectively and efficiently.

During 2010, the Coast Guard removed over 200,000 pounds of cocaine and over 36,000 pounds of marijuana bound for the U.S. The Coast Guard detained and delivered to law enforcement officials ashore 229 suspected drug smugglers and seized 56 vessels. Also last year the Coast Guard interdicted 2,088 migrants attempting to enter the United States by our maritime borders – indicating fewer attempts to illegally enter the United States. The Coast Guard's Biometrics at Sea System continues to be an effective tool in deterring migrants as well as identifying felons and repeat offenders that are interdicted while crossing the Mona Pass from the Dominican Republic to Puerto Rico: last year biometrics identified 143 migrants with records of criminal and immigration violations and 54 of those migrants were prosecuted by the U.S. Department of Justice.

An excellent example of interagency cooperation and coordination is the Joint Harbor Operations Center located at Coast Guard Sector San Diego. Recognizing the multi-dimensional nature of the threat and the challenges of maintaining a safe and secure environment for legitimate trade and travel, Sector San Diego Sector brought together 20 federal, state, and local agencies with overlapping jurisdictions and authorities in the area for operational planning and information sharing. Partners including U.S. Customs and Border Protection (CBP), U.S. Immigration and Customs Enforcement (ICE), and the U.S. Department of Defense, as well as state, and local agencies work in unity to coordinate mission planning, execution, and monitoring. The Joint Harbor Operations Center coordinated operations critical to the interdiction of 419 Mexican migrants in FY 2009, 792 in FY 2010, and 418 in FY 2011 to date (1 October, 2010 through February 18, 2011).

Additionally, the Coast Guard, CBP and ICE work collaboratively in areas of joint authority such as interdiction within the customs waters (within 12 nautical miles from the U.S. coast), the pre-clearance of U.S. bound containers in foreign ports, and maritime air surveillance in the Transit Zone collaboratively with Joint Interagency Task Force South (JIATF-S). The Coast Guard has also established formal partnerships with CBP to collaborate with their maritime Predator Unmanned Aerial System (UAS) (Guardian) program (land-based), and with the Navy's UAS program offices to collaborate on the Fire Scout program (cutter-based). In addition, the Coast Guard, ICE, and CBP work together within the Border Enforcement Security Teams (BEST)— discussed in greater detail below—primarily along the Southwest border. And in the event of a terrorist attack or natural disaster, Coast Guard and CBP will collaborate on marine transportation system recovery to expeditiously resume commerce. This effort includes

the development of protocols and communications mechanisms to ensure rapid resumption of maritime trade, and to limit negative economic ramifications.

To address the threats to and leverage the opportunities for improving maritime border security, the Coast Guard has strengthened mutual relationships with the Mexican Navy (SEMAR) and the Mexican Secretariat for Communications and Transportation (SCT). SEMAR's key mission areas include interdiction of maritime transnational threats, protection of cruise ships and ports used by foreign visitors, protection of critical infrastructure, and response to natural disasters—demonstrating that the U.S. and Mexico share many areas of mutual interest that are vital to the security of each country. Under President Calderon's Administration, SEMAR and SCT are increasing their engagement with the Coast Guard and DOD's U.S. Northern Command (NORTHCOM) in education, training, participation in exercises and coordinated operations, and intelligence and information sharing.

Further, through a Maritime Operations Letter of Intent, a permanent working group develops, exercises, and executes maritime security and safety standard operating procedures for coordinated bi-national maritime operations. This work is conducted through the North American Maritime Security Initiative (NAMSI), under which SEMAR, NORTHCOM and Coast Guard developed Standard Operating Procedures for Operation Center-to-Operations Center communications, Right of Visit boardings, and training, tactics, and procedures for the interdiction of Self Propelled Semi Submersibles. Since NAMSI's inception in December 2008 through January 2011, there have been 21 cases totaling 47,022 lbs (25,790 lbs MJ / 21,232 lbs cocaine) of contraband seized resulting from NAMSI efforts and agreements. One example of cooperation through NAMSI was the 2010 CGC DALLAS seizure of 2,396 KG of cocaine aboard F/V CHARAMUSCA (Mexican flagged), and transferred custody of detainees and contraband to SEMAR for prosecution. Additional examples of cooperative relationships with Mexico include the current command center-to-command center coordination through Cooperating Nations Information Exchange System (CNIES) and the Coast Guard and SEMAR successful joint exercises conducted in February 2009 and February 2010.

U.S. CUSTOMS AND BORDER PROTECTION

The primary mission of U.S. Customs and Border Protection (CBP) is securing our borders and enforcing trade laws while facilitating the flow of legitimate trade and travel. With over 58,000 employees, CBP is the largest uniformed, federal law enforcement agency in the country.

CBP guards more than 3,900 miles of border with Canada, 1,993 miles of border with Mexico, and 2,627 miles of shoreline; processes approximately 352 million travelers a year at ports of entry; and processes more than 25 million trade entries annually. To secure this vast terrain, CBP officers protect America's borders at official ports of entry, while Border Patrol agents prevent illegal entry into the United States of people and contraband between the ports of entry. CBP's Office of Air and Marine manages the largest law enforcement air force in the world and patrols the nation's land and sea borders to stop terrorists and drug smugglers before they enter the United States. CBP agriculture specialists prevent the entry of harmful plant pests

and exotic foreign animal diseases and confront emerging threats in agro- and bioterrorism. To adapt to an ever-changing threat environment, CBP has hired highly trained agents, officers, and analysts who use sophisticated targeting, detection, and other forms of technology to detect, disrupt, and apprehend those who seek to do our country harm, enter it illegally or smuggle weapons, people or illicit goods.

As previously mentioned, under the *Southwest Border Initiative* launched in March 2009, CBP has deployed historic levels of personnel, technology, and resources to the Southwest Border. In addition to the personnel deployments previously mentioned, we have completed more than 649 of 651 miles (99.7 percent) of fencing and added significantly more technology, including infrared and seismic sensors, video surveillance, and mobile systems. Thanks to the continued support of Congress, CBP now has 293 large-scale Non-Intrusive Inspection (NII) systems deployed nationwide at our ports of entry.

Along the Southwest Border, the primary technology system has been the Remote Video Surveillance System (RVSS), a tower with a pair of day and night cameras, which are monitored by personnel in a given area. There are currently 253 of these systems deployed along the Southwest Border. More recently, CBP has added other systems, including Mobile Surveillance Systems (MSSs), which are truck-mounted infrared cameras and radars displaying sensor information on an integrated display within the cab of the truck that are considered one of the most technologically advanced ground-based systems. There are currently 39 MSSs deployed along the Southwest Border. In addition, there are more than 130 aircraft (planes and helicopters) and 4 UASs deployed to the Southwest Border. In coordination with the Federal Aviation Administration (FAA), CBP recently expanded Unmanned Aircraft Systems (UAS) operations to include a launch and recovery site in Corpus Christi, Texas, which allows the UAS to operate along the entire southwest border for the first time ever—from the El Centro Sector in California to the Gulf of Mexico.

Beyond these measures, in recent months we have taken additional steps to bring greater unity to our enforcement efforts, expand coordination with other agencies, and improve response times. As noted previously, we are also improving coordination with military forces on the southwest border. In partnership with the Drug Enforcement Administration, and with support from the Department of Defense, we have achieved initial operational capability for the standing up the new Border Intelligence Fusion Section (BIFS) in the El Paso Intelligence Center and we are continuing to work with Mexico to develop an interoperable, cross-border communications network that will improve our ability to coordinate law enforcement and public safety issues.

Further, in February, we announced the Arizona Joint Field Command (JFC)—an organizational realignment that brings together Border Patrol, Air and Marine, and Field Operations under a unified command structure to integrate CBP's border security, commercial enforcement, and trade facilitation missions to more effectively meet the unique challenges faced in the Arizona area of operations.

An additional example of our collaborative efforts along the Southwest border is the Alliance to Combat Transnational Threats (ACTT) in Arizona. ACTT, established in September 2009, leverages the capabilities and resources of more than 60 law enforcement agencies in

Arizona and the Government of Mexico to combat individuals and criminal organizations that pose a threat to communities on both sides of the border. Through ACTT, we work with our federal, state, local, and tribal law enforcement partners to increase collaboration; enhance intelligence and information sharing; and develop coordinated operational plans that strategically leverage the unique missions, capabilities and jurisdictions of each participating agency. Since its inception, ACTT has resulted in the seizure of more than 1.6 million pounds of marijuana, 3,800 pounds of cocaine, and 1,000 pounds of methamphetamine; the seizure of more than $13 million in undeclared U.S. currency and 268 weapons; nearly 14,000 aliens denied entry to the U.S. at Arizona ports of entry due to criminal background or other disqualifying factors; and approximately 270,000 apprehensions between ports of entry.

Further, CBP is working more closely than ever before with Mexico to stop the illegal movement of drugs, bulk cash, guns and human trafficking. We quintupled deployments of Border Liaison Officers to work with our Mexican counterparts and began screening southbound rail and vehicle traffic looking for illegal weapons and cash that help to fuel cartel violence in Mexico and we have signed a number of bilateral agreements and declarations to bolster cooperation on law enforcement, intelligence sharing, and joint operations. Additionally, for the first time in history, Border Patrol agents are coordinating joint operations along the Southwest border with Mexican Federal Police in order to combat human trafficking and smuggling.

In order to facilitate the movement of legal travelers across the border, CBP has also expanded trusted traveler programs. The Secure Electronic Network for Travelers' Rapid Inspection (SENTRI) allows pre-screened, low-risk travelers from Mexico to be processed through dedicated lanes. CBP is in the process of consolidating our suite of Trusted Traveler Programs to a single system – Global Entry. This consolidation will reduce redundancy, cut costs and maintenance, improve coordination, and provide a single source for traveler information. In addition to the trusted traveler programs, CBP has implemented the Free and Secure Trade (FAST) program – a trusted shipper program that allows U.S./Canada and U.S./Mexico importers who undergo comprehensive inspection and background checks expedited processing for qualifying commercial shipments.

CBP also works with the trade community through the Customs Trade Partnership Against Terrorism (C-TPAT), a voluntary government-business initiative to strengthen and improve overall international supply chain and U.S. border security. In addition, CBP is piloting the Advanced Trade Data Initiative—a program through which CBP works with the trade community to obtain information on U.S.-bound goods at the earliest possible point in the supply chain. Partnering with carriers, importers, shippers and terminal operators, we are gathering supply chain data that assists us in increasing the security of the supply chain while expediting the flow of legal trade and commerce.

CBP also works closely with our federal, state, local, tribal, and international partners to secure the northern border region, the coastal borders, and the national airspace—participating in collaborative efforts such as the Joint Interagency Task Force (JIATF) South, which coordinates information sharing from investigative agencies within DHS and the Department of Justice (DOJ) and directs law enforcement action to intercept potential smuggling attempts in the

maritime approaches to the United States. In the national airspace, the Air and Marine Operations Center (AMOC) monitors violations of U.S. airspace, tracks potentially dangerous aircraft, and coordinates and directs an operational response. The AMOC includes representatives from the U.S. Coast Guard, as well as other agencies, and provides a comprehensive picture of the air environment in the United States. In the coming year, CBP plans to continue to strengthen the AMOC by fully incorporating the U.S. Coast Guard into AMOC management and decision-making, and expanding AMOC's intelligence capability.

U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT

ICE employs a multi-layered approach to enforcing immigration laws and combating transnational criminal organizations along the border, including a robust intelligence sharing mechanism to develop actionable leads; ICE-led Border Enforcement Security Taskforces (BESTs) composed of federal, local and international law enforcement stakeholders; proactive investigations that pursue criminal organizations that engage in illicit trade, travel and finance to smuggle drugs, aliens, weapons, and bulk cash across the border; interaction with our international law enforcement partners in bilateral enforcement operations; and the removal of aliens unlawfully present in the U.S.

Transnational Criminal Continuum

The illicit drugs, money, and weapons that fund and arm criminal organizations operating along the Southwest Border are part of a complex, interconnected system of illicit pathways and transnational criminal organizations that span the globe. ICE's nearly 7,000 special agents target transnational criminal organizations at every critical phase in the illicit cycle: internationally, where the drugs are produced; at our nation's physical border and ports of entry (POEs), where criminal organizations attempt to exploit America's legitimate trade, travel, and transportation systems; and in cities throughout the U.S., where criminal organizations earn substantial profits by trafficking and selling illegal contraband. Additionally, these criminal organizations manipulate the legitimate banking, financial and commercial trade systems to illegally generate, move, and store bulk cash and purchase weapons that can then be smuggled back across the border to Mexico and Central and South America.

Enforcement Beyond the Borders: International Partnerships in South and Central America

ICE works closely with our international partners to disrupt and dismantle transnational criminal organizations. As part of these efforts, ICE currently maintains nine vetted units worldwide. These units are comprised of highly trained host country counterparts that have the authority to investigate and enforce violations of law in their respective country. Because ICE officials working overseas do not possess law enforcement or investigative authority in host countries, the use of vetted units enables ICE to dismantle, disrupt, and prosecute transnational criminal organizations while respecting the sovereignty of the host country.

DHS and ICE have also signed numerous bilateral agreements and declarations with the Government of Mexico to bolster cooperation in the areas of enforcement, planning, information

and intelligence sharing, joint operations, and trade facilitation. In FY 2010, ICE established its first Border Enforcement Security Taskforce (BEST) in Mexico City, Mexico. This taskforce is includes vetted Mexican Secretariat of Public Security officers who have the authority to investigate and enforce violations of law in their country.

In FY 2010, vetted units in Mexico City, Colombia and Ecuador played a central role in Operation Pacific Rim–an ICE-led investigation that dismantled one of the most powerful and sophisticated bulk cash and drug smuggling super-cartels in the world. As the result of international cooperation, this operation resulted in five guilty pleas, 16 indictments, and 18 arrests along with seizures totaling approximately $155 million in currency, 3.3 tons of cocaine, $37 million in criminal forfeitures, and $179 million in property.

Enforcement at the Border: Securing the Nation

At the Southwest border, ICE, along with CBP, has devoted significant resources to detecting, deterring, interdicting, and investigating transnational criminal organizations that seek to smuggle aliens, contraband, firearms, ammunition, undeclared currency, and stolen vehicles across the border. ICE has significantly increased the number of enforcement personnel deployed to the Southwest border and currently has more agents deployed to the Southwest Border region than ever before.

ICE continues to expand the Border Enforcement Security Taskforce (BEST) program, which currently operates in twenty-one locations, including eleven along the southwest border. As noted previously, BESTs bring federal, state, local, territorial, tribal, and foreign law enforcement together to work to increase security along the border. In FY 2010, ICE BESTs made 1,616 criminal arrests and 907 administrative arrests; helped bring 868 indictments; and helped secure 689 convictions.

Our efforts to dismantle transnational criminal organizations are producing results. For example, in November 2010, the San Diego Tunnel Task Force, which is part of the San Diego BEST, discovered two tunnels and seized more than 50 tons of marijuana. The first tunnel, discovered on November 2, 2010, was a 600-yard underground cross-border passageway equipped with rail, lighting, and ventilation systems. Surveillance operations and collaboration with Mexican law enforcement led to the discovery of this tunnel and resulted in the seizure of 30 tons of marijuana. The second tunnel, which was discovered on November 26, 2010, was even more sophisticated and included reinforced supports, advanced rail, electrical, and ventilation systems. This tunnel discovery resulted in the arrest of eight individuals and the seizure of more than 20 tons of marijuana. The two discoveries are the result of our collaboration with other agencies and use of state-of-the-art electronic surveillance technology to investigate cross-border smuggling by criminal organizations.

Another example of the success of our efforts to dismantle transnational criminal organizations is "Operation In Plain Sight," a targeted operation focused on five transportation companies involved in human smuggling. In 2010, ICE special agents initiated an investigation targeting transportation companies involved in the illicit movement of recently smuggled aliens in the Phoenix and Tucson Arizona area. The bi-national investigation, which included

unprecedented cooperation with Mexico's Secretaria Seguridad Publica (SSP) and marked the most comprehensive human smuggling investigation in ICE history, ultimately implicated high-level members of human smuggling organizations in Phoenix, Tucson, Nogales, and northern Mexico that were serviced by the shuttle businesses. Specifically, Operation In Plain Sight resulted in nearly 50 criminal arrests and more than 40 administrative arrests; seizures of illicit weapons, cash, and vehicles; and the initiation of promising investigations of criminal organizations in Mexico—effectively dismantling an entire criminal enterprise engaged in smuggling through Arizona.

Enforcement in the Interior of the United States

We recognize that effective border security not only involves the deployment of unprecedented resources to the Southwest border, but also must include effective enforcement of laws in the interior of our country.

Our approach to the enforcement of immigration laws is guided by a common sense premise that is based on sound prosecutorial practice: implement the measures that best protect public safety and produce the most significant results. This approach focuses on identifying criminal aliens and those who pose the greatest risk to our communities, and prioritizing them for removal. It also involves making sure employers have the tools they need – like E-Verify – to maintain a legal workforce, and face penalties if they knowingly and repeatedly violate the law.

Our interior enforcement efforts, just as they are at the border, are achieving major results. In both fiscal years 2009 and 2010, ICE removed more illegal immigrants from our country than ever before, with more than 779,000 removals nationwide in the last two years. But most importantly, more than half of those we removed last year – upwards of 195,000 – were convicted criminals, the most ever removed from our country in a single year. That's a more than 70 percent increase in removal of criminal immigrants from the previous administration.

This surge in criminal apprehensions and removals resulted from setting commonsense priorities. Since we do not have the resources to remove every single individual who is in the country illegally, like any good prosecutor's office or law enforcement organization, we set priorities and focus on those who present the biggest danger to communities.

One of the most important steps in this regard is the Secure Communities program, which has helped us identify and remove tens of thousands of criminal aliens in state prisons and local jails by running their fingerprints against federal immigration databases when they get booked into the system. We have expanded Secure Communities from 14 jurisdictions in 2008 to more than 1,000 today, including all jurisdictions along the Southwest border. We expect to reach complete nationwide deployment by 2013.

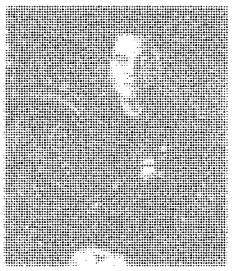
We also significantly expanded the use of I-9 audits, which are used to investigate employers suspected of using illegal labor. Since January 2009, ICE has audited more than 3,600 employers suspected of hiring illegal labor, debarred more than 260 companies and individuals, and imposed approximately $56 million in financial sanctions – more than the total amount of audits and debarments during the entire previous administration.

Finally, we've strengthened the efficiency and accuracy of E-Verify to assist employers in abiding by the law. This program continues to grow by more than 1,000 businesses a week, demonstrating its strength.

Further, we continue to conduct extensive investigations into drug traffickers and gang members within our borders. In February 2011, ICE completed "Project Southern Tempest," the largest ever Homeland Security Investigations-led national anti-gang initiative targeting gangs with ties to Mexican drug trafficking organizations. The ICE National Gang Unit initiated Project Southern Tempest under the auspices of Operation Community Shield to combat the national security and public safety threats posed by transnational street gangs conducting business on behalf of Mexican drug trafficking organizations in the United States. Southern Tempest was executed in 168 U.S. cities side by side with 173 of our federal, state, and local law enforcement partners, and led to the arrest 678 gang members and associates. More than 46 percent of those arrested during this operation were members or associates of gangs with ties to Mexican trafficking organizations. Of those arrested, 447 were charged with criminal offenses and 322 had previous violent criminal histories. Southern Tempest also led to several significant seizures from gang members and associates, including 86 firearms.

CONCLUSION

Over the past two years, we have taken significant steps to improve security along the Southwest border and continue to pursue strong partnership with other federal agencies, state local, and tribal authorities, and the Mexican government. Thank you for your continued support of DHS and our border security mission. And thank you again for the opportunity to testify before you today. We would be pleased to answer your questions.



Michael J. Fisher

Chief, U.S. Border Patrol

On May 9, 2010, San Diego Sector Chief Patrol Agent Michael Fisher was named Chief of the U.S. Border Patrol after Chief David Aguilar became the Deputy Commissioner of CBP.

Chief Fisher started his duty along the Southwest Border in 1987 in Douglas, Ariz. He successfully completed the selection process for the Border Patrol Tactical Unit (BORTAC) in 1990 and was later selected as a Field Operations Supervisor for the tactical unit, assigned to El Paso, Texas for four years. In that capacity, Chief Fisher planned and executed operations throughout the United States and in nine foreign countries. Following this he also served as the Deputy Chief Patrol Agent in the Detroit Sector and as an Assistant Chief Patrol Agent in Tucson, Ariz.

During the transition to the Department of Homeland Security in March of 2003, he was assigned as the Deputy Director for U.S. Customs and Border Protection's Office of Anti-Terrorism in Washington, D.C. In this capacity, he staffed and directed the office during periods of increased threat and was CBP's liaison to the inter-agency intelligence community for anti-terrorist planning and operations coordination.

Chief Fisher then served in Border Patrol headquarters before being assigned back to the field in February of 2006 as the Deputy Chief in San Diego Sector. He was promoted to Chief Patrol Agent of San Diego Sector in June of 2007.

Chief Fisher has an undergraduate degree in Criminal Justice and a Masters degree in Business Administration. He is a graduate of the Kennedy School of Government, Harvard University, following a successful completion of the Senior Executive Fellows Program. He also completed the CAPSTONE program at the National Defense University in 2009.

About

The United States Border Patrol, headed by the Chief, U.S. Border Patrol, is the primary federal law enforcement organization responsible for preventing the entry of terrorists and their weapons from entering the United States between official Customs and Border Protection ports of entry. The Border Patrol is also responsible for preventing the illicit trafficking of people and contraband between the official ports of entry.

The Border Patrol was officially established on May 28, 1924 by an act of Congress passed in response to increasing illegal immigration. As mandated by this Act, the small border guard in what was then the Bureau of Immigration was reorganized into the Border Patrol. The initial force of 450 officers was given the responsibility of combating illegal entries and the growing business of alien smuggling. Today, the Border Patrol has a work force of more than 20,000 agents and 2,000 mission support personnel.

The Border Patrol is specifically responsible for patrolling the 6,000 miles of Mexican and Canadian international land borders and 2,000 miles of coastal waters surrounding the Florida Peninsula and the island of Puerto Rico. Agents work around the clock on assignments, in all types of terrain and weather conditions. Agents also work in many isolated communities throughout the United States.

Thomas S. Winkowski

Assistant Commissioner, Office of Field Operations

U. S. Customs and Border Protection

Mr. Winkowski was appointed Assistant Commissioner, Office of Field Operations (OFO), in August 2007. He manages the largest and most complex organization in U.S. Customs and Border Protection (CBP), overseeing an operating budget of $3.5 billion and directing the activities of nearly 28,000 employees. He also is responsible for operations at 20 major Field Offices, 327 Ports of Entry, 58 operational Container Security Initiative Ports, and 15 Preclearance Stations in Canada, Ireland, and the Caribbean. Each year, OFO manages the processing of 400 million passengers; 122 million cars, trucks, planes, and ships; two million cargo containers arriving in this country; and $34 billion in duty collections.

Previously, he served as Director Field Operations (DFO), Miami, U.S. Customs and Border Protection where he managed a workforce of over 2000 employees. As DFO, he was responsible for managing all inspectional operations at Miami International Airport, Miami Seaport, Port Everglades/Fort Lauderdale International Airport, West Palm Beach/Fort Pierce, and Key West. The Field Office provides support to U.S. Immigration and Customs Enforcement, U.S. Citizenship and Immigration Services, Associate Chief Counsel, the U.S. Attorney's Office, the South Florida Federal Executive Board, and other governmental agencies.

Mr. Winkowski served as the Assistant District Director, U.S. Customs Service, Los Angeles, California from 1986 to 1995, followed by four years as the Port Director at Los Angeles International Airport. From there he went on to Miami as the Area Port Director, Miami, U.S. Customs Service in 1999, where he was responsible for operations at the Miami International Airport; Fines, Penalties, and Forfeitures; Seized Property; and Trade Operations.

Mr. Winkowski joined the U.S. Customs Service in 1975 as a cooperative education student. Upon graduating from Boston's Northeastern University in 1978, he was assigned to Los Angeles where he became a Customs Inspector. He rose through the ranks in the field, followed by serving at Headquarters in several mission critical positions through 1986.

In 2004, he was awarded the Meritorious Presidential Rank Award by President Bush.

Mr. Winkowski is married and has one son.

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U.S. Immigration and Customs Enforcement

James A. Dinkins
Director
Homeland Security Investigations (HSI)

James A. Dinkins is the Director of Homeland Security Investigations (HSI) and serves as one of three principle Executive Associate Directors at U.S. Immigration and Customs Enforcement (ICE). HSI is the second largest criminal investigative organization in the United States and the largest investigative arm of the Department of Homeland Security, with approximately 10,000 employees, including 6,700 Special Agents assigned to 26 Special Agent-in-Charge offices in major cities, 182 other field offices throughout the United States, and 69 Attaché offices in 47 countries. As the Executive Associate Director, Mr. Dinkins has direct oversight of ICE's investigative, enforcement and intelligence initiatives and operations targeting cross border criminal organizations who exploit America's legitimate travel, trade, financial and immigration systems for their illicit purposes. This includes the investigation of financial crimes; bulk cash smuggling; narcotics smuggling & trafficking; human smuggling & trafficking; commercial trade, fraud and intellectual property right crimes; cyber crimes and the exploitation of children; immigration and document & benefit fraud; human rights violators; transnational gang activity; and weapons smuggling and export enforcement. To accomplish this mission, Mr. Dinkins administers a budget of more than $2 billion and is responsible for strategic planning, national policy implementation and the development and execution of all operational initiatives.

Prior to assuming the position of Executive Associate Director for Investigations, Mr. Dinkins held a number of key leadership positions within ICE to include the Special Agent in Charge, Washington, DC; Acting Director, Office of Professional Responsibility; Special Agent in Charge, Baltimore, Maryland; Chief of ICE's Cornerstone and Financial Investigation Programs in ICE Headquarters, Washington, D.C.; Assistant Special Agent in Charge, Detroit, Michigan; and Acting Attaché Frankfurt, Germany.

Mr. Dinkins began his law enforcement career as a co-op student with the United States Customs Service in 1986. In 1989, he became a Special Agent with U.S. Customs, in San Francisco, California. In 1996, Mr. Dinkins transferred to the Office of the Special Agent in Charge, Detroit, Michigan and was promoted to Group Supervisor and then Assistant Special Agent in Charge, Detroit, Michigan. In 2004, he was promoted to ICE Headquarters and served as the Chief of ICE's Cornerstone and Financial Investigation Programs where he was responsible for developing international and domestic initiatives designed to combat vulnerabilities in America's financial and trade sectors that could be exploited by terrorist or other criminal organizations.

Mr. Dinkins holds a Bachelor of Science in Criminal Justice from the University of Detroit, where he graduated Magna Cum Laude.

Rear Admiral Paul F. Zukunft

Assistant Commandant for Marine Safety, Security, and Stewardship
US Coast Guard

Rear Admiral Zukunft assumed his current position as Assistant Commandant for Marine Safety, Security and Stewardship in May of 2010. He is responsible for developing and promulgating national marine safety, security and environmental protection doctrine, policy, and regulations, as well as ensuring policy alignment throughout the federal government and with international maritime partners. In addition, he leads and oversees the important work of numerous federal advisory committees and international partnerships related to marine safety, security, and environmental protection.

His previous Headquarters Flag assignments included the Director of Response Policy and the Assistant Commandant for Capability. Rear Admiral Zukunft has also served as the Commander, Eleventh Coast Guard District. His responsibilities as District Commander included command and control over all Coast Guard missions along the Pacific coast from California to Chile culminating in the removal of more than 120 tons of cocaine; 5800 lives saved; safety and security of three of our nation's top five port complexes; and implementation of the Transportation Worker's Identification Credential to more than 75,000 members of the maritime industry. Rear Admiral Zukunft's first flag assignment was as the Director, Joint Interagency Task Force West. In that capacity, he served as U.S. Pacific Command's executive agent for strategic planning and tactical execution of counter drug related activities throughout 41 countries and across more than 105 million square miles. He was promoted to Flag rank in 2006.

His senior staff assignments included Chief of Operations, Coast Guard Pacific Area and Chief of Operations Oversight, Coast Guard Atlantic Area where he directly supervised all major cutter operations in the Atlantic and Pacific theaters. He also served as Chief of Staff, at the Fourteenth Coast Guard District in Honolulu.

Rear Admiral Zukunft has commanded six units and served extensively in the cutter fleet where he commanded the cutters CAPE UPRIGHT, HARRIET LANE, and RUSH. He also served as Chief of Port Operations, Marine Safety Office (now Sector) Corpus Christi where he supervised a $100M Superfund clean-up.

Rear Admiral Zukunft graduated from the U.S. Coast Guard Academy in 1977 with a Bachelor of Science degree in Government; from Webster University in 1988 with a Master of Arts degree in Management; and from the U.S. Naval War College in 1997 with a Master of Arts degree in Strategic Studies and International Affairs. He is a graduate of the Asia Pacific Center for Strategic

Studies Executive Seminar and Harvard's Kennedy School of Government National Preparedness Leadership Initiative course.

Rear Admiral Zukunft is a native of North Branford, Connecticut. He wears the permanent Cutterman pin and his personal awards include the Defense Superior Service Medal, Legion of Merit (2), Meritorious Service medal with "O" device (5); Coast Guard Commendation Medal (2) and Coast Guard Achievement medal with "O" device (2).

Mr. ADERHOLT. Thank you, Admiral.

The Administration has noted time and again that the border is as secure as it has ever been. The question today is, how do we measure the level of security we have achieved?

Let me walk you through the measures we have frequently heard. Border Patrol apprehensions of illegal aliens are down 36 percent in the past 2 years and are less than one-third of what they were at their peak. Is a decrease in apprehensions truly an indication that fewer illegals are crossing, or there are fewer job seekers or fewer drug mules or both?

The year 2010 saw more than 15,000 drug-related deaths in Mexico. Is an increase in violence an indication of greater pressure on the cartels or just more examples of their brazen and brutal tactics?

While seizures of drugs, bulk cash, and other contraband are up, that can probably be attributed largely to having more officers and agents on the front lines. What aren't we catching? Have our efforts actually squeezed and reduced the flow northbound into the United States or southbound in Mexico? Have drug use, availability, purity, and street value been affected at all as a result of our investments?

And, lastly, I would like each of you to tell the Subcommittee, from your agency's perspective, what are the best measures of the effectiveness of the Southwest border operations? Where are we today? Where do we need to go? And what tools and resources are needed to get there?

And I will start with you, Chief Fisher.

Chief FISHER. Thank you, Mr. Chairman.

I think in posing those series of questions, interestingly enough, myself and the staff and others within CBP have been looking at this really heartily over the last few years. And, in particular, over this last year, what we realized as part of our strategy and the method by which we had recently been reporting out, in terms of levels of security, really were, in fact, what we would describe as operational control levels, really for the deployments of those resources over the years and how we would measure those; how we would ask the field commanders, "To what extent has that level of resources been a benefit, added value to your operations, and, from a cost standpoint, did that actually work?"

And as we have been having these discussions with the field commanders, it became clear to a lot of us that levels of operational control measured in a linear fashion do not translate into border security, because border security is much broader than linear miles of operational control even under our own limited definitions.

For instance, we started looking a year ago at not just the line in the sand, if you will, the juridical line that separates the jurisdictions between the United States and Mexico; we have been looking at the border in terms of corridors. And those corridors—as we start looking along, for instance, the Southwest border, what is it that the criminal organizations, smuggling organizations, transnational criminal organizations, anybody seeking entry into this country, what do they require to do that?

And so, when I mentioned earlier about the information and intelligence being a key indicator to identify the intent and capability defining the threat, that is exactly what we are trying to do.

Just because we have an area along the Southwest border, for instance, that is extremely remote, absent any fence, absent periodic deployments of Border Patrol agents, that area may be, in and of itself, vulnerable because of the lack of those resources. It doesn't necessarily indicate that that is an area of high risk.

And we will give you a quick example. Some of the areas in the Big Bend National Park, for instance, vast expanse, don't have a lot of resources there. But in those particular areas, criminal organizations, in order to bring narcotics and people through, need the same things that local populations need to be able to bring it through a country into another country and immediately into the interior of the United States. That requires infrastructure in terms of road systems, transportation systems, to easily do that.

Now, in some of the other remote areas where they do operate, where it takes them 2 to 3 days, they do that at a higher risk, not necessarily because of the terrain, but because their exposure to our detection and interdiction efforts are higher. And so, when we look at the border and we want to focus those resources in those areas, we want to do it in a smart fashion.

In the absence of infrastructure and technology in some of those extremely remote areas, what we are moving toward is identifying other technologies. And I will give you a quick example: the Intelligence Community and our UAS [unmanned aerial systems], for instance. We don't want to just automatically assume because the infrastructure does not exist that the risk will always be low. The risk is going to be dependent, again, on the threat and if they decide to move for whatever reason. And we want to be able to know about it, have that situational awareness, and be able to detect, identify, and classify that threat: Are they just people? Are they people coming in with narcotics? Are they armed? Are they not armed?

We also have the requirement to then be able to respond to it, either on the ground or in the air, and ultimately be able to make and effect the arrest. We had mentioned the denominator. What we need to be able to do—in a broad definition of border security, it is not just the apprehensions, and I would agree with you. More importantly, it is the proportion of individuals that we arrest subsequent to the detected entry.

And so, then the question is, well, in those areas where we don't have persistent detection capability, "What is the answer?" There are a few things. We would use the UAS and other national resources to be able to do periodic flyovers and utilizing change-detection capability to then go back and periodically check and see if, in fact, there is any change to the terrain.

If, in fact, we identify and the analysts dictate that something is moving through there, we would send reconnaissance patrols out there, and we would identify what is coming through that area. If it is determined to be individuals, we can then start putting sensor arrays, we can put mobile technology there to figure out what that threat is and to be able to mitigate it so it doesn't become en-

trenched in some of these places that we have seen across the Southwest border.

Mr. ADERHOLT. Okay. Thank you, Chief.

And just because there are four witnesses, what we will do is try to keep answers just as brief as possible, but, of course, take the time that you need to answer the questions, but we will try to keep mindful of the time. I know the other Members here want to ask questions, as well.

So, Assistant Commissioner Winkowski.

Mr. WINKOWSKI. Thank you, Mr. Chairman.

Just to kind of build off of what the Chief just testified to, in the area of ports of entry, unlike between the ports of entry, we have this dual responsibility. You know, we have a responsibility to make sure that dangerous people and dangerous things don't come into the country, but we also have a responsibility to make sure that we are doing everything possible to facilitate the legitimate trade and travel. So we have this dual mission that is very, very complicated, that is very, very time-sensitive.

We have been fortunate, in many respects, from the standpoint of support from this committee in putting out detection equipment, what we call Non-Intrusive Inspection equipment, that we have throughout the Southwest border. And that has given us the ability to focus in and target high-risk shipments, for example, and do quick inspections and make a determination and find contraband or to actually release the freight.

So our measures are a number of things. Certainly, one measure is the activity, the illegal activity that we have coming through the ports. And, for example, inadmissible aliens, when you look at percentage change from fiscal year 2009 to fiscal year 2010, we are up 4 percent; false claims up 15 percent; and fraudulent documents up 11 percent.

So the question starts becoming what the Chief and I talk about oftentimes as the Border Patrol continues to harden between the ports of entry, with technology and fence, the impact on the ports of entry—so if you can't come through, if it is more difficult to come through between the ports of entry, the next, I think, natural point is at our ports of entry. And we have seen some increase in that rate, in that regard.

The other measure we have is applying consequences. You know, we have gotten away from just doing simple voluntary returns, from the standpoint of someone comes in, doesn't have the proper documents, fraudulent, at times we would give a voluntary return. Today, we give larger consequences, coming in as well as going out.

And I think that is an important point here. I testified about our outbound strategy, and I talked a little bit about currency. But as we focus in on the outbound side (the number of illegal, undocumented aliens going back into Mexico), we didn't focus in on that over the years. And we have focused in on it and have been able to apply consequences.

So you have individuals, particularly in the pedestrian lane, walking into Mexico. And part of our outbound CONOPS [Concept of Operations] is detecting those individuals and applying consequences. So, you know, recidivism rates are something that we measure.

I agree that just finding more drugs day-in and day-out is not the only measure. It is how you are changing behavior, how will you—you know, we see in Arizona, with ACTT [the Alliance to Combat Transnational Threats] putting in 163 TDY [temporary duty] officers, an increase in enforcement activities.

Mr. ADERHOLT. Thank you.

Mr. Dinkins.

Mr. DINKINS. Just to carry on, some of the indicators and specific things that we have noticed that really are indicators that we are making a difference with our collective efforts here—and I will keep it short—are the number of stash houses, for example, in Arizona, that we are finding with illegal aliens is fewer. The number of aliens in those stash houses are down. As well as the number of hostage situations where they have taken hostages of the illegal aliens and are demanding higher fees, those are also down from last year.

And I think that we have seen a shift in the pressure that we are putting on these organizations, from alien smuggling fees going up, specifically in Arizona, over the last year, as well as we are seeing that, because they can't get through the ports of entry as easily and they can't make it between the ports of entry, they are forced to resort to more sophisticated, costly measures—dig tunnels, which could take months. And we have seen the number of tunnels that we have been able to interdict going up over the last 2 years drastically from previous years.

So I think it really has changed. We have changed our pattern, and we are forcing them to do things differently, more costly. And it is making a difference.

Now, as far as the investigations go, one of the key measures that we are using, which will start in fiscal year 2012, which really has changed the way that we focus away from just specifically arrests, indictments, and convictions and the number of seizers, is the disruptions and dismantlements of transnational criminal organizations.

Because when you disrupt them, you are, you know, setting them back more than just necessarily taking their drugs or money away from them. And when you actually disrupt them and dismantle them, now you are actually eliminating the threat that that organization posed to the ongoing criminal and smuggling activity that they are involved in.

Mr. ADERHOLT. Thank you.

Admiral.

Admiral ZUKUNFT. I will probably start a little more strategic. When I look at my current assessment, it really first starts with the relationships, then it is awareness, and then it is authorities.

I have been in this business for 34 years, chasing drugs. I have commanded three ships, I have directed a joint interagency task force, and also dealt with this border problem when I was commander of the 11th Coast Guard District. Our relationships on an international scale are paramount. The United States cannot do this alone.

Within our interagency relationships, we do not have Goldwater-Nichols. Our Department of Homeland Security, we are 8 years old, but I am here to say, you know, the law enforcement officers that

join me here at the table, this is a one team, one fight. And it is very focused, and it is strategic. So the relationships, both internationally, interagency, and joint, are better than I have seen at any point in my career.

When you look at awareness, this really comes down to information. Eighty percent of our interdictions were driven by intelligence. So when we have that information, there is a good likelihood at sea we are going to interdict. Now, as we are getting better systems for awareness, it is also imperative that we have the platforms to go out and do the interdictions. So those two really need to be held in balance.

But we did see a net reduction last year of about 40 percent of cocaine moving by sea. At the same time, we are seeing different modes of conveyance. First, it was semi-submersible vessels, and now we are seeing fully submersible vessels. And then in the go-fast, the vessels transiting cocaine, they are breaking these loads down into smaller volumes. In the past, our average interdiction was about five metric tons; now we are looking at just about under a metric ton. So the bad guys are spreading the risk.

And the fact that they have not returned fire against our interdiction forces tells me that this is a risk that they can take, a business expense they can write off because there is still more coming. So that would be my assessment there, at least on the awareness piece.

And then, finally, it is the authorities. We do have a number of bilateral agreements. And then our relationships with Mexico—I have been down to meet with the commander of the Second Naval Zone. We initially would talk about oil pollution protocols, and we said, "Let's look at the real threat; you know, it is the violence on the border." And we were able to take that where now, if we see an event off Mexico, our operations center in Alameda calls theirs immediately. And we have actually done exercises and interdictions with Mexico, which was really—would have been unheard of 10 years ago.

So I see the trend in our relationships, awareness, and our authorities all moving in the right direction.

Mr. ADERHOLT. Thank you, Admiral.

STOPGAP FUNDING, IMPACT OF

Mr. Price.

Mr. PRICE. Thank you, Mr. Chairman.

I would also like to address a question to the entire panel to respond, as you perceive relevance in what I am asking, which has to do with the effects of not having, at this moment, long-term funding in place for Southwest border and drug-interdiction activities.

Yesterday, the House passed yet another short-term continuing resolution, this one to keep the government operating for 3 weeks, until April 8th. I have said repeatedly, and many others have as well, this is no way to run a government. We need, once and for all, to finish funding what remains of fiscal year 2011. I think that was quite evident in December. It certainly is evident now.

Now, I recognize the CRs have given you some flexibility. They have given some of your agencies the ability to shift money around

to cover 2011 needs not funded in 2010. H.R. 1, for that matter, provided additional resources specifically for Southwest border and drug-interdiction activities. However, we are almost halfway through the fiscal year, and I question whether these flexibilities alone will cover your needs.

And, in any case, I want to ask the question. I would like for each of you to highlight what have been the impacts of living under short-term CRs for an extended period of time, the impact specifically on Southwest border and drug-interdiction activities. When does this type of funding stream truly affect your ability to operate effectively in these areas? And then, finally, what kind of adjustments are you going to need as we finally, hopefully, pass a full-year CR and/or the 2012 bill? What kind of adjustments are going to be required by virtue of the funding arrangement under which you have lived thus far?

Chief FISHER. Mr. Price, one specific area that is impacted is our inability to project and continue deployments in high-risk areas, not knowing what the allocation is going to be so that we can fiscally and——

Mr. ADERHOLT. Chief, if you could pull the mike a little closer? It is not picking up real well.

Chief FISHER. I am sorry.

Mr. ADERHOLT. That is better.

Chief FISHER. Is the current deployments that we have right now in high-risk areas, in particular, Tucson, Arizona. Our inability to know between now and the end of fiscal year what the appropriation, what that dollar amount would be, to be able to scale that, either surge it up and move it into that area, because of the CR right now, that is probably the first and foremost operational impact that we are seeing.

Mr. WINKOWSKI. From a field operations standpoint, you know, 37 percent of my staff, of the CBPOs, of which I have 22,000, 37 percent are funded by user fees. So we have a little different situation there.

But from the standpoint of staffing the ports of entry and paying the bills, we have not seen an impact in that regard. As a matter of fact, we are hiring the 250 officers that were approved in the supplemental as well as some additional officers.

You know, to your point, Mr. Price, I mean, it does make it difficult from the standpoint of that long-term planning, but, nevertheless, not to the point that we have had to step back from our responsibilities of protecting the homeland, whether it is the Southwest border or northern border or airports or seaports.

BORDER SECURITY: BORDER PATROL AGENTS AND CBP OFFICERS

Mr. PRICE. Well, this anticipates something I want to talk about later this morning. But, as to the new positions, I understand that, as of February 1st, none of these new Border Patrol agents are on board, and only 46 of the new CBP officers are on board that were funded through the supplemental. Now, that seems slow, to put it bluntly. And that may or may not be related to the uncertainties connected with stopgap funding. Do you have any quick observation on that? I do want to return to it in more detail.

Chief FISHER. Yes, sir.

I don't know specifically about the supplemental funding as it relates to the authorized levels for Border Patrol agents. We have currently, right now, over 20,000 Border Patrol agents. And we are on pace—we have been hiring Border Patrol agents since October 1st, the beginning of the fiscal year—both in terms of getting us to that 21,370 level at the end, which includes the 1,000 additional Border Patrol agents included in the summer supplemental, and it also includes attrition to keep us at that current level.

Mr. WINKOWSKI. And from the standpoint of the CBPOs, it was—we have our academy dates. We have two classes down there now that are bringing on board the 250. And we have other classes scheduled.

STOPGAP FUNDING, IMPACT OF

Mr. PRICE. So, quickly, if we could move to other agencies on the stopgap funding question.

Mr. DINKINS. Yes, sir. I mean, it is a challenge from management perspective. Fortunately, it has been at a level which we have been able to continue on with our hiring as needed. It is the long-term effects, if we don't actually get annualization of the funding for the people that we are bringing on, which will—the out-years will have the challenge. Versus, right now we are carrying on and doing our hiring. We have classes running continuously to bring on the special agents that we need to do the job and that have been funded.

Admiral ZUKUNFT. For the Coast Guard, we are on life support. We can maintain the status quo, but we don't operate in a status-quo requirement.

I was the Federal on-scene coordinator for the BP oil spill, where we surged 3,000 people, 22 cutters from as far away as Alaska and Hawaii. So, God forbid, we have a disaster of that magnitude. But where that really hits us is if we have that requirement to surge.

In addition, we are keeping a watchful eye on the price of fuel, which is the one discretionary item we have in our budget. But, as those dollars go up, you know, when the final budget comes in, that may be an area we have to reconcile by diminishing operations. We are not there yet, but I will say it does put us on life support.

Mr. PRICE. That is a pretty alarming term, Admiral. Let me just, in the time I have remaining, ask you to elaborate.

Are we talking here about the impact of the mere fact of stopgap funding and the uncertainty that that carries with it? Or are we talking about some adjustments, that whatever the full-year CR eventually looks like, and maybe even what the 2012 bill looks like, some adjustments that are going to be required to get the Coast Guard where it needs to be?

Admiral ZUKUNFT. Yeah, well, certainly, in the past, we have looked at supplemental measures to offset some of our surge requirements. But, certainly, we would like that to be more predictive. Because, you know, we looked at last year, we had Haiti, and we also had the BP oil spill. We are entering into what could be a devastating hurricane season; it is still unknown.

But it really becomes more of a readiness issue. And the posture of the Coast Guard is to be always ready. And so, maybe it is a little bit melodramatic to say "life support," but it is not the pos-

ture where the Coast Guard normally stands squarely on its two feet.

Mr. PRICE. Thank you.

Thank you, Mr. Chairman.

Mr. ADERHOLT. Let me just add that I think the question you asked is important. And on resources, we need to maintain operations. This Subcommittee has made operations a priority, both in H.R. 1 and under the short-term CRs. And supplemental funds are available to continue hiring, as needed. So I just want to make that point.

And I will turn to Mr. Carter.

BORDER SECURITY: TUCSON SECTOR

Mr. CARTER. Thank you, Mr. Chairman.

I have an awful lot of questions, but, first, I would like to point out the failure of the Democratic Party to create a budget last year and the failure to appropriate any money last year. We have had a 4-month CR, created by the Democrats, and two 5-week CRs by the Republicans. And it is time for all us to come to the table and start getting this thing done.

I have some questions that I am very concerned about, and I think you have before you something Mr. Culberson prepared. I am going to start with this. Looking at that document you have there, and I look at 2007, it has gotten better in the Tucson sector, but the Tucson sector looks like, to me, a superhighway.

It starts at 800,000 in 2007 and comes down to 200-and-something thousand today. I believe that there is a reason for that, and that is that the Border Patrol is prevented from going on several government lands, U.S. Government lands, that happen to dominate the Tucson sector. And it is my understanding, from talking to Members—Rob Bishop on the Resources Committee that many of the vehicle barricades that we created with some of the money we did on the Southwest border were to keep the Border Patrol out of certain areas, of conservation land and other things that are on the border.

Is it a major factor that the Tucson corridor, with all of its public lands that border on Mexico, that prevents you from using vehicles to chase down these people inside U.S. lands?

And there is a House bill that is being proposed, of which I am a cosponsor, H.R. 5016, which would resolve that matter and allow the Border Patrol to pursue those areas. Would that be something that would help you?

Chief FISHER. Well, sir, my understanding—and I actually had an opportunity, about a month or so ago, to go down into the Tucson area, along with representatives from the Department of Interior and others. We currently have, and have had for the last few years, a memorandum of understanding [MOU] that allows us to go onto public lands in situations where we have to effect an arrest.

So, to my knowledge, and even in that particular area, the Organ Pipe, where those vehicle barriers were put up over the years, Department of Interior told me at the time it has drastically reduced the amount of vehicle entries that were coming through there.

There are a whole host of factors that we believe contributed to the high numbers in Arizona over the last 10 years or so, and I would be more than welcome to talk about those in particular.

Mr. CARTER. Well, I am going to take the worst-case scenario here. In 2007, 800,000 crossed in the Tucson sector, and the next highest is 152,000 in San Diego. They turned loose 98.6 percent of the people that were apprehended, of the 800,000 apprehended.

So, there is something pretty badly wrong in Tucson, in the Tucson sector, as it compares to the rest of the Southwest border. It is like the 800-pound gorilla in the room. If it is not the fact that it is public land, if we are wrong on that, then I would like to know what it is.

Chief FISHER. Yes, sir. And, again, there are many factors. One thing, in particular, with our strategy—matter of fact, the Commissioner talks about Tucson in particular, that sector and that State as being the last stand for the smugglers.

It is so because, since 1993, when we started in El Paso, we saw the majority of traffic there in El Paso. And then we moved it over to San Diego back in the 1990s, where they were seeing an increase of over 500,000 apprehensions during that time. And it moved over, hit a little bit in south Texas, but it stayed in Arizona for the last 10 years.

When I was there, at the high-water mark, for instance, of the 1.6 million apprehensions the United States Border Patrol agents made that year, 616,000 were in that sector. Last year, it was 212,000.

There are two factors, predominantly, why they are still there. One is because there are very few other areas with that legitimate infrastructure I talked about that they can go back to. They can't go back to San Diego. They tried in 2007 and 2008. They tried going back in El Paso in small numbers.

The other thing is, because of what is happening in Mexico, the lateral movement in Mexico between these smuggling organizations is not what it used to be. It used to be they could move across in Mexico, pay the plaza, get their people and the narcotics through, and do business that way. Until that settles, a lot of times they are not able to move out of those areas.

Mr. CARTER. So you are saying to me that a bill that would open up those public lands would be of no benefit to you at all?

Chief FISHER. I think when we look at our current MOU, some of the changes that we are working with Department of the Interior would include positioning mobile technology, not permanently, necessarily, but in areas. Because the current MOU right now suggests that we are able to go in in what is called "hot pursuit." When we make a detection and we are trying to go through public lands, to include wilderness area, that allows for us to be able to do that.

What the current MOU does not, at this point, allow for is for us to go in and move, for instance, a mobile surveillance system. And we are currently working that with DOI [Department of Interior] in specific areas to be able to do so.

BORDER SECURITY: BORDER PATROL AGENT DEATH IN ARIZONA

Mr. CARTER. I think I have time for one more question. It is reported to me that, in Arizona, an ambush was set up. I don't know what sector it was in—in the Tucson sector, I have been told, and that one of our agents was armed with a weapon that fires beanbags. When the fighting started, he was shooting beanbags and they were shooting live ammunition, AK–47s, and he got killed.

Now, what in the world are we sending a Border Patrolman out for an ambush with a beanbag gun? It was a SWAT team, I am told by Mr. Culberson.

Chief FISHER. Yes, sir, I believe you are referring to the incident back in mid-December that involved the tragic death of Agent Brian Terry, who was a member of the Border Patrol Tactical Unit. That occurred in the mountains west of Nogales, Arizona.

What I can tell you, sir, because it is still an ongoing investigation, all of the Border Patrol agents that were deployed in there had deadly force.

Mr. CARTER. Except him?

Chief FISHER. No, sir. He did have deadly force.

Mr. CARTER. Well, the report is the gun was loaded with beanbags. That is not deadly force, is it?

Chief FISHER. Well, the team deployed with a variety of weapons, sir. And I——

Mr. CARTER. So he just grabbed the wrong gun?

Chief FISHER [continuing]. No, sir, that is not the case.

Mr. CARTER. You are investigating that?

Chief FISHER. Actually, the FBI is the lead investigative agency. And the United States Attorney's Office in Arizona is still working that case, sir, so I can't go into further levels of detail. I think you would understand that.

Mr. CARTER. Well, I will let you ask that question. Am I through?

Mr. ADERHOLT. Yes, forgive me. Time is up.

Mr. CARTER. Thank you.

Mr. ADERHOLT. Mr. Dent.

BORDER SECURITY: UNIFIED COMMAND STRUCTURE

Mr. DENT. Thank you, Mr. Chairman.

Just a few quick questions. Chief Fisher and Commissioner Winkowski, we understand that CBP has been establishing a unified command structure for the Southwest border, similar to efforts undertaken by the Coast Guard. In addition, we know DHS has been looking at a more unified interagency approach to border security, looking to models such as the Joint Interagency Task Force-South. They combat narcotics, as you know, from South America and the Caribbean.

What progress has been made in implementing this unified approach at CBP? And what difference is it making, if any at all?

Chief FISHER. Sir, I can tell you, at the beginning of December, in Arizona, CBP stood up what is called the Joint Field Command. And we are just starting to set here in Washington, D.C., the Joint Operations Directorate.

As most joint commands go, it was an area, one, as the lines to combat transnational threats started up in September of 2009. As

that matured, we started with a unified effort, we moved toward unified command, and now we are matured to a joint command construct.

It is still relatively early to ascertain the extent to which it has increased, but I can tell you—and I will certainly ask Mr. Winkowski to comment, as well, if he so chooses—we have one person that speaks for the commissioner from a strategic level in the field, being able to look at Border Patrol operations, look at field operations—because they aren't separate, as Mr. Winkowski indicated, at and between the ports of entry. And we have currently invested over 6,000 Border Patrol agents and officers in that State. Having a joint command helps us set a construct to be able to make sure that the implementation of that strategy is reaching the objectives and goals as previously stipulated.

Mr. WINKOWSKI. Congressman Dent, the only thing I would add is, you know, prior to the creation of DHS, down in, for example, at a port of entry, you had, really, three government agencies running the port of entry. You know, you had the Customs Service, where I came from, under the Treasury Department; you had the Immigration and Naturalization Service under the Justice Department; and you had USDA under the Department of Agriculture. We made it work.

The creation of DHS and CBP, 8 years ago this month, brought a whole new level of one agency, one department owning the borders, us being, you know, CBP owning the ports of entry, between the ports of entry, and the air-marine side.

And we have matured in 8 years. And I think we have matured to a point where we needed to look at, "Is there a better way from the standpoint of managing our mission?" And we did a lot of research on this and took a lot of pieces from the Department of Defense with Goldwater-Nichols.

I have had the opportunity, as Chief Fisher has, to spend a lot of time down in Tucson. And having one commander that is responsible for what is happening in that particular sector, to me, makes a great deal of sense. And what that means for my position for that particular area, as we continue to grow in there, is that I am going to organize, train, and equip, versus the operational side because the commander is responsible for the operational side.

So, as the chief indicated, we have a ways to go. It is maturing. You know, we have, in this particular case, a Border Patrol agent that is in charge of the joint command. But, as the deputy, the joint commander is a field operations leader.

So I think it is a good thing. I think it is innovative. I think we have matured to a point where we need to begin the process of relooking at how we manage the borders.

Mr. DENT. What are your results and goals of the joint unified efforts, and what are the cost savings?

Mr. WINKOWSKI. From the standpoint of the Joint Field Command?

Mr. DENT. Uh-huh.

Mr. WINKOWSKI. We are not there yet. I could not sit here and give you a dollar savings. From the standpoint of streamlining the process, I think, again, having one individual in charge of that particular sector, which includes ports of entry and between the ports

of entry, certainly streamlines the management reporting, because the commander reports directly to the Deputy Commissioner of CBP.

Mr. DENT. Through a consolidation, do you see a better use of existing resources?

Mr. WINKOWSKI. Yeah, I believe so. And, again, time will tell here, but that commander has the full authority of shuffling resources. So if that particular commander wanted to take positions from the Customs and Border Protection officer position and place them someplace else in that particular AOR [area of responsibility], he has the full authority to do that.

Typically, what would happen is, in order to do things like that, there is, you know, a reporting process that the director would have to come through and the headquarters. And we have streamlined that.

So, for example, we see on the Southwest border with our outbound operations at the ports of entry; we see Border Patrol agents at the ports of entry working outbound operations with our border protection officers. We see border protection officers up at checkpoints, which traditionally was just handled by Border Patrol.

So, you know, we are seeing this knitting; we are seeing this integration of personnel. And, as I mentioned in my oral reply, we all bring different skill sets to the table, Field Operations and Border Patrol. Now it is time—we have done a great job merging. Now it is time to really integrate.

AIR INTERDICTION

Mr. DENT. And if I can just quickly go to the Admiral, just to talk about your aviation assets and capabilities for a moment. The Coast Guard has experienced a number of aviation casualties over the past few years, as you know.

Do you have a plan to replace the two C–130Hs and two of the HH–60s that were recently lost? It appears that you have no plan under way to replace the two HH–65s that were also lost in mishaps. How are you mitigating the gap created by the absence of these aircraft, and what is your plan and timeline to replace these assets?

Admiral ZUKUNFT. Yeah, for the H–65 gap in particular, we are able to cover that with the remainder of our fleet. And these are short-range helicopters. They, you know, do the lion's share of our coastal search and rescue, and then they also embark at sea. They are the same helicopters that carry our HITRON. These are our precision marksmen that shoot outboards of go-fast vessels.

So we are not missing any opportunities to send cutters doing counter-drug missions that don't have a helicopter. So we are able to work within our mix. Clearly, the critical pieces are the C–130s that provide that long-range surveillance, and the H–60s provide a longer-range capability, as well.

Mr. DENT. What is your best tool for air interdiction? Helicopters? Fixed-wing?

Admiral ZUKUNFT. Helicopter, by far.

Mr. DENT. Is that true for the rest of you on interdiction?

Chief FISHER. Yes, sir, the helicopter. Either the UH–60 or the—the Black Hawk or the Huey.

Mr. DENT. Okay. Thanks.

I yield back.

Mr. ADERHOLT. Mr. Culberson.

BORDER SECURITY: APPREHENSIONS AND PROSECUTIONS

Mr. CULBERSON. Thank you, Mr. Chairman.

We deeply appreciate the work that you do and are really committed to help you in any way that we can.

Chief Winkowski, you really zeroed in on it, and that is the key, as all of you know as law enforcement officers, is to impose consequences and change behavior, and what do we do as a country, what do you all do as law enforcement officers to change behavior. And the key is imposing consequences. Criminal consequences is the most successful.

And, if I could, Mr. Chairman, I wanted to ask if I could enter into the record, if I could, Mr. Chairman, without—without objection, can I enter this into the record?

Mr. ADERHOLT. Absolutely. So ordered.

[The information follows:]

Border Patrol Apprehension and Prosecution Rates by Sector

Border Patrol Sector	FY07 Apprehensions	FY07 Prosecutions	FY07 Prosecution Rate
Rio Grande Valley	73,430	6,578	9%
Laredo	56,714	5,167	9.11%
Del Rio	22,919	14,464	63.11%
Marfa	6,341	406	6.40%
El Paso	75,464	7,031	9%
Tucson	800,000	11,200	1.40%
Yuma	37,990	4,005	10.54%
El Centro	55,880	252	0.45%
San Diego	152,313	1,074	0.71%
TOTAL	**1,281,051**	**50,177**	**3.92%**

Border Patrol Sector	FY08 Apprehensions	FY08 Prosecutions	FY08 Prosecution Rate
Rio Grande Valley	26,968	3,225	12%
Laredo	17,360	5,434	31.30%
Del Rio	8,106	4,538	55.98%
Marfa	2,304	87	3.78%
El Paso	15,553	2,416	16%
Tucson	80,000	316	0.39%
Yuma	5,159	2,432	47.14%
El Centro	15,208	103	0.68%
San Diego	54,686	562	1.03%
TOTAL	**225,344**	**19,113**	**8.48%**

Border Patrol Sector	FY09 Apprehensions	FY09 Prosecutions	FY09 Prosecution Rate
Rio Grande Valley	60,989		
Laredo	40,569		
Del Rio	17,082		
Marfa	6,360		
El Paso	14,999		
Tucson	241,673		
Yuma	6,951		
El Centro	33,521		
San Diego	118,721		
TOTAL	**540,865**	**60,064**	**11.11%**

Border Patrol Sector	FY10 Apprehensions	FY10 Prosecutions	FY10 Prosecution Rate
Rio Grande Valley	59,766	10,397	17.40%
Laredo	35,287	9,063	25.68%
Del Rio	14,694	8,288	56.40%
Marfa	5,288	759	14.35%
El Paso	12,251	8,017	65.44%
Tucson	212,202	30,748	14.49%
Yuma	7,116	3,342	46.96%
El Centro	32,562	779	2%
San Diego	68,565	1,870	2.73%
TOTAL	**447,731**	**73,263**	**16.36%**

Compiled by the Office of Rep. John Culberson

Mr. CULBERSON. Thank you.

I gave everybody a copy of this. This is numbers that I collected with you all's help, Chief Fisher. And I really, really appreciate you all's help in putting this together.

This is the first time that I have ever been able to see these numbers all put together. And I have gave it to each one of the members of the committee.

Because you can pretty quickly see what the problem is in Tucson. And noticed, when I first started bringing this to the Subcommittee's attention, as Mr. Carter says, in the Tucson sector in fiscal year 2007, if you were picked up by the Border Patrol, you had a 98.6 percent chance of being home in time for dinner. And you were basically out about 3 hours in the lode, which is just, you know, terrible. And, as a result, they are just pouring through in Tucson. In 2008, you had a 99.6 percent chance of never being prosecuted.

And I can't get numbers—Chief, could you help me get numbers for 2009? I am not sure why we couldn't get good numbers for 2009.

[The information follows:]

Representative CULBERSON: And I can't get numbers—Chief, could you help me get the numbers for 2009: I am not sure why we couldn't get good numbers for 2009.

Response: In Fiscal Year 2009, CBP's Border Patrol apprehended 556,041 aliens between the Ports of Entry nationwide, 540,865 of those on the Southwest border. During the same time period, CBP's Border Patrol had 60,603 Accepted Prosecutions nationwide, 60,064 of those on the Southwest border.

Additional information regarding this question has been provided separtely to the Committees since it is for Official Use Only/Law Enforcement Sensitive.

But notice in 2010, I mean, after a result—and you all have put in a lot of hard work, and this committee has put in the resources—deeply appreciate Chairman Price's and Chairman Aderholt's commitment to this. And, Chairman Price, in the time you worked on this, sir, you were able to put resources into the Southwest border, and it has made a big difference.

In those sectors, Chief Fisher, where there are consequences being imposed and the—kind of the gold standard, in my opinion—and I have looked at this carefully and worked on it for many years, as everybody knows on the Committee. And you all know this has been near and dear to my heart, something I have worked on for many years. The gold standard is Judge Alia Ludlum in the Del Rio sector.

Your sector chief there, sir, tells me that they have the lowest level of crossings they have ever seen, that things are very quiet. You know, you can hear the crickets chirping in Del Rio. The streets are safe. The community is thrilled. There is strong support among the local community, which is 96 percent Hispanic, for enforcing existing law, with primarily existing resources, with the close cooperation of the Border Patrol or the marshals or the judges or the prosecutors or the sheriffs, of CBP and ICE. There is a great cooperative relationship there, and that is sort of where Streamline started. And Judge Ludlum has had great success with it.

I believe, Chief Randy Hill who was in El Paso, was just moved to Tucson. God bless him, you sent him under Niagara Falls. He is out there standing under Niagara Falls.

And if I could, Members, bring your attention to what happened in El Paso. Chief Randy Hill was the chief in Del Rio, working with Judge Ludlum. And that is why you see, Members, the prosecution rate in Del Rio is so high in 2007, in 2008. And we are going to get numbers for 2009. And it is still high, but you moved Randy to El Paso, I guess, over the last 2 years, Chief? And he is just doing a magnificent job. And because of the problems there in Nogales—excuse me, in Juarez and his work with the local folks, he got the prosecution rate in El Paso up to 65 percent.

And I just want to confirm for the record, gentlemen, that this is the key. If we enforce existing law, impose real consequences—and the existing law is up to 6 months in jail. It is a criminal prosecution. And the consequence they are imposing, I want to make clear for the record, Members, is—for example, Judge Ludlum has given them a week, 2 weeks, a month, a couple of months, depending on the circumstances.

Obviously, if it is an aggravated offense, if the individual has assaulted the officer, if they are carrying drugs, if they are carrying a weapon, they are in a special category, and they get zapped with a really serious criminal penalty. But if they are an economic migrant, if they are crossing, they have no other aggravating circumstances, that is what we are looking at here. They are being given a few weeks, a few days, a month maybe if they aggravate the judge, you know, bad attitude, fail the attitude test.

And, as a result, they are just not crossing. You don't see them crossing in Del Rio. The crossings in El Paso are down. In Yuma, where you have the Streamline program in effect, the illegal crossings are down. The local community supports this.

Enforcing existing law with largely existing resources truly works. Is that all an accurate summation of what we see with these numbers and the work that is being done in these sectors where the law is being enforced?

Chief FISHER. Mr. Culberson, there are two areas where I first want to start; I do want to agree that consequences, and, in particular, prosecution, is a key. I don't necessarily think it is the key, and let me explain why.

One, when you look at comparing and contrasting data like this—and this is something we were taking a hard look at over this past year—there are a lot of other variables to take into consideration. Places like Del Rio and others, when they instituted the Operation Streamline, the levels of activity and apprehensions were much lower than they were in Arizona. So you are looking at different judicial districts. You are looking at the capacity with jurisprudence to do that.

Mr. CULBERSON. Sure.

Chief FISHER. But there is another critical piece here that we are looking at, as well. We have taken a look at about a dozen different consequences that we have at our disposal subsequent to an arrest. And instead of looking at each of those programs and trying to figure out, well, which one has the best recidivism rate, which one has the best re-apprehension rate, what we decided to do is come up with what is called a "consequence delivery system."

And what that does, very quickly, is it takes all, in a particular area, all the consequences that are available to CBP, and then we

do an analysis of alternatives where we take a look at schedule, performance, and cost and try to figure out what we are trying to effect.

And, in all consequences, there are two primary things we want to effect: One are the individuals, and two are the criminal organizations. And, in doing so, Streamline may be a key that we would want to, in specific populations, go forward to the U.S. attorney for prosecutions. But, in other cases, we may not because of the outcomes that we are trying to achieve.

Mr. CULBERSON. What other consequences are available to you? I mean, the immigration court is a civil proceeding.

Chief FISHER. Right.

Mr. CULBERSON. So the only real consequence—and I have looked at this closely—that really has an impact is the criminal prosecution. Then you have these guys 10-printed. If they come back, it is up to 2 years. They don't come back, you don't get repeat customers, if it is a criminal prosecution.

Chief FISHER. Yes, sir. But, again, not all Streamline cases and dispositions are the same. In other words, in Arizona, for instance, the sentencing under their Streamline cases—and they are doing 70 cases per day in Arizona, but the time served is 3 to 4 days. So when you really look at the consequence, it is not the program, it is what is happening as a result of that consequence.

So, one in particular would be the Operations Against Smugglers Initiative for Safety and Security, also known as OASISS, where we take the case, we take the principal, we take the material witnesses, and we develop the case for prosecution of smuggling in Mexico, and we turn over that case and the principals to PGR [the General Prosecutor] in Mexico. We have seen very low recidivism rates when we do that.

So, again, it is based on the outcome and what we are trying to effect, not just putting people into programs for the sake of the program.

Mr. CULBERSON. Okay.

Mr. Chairman, thank you.

Mr. ADERHOLT. Thank you.

Ms. Roybal-Allard.

OFFICER CONDUCT AND INTEGRITY ASSURANCE

Ms. ROYBAL-ALLARD. Mr. Fisher, I have been deeply troubled by the long and growing list of Border Patrol misconduct cases. According to the LA Times, over the past 2 years at least five Border Patrol agents have been accused or convicted of sex crimes, including one individual who assaulted an immigrant mother while her children sat in a nearby car.

Last May, an immigrant detainee died after being beaten and shocked with a Taser four times. In June, an agent admitted to assaulting an immigrant at a processing center, while later that month an unarmed 15-year-old boy was shot and killed in El Paso by Border Patrol personnel. And, in September, an agent went on trial for torturing a 16-year-old suspected drug smuggler.

My question is, what steps is the Border Patrol taking to correct this pattern of wrongdoing? For example, what changes are being

made in regards to the training and the supervision of the Border Patrol so that these things don't happen?

Chief FISHER. Yes, ma'am. And we take every allegation very seriously, as you well imagine. And, certainly, we turn those cases, when they are brought to our attention—which, a vast majority of those cases come to our attention first, and we turn those over either to the Office of Inspector General, to ICE's OPR, or to our own Internal Affairs.

OFFICE OF PROFESSIONAL RESPONSIBILITY

The specific things that we have put into place over this last year include, but are not limited to, the following: One is recognizing that even our CBP Internal Affairs Office, you know, we have backlogs in terms of background investigations and reinvestigations for current Border Patrol agents. So we are looking to get that backlog down.

And we have also instituted over the years polygraphing employees. And we are also going to be hiring more polygraph examiners to be able to ensure that integrity, first and foremost, stays within our organization that we are very proud of.

We are also looking at areas where we—when we had doubled the size of the organization are taking a look at supervisory ratios in specific locations and making those supervisory ratio adjustments, where appropriate.

Ms. ROYBAL-ALLARD. Okay. Well, that brings me to the second question, and I think, in part, that you answered it. Because one of the concerns that was raised—and this was by Senator Mark Pryor of Arkansas—was that, initially, in the rush to hire Border Patrol agents, that hiring standards were lowered and that barely 15 percent of Customs and Border Protection applicants undergo polygraph tests, and, of those, 60 percent were rejected by the agency because they failed the polygraph or were not qualified for the job.

So are you saying, then, that you are now improving your hiring standards and the rate of the polygraph tests and background investigations, everything that needs to be done in order to ensure that those who are working at the border meet the standards that we all want is, in fact, now going to be implemented?

Chief FISHER. Well, the standards to increase, again, the background investigations and the reinvestigations, that is accurate. We are looking to increase that, to be able to reduce the backlog, and, also, to do more polygraphs than we have done in the past.

Ms. ROYBAL-ALLARD. Okay. And about existing Border Patrol, in that same Washington Post story, it says that the number of CBP corruption investigations opened by the inspector general climbed from 245 in 2006 to more than 770 this year, and that corruption cases at its sister agency, the U.S. Immigration and Customs Enforcement, rose from 66 to more than 220 over that same period.

So is something also being done to prevent those kinds of things from happening, not only in terms of the initial hiring and the background checks, but also in terms of the supervision and whatever else—you would know better than me—needs to take place in order to ensure that these kinds of things don't happen once folks are hired?

Chief FISHER. Yes. And, in particular, CBP, with ICE and the Office of Inspector General, have worked this year. You know, the first of it is to try to, you know, broaden out and try to define the problem. You know, how many of the allegations, for instance, that may be contained in a lot of those numbers, how many of those were legitimate allegations? What happened with the investigation?

So, as we get more information and share that information between DHS and the Inspector General, I think we are going to be able to make better judgments and informed decisions in terms of what we can do to minimize those numbers in the future.

Ms. ROYBAL-ALLARD. Okay.

Mr. Winkowski, did you want to——

Mr. WINKOWSKI. Thank you. The only thing I would add is, in my office, Field Operations, we have done a number of things. I think the most important issue that we have done is we have begun a process, what we call AMSCO, which is an office that has highly specialized officers in it in headquarters, that looks at the data.

So, for example, in Field Operations, everything we do in Field Operations, we leave some type of electronic fingerprint. So, whether we are processing you on the land border, fingerprinting you, or making seizures, we are leaving fingerprints.

And what we are doing and one of the things that has enabled us to move forward is the vehicle primary client, which was part of the Western Hemisphere Travel Initiative implementation, taking that data and asking questions: Why did that officer take only 5 seconds to process an automobile? I mean, typically, it is 45 seconds. Why didn't they run names? We are being more proactive and going in there and looking at these things and then raising those issues up to Internal Affairs and the IG. So, we are being more proactive, rather than sitting back and having others come in and say we have a problem.

Ms. ROYBAL-ALLARD. Okay. Well, you know, we really appreciate what a difficult job you have, and so, any way that you feel that the committee can be helpful—I am speaking for myself, but I am sure that is true of the other Members—we really would appreciate that kind of input from you.

Mr. WINKOWSKI. Thank you.

Ms. ROYBAL-ALLARD. Thank you.

Mr. ADERHOLT. Thank you.

Mr. Frelinghuysen.

DRUG INTERDICTION: DETECTION OF SUBMERSIBLES

Mr. FRELINGHUYSEN. Thank you very much.

I want to thank you individually and collectively for what you do. I hope to have a greater appreciation for what you do.

I know you focused on interceptions of surface vessels, aircraft that are involved in drug smuggling. What about, Admiral, the use of submersibles, or submarines?

I have read about it—we have all read about it for the last couple of years. I assume they are cartel-owned submersibles. What are we doing to interdict them? How many are there out there? What

are the loads—what sort of loads are they bringing in? And how do you prosecute them?

Admiral ZUKUNFT. Congressman, I will take that, and it is several areas. One, clearly, the challenge is vexing once it is on the high seas. You know, both Coast Guard and our DOD partners have a significant resource challenge tracking, first detecting, then monitoring movement of a fully submersible.

So, as I said earlier, it really starts with the relationships. And so our relationships with Colombia, with the Colombian National Police, detecting these as they are being assembled, detecting these at the launch point, the most critical point, is to get them at the——

Mr. FRELINGHUYSEN. With all due respect, with all of the assets we have at our disposal?

Admiral ZUKUNFT. These will operate over literally several million square miles.

Mr. FRELINGHUYSEN. Yeah, but——

Admiral ZUKUNFT. Yes, sir. And——

Mr. FRELINGHUYSEN. I assume they have signatures.

Admiral ZUKUNFT. Well, the challenges is, when they are fully submersible and they are not emitting any electromagnetic signature, it becomes——

Mr. FRELINGHUYSEN. So how many have we intercepted? Maybe you can——

Admiral ZUKUNFT. We have been able to—I don't have the exact numbers of the semi-submersibles that we have detected. We do have legislation in place where just moving one of these, in itself, is a violation of U.S. law.

Mr. FRELINGHUYSEN. So you are telling me that the Colombians, from what I can gather, have intercepted some of these submersibles, right?

Admiral ZUKUNFT. That is correct. There was one——

Mr. FRELINGHUYSEN. But we are, to some extent, beholden to their goodwill? Colombia has been, actually, a very good partner in that regard. So we are beholden to the goodwill of countries that are home to these cartels?

Admiral ZUKUNFT. Yeah, again, when these exist in the sovereign shores—and these are in largely what I would call ungoverned territories. These are in the jungles in the eastern Pacific——

Mr. FRELINGHUYSEN. What ever happened to the Monroe Doctrine?

Admiral ZUKUNFT. They will carry upwards of 10 metric tons of cocaine. And that is what we have seen——

Mr. FRELINGHUYSEN. Well, give us some good news on the Committee—if that is allowable, Mr. Chairman—how much would you characterize we have seized through the utilization of these types of vessels?

Admiral ZUKUNFT. I can get back to you with those exact numbers. I know, when I was commanding the 11th District just more than a year and a half ago, we seized five of these and more than 40 metric——

[The information follows:]

Mr. Frelinghuysen: Well, give us some good news on the committee—if that is allowable, Mr. Chairman – how much would you characterize we have seized through the utilization of these types of vessels?

Admiral Zukunft: I can get back to you with those exact numbers. I know, when I was commanding the 11th District just over a year and half ago, we seized five of these and over 40 metric . . .

Response: Self-Propelled Semi-Submersible (SPSS) vessels are watercraft of unorthodox construction capable of traveling with much of their bulk under the surface of the water, making them difficult to detect. SPSSs are typically less than 100 feet in length and carry up to 5 crew and 12 metric tons (MT) of illicit cargo (4-6 tons typically) at speeds of up to twelve knots. In 2008, there were 77 suspected SPSS drug smuggling events carrying an estimated 428 MT of cocaine and 60 suspected events carrying an estimated 332 MT of cocaine in FY 2009. The use of SPSS vessels dropped considerably in FY 2010, with only 18 suspected events carrying an estimated 94 MT. All SPSS/Self-Propelled Fully-Submersible (SPFS) events were en route to other transit zone countries; none of these events had U.S. maritime border destinations.

There has not yet been a SPFS vessel interdicted while underway (2 vessels were seized at construction sites in Ecuador and Colombia). There are no documented SPFS events in 2008 or 2009. According to the Consolidated Counterdrug Database (CCDB), a comprehensive database that captures the details surrounding each drug related event submitted by the U.S. and foreign counterdrug agencies, 4 SPFS drug smuggling events are suspected to have occurred in 2010 carrying an estimated 23 MT of cocaine. All SPSS/SPFS events were en route to other transit zone countries; none of these events had U.S. maritime border destinations.

The below table represents the U.S. Coast Guard's SPSS seizures for the calendar years of 2008 - 2010. The crews of these vessels typically abandon and sink the vessels with the contraband when detected by law enforcement authorities in order to evade U.S. prosecution for drug trafficking. While this limits the amount of contraband actually seized by authorities (shown in the table below with a hyphen), intelligence reports will normally indicate the quantity and type of contraband onboard.

	Date	Vessel Type	Drug Type	Seized (lbs.)	Suspected Load Size (lbs.)
2008	02/01/2008	SPSS	Cocaine	-	17,637
	02/11/2008	SPSS	Cocaine	2,952	11,023
	03/01/2008	SPSS	Cocaine	-	15,432
	06/16/2008	SPSS	Cocaine	-	19,841
	09/13/2008	SPSS	Cocaine	12,335	12,335
	09/17/2008	SPSS	Cocaine	14,753	14,753
	12/31/2008	SPSS	Cocaine	-	12,125
2009	01/07/2009	SPSS	Cocaine	-	12,125
	01/08/2009	SPSS	Cocaine	-	12,125
	01/15/2009	SPSS	Cocaine	14,793	14,793
	01/28/2009	SPSS	Cocaine	-	12,787
	02/28/2009	SPSS	Cocaine	-	13,228
	05/06/2009	SPSS	Cocaine	-	12,787
	05/15/2009	SPSS	Cocaine	-	12,787
	07/27/2009	SPSS	Cocaine	-	12,787
	08/11/2009	SPSS	Cocaine	-	12,787
	09/07/2009	SPSS	Cocaine	-	12,787
	10/21/2009	SPSS	Cocaine	13,825	13,825
2010	05/05/2010	SPSS	Cocaine	5,291	5,291
	07/09/2010	SPSS	Cocaine	44	12,787
			Totals:	63,993	264,042

Mr. FRELINGHUYSEN. Five out of what, 505 or——

Admiral ZUKUNFT. Out of the ones we detected.

Mr. FRELINGHUYSEN [continuing]. Well, have we made any estimates as to how many of these——

Admiral ZUKUNFT. We have not. And we had a recent interdiction, as I said, about 2 months ago of one before it was able to launch.

OFFICER FOREIGN LANGUAGE SKILLS

Mr. FRELINGHUYSEN. Just a last question. Throughout your workforce—and we give you credit for having a tough job, a dangerous job—linguists, a bilingual workforce, do you have a full complement of the people you need? Generally speaking, can you provide a brief response?

Mr. WINKOWSKI. Yes——

Mr. FRELINGHUYSEN. No lacking of people who can immediately identify——

Mr. WINKOWSKI. No, we have, as a matter of fact, a program in place that, depending on the level of their ability to speak a foreign language, we can pay up to a 5 percent award for that. So, the vast majority are Spanish speakers, but we also have a whole cadre of individuals that speak Asian languages and Middle Eastern languages, and oftentimes we use those officers to help out our investigators and others.

Mr. FRELINGHUYSEN. So, no lack of information or the ability of people to download it and understand it because of linguistic issues?

Mr. WINKOWSKI. Right. No.

Mr. FRELINGHUYSEN. Okay. Thank you, Mr. Chairman.

Thank you all.

BORDER SECURITY: RESOURCES AND RESULTS

Mr. ADERHOLT. Thank you, Mr. Frelinghuysen.

Let me shift now to a little bit different topic in one regard, but still keeping within the overall theme, the operational control and resources.

Let me direct this to you, Chief Fisher. I know you are at the front of the table, and it seems like you get directed most of the questions, but this question would probably be more aptly asked going toward you.

The Border Patrol has dramatically grown in the past few years. At the same time, we have not achieved operational control of the border.

Let's talk about resources more specifically. What is the right mix of technology, infrastructure, and people to achieve operational control? And how many agents will you need?

Chief FISHER. Mr. Chairman, over the last year or so, one of the things that I had asked the field commanders to assess was just that.

As of the last few years, we have been in what is called a gain mode. We needed the resources. We had no idea what the numbers would be, in terms of miles of fence, for instance. We didn't know what the technology could bring to us, and we don't know how

many Border Patrol agents we needed. We just knew we needed more.

And so what we are doing, now that we have the fence and we have seen what that has been able to do to us, predominantly in the urban areas, we are getting more and more technology, and more mobile technology, which is really going to be critical.

And now that we have a workforce of 21,000—I had mentioned earlier about our doctrine approach. What we want to be able to assess is not whether we need more Border Patrol agents across some linear line in some astronomical number because that, in and of itself, is not going to achieve, whether by our definition, operational control nor any levels of operational security.

And so what we are doing now is trying to figure out, with those deployments, what have we seen as a result of those deployments? And, in particular, how can we use and deploy those assets differently to achieve the same end state?

As a quick example, when I was a Border Patrol agent many years ago, a sensor would go off, I had no idea if that was a cow, if that was people, if it was backpackers. And so, what I did, on my own, I would have to get out of a vehicle with a flashlight, kind of run through the mesquite trees, catch some sign, track it. And then, all of a sudden, I would come upon a group. Maybe there was dope; maybe there wasn't.

And so, what we are doing now is—that doctrine is a lot different than we are training Border Patrol agents. Now we have the ability not only to detect but also to identify and classify that threat. So instead of sending the Border Patrol agent in there, what is our concept of operations for deploying a UAS, for instance, to make that identification and classification? And instead of having Mike Fisher with his flashlight go out there, how about we have a six-man team in an air-mobile concept going out there and effectively making that arrest? Increased certainty of apprehension in a consistent manner gives us a higher level of border security and helps us even within our own operational control definitions.

Those numbers that you had asked for specifically in terms of Border Patrol agents, I don't have that information for you right now. But that is our attempt right now as we are looking at the strategy and how we redeploy those resources to get that level of operational control and border security that everybody expects.

Mr. ADERHOLT. Of course, you know this Subcommittee wants to get you the resources you need to do your job.

Chief FISHER. Yes, sir.

Mr. ADERHOLT. But, of course, throwing money at the border without a clear understanding of how that funding buys you capability and makes the border secure is something different.

Very simply, we have been asking for nearly 4 years for the Border Patrol's mission requirements and how the technology infrastructure proposed meets those needs.

With the Secretary's announcement on the new Arizona border technology plan, we again have requested the basis for this change. How does your plan specifically meet your mission requirements?

Chief FISHER. Very succinctly, sir, I will say that part of the analysis of alternatives in the Secretary's assessment, we were part of that, within the Border Patrol and, certainly, CBP. And what we

are looking at doing is taking commercial, off-the-shelf technology and using that, specific to the terrain, specific to the threats and vulnerabilities that we see on the border. And our field commanders help assess that for us.

So, as we start rolling out mobile surveillance systems with radar capabilities, daytime/nighttime cameras, seismic sensors, increased detection and identification and classification systems, those levels and those deployments are different than, for instance, building the Block 1 systems that we have seen under SBInet in Tucson and Ajo.

Those systems are currently working for us, in terms of giving us a broader situational awareness. But the assessment piece also wanted to take into consideration, to what extent did we want to build all of that across the 2,000 miles of border? And so, what we came in—and based on the field commander's recommendations and, certainly, my concurrence in looking at the border, is having more of a mobile capability so that we can respond to those threats, should they materialize.

Mr. ADERHOLT. Well, again, we want to support you, but we need your help. I would like your assurance to this Subcommittee that we will promptly receive thorough justifications for the hundreds of millions of dollars' investment you have requested?

Chief FISHER. Yes, sir.

Mr. ADERHOLT. And, in particular, how the technology proposed provides the best possible security at the lowest possible cost to meet Border Patrol needs.

Chief FISHER. I will take that back as an action item, Mr. Chairman, and provide you what I am able to.

Mr. ADERHOLT. Thank you. I appreciate that.

[The information follows:]

Chairman ADERHOLT: . . . in particular, how that technology proposed provides the best possible security at the lowest possible cost to meet Border Patrol needs.

Chief FISHER: I will take that back as an action item, Mr. Chairman, and provide you what I am able to.

Response: The overarching operational requirement is the need to achieve awareness of border activity through surveillance and detection to facilitate apprehension. By addressing this operational requirement, the Alternative Southwest Border Technology Plan seeks to enhance mission needs/mission criteria: to Detect, Identify, Classify, Track, and Respond/Resolve threats.

With the DHS Analysis of Alternatives (AoA) as supporting evidence, CBP's Office of Border Patrol (OBP) convened a panel of field operational subject matter experts from the Tucson and Yuma sectors. These experts were tasked to determine what technologies were required to achieve the field awareness and the probability of apprehension needed in each of their areas.

OBP wanted to ensure that the field operational perspective and expertise from each area were leveraged to provide the most viable solution. These solutions are designed to fill the mission needs in their respective operational environments.

The Homeland Security Studies and Analysis Institute, who conducted the DHS AoA, briefed these field experts on the results of the AoA. The OBP panel of subject matter experts, informed by the results of the AoA and their detailed knowledge of the border areas and the threats to those areas, conducted a mission analysis and subsequently developed a detailed technology deployment plan for Arizona.

Mr. Price.

OFFICER CONDUCT AND INTEGRITY ASSURANCE: POLYGRAPHS

Mr. PRICE. Thank you, Mr. Chairman.

I want to develop a couple of previous lines of questioning further with Chief Fisher and Assistant Commissioner Winkowski, if I might, the first having to do with the important efforts to ensure the integrity of the CBP forces; and then, secondly, some further questions about the hiring, using supplemental funds and hiring in general.

CBP testified last year that the Mexican drug cartels had had some success in infiltrating Federal law enforcement agencies along the border. There had been cases of CBP officers assisting drug cartels, letting vehicles pass.

Ms. Roybal-Allard raised earlier the rather alarming 60 percent polygraph rejection rate that you are seeing with current job applicants. That, of course, raises questions about who might have been hired when you weren't regularly applying polygraph screening. So how big a problem is this, in general?

There are some cases that are troubling, the case of Border Patrol Agent Marcos Manzano, who was illegally harboring a previously deported felon who was distributing narcotics from the agent's home. It took 15 months from the time FBI received the allegations until that agent was arrested.

Now, we need to tie this, I think, to your plans for the coming year and to your budget request. Your 2012 budget request includes an additional $26 million for CBP integrity programs—polygraphs, background investigations, periodic reinvestigations—the idea being to progress toward the requirements of the Anti-Border Corruption Act.

Now, in the past, CBP has not been able to polygraph all its new applicants. In fiscal year 2008, only 5 percent received a polygraph. I understand that figure has now grown to around 25 percent. It seems clear to me that polygraphs and background investigations are critical to make sure that you have reliable employees.

What will that $26 million buy? If that increase in your budget is enacted, will you be able to polygraph all CBP applicants before they come on board? And then, other than increasing funding for integrity programs, what actions have you taken and do you plan to take to rout out unreliable personnel?

Chief FISHER. Sir, our intent is to polygraph as many applicants as we can prior to bringing them on board and training them as Border Patrol agents.

And I will also tell you that, beyond just the polygraph and the background investigations that we had mentioned, the other thing within our organization——

Mr. PRICE. Well, excuse me, but I caught the ambiguity in that answer to Ms. Roybal-Allard, and that is why I asked it more precisely. What does "as many as you can" mean? What kind of assurances can you give?

And there had to be some basis for that $26 million request. No doubt it is not just about polygraphs. But what kind of assurances can you give that we are really going to move to much higher and more reliable rates of screening?

Chief FISHER. Well, sir, for clarification, it is my understanding that we are building capacity to be able to do polygraphs up to 100 percent, with the increase in the examiners and with the money that was appropriated.

Mr. PRICE. Yes, sir. Would either of you want to elaborate on further measures, either those that are indicated in this budget or efforts that are otherwise under way?

Mr. WINKOWSKI. Several thoughts, Congressman Price.

I think the polygraph program, as proposed and in law now, is a step in the right direction. I really believe that the CBP officers, the Border Patrol agents, the ICE agents, Coast Guard, we are national security positions, and we have to be treated as such.

And I think polygraph is good. It is a good start, from the standpoint of all new—my understanding and Commissioner Bersin's goal, as I understand it, is that every new applicant, whether Border Patrol or a CBP officer, would be polygraphed, and that would be part of that $26 million.

I think the other thing, and I mentioned it earlier, was that we need to take, I think, a more proactive, a more aggressive approach from the standpoint of using the data that we have out there. You know, there is a lot of opportunity there, and I think we have to keep in mind that we have this small group. We have, you know, 60,000 employees in CBP, and we are talking about this very, very small group. And we have fallen short. There is no doubt about that. And one corruption case is one too many.

But I think, as an office, we need to be more proactive, more forward-leaning from the standpoint, at least in the field operations area, of using the data, using the processing data from the standpoint of data integrity and from the standpoint of looking at how those data are used, how that process is taking place real-time out on the line, and asking questions about it. As I mentioned earlier, why did three cars just go by and nobody was queried?

We have that capability now. And we have an office that has been established in which that is part of its function. But I think we need to be much more forward-leaning.

And I personally believe that, you know, polygraphing all new applicants is important. And I think it is also important that we institute some type of a random system from the standpoint of polygraph, if we are going to look at ourselves as national security positions.

BORDER SECURITY: OFFICER HIRINGS

Mr. PRICE. Thank you.

Let me move quickly to this question of hiring, using the supplemental funds. You both gave partial answers to that earlier and helped us understand what seems, on the face of it, certainly, seems to be a slow pace of hiring.

I wonder, Chief, if you can elaborate and let us know of those thousand Border Patrol agents, what portion will be on board by the end of the fiscal year. I am talking specifically here, of course, of the ones funded in the 2010 supplemental appropriation.

And Commissioner, the same for the 250 CBP officers.

Finally, let me just raise an issue, and you may need to respond in more detail for the record. There are questions, again, on the face of it anyway, about the allocation of these officers. The plan that you have submitted, the expenditure plan, indicated 500 new Border Patrol hires would be deployed in the Tucson sector. The remaining 500 will be part of a mobile team disbursed into the larg-

est Border Patrol sectors—El Paso, San Diego, and the Rio Grande Valley—and will be used to rapidly respond to threats and intelligence-driven operations.

How is that determined? How is the deployment of these mobile response team members determined?

El Paso has a very low apprehension rate, yet you are deploying up to 187 additional agents there. Rio Grande is getting none, although your expenditure plan had indicated it would receive some. El Centro sector, which has the second-highest percent of apprehensions, receives none.

It just, on the face of it, doesn't seem to add up, or at least there is kind of a gap in terms of the rationale. Could you say what you can say orally here and then perhaps elaborate for the record?

Mr. ADERHOLT. Yeah, if you could briefly answer that, and then we are going to go on to Mr. Carter.

Chief FISHER. Yes, sir. The 500 of the 1,000 that are earmarked for the mobile response teams [MRTs] along those four corridors that you identified—although they would be stationed, because we have to put the billets somewhere—are going to be on those four locations. The intent is to have that capability to be able to move them either within that sector or within the corridors to broaden their resource capability outside of that location.

For instance, El Centro, if El Centro has a requirement, increased threat or activity or hotspot, the MRTs in San Diego could be moved over there up to whatever level of additional requirements they would need a lot cheaper than me assigning agents from across the Southwest border over to El Centro. So I am putting them across the Southwest border and for the primary corridors on the basis of threat. They also can be redeployed outside of those corridors if need be.

[The information follows:]

Representative Price: [from pg 81] ... It's just, on the face of it, doesn't seem to add up, or at least there is kind of a gap in terms of rationale. Could you say what you can say orally here and then perhaps elaborate for the record? [We recommend putting the response on page 82 after Chief Fisher says "They also can be redeployed outside of those corridors if need be."]

Response: When determining the optimal staffing deployment of 250 CBP officers for the Southwest border, CBP used multiple factors to derive the final deployment plan. CBP used the Workload Staffing Model (WSM) as a decision support tool in the allocation of staffing. The WSM addresses threat and risk by analyzing the volume of work elements that characterize threat and risk. In addition, CBP also took into consideration attrition trends, and additional requirements such as new facilities or expanded facilities, and new operational requirements.

Through the end of March 2011, 77 CBP officers have been hired. As stated, the remaining 173 will be on board before the end of the fiscal year. The Office of Field Operations deployed the additional officers to the following field offices:

- Laredo 75
- El Paso 78
- Tucson 52
- San Diego 45

The FY 2010 Emergency Border Security Supplemental Appropriation Act (Public Law 111-230) states *"$175,900,000 shall be for hiring additional Border Patrol agents for deployment to the Southwest Border of the United States."*.

The FY 2010 supplemental provided funding to hire an additional 1,000 Border Patrol agents (BPAs), of which 500 will serve as part of a Mobile Response Team (MRT) capable of rapid response to emergent situations. CBP began the recruitment process in September and these agents are expected to begin entering on duty in April 2011.

The 500 agent MRT will be comprised of existing seasoned agents that will be trained on the various new technologies (RECON III, Mobile Video Surveillance System (MVSS), Mobile Surveillance System (MSS)) being deployed across the Southwest border as well as other skills needed to ensure that if and when deployed, they can immediately begin to assume the various duties that they may be assigned. These agents will be located in Tucson (114 agents), Rio Grande Valley (114 agents), San Diego (114 agents) and El Paso (158 agents).

The 1,000 net new agents will be deployed across the Southwest border. The current deployment plan is to infuse the Tucson Sector with a greater mix of seasoned agents in order to meet the requirement set by the Joint Field Command to increase the number of agents in Tucson to 4,194 by the end of FY 11. This will be a net gain of 859 agents.

Since sending solely new trainees to Tucson will not produce the needed immediate results, CBP has begun to move seasoned agents from across the Southwest border into Tucson. The 1,000 net new trainee agents will be used to fill some of the remaining vacancies in Tucson as well as the vacancies created in the remaining 8 Southwest border sectors by the seasoned agents that were transferred into Tucson.

This plan allows CBP to place seasoned agents in the priority area and to better distribute the new trainees across the entire Southwest border.

Mr. PRICE. Mr. Chairman, may I just ask, before you turn to Mr. Carter, for a quick answer to my main question, which had to do with where we could expect these hiring levels to be at the end of this year? From each of you, if you don't mind.

Chief FISHER. Sir, we are on track by September of this year to have 21,370 Border Patrol agents. That does include the 1,000 additional based on the supplemental funds.

Mr. PRICE. Does or does not?

Mr. FISHER. It does, sir.

Mr. PRICE. It does include.

Mr. FISHER. Yes, sir.

Mr. WINKOWSKI. And we will have the 250 on, by the end of the fiscal year.

Mr. PRICE. By the end of the fiscal year.

Thank you.

Thank you, Mr. Chairman.

Mr. ADERHOLT. Okay. Thank you.

Mr. Carter.

MARITIME SECURITY: COAST GUARD PRESENCE IN TEXAS

Mr. CARTER. Thank you, Mr. Chairman.

I think I'd better start off by saying I may have come off a little harsh last time. I am an old trial judge, and some of you, at least, have dealt with judges in the past. But I want you to know that I am a friend of every agency you represent. I am a huge supporter of the Coast Guard. I have sat on the border with the Border Patrol in the dark. I have worked with all of your agencies and highly appreciate you, and I am on your side. I think you have a tough job, and I think you can do the job. And I asked the questions in a spirit of trying to get the job done.

Now, to shift to a couple of questions. Admiral, I got a call last week from Texas State Senator Ogden on behalf of my Governor, Governor Rick Perry, asking if the Coast Guard would consider putting a permanent presence on our two lakes on the Rio Grande. And, even better, they would love to see you have a presence at least from the mouth of the Brownsville all the way up to the dam.

If we can provide the resources and any authorization language to do so, would that be a mission that the Coast Guard could accomplish?

Admiral ZUKUNFT. Well, certainly, we are seeing what impact our surge operations have. Again, about each quarter, we send teams to each lake for about a 1-week period to see what impacts that has. You know, is this a transitory threat or is this one that is going to be there for perpetuity?

And you did hear Admiral Papp say that, in order to source that within our base right now, we would have to rob from one mission set to do another. So, if this is clearly the will of our Nation, it would take a permanent presence, to include the infrastructure, to operate——

Mr. CARTER. I would hope it is the will of our Nation, but I can guarantee it is the will of the State of Texas, okay? And those folks count on me.

Admiral ZUKUNFT. Yes, sir.

Mr. CARTER. So I will be in touch with the Coast Guard and work with you on getting the additional resources and authorization language, if anything.

Gentlemen, Texas cattle ranchers are the largest cattle-producing State in the Union. We had 14 percent of the U.S. Beef cattle production in 2010. Mexico is a huge beef producer, and they purchase a whole lot of our beef. We swap cattle with Mexico, about 1.2 million head of cattle a year. And this is the normal commerce that goes on.

In addition, our Rio Grande Valley is one of the highest crop-production areas for truck-farming-type crops in the entire country, outside of California.

We are getting reports from our farmers and our ranchers that they are frightened and scared. Many of the ranchers are reporting that the Border Patrol has pulled back a mile from the river, in some instances, leaving them where they feel like they are out in "no man's land".

Our Texas ag commissioner has just produced data. It came up yesterday, in fact—a Web site called www.protectyourtexasborder.com. I would recommend you go look at that. They show some of these ranchers and then, with night-vision, showing you the invasion of their ranches.

The irrigation farmers are saying they can't turn the water on at night in the Rio Grande Valley because they have been warned that if they flood the fields when they are coming across, they are going to kill them and their families.

They are frightened on the border. And, you know, agriculture is the number-two employer and number-two part of the economy of Texas, oil being number one. And we desperately need something to protect those folks.

And we are perfectly willing to give you more resources, we are perfectly willing to give the border sheriffs more resources, and local law enforcement more resources, whatever you think will help allow the citizens of Texas to live safely on that border.

And I will tell you, from having this year visited the State of Arizona, God bless the people of Arizona. They don't even have a river. And I don't know how they are surviving. But I am right now talking about things that have been asked of me by my fellow Texans.

Any place we can give resources to other law enforcement or to you, I am willing to do my very best to get that. And I need you to tell me how the cooperation is with locals. If it is enhancing border sheriffs and deputies from California to the Gulf of Mexico, we are willing to do it. You tell me what you need.

So, do you have any suggestions? How about local law enforcement? More deputies backing you up, does that help?

Chief FISHER. Yes, sir. Not only does it help, it is critical to our mission to be able to do that. As a matter of fact, with Operation Stonegarden grants that the Department hands out, that helps them to be able to augment the missions.

And, again, it is not, you know, having them stand side-by-side along the river, for instance; it is recognizing, beyond sharing of the information, deploying in high-risk areas, for them to be able

to use their jurisdictional authority to have the same impact and help us in our ability to disrupt and dismantle those organizations.

Mr. CARTER. Stonegarden is for overtime pay, as I understand it. And some of these are really small—and I visited with some of them in Arizona, and I visited with them in Texas. Some of them are really small departments with big counties, as I know you are all aware of. And they need to hire more deputies, as well as to give overtime. Some of those guys are working a lot of overtime.

Chief FISHER. Yes, sir.

Mr. CARTER. So I am working on getting something to help them hire new deputies, as well as this great program, Stonegarden, which I thoroughly approve of.

Mr. WINKOWSKI. Congressman Carter, don't forget the ports of entry, from the standpoint of what the deputies do down there for us also. They are working outbound operations. We partake in the Stonegarden. If you go down to Hidalgo—I just met with the chief of police down there—they have a strong presence. They are helping us make millions of dollars in seizures every year. So let's not forget the ports of entry also.

IMMIGRATION AND CUSTOMS ENFORCEMENT AGENTS: SECURITY POSTURE IN MEXICO

Mr. CARTER. Well, we think that they are a good backup to a great program that you are working diligently. And I will testify before any court under oath that the work that the Border Patrolman was doing in the dark when I was out there with him that night, you can't pay people enough to do that job. It is a terrible job.

And, by the way, I have another question real quickly. ICE agents are getting killed in Mexico, and they are unarmed. And I asked this of the head of the Department, and I didn't get an answer. I might not get an answer today.

Are you the only unarmed American agents that go into Mexico? Are the other agencies also unarmed, like the FBI, the Drug Enforcement people and others? Are you the only ones that are unarmed, or is everybody unarmed when they go into Mexico?

Mr. DINKINS. Sir, that is a great question. And rather than discuss our security posture overseas in an open forum, I would love to sit down and we could brief you.

Mr. CARTER. That is the answer I got last time.

Mr. DINKINS. I was wondering what answer——

Mr. CARTER. Yeah, that is exactly the same answer your boss gave. Okay, well, let's discuss it because——

Mr. DINKINS [continuing]. Absolutely.

Mr. CARTER [continuing]. I don't like the idea—because San Luis Port of Sea is not the border. San Luis Port of Sea is deep in Mexico. And for those guys to get ambushed deep in Mexico and all they can fight them with is a smile, it is not a good place to be.

Thank you, all of you. God bless you.

Mr. ADERHOLT. Thank you, Mr. Carter.

And thank each of you for appearing before the Subcommittee today and providing your insights on the Southwest border and the operations there.

As I mentioned in my opening remarks and I have said, we have always made operational needs a priority in this Subcommittee. And we take that very seriously, as I know all of you do, as well. The safety of the men and women who stand on the front lines are a great concern to us.

Before we close today, I want to hear from each of you, is there anything that you need, issues or resources that we need to address, to do everything possible to keep your people safe in the field?

Chief FISHER. Mr. Chairman, I want to thank you for the opportunity to respond to that question.

And I don't have anything right off the bat to respond to, other than, thank you and your staff for their responsiveness in helping us understand what the requirements are and what the end state looks like, in terms of a secure border. Your staff has been very good, so thank you, sir.

Mr. WINKOWSKI. The only thing I would add is just a couple of issues. You know, we received quite a bit of money under the ARRA, with $100 million for our NII equipment that is out there at the ports of entry, as well as over $700 million for improvements on ports of entry on the Northern border as well as Southern border.

I do think that we need to keep our eye on the ball. We have had growth in Field Operations. But, again, we are a unique animal, in that we have this dual mission of facilitating legitimate trade and travel and also making sure that dangerous people and dangerous things don't come in this country.

And, as we continue to open up new ports of entry—I mentioned Donna and Anzalduas in Texas—we need to make sure that the resources come with that. Oftentimes, they don't. And we have to keep our eye on that, as well as a place like San Ysidro. We are going to go from 24 booths to 63, and we have to staff those.

You know, there is a big economic engine, and you all are mentioning that today, that happens at that port of entry. And I think we need to continue to give you the right matrix, we need to continue to give you the right data, we need to continue to, I think, present our case in that regard.

Mr. ADERHOLT. Thank you. And our staff will follow up with that.

Mr. DINKINS. And, sir, I would just like to follow up. I want to thank you, as well. I mean, I think ICE has really come into its own. What I asked for and we have been working with the committee on is really to ensure that we maintain that momentum in moving forward into the next future budget years.

Mr. ADERHOLT. Okay. Thank you.

Admiral.

Admiral ZUKUNFT. And, Chairman, I am just thankful to the Committee. You know, on Friday, we decommissioned a 67-year-old cutter in Ketchikan, Alaska, the ACUSHNET. Unfortunately, there is another 67-year-old cutter that now owns the distinction of being the oldest cutter in our fleet. And it is the crews of those ships that are keeping us ready. And so, when I say we are on life support, that is, you know, it is really on the backs of our people right now that are keeping us ready for today and tomorrow.

But the fact that you have supported our recapitalization of our fleet, that will better posture us as we look at the Southwest border, not just today, but tomorrow as well. So, to the committee, I am thankful for your support.

Mr. ADERHOLT. Okay. Thank each of you for your candor this morning.

And the hearing is adjourned.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Robert Aderholt

Chief Michael Fisher, Border Patrol
Assistant Commissioner Winkowski, Customs & Border Protection
Executive Associate Director James Dinkins, Immigration & Customs Enforcement
Rear Admiral Paul Zukunft, U.S. Coast Guard
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget – Southwest Border Enforcement
March 16, 2011

Temporary, Surge Measures

Question: In March 2009, the latest "Southwest Border Initiative" was launched through temporary deployments of personnel focused on Arizona and other efforts to counter the Mexican drug cartels. Congress has provided robust support for Southwest border security efforts both before and after SBI was announced - providing additional assets, agents, and officers. I would like each of you to address these questions: When will the temporary, surge measures end? What conditions would have to be met? And with respect to costs, don't these temporary measures cost more?

ANSWER: U.S. Customs and Border Protection (CBP) monitors levels of activity throughout the Southwest Border sectors and must have an agile workforce to address areas of vulnerability or threats as they manifest along the border. The Southwest Border Initiative provided temporary duty (TDY) assignments and air platforms to establish the current border enforcement stance along the Southwest Border. These surge operations help make significant gains particularly along the Arizona border.

The goal remains constant: to deny, disrupt and degrade Transnational Criminal Organizations' (TCO) abilities to operate in Arizona, and to deliver a consequence for all violations of the laws enforced by CBP. The surge is expected to continue until illegal activity is reduced to manageable levels. Today, the Tucson Sector is experiencing a reduction of 44% in illegal activity based on apprehensions compared to last fiscal year.

As we have found, strengthening security along our border forces criminal organizations to target other areas for entry/exit. In order to more effectively adapt to changes in pressure along the border, CBP is creating a Mobile Response Team of 500 primarily experience Border Patrol agents with the funding provided in the FY 2010 Emergency Border Security Supplemental Appropriations Act. We believe this new approach will give us greater flexibility to respond to vulnerabilities or threats in a more cost-effective manner.

The associated cost of these TDYs will be reduced with increased permanent staffing levels and the reassignment of air platforms to Arizona. CBP is actively working to mitigate costs. Mitigation activities include using existing personnel to conduct "pulse and surge" operations, using available funds to deploy some personnel to support outbound operations, and focus funding from the Executive Office of Asset Forfeiture or other funding sources for temporary infrastructure improvements (e.g., temporary canopies with lighting, signage, traffic calming devices, connectivity to CBP law enforcement databases, vehicle arresting systems, etc). The costs of temporary infrastructure are significantly less than permanent infrastructure costs.

Question: Some of the resources being applied to the Southwest border have been taken from other important duty stations. Are these individuals being backfilled or returned to their duty stations as you hire new personnel? What has the impact been on the duty stations from which these personnel were taken?

ANSWER: Currently CBP is in the process of relocating up to 500 experienced agents to the Arizona Corridor through the Voluntary Relocation Program (VRP) and Permanent Change of Station (PCS) moves. Additionally, hiring and recruitment efforts continue with a focus on deploying new hires to the Arizona Corridor and backfilling sectors losing personnel to VRP. As experienced agents arrive and new hires complete training, the number of personnel detailed to Arizona will continue to decrease. Currently, 452 agents are on a temporary duty assignment to the Tucson Sector. When that assignment concludes they will return to their home sector.

CBP has been careful not to adversely impact ports supporting outbound operations. Ports providing temporary detail officers to support outbound operations normally supply only one or two officers. The officers detailed to outbound operations are returned to their ports on conclusion of their temporary detail.

Outbound Inspections

Question: Assistant Commissioner Winkowski, in the context of the cost of temporary deployments and the expectations for surge operations, I have some questions about outbound inspections. The concept of exit has been controversial – the Department does not have a plan for implementation at airports, much less at the land border, despite a requirement in law. However, CBP has put extensive resources into outbound operations – augmenting resources with officers and Border Patrol agents from other parts of the country. While you have given officers handheld devices to allow them to conduct law enforcement checks, you are generally operating as if these are temporary measures. How effective are the surge outbound operations? What are you seeking to achieve in terms of goals?

ANSWER: To clarify, the Border Patrol agents supporting outbound port of entry operations are from the local Border Patrol stations and are not from other parts of the country.

Second, as set forth in the 2009 Quadrennial Homeland Security Review, preventing the illegal export of weapons, proceeds of crime, and other dangerous goods, and the exit of malicious actors is a core objective of our mission to Secure and Manage Our Borders. Consistent with this broader objective, the goal of the pulse and surge operations has been to negatively impact criminal enterprises through the seizures of the proceeds, firearms, and ammunition destined for Mexico, which would have fueled more border violence. CBP's efforts should be seen as part of the larger effort that involves many law enforcement agencies at the federal, state, local, and tribal levels and efforts of the Mexican government to stem border violence and criminal enterprises. For FY 2011 up to April 4, 2011, CBP officers along the southwest border have seized over $15.3 million in bulk currency (in over 280 incidents), 169 firearms, and over 70,700 rounds of ammunition being illegally smuggled out of the United States to Mexico.

Question: Please provide for the record the seizure statistics for drugs and bulk currency as a result of outbound operations in FY09, FY10, and FY11 to date.

ANSWER: Please see the chart below in response to this question.

SW Land Border - Outbound Seizures	FY 2009	FY 2010	% Change	FYTD 2011 (Ending 31 Mar)
Narcotics Seizures (Marijuana - lbs)	341	806.64	136.37%	5.85
Narcotics Seizures (Cocaine - lbs)	0.16	2.3240	>100.00%	54.97
Narcotics Seizures (Heroin - lbs)	0.0007	-	N/A	4.6319
Narcotics Seizures (Meth. - lbs)	0.0060	0.0071	20.00%	0.0108
Currency Seizures (US $)	$37,109,856	$27,407,023	-26.15%	$15,322,817

Source: BorderStat, 5 Apr 2011

Question: Associate Director Dinkins, how valuable are the outbound operations to ICE's investigative efforts? What is the level of coordination?

ANSWER: Outbound operations play a significant role in ICE's efforts to disrupt and dismantle transnational criminal organizations. Actionable intelligence developed by ICE special agents regarding a variety of criminal activity, including weapons and sensitive technology smuggling, bulk cash smuggling and other financial crimes, child exploitation and child sex tourism, stolen vehicles, fugitive absconders, and other crimes provide causation for these inspections. ICE routinely coordinates outbound enforcement operations with our partners at CBP to augment ICE investigative activities with interdiction, and the information gleaned from these interdictions to benefit ICE long-term investigations. Given the efforts undertaken by transnational criminal organizations to segregate and "wall off" the various layers of their operations, those individuals who exit the United States are often found to be very knowledgeable of, and more closely connected to, the international components of their criminal operations. The information obtained during these "point of exit" encounters provides ICE the ability to coordinate investigative and enforcement efforts with its foreign law enforcement partners, ultimately enabling a more comprehensive investigative approach.

In addition to the intelligence collection benefits of outbound operations, these operations serve as an important enforcement tool to deprive criminal enterprises of weapons and the necessary capital to sustain their operations. Increased financial regulations have forced criminal organizations to seek alternative measures outside of traditional banking venues in an effort to "place" their criminal proceeds. These alternative measures include the use of bulk cash smuggling, which is particularly susceptible to outbound enforcement operations.

Absent dedicated outbound infrastructure and dedicated CBP personnel to support daily outbound inspections in the same manner as inbound inspections, ICE will continue to coordinate periodic outbound enforcement operations with its partners to support its investigations. In addition, CBP will continue to employ a "pulse and surge" strategy for outbound operations on the southern land border – short duration, periodic outbound inspections that are followed by periods without inspections. The operations are conducted either randomly and/or are intelligence driven.

Question: Assistant Commissioner Winkowski, there are no resources in the FY12 request for outbound infrastructure. What are CBP's intentions with respect to outbound operations? Are these surges part of the "new normal" that CBP intends to staff at ports of entry? How do you intend to budget for and staff them?

ANSWER: CBP will use available FY 2012 base resources to support outbound activities and will continue to evaluate our current outbound approach to best determine future options.

In the near term, these surges should be considered part of the new normal. As vulnerabilities and threats arise, CBP will continue to shift resources as appropriate to minimize risks. CBP will seek to continue supporting outbound surge efforts; balancing inbound traveler and cargo processing obligations with that of outbound surge operations with available resources.

In terms of budgeting for such surges, CBP will continue to use available base resources to find the right balance to address the inbound and outbound missions.

Question: Assistant Commissioner Winkowski, if the surges are to continue, will the temporary concept of operations also continue indefinitely such that officers are essentially flagging down vehicles in the middle of the highway? Do you envision any changes in the conops and the tools provided to officers, particularly given significant officer safety concerns?

ANSWER: The threat will continue as long as there is a profit to be made in cross border illegal activities. CBP will seek to continue supporting outbound surge efforts as best as possible. As long as the threat exists, CBP will use available resources to continue or improve outbound operations on the southwest border.

The safety of the general public and our officers is paramount. A big part of our effort to deploy temporary infrastructure is to increase the safety of the traveling public and our officers during outbound enforcement operations. In conjunction with the pulse and surge operations, the infrastructure improvements planned will result in ports modifying their standard operating procedures to increase the safety of the traveling public and officers.

Technology for Border Security

Question: Has DHS seen incidents of vandalism or disablement of sensors, cameras, and towers? How are these assets protected against this type of activity?

ANSWER: CBP has seen an increase in criminal vandalism to remote video surveillance cameras, towers, power meters, underground sensors, rescue beacons, and sensor agents. The damage appears to be the result of gunfire and/or other objects being used to impair the devices. In some instances, equipment has been taken.

Protective measures have been instituted in several sites to have the local power companies move the site's power feed underground and/or relocate the power meter farther from the site. In other sites, there is minimal protection with standard key locks and many have chain link fences with barbed wire seismic ground sensors. In some areas, CBP has taken measures to install intrusion detection sensors at remote locations that will alert to instances of intrusion. However, these minimal measures cannot guard the sites from all damage.

There has only been one reported incident of vandalism to the P-28 or SBInet Block 1 systems. Both systems are protected by fences that surround the towers and associated equipment. The radars and cameras mounted on the towers can detect personnel approaching the system, providing another form of protection. The Block 1 equipment shelter located inside the fence also has an intrusion alarm should the door be opened. The Block 1 towers have locks on the platforms where the radars and cameras are located to prevent unauthorized individuals from reaching the sensors. The Mobile Surveillance Systems (MSS) have not had any reported incidents of successful property vandalism. The MSS are protected from vandalism by the constant presence of at least one Border Patrol agent with each deployed vehicle.

Question: Has DHS seen smuggling patterns that would indicate coyotes are avoiding visible sensors and towers? Has DHS considered camouflaging these capabilities?

ANSWER: Recent technology deployments in Arizona have provided a picture that is consistent with prior deployments of technology throughout the Southwest border. The process begins when technology is deployed in an area. This technology is sometimes identified by smugglers who then test the range and capability of the technology through trial and error. Some technology deployments provide the constant capability to effectively detect, identify, and track smugglers as they traverse an area. Once the range and limitations of the technology are determined, the smugglers circumvent the technology, trying to exploit any gaps in coverage. The field uses the technology deployments along with mobile resources to include mobile technology and a mobile workforce to respond to any gaps that smugglers attempt to use. The field uses both fixed and mobile technology assets to respond to activity throughout the Southwest border in an effective manner.

DHS has considered camouflaging these capabilities. DHS has taken positive steps to camouflage systems where appropriate. One of the main components of the P-28 and SBI*net* Block 1 systems is the 80 foot or taller tower. This structure does not lend itself well to camouflaging. The Mobile Surveillance Systems do have camouflage netting that can be used, when appropriate, to cover the vehicle although the mast upon which the sensors are mounted does protrude above the netting.

Question: Has DHS looked at the full panoply of sensor and camera platforms available to meet mission needs along the Southwest border? Please outline the types of platforms you have analyzed (UAS, tethered aerostats, fixed towers, mobile surveillance systems, etc.) and the advantages and disadvantages they offer in terms of cost, continuous surveillance capabilities, speed of deployment, and effectiveness for detection, identification and classification given certain terrains.

ANSWER: The recently completed assessment of SBI*net*, which led to the new plan for deployment of technology along the Arizona border, looked at a wide range of platforms including fixed, airborne, vehicle-mounted, agent-portable, and hand-held.

As part of the SBInet Analysis of Alternatives (AoA) several types of approaches for providing surveillance of the border were analyzed. These included: Border Patrol agents (considered as "platforms" for improved hand-held systems); fixed towers; ground-mobile (i.e., truck- or backpack-mounted) systems; unmanned aerial systems (UASs); and both large and small tethered aerostats.

The analysis looked at both the 10-year Life-Cycle Cost (LCC) and operational effectiveness of each approach. LCC included the costs to acquire, operate, and maintain not only the surveillance systems themselves but also any dedicated support resources (hardware, software, and facilities). It also included the costs associated with additional personnel who may be required to operate these systems.

Operational effectiveness was analyzed using six measures of effectiveness (MOEs):

- *Persistent surveillance*: the size of the area that can be effectively monitored on a continuous basis;
- *Timely and effective response*: the extent to which the alternative allows agents to respond to potential events that lie within their operational reach;
- *Support of other Border Patrol mission elements*: an alternative's value with respect to deterrence, agent safety, physical security, access, and public acceptance;
- *Agility*: ease or difficulty with which the capability can be moved over large distances (on the order of hundreds of miles) to respond to long-term shifts in illegal crossing patterns;
- *Strategic intelligence value*: contribution made by the alternative to the overall understanding of cross-border flows;
- *Dynamic surveillance*: extent to which the alternative can provide surveillance when and where it may be needed.

The analysis also compared the alternatives over each of 13 exemplar areas along the Southwest border chosen to provide a representative mix of the various factors (such as terrain, vegetation, weather/climate, infrastructure, and egress times) that could be expected to influence the relative effectiveness of the alternatives.

With respect to the alternative platforms and areas analyzed to date, the analysis has found that:

Border Patrol agents (i.e., improved hand-held technologies) represent the lowest LCC and lowest technical risk. This approach is generally lowest in operational effectiveness as well, mainly because it provides less geographic coverage than other alternatives. However, it can be uniquely advantageous in certain areas where terrain or other obstacles limit line-of-sight for fixed systems, local infrastructure does not permit access by ground-mobile systems, and a persistent agent presence is required for effective response.

Fixed towers are potentially effective if vegetation is sufficiently sparse and terrain is flat or rolling--or if illegal traffic can be channeled into a reasonable number/density of egress paths that are visible in sufficient depth to enable a timely response. Fixed towers allow for the surveillance of large geographic areas with a small number of personnel. Formation of a Common Operating Picture can significantly increase agents' operational reach--although this benefit depends on effective positioning of agents vis- à -vis illegal traffic flows. The LCC includes relatively large costs for shared IT infrastructure; thus, per-unit costs may depend on how widely this approach is employed. Site preparation can be time-consuming and costly: these systems cannot be easily moved over large distances in response to broad shifts in illegal border-crossing patterns.

Ground-mobile systems also require sufficiently sparse vegetation and permissive terrain. They provide coverage that is greater than handheld systems but less than fixed tower-mounted systems (a function of their operating height). They can be repositioned in response to short-term fluctuations in illegal traffic patterns--provided that sufficient access roads are available and vanishing times are relatively long. Ad-hoc networking of nearby systems can provide some benefits, depending on the relative positioning of agents, surveillance systems, and crossers. Each ground-mobile system requires one or more dedicated operators; thus, personnel costs for this alternative are relatively high.

UAS are most effective when used for on-call, dynamic surveillance (typically cued by agents or seismic sensors). They are subject to airspace limitations; however, they may be uniquely advantageous in providing visibility into remote, unpopulated areas that are difficult to access via road or on foot. They are not cost-effective for un-cued surveillance/detection over large geographic areas. The LCC includes significant costs for shared support equipment (ground control stations, hangars, etc.); thus, the relative cost of this alternative may depend on the size of the area(s) assigned to each UAS. If the areas are too small, cost can become prohibitive; however, if they are too large, timely response becomes difficult and effectiveness can be diluted.

Tethered aerostats can provide long-term, wide-area coverage, addressing needs for both persistent and dynamic surveillance. (The extent of this benefit may be limited if dense vegetation precludes effective detection, identification, and/or classification.) The ability to network with adjacent systems is built-in; hence, this alternative can enhance agents' operational reach in a manner similar to the integrated fixed tower alternative (and subject to similar caveats). The aerostats can also act as communications repeaters, an ancillary benefit. Potential airspace issues associated with widespread use of this alternative have not yet been addressed. This alternative is also the highest in both cost and technical/schedule risk.

Maritime Interdiction Capabilities

Question: The FY12 budget request for both Coast Guard and CBP will likely have a detrimental impact on maritime interdiction capabilities – concerns I expressed to both the Commandant of the Coast Guard and the Commissioner of CBP. In particular, the FY12 request decommissions another Coast Guard high endurance cutter and delays acquisition of the replacement National Security Cutter. The cuts to CBP Air & Marine likewise reduce assets and personnel to operate those assets. Chief Fisher, how does a reduction of U.S. Government presence in the maritime approaches affect the activity levels you see on the land border?

ANSWER: A reduction of U.S. Government presence in the maritime approaches may affect activity levels on the land borders and impact our operations in our coastal sectors (Ramey, Miami and New Orleans). Northern border and southwest border sectors, particularly those situated on the Great Lakes, Pacific Northwest, Gulf Coast and Southern California, such as San Diego, Blaine, Detroit, Buffalo and Rio Grande Valley Sectors, might be affected. For example, Ramey Sector (Puerto Rico) conducts daily coordinated operations with the Office of Air and Marine (OAM) in order to maximize levels of security in the Ramey Area of Responsibility (AOR). A reduction of maritime personnel and/or resources could negatively impact Ramey Sector's patrol capabilities and remove a key component of the successful Caribbean Border Interagency Group (CBIG). Northern Border Sectors, including Blaine, Buffalo and Detroit also coordinate efforts with OAM and a reduction of OAM presence in the Great Lakes or Pacific Northwest might negatively impact operations in those AOR's as well.

As would be the case in coastal and northern border sector AOR's, smugglers on the southwest border could try to exploit a perceived decrease in maritime patrol coverage and shift some cross border traffic into the maritime domain.

Question: Chief Fisher, in addition to the Border Patrol's regular footprint at Falcon Lake, I understand the Coast Guard is surging resources there given the significant trafficking activities and drug-related deaths that have occurred. How are you working together to cover this area? Is Coast Guard augmenting Border Patrol operations with its presence? Can you give us a better understanding of the long term requirements for you and the Coast Guard on Falcon Lake – and waterways and inland lakes like it along the land border?

ANSWER: The field components of the Border Patrol in the Falcon Lake area have continuous operations planned with the U.S. Coast Guard. There have been four mission specific operations focused on the Falcon Lake area since September, 2010. The Laredo Border Patrol Sector also has a standing operation plan, Operation Trident III, which spans the entirety of FY 2011.

The U.S. Coast Guard does augment Border Patrol operations with its presence. There exist standing operation plans to deploy coordinated and recurring efforts with the U.S. Coast Guard, as well as other Federal, State, and local law enforcement agencies, throughout the Southeast Texas area, within the Rio Grande River, Falcon Lake, and Lake Amistad.

The Border Patrol leverages every relationship available and the efforts coordinated with the U.S. Coast Guard are no different. The field components of the Border Patrol will continue to coordinate with the U.S. Coast Guard to deploy into the requisite threat areas along the coast of Texas, as well as the river and inland lakes.

Air Operations

Question: Air & Marine reported 106,069 mission flight hours in FY10. Please provide mission flight hours for FY08, FY09, FY10 and FY11 to date broken down by fixed wing, helicopter, and UAS. Break them down further by Southwest border, Northern border, interior, and Caribbean/transit zone.

ANSWER: PLEASE REFER TO TABLES BELOW:

Mission Flight Hours FY 2008

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
34,484	32,701	44,587.5	22,658
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,763	11,500	6,751.5	5,570
South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
20,935.7	15,966	34,929.3	13,188
South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,785.3	5,235	2,906.7	3,900

Caribbean	**Transit Zone**
Puerto Rico	P-3
2,211.9	4,634

National Total FY08		
Fixed Wing	Rotary Wing	UAS
39,118	44,587.5	479.8

*** Interior Support Flight Hours FY08**		
SWR	NBR	SER
3,852.3	3,564.4	2,703.4

National Interior Support Total (Hours)
10,120.1

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours FY 2009

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
32,261.8	51,779	49,160.3	55,835
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
8,199.9	16,440	8,157.6	9,735
South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
17,582	25,971	37,822	41,629
South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,479.9	9,368	3,180.7	4,471

Caribbean	Transit Zone
Puerto Rico	P-3
2,896.8	7,311.6

National Total FY09		
Fixed Wing	Rotary Wing	UAS
39,573.4	49,160.3	1,179.3

* Interior Support Flight Hours FY09		
SWR	NBR	SER
5,263.3	4,490.4	1,737.5

National Interior Support Total (Hours)
11,491.2

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours FY 2010

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
30,414.2	40,983	63,091.2	67,571
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
8,967.3	20,780	9,207.7	10,469
South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
13,085.5	19,108	49,972.5	52,230
South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
8,361.4	1,095	3,911	4,872

Caribbean	Transit Zone
Puerto Rico	P-3
2,803.1	10,051.7

National Total FY10		
Fixed Wing	Rotary Wing	UAS
40,465.9	63,091.2	2,511.9

* Interior Support Flight Hours FY10		
SWR	NBR	SER
4,505.7	2,153.5	2,592.2

National Interior Support Total (Hours)
9,251.4

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours – 1st and 2nd Quarters – FY 2011

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
12,974	27,561	27,428.8	59,508
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
2,646.1	6,681	3,373.3	7,079
South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,375	11,874	21,972.7	49,726
South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
3,953.3	9,006	2,082.8	2,703

Caribbean	Transit Zone
Puerto Rico	P-3
1,394.9	4,306.2

National Total - 1st and 2nd Quarters – FY11		
Fixed Wing	Rotary Wing	UAS
17,280.6	27,428.8	1,768.9

* Interior Support Flight - 1st and 2nd Quarters – FY11		
SWR	NBR	SER
1,918.8	1,416.5	1,517.1

National interior Support Total (Hours)
4,852.4

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Question: Please provide the planned mission flight hours for FY08, FY09, FY10, and FY11 to date broken down by fixed wing, helicopter, and UAS. Break them down further by Southwest border, Northern border, interior, and Caribbean/transit zone. If planned flight hours are significantly higher in a particular category than actual flight hours, please provide an explanation.

ANSWER: PLEASE REFER TO TABLES BELOW:

Mission Flight Hours FY 2008

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,785.3	5,235	2,906.7	3,900

Caribbean	**Transit Zone**
Puerto Rico	P-3
2,211.9	4,634

National Total FY08		
Fixed Wing	Rotary Wing	UAS
39,118	44,587.5	479.8

*** Interior Support Flight Hours FY08**		
SWR	NBR	SER
3,852.3	3,564.4	2,703.4

National Interior Support Total (Hours)
10,120.1

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours FY 2009

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
32,261.8	51,779	49,160.3	55,835
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
8,199.9	16,440	8,157.6	9,735
South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
17,582	25,971	37,822	41,629
South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,479.9	9,368	3,180.7	4,471

Caribbean	Transit Zone
Puerto Rico	P-3
2,896.8	7,311.6

National Total FY09		
Fixed Wing	Rotary Wing	UAS
39,573.4	49,160.3	1,179.3

* Interior Support Flight Hours FY09		
SWR	NBR	SER
5,263.3	4,490.4	1,737.5

National Interior Support Total (Hours)
11,491.2

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours FY 2010

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
30,414.2	40,983	63,091.2	67,571
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
8,361.4	1,095	3,911	4,872

Caribbean	Transit Zone
Puerto Rico	P-3
2,803.1	10,051.7

National Total FY10		
Fixed Wing	Rotary Wing	UAS
40,465.9	63,091.2	2,511.9

* Interior Support Flight Hours FY10		
SWR	NBR	SER
4,505.7	2,153.5	2,592.2

National Interior Support Total (Hours)
9,251.4

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours – 1st and 2nd Quarters – FY 2011

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
12,974	27,561	27,428.8	59,508
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
2,646.1	6,681	3,373.3	7,079
South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
3,953.3	9,006	2,082.8	2,703

Caribbean	Transit Zone
Puerto Rico	P-3
1,394.9	4,306.2

National Total - 1st and 2nd Quarters – FY11		
Fixed Wing	Rotary Wing	UAS
17,280.6	27,428.8	1,768.9

* Interior Support Flight - 1st and 2nd Quarters – FY11		
SWR	NBR	SER
1,918.8	1,416.5	1,517.1

National interior Support Total (Hours)
4,852.4

In FY08 CBP flew more than the allocated fight hours. In FY09 and FY10 CBP flew less than the allocated flight hours. This is due to mission-no-launches primarily as a result of inclement weather, aircraft maintenance and personnel availability. For FY11, CBP is on track to execute its allocated flight hours.

Question: Please provide the requested flight hours for FY08, FY09, FY10, and FY11 to date broken down by fixed wing, helicopter, and UAS. Break them down further by Southwest border, Northern border, interior, and Caribbean/transit zone. If requested hours are significantly higher in a particular category than actual flight hours, please provide an explanation.

ANSWER: PLEASE REFER TO THE TABLES BELOW:

Mission Flight Hours FY 2008

Regional Totals			
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Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,785.3	5,235	2,906.7	3,900

Caribbean	**Transit Zone**
Puerto Rico	P-3
2,211.9	4,634

National Total FY08		
Fixed Wing	Rotary Wing	UAS
39,118	44,587.5	479.8

*** Interior Support Flight Hours FY08**		
SWR	NBR	SER
3,852.3	3,564.4	2,703.4

National Interior Support Total (Hours)
10,120.1

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours FY 2009

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,479.9	9,368	3,180.7	4,471

Caribbean	Transit Zone
Puerto Rico	P-3
2,896.8	7,311.6

National Total FY09		
Fixed Wing	Rotary Wing	UAS
39,573.4	49,160.3	1,179.3

* Interior Support Flight Hours FY09		
SWR	NBR	SER
5,263.3	4,490.4	1,737.5

National Interior Support Total (Hours)
11,491.2

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours FY 2010

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South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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Caribbean	Transit Zone
Puerto Rico	P-3
2,803.1	10,051.7

National Total FY10		
Fixed Wing	Rotary Wing	UAS
40,465.9	63,091.2	2,511.9

* Interior Support Flight Hours FY10		
SWR	NBR	SER
4,505.7	2,153.5	2,592.2

National Interior Support Total (Hours)
9,251.4

* Interior support is categorized as support to other Federal, State and local entities (i.e. ICE, USSS, USMS etc.).

Mission Flight Hours – 1st and 2nd Quarters – FY 2011

Regional Totals			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
12,974	27,561	27,428.8	59,508
Northern Border Region (NBR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
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South West Region (SWR)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
6,375	11,874	21,972.7	49,726
South East Region (SER)			
Fixed Wing		Rotary Wing	
Actual Hours	Allocated Hours	Actual Hours	Allocated Hours
3,953.3	9,006	2,082.8	2,703

Caribbean	Transit Zone
Puerto Rico	P-3
1,394.9	4,306.2

National Total - 1st and 2nd Quarters – FY11		
Fixed Wing	Rotary Wing	UAS
17,280.6	27,428.8	1,768.9

* Interior Support Flight - 1st and 2nd Quarters – FY11		
SWR	NBR	SER
1,918.8	1,416.5	1,517.1

National interior Support Total (Hours)
4,852.4

During FY11 CBP allocated flight hours in accordance with requests submitted by the regions. For FY08, FY09, and FY10, flight hours were allocated by CBP's Office of Air and Marine headquarters as required by CBP mission priorities. For FY11, CBP is on track to execute its allocated flight hours.

Question: Please provide the flight hours requested of Coast Guard and CBP by JIATF-South in FY09 and FY10 and the actual flight hours of those requested in FY09 and FY10.

ANSWER: CBP's P-3 Air Wing prioritized employment of its available assets toward its primary support role to JAITF South. JAITF-S has a standing requirement for CBP to fly 7,200 hours per year. CBP was able to provide a total of 6,510 counter drug hours in FY09 and 7,400 counter drug hours in FY10.

The following table represents the amount of hours requested by JIATF-S and the actual flight hours preformed by the Coast Guard:

Fiscal Year	JIATF-S Requested	Coast Guard Flown
2009	4,700	4,037
2010	4,700	3,579

Small Vessel Strategy

Question: Just last week Secretary Napolitano released the Small Vessel Security Implementation Plan Report to the Public. The long-awaited "implementation" plan offered little to respond to a serious security risk – a five year plus window to address strategic goals and no specific resource recommendations. Rear Admiral Zukunft, please characterize the small vessel threat as you see it today.

ANSWER: DHS continues to take actions to address the vulnerabilities that do exist, as well as improve consequence management. The FY 2012 Budget includes resources to mitigate security gaps and enhance the small vessel security environment.

Although there is no intelligence suggesting a specific threat, the threat environment can change rapidly over time. Four primary scenarios of concern are identified in the DHS Small Vessel Security (SVS) Strategy document of April 2008, including:

1) Domestic use of waterborne improvised explosive devices (WBIEDs);
2) Conveyance for smuggling weapons (including WMDs);
3) Conveyance for smuggling terrorists into the U.S.; and
4) Waterborne platform for conducting a stand-off attack.

DHS continues to take proactive measures to reduce the threat of a small vessel being used by terrorists in the U.S. Robust maritime security operations have already been implemented, many of which are directly aimed at enhancing small vessel security. For example, the Coast Guard requires each major port to conduct a specified number of security boardings of small vessels each month. Our armed patrols and escorts of high value military vessels, high capacity passenger vessels (e.g., cruise ships and ferries), and vessels carrying certain dangerous cargoes are all conducted specifically in recognition of small vessel security risk. There are also active research and development activities underway to determine enhanced tools to deter and defend against an attack. Coordination is at its highest levels with the public and private industry through Area Maritime Security Committees.

The ongoing effort to establish Interagency Operations Centers (IOCs) in high priority ports will facilitate deliberate, collaborative operational planning by multiple agencies within the IOC community to deter and defend against a small vessel attack as well as other potential threats. WatchKeeper, the web-based information management tool developed for IOCs, provides transparency of port activity for interagency operations planning and monitoring. These combined capabilities will allow stakeholders and maritime agencies to better understand the small vessel threat, and thereby, more effectively protect potential targets from that threat. WatchKeeper and IOCs will also improve response to an intelligence-driven, known small vessel attack by facilitating coordination of law enforcement, intelligence, and communications among key responders and stakeholders. The FY 2012 budget request also includes resources to continue recapitalizing the Nationwide Automatic Identification System (NAIS). NAIS is a data collection, processing, and distribution system being implemented in response to the requirements in the Maritime Transportation Security Act to enhance Maritime Domain Awareness (MDA). The FY 2012 request will recapitalize the existing interim NAIS system in approximately 10 critical ports.

Question: Does the FY'12 request provide you with the resources you need to address this threat?

ANSWER: The FY 2012 Budget includes the resources needed to continue to address threats from small vessels, including new resources for relevant acquisition projects such as Interagency Operations Centers, Nationwide Automatic Identification System and the several programs associated with recapitalization of aging vessel, aircraft and shore facilities.

Question: How confident are you that we can prevent an attack launched from a small boat in this country? Where do we need to go to minimize this threat and what do you need to get there?

ANSWER: While no security system is impenetrable, the Coast Guard and other Federal, state, and local law enforcement agencies maintain a robust security posture in the maritime domain. In addition to significant enforcement capability, the Coast Guard is striving to maximize awareness of impending attack. America's Waterways Watch is just one of several programs that support this goal. It is the continued coordination, education and communication with all small vessel stakeholders (Federal, state, local and tribal governments, maritime industry and public) that will lead to a better understanding and ability to respond to an unknown threat.

Threat recognition requires continued development of component coordinated elements from the Small Vessel Security Strategy (SVSS) Implementation Plan. The plan includes elements aimed at countering the threat of a Water-Borne Improvised Explosive Device boat bomb -- USS COLE style attack, water delivered assault attack (Mumbai style), small vessel launched standoff attack, or as a conveyance for smuggling weapons including a weapon of mass destruction.

DHS is working to complete the layered security elements from the SVSS Implementation Plan. Alignment amongst the small vessel security stakeholders, coordinated layered defense, continuous evaluation of risks and threats, and utilization of cutting edge equipment and methods will allow the best actions to reduce and stop a small vessel threat.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE David Price

Chief Michael Fisher, Border Patrol
Assistant Commissioner Winkowski, Customs & Border Protection
Executive Associate Director James Dinkins, Immigration & Customs Enforcement
Rear Admiral Paul Zukunft, U.S. Coast Guard
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget – Southwest Border Enforcement
March 16, 2011

ICE Hiring Using 2010 Emergency Supplemental Funds

Question: Director Dinkins, update us on the status of your hiring for the investigators and intel analysts funded in the 2010 Border Security supplemental. Do you believe you will have all the position filled by the end of the fiscal year?

ANSWER:
HSI Domestic: Of the 222 fiscal year (FY) 2010 supplemental positions, HSI-Domestic has 169 positions filled and on board (165 of 210 agent vacancies and 4 of 12 support vacancies); as well as 19 commitments against the remaining positions, leaving 34 uncommitted vacancies. HSI-Domestic has been working aggressively to fill its vacancies and expects to have all supplemental positions filled by the end of FY 2011.

HSI Intelligence: All 18 intelligence analyst positions funded by the FY 2010 Border Security supplemental are on track to be filled before the end of FY 2011.

HSI International: The 10 FY 2010 supplemental agent positions for HSI-International are pending National Security Decision Directive 38 (NSDD-38) clearance by the Department of State in order to add the positions in Mexico. ICE anticipates filling all FY 2010 Border Security supplemental positions for HSI-International before the end of FY 2011.

Question: For the past few years, ICE appears to have struggled to fill positions investigative positions in a timely manner. For example, in December 2010, you had over 860 vacancies in the Homeland Security Investigations office alone. While the number of vacancies is down from 2010 (1349 vacancies), does this continue to be a problem? What has been the obstacle to hiring more quickly?

ANSWER: Since the inception of ICE, Homeland Security Investigations (HSI) has been more proactive in monitoring vacancies and fill-rates and is taking necessary steps to improve staffing levels. HSI's ability to fill its vacancies has been adversely impacted by the lengthy background investigation.

HSI-Domestic (excluding Intelligence and International) has an authorized staffing of approximately 9,817 permanent full time positions. Currently, there are 8,713 on board personnel, with commitments to hire another 286 positions. HSI-Domestic has been working aggressively to fill its existing vacancies and, when factoring in commitments, is expected to bring its vacancy rate down from 10 percent to approximately 7 percent by the close of fiscal year 2011.

Due to the length of time that is required for background investigation, medical clearance, and urinalysis testing of candidates for employment, criminal investigator candidate processing is subject to additional processing times. Since candidates often have personal anomalies in their past (such as multiple places of residency or the number of places of employment), the length of time necessary to complete the background investigation for a candidate may take up to one year. This factor often adversely has an impact on the agency's ability to hire them in a timely manner.

ICE has made great strides streamlining and improving its hiring efforts, including stronger partnerships with the operational components and the redesign and standardization of hiring processes. The special agent hiring process, in particular, was greatly improved in fiscal years (FY) 2010 and 2011 to include reducing the hiring timeline from 17 months (prior to FY 2010) to nine months (currently). ICE's Homeland Security Investigations (HSI) also completely redesigned the process, which currently yields a higher-quality pool of applicants and further streamlines the hiring process. Additionally, HSI Domestic Operations has either filled or committed 85 percent of its supplemental positions and expects to have them filled by the end of FY 2011.

Forward Operating Bases funded in the Emergency Border Supplemental

Question: Chief Fisher, have you identified where the two new forward operating bases will be and what is the status of their construction?

ANSWER: Two new Forward Operating Bases have been identified as Bates Wells, AZ and Maxwell, AZ and are anticipated to be completed by the 4th quarter FY 2012.

Duplication of Efforts Between CBP and ICE

Question: Initiated in September 2009, the Alliance to Combat Transnational Threats (ACTT) is a multi-agency operation in the Sonora-Arizona Corridor involving over 50 Federal, tribal, state, and local law enforcement and public safety organizations. While this Alliance is led by CBP, ICE is heavily involved. The intent of ACTT is to deny, degrade, disrupt, and ultimately dismantle criminal organizations and their ability to operate; engage communities to reduce their tolerance of illegal activity; and establish a secure and safe border environment. While ACTT's initial focus is on Arizona, as it continues to evolve, focused operations will transition to other operational corridors.

Also beginning in 2009, the Department stood up 20 Border Enforcement Security Task Forces (BEST), led by ICE. At least for those located around the Southwest Border, the BEST units are focused on preventing the illegal flow of drugs, weapons, and currency across the southwest border, including the interdiction of outbound shipments of firearms and bulk currency. CBP participates in BEST.

Both ACTT and BEST members work to identify, disrupt, and dismantle organizations seeking to exploit border vulnerabilities. Assistant Commissioner Winkowski and Director Dinkins, how are you assuring that ACTT and BEST activities are not duplicative?

ANSWER: ICE is the primary investigative arm of the Department of Homeland Security and, through its legacy components, has a longstanding and symbiotic working relationship with DHS's uniformed components, including those that operate under the Alliance to Combat Transnational Threats (ACTT) umbrella.

In January 2006, DHS adopted the Border Enforcement Security Task Force (BEST) model to leverage federal, state, local, tribal, and foreign law enforcement resources that focus intelligence, interdiction, and investigative assets toward the identification, prioritization, and mitigation of emerging and existing threats. BEST employs

a comprehensive and cooperative approach to investigate and dismantle the Transnational Criminal Organizations that seek to exploit our borders and to eliminate the top leadership and the supporting infrastructure that sustain these often violent organizations.

While the ACTT concept is an important mechanism to coordinate the efforts of DHS's uniformed components at the strategic level, the BEST is an investigative model that combines the intelligence and interdiction components to shape complex investigations at the operational level. The BEST model recognizes the unique resources and capabilities of all participating law enforcement partners and is built upon the proven pillars of co-location and cross-designation. This enables each BEST to seek a comprehensive approach to combating TCOs, while recognizing that the distinctive circumstances and threats facing any particular BEST are unique and therefore require a dynamic, flexible response that is most effectively shaped by those senior field managers in the affected area of responsibility.

While the BEST program is led by ICE, other law enforcement partners, including CBP, play an integral role in its development. CBP has assigned uniformed liaisons to the National BEST Unit at ICE headquarters with representation on the BEST Executive Steering Committee in Washington, D.C., as well as at the field executive boards in each location where they participate. This enables all law enforcement partners, including CBP, to ensure that their operational personnel assigned to BESTs are conducting activities consistent with the unity of effort framework envisioned for components operating under the ACTT umbrella.

The Joint Field Command and the Unified Command Structure are designed to eliminate the problem of duplicating efforts. ACTT and BEST have the same goal of dismantling transnational criminal organizations. By working together, sharing intelligence, and keeping partner agencies informed of ongoing and future investigations and operations, partnering agencies negate duplication of efforts and increase efficiency. CBP and ICE meet regularly to discuss their operations and are working together to ensure the best utilization of assets, manpower and equipment. ICE fully participates in ACTT and is a part of the ACTT Unified Command.

Question: Director Dinkins, how do BEST units operate differently from ACTT?

ANSWER: ICE's role as the primary investigative arm of the Department of Homeland Security (DHS) requires a close working relationship with DHS's uniformed components, including the BESTs and the ACTT, which are complementary efforts intended to strengthen border enforcement and protect the homeland against transnational criminal activity.

In January 2006, DHS adopted the BEST model to leverage federal, state, local, tribal, and foreign law enforcement resources that focus intelligence, interdiction, and investigative assets toward the identification, prioritization, and mitigation of emerging and existing threats. BESTs employ a comprehensive and cooperative approach to investigate and dismantle the transnational criminal organizations (TCOs) that seek to exploit our borders and to eliminate the top leadership and the supporting infrastructure that sustain these often violent organizations.

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While the BEST program is led by ICE, other law enforcement partners, including CBP, play an integral role in developing the program. CBP has representation on the BEST Executive Steering Committee in Washington,

D.C., as well as at the field executive boards in each location where they participate. BEST operates along the southern and northern borders as well as in key seaport areas.

The ACTT is a mechanism to coordinate DHS, interagency and state and local law enforcement efforts at the strategic level. The ACTT utilizes a collaborative, cooperative enforcement approach that leverages the capabilities and resources of the DHS agencies in partnership with other federal agencies, and state, local, and tribal governments. The purpose of this initiative is to achieve increased levels of border security, create a secure and safe border environment, reduce crime rate in affected communities, and improve quality of life for residents in the border areas. ACTT operations have targeted the Arizona/Sonora border area with the objective to deny criminal organizations from operating along approximately 388 miles of the Arizona border.

Question: According to GAO, in 2010, Immigration and Customs Enforcement's costs ranged from approximately $1.5 million to $6.3 million per BEST. While Customs and Border Protection does not track its costs of participating in BESTs, an official responsible for patrolling the border estimated that its fiscal year 2010 cost averaged $100,000 for one BEST location. While we are not talking about a lot of money here, when you spread this out among 20 BEST teams and ACTT activities, it adds up. Assistant Commissioner Winkowski, how much did your agency spend on ACTT activities in 2010?

ANSWER: During Fiscal Year 2010, CBP expended $20.6 million on ACTT.

Secure Border Initiative

Question: In January 2011, the Secretary completed a one-year reassessment of the SBInet program. As you know, this program was conceived as a comprehensive, overarching, highly integrated surveillance system for the entire Southwest Border. However, due to unacceptable cost growth, schedule delays, and capabilities that did not meet Border Patrol's needs, the Secretary determined that the SBInet program would not continue. The agency would keep SBInet in Arizona where already operating but would procure a mix of new technologies tailored to the local environment and operational needs. This is supposed to be a lower risk, more flexible, and more cost effective alternative.

Given longstanding concerns about the implementation of the department's acquisition review process and the record of cost inflation, schedule delays, and performance failures with major acquisitions such as SBInet, to what extent has CBP addressed its acquisition management challenges and taken action to strengthen its oversight over major investments?

ANSWER: In accordance with the Department Policy and Guide, D-102-01/001, CBP is implementing an acquisition management framework for establishing and reviewing programs and projects within CBP including those identified as part of the re-assessment of SB*Inet*. The framework provides a template for planning and executing acquisitions; incorporates proven acquisition practices for program management, systems engineering, contracting, sustainability / support, test, and evaluation; and links to DHS and CBP strategic requirements planning and resourcing processes. The DHS and CBP Acquisition Review Process is a formal means for the program / project to receive authorization to proceed from phase to phase through the acquisition life cycle and opportunities to slow down or stop efforts if not progressing as planned. In between the formal review associated with each phase, the program managers will be required to brief leadership on a biannual basis to check progress relative to established acquisition baseline thresholds and objectives and identify and track any risk or issues.

One of the CBP Commissioner's priorities has been the establishment of better governance of our acquisition efforts and the integration of our technology with CBP missions and goals. On July 9, 2010, CBP established

the Office of Technology Innovation and Acquisition (OTIA). Among other things, this office is responsible for strengthening CBP's expertise and effectiveness in acquisition and program management.

The Assistant Commissioner for OTIA also serves as the Component Acquisition Executive (CAE). The CAE provides the oversight of all CBP acquisition programs to ensure they are managed in compliance with DHS and CBP regulations and policies.

Question: What controls are you putting in place to make sure that the acquisitions in place of SBInet do not spiral out of control -- that they truly are cost effective and meet Border Patrol's needs?

ANSWER: In accordance with the Department Policy and Guide, D-102-01/001, CBP is implementing an acquisition management framework for establishing and reviewing programs and projects within CBP including those identified as part of the re-assessment of SBI*net*. The framework provides a template for planning and executing acquisitions: incorporates proven acquisition practices for program management, systems engineering, contracting, sustainability / support, test, and evaluation; and links to DHS and CBP strategic requirements planning and resourcing processes. The DHS and CBP Acquisition Review Process is a formal means for the program / project to receive authorization to proceed from phase to phase through the acquisition life cycle and opportunities to slow down or stop efforts if not progressing as planned. In between the formal review associated with each phase, the program managers will be required to brief leadership on a biannual basis to check progress relative to established acquisition baseline thresholds and objectives and identify and track any risk or issues.

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Along with organizational, leadership, and accountability changes, CBP is implementing more controls to better track the schedule, performance, and cost of our major acquisitions, including border technology. Specifically each of the follow-on SBI*net* acquisitions will be led by a certified and experienced Portfolio/Program Manager which will further help ensure the programs are properly managed. The acquisitions will be for known, existing, and proven technologies which will help control cost, schedule, and performance risks and uncertainty. Additionally, the acquisitions will be made via competitively awarded, firm-fixed price contract(s) whenever possible, which will also help ensure the chosen technologies are providing cost effective solutions. Once the new technologies are received, they will undergo an operational assessment by the Border Patrol to ensure the needs identified as part of the re-assessment of SBI*net* are being met along the Arizona border.

Question: The fiscal year 2012 budget requests $242 million for continued deployment of surveillance technology along the Southwest border, namely 36 integrated fixed towers (similar to those that form SBInet Block 1 in Arizona), at an average cost of $6.7 million per unit. This sounds like a continuation of a part of the SBInet program, which DHS cancelled on January 14, 2011. How are these integrated towers now being considered as proven, cost-effective technologies?

ANSWER: The Integrated Fixed Tower (IFT) program is not a continuation of the former SBI*net* program; however the program will incorporate elements of the former SBI*net* program that have proven successful. As a result of the reassessment of SBI*net*, which identified that there is no single technology solution to border

security but rather border security requires a mix of technology tailored to the specific geographical areas, DHS is implementing a new border security technology plan. The new plan, initially focused on the Arizona border, will utilize existing and proven technology tailored to the distinct terrain and population density of each border region. This new plan will provide better coverage, a more effective balance between cost and capability, and is tailored to the unique needs of each area along the border. The new plan will also result in faster deployment of technology and better linkage between operations and technology. The Integrated Fixed Tower (IFT) system, which will be based on commercially available capabilities, is only one element of the new border security technology plan.

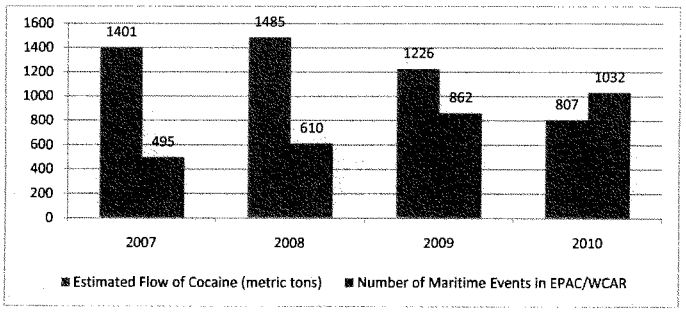
IFTs are more than just sensor towers and in fact will be complete surveillance systems. In addition to the sensor towers that will provide the detection and persistent surveillance capability, each IFT system will include a complete communication backhaul that will consist of communications towers with microwave systems and a command-and-control suite located at Border Patrol Stations. The FY 2012 budget request includes the acquisition of all components of the IFT systems to be deployed in three Border Patrol Station Areas of Responsibility (AORs) in Arizona, including land acquisition, environmental mitigation, construction, and all system verification costs (the FY 2012 budget request also includes the cost to increase the number of fixed towers in a fourth Border Patrol Station AOR (Ajo)). The deployment of these IFT systems builds off of the technologies deployed using FY 2011 (and prior) funding and contributes to CBP's overall border security approach. Two other Border Patrol Station AORs in Arizona, Tucson and Ajo, already have fixed surveillance technology as a result of earlier SBInet Block 1 investments. With the 2012 request, we will be able to complete the optimal technology laydown for seven out of nine Border Patrol Station AORs in Arizona. Physical deployments of IFTs are expected to start in FY2013. The specific order in which the IFT deployments will take place will be based on the Border Patrol's highest priority threat areas.

Source and Transit Zone

Question: Drugs coming to the United States by sea from South America pass through a 42 million square-mile transit zone, roughly twice the size of the continental U.S. This zone includes the Caribbean Sea, the Gulf of Mexico, and the eastern Pacific Ocean. In patrolling this vast area, U.S. forces closely coordinate their operations with the interdiction forces of a number of nations in order to deny drug traffickers the use of air and maritime routes. The Coast Guard is largely responsible for these activities although CBP's Office of Air and Marine also patrols closely to US territories and our coast lines.

Admiral Zukunft, the Secretary and other DHS agency heads have touted the success they have had in interdicting record amounts of narcotics coming over the border from Mexico. What have you been seeing in the transit zone? Are there more narcotics coming up through the transit zone now that our land borders have tightened up?

ANSWER: Over the past four years, data provided by the Consolidated Counterdrug Database, has indicated a 42 percent decrease in the amount of cocaine flowing through the transit zone, while at the same time experiencing a more than 100 percent increase in the number of suspected drug smuggling events occurring in the eastern Pacific and western Caribbean.



CCDB data clearly suggests that drug trafficking organizations (DTOs) have reduced the size of each load carried while increasing the amount of vessels trafficking narcotics in the transit zone to increase their probability of success.

In line with historical assumptions, it is estimated that 90 percent of all cocaine moving toward the U.S. from South America travels via maritime transit zone routes to Northern Central America and Southern Mexico with the narcotics subsequently being transported over land to the U.S./Mexico Border. In the past, the amount of narcotics interdicted at the land border between the U.S. and Mexico has had minimal, if any, bearing on the amount of contraband smuggled through the transit zone. Current efforts in Mexico and along the Southwest Border have resulted in increased pressure on transnational criminal organizations trafficking illicit drugs. We know that drug trafficking organizations respond to law enforcement and interdiction operations. Evidence of that is clear from data showing changing patterns in the estimated average size of loads and number of events tracked by the CCDB. However, it is not clear what, if any, impact efforts in Mexico and along the Southwest border have had on the volume or vector of drug movement in the transit zone. The Coast Guard continues to work closely within the law enforcement and intelligence communities to identify changes in trafficker behavior in order to most effectively and efficiently respond to the drug trafficking threat.

Water-Borne Improvised Explosive Device

Question: A water-borne improvised explosive device (WBIED) is a surface or subsurface improvised explosive device that is anchored, floating, or propelled. Modified small boats have been the most common type of WBIEDs used in attacks overseas, such as the USS Cole, and could be used to bypass land-based security measures and launch attacks against critical maritime infrastructure in the United States. Small boats usually avoid law enforcement scrutiny, are easy to acquire and equip with explosives, and require little seamanship when operating in ports, waterways, and littoral waters. Propelled WBIEDs offer the advantages of speed, concealment, and maneuverability against large, slow-moving, or stationary targets. Admiral Zukunft, are you concerned about water-borne improvised explosive devices? How do you look out for these when monitoring the transit zone or the littoral waters?

ANSWER: Due to the risks to maritime critical infrastructure, key resources, and commercial and other vessels, the Coast Guard is concerned about the small vessel water-borne improvised explosive device (WBIED) threat. The Coast Guard makes use of the extensive small vessel community's contributions to security as one part of the effort to combat this threat:

- An abundance of legitimately operated, geographically dispersed small vessels provide a large number of "eyes on the water" that would be impossible to replace using only government assets.

- An immense population of small vessel operators whose presence on U.S. waters can serve as a deterrent by identifying suspicious activities, given their adequate education and training.
- Willing volunteer partners to assist in providing the initial response capability for maritime incidents.
- A wealth of professional mariners and recreational boaters who understand the local waterways and are willing to assist in developing methods to reduce risk in the maritime domain.

The Coast Guard's larger multi-mission cutters , i.e., National Security Cutters (NSCs), High Endurance Cutters (WHECs), and Medium Endurance Cutters (WMECs) provide an outer layer of security in the littoral waters and transit zones. The Coast Guard's Maritime Security and Response Operations (MSRO) policy (formerly the Operation Neptune Shield Operations Order) requires Area Commanders to keep a specified number of flight deck-equipped cutters on alert to respond to intelligence or sightings of a threatening nature while they patrol the Atlantic, Caribbean, Gulf of Mexico, and Pacific waters conducting Counter Drug, Alien Migration Interdiction Operations, and Living Marine Resources (fisheries patrols) mission activities in the littorals and transit zones.

Closer to U.S. shores, Coast Guard patrol boats and station small boats conducting mission activities are also alert to the small vessel threat. In near transit waters, per the Coast Guard's MSRO policy, to deter adversaries from planning or executing small vessel attacks, the Coast Guard conducts a specified number of security boardings of small vessels in each Captain of the Port Zone. The Coast Guard also coordinates law enforcement and Ports, Waterways and Coastal Security missions with partner agencies. Finally, also per the MSRO policy, Coast Guard Sectors enforce moving security zones (vessel escorts) of military outloads, high value units ((HVUs) – specific Department of Defense assets), high capacity passenger vessels (cruise ships and large ferries), and vessels laden with select certain dangerous cargos to protect against WBIED attacks.

Northern Border Duplication of Efforts

Question: GAO and the IG have expressed concern about the overlap and potential duplication of efforts between the Integrated Border Enforcement Team (IBET) and the Border Enforcement Security Task Force (BEST). These forum members meet to share information on coordination of cross-border law enforcement efforts, among other activities, to enhance bi-national border security. IBET members focus on national security, organized crime, and other criminal activity between ports of entry; BEST members work to identify, disrupt, and dismantle organizations seeking to exploit border vulnerabilities.

Assistant Commission Winkoswki and Director Dinkins, how do IBETs operate differently from BESTs along the northern border?

ANSWER: IBETs are made up of five core agencies from the United States and Canada, consisting of CBP, ICE, Coast Guard, Royal Canadian Mounted Police (RCMP), and Canada Border Services Agency (CBSA). Additionally several other federal, state, local and tribal law enforcement agencies also participate. There are a total of 15 IBET Regions and 24 active teams along the northern border with many of them being co-located and staffed full-time by personnel from the U.S. and Canada. IBET teams cover the entire Northern border.

The IBET were chartered as intelligence-led, multi-agency, field-level groups of law enforcement officials which prioritize National Security, Organized Crime and Other Border Criminality in its mission set. The IBETs conduct intelligence led operations while simultaneously respecting the laws and jurisdiction of each nation. All members contribute information and intelligence to combat criminal activity on both sides of the border. IBETs are a coalition of multi-disciplinary enforcement units that find their success by being flexible and resourceful and not concentrating their operations on any one specific commodity,.

The IBET model is fully supported by a Charter that provides a common vision and mission for partners that is governed by joint management teams both at the operational and administrative levels. This approach permits the joint delivery of the IBET program and joint prioritization of operational priorities in the regions. The cooperative efforts of the agencies involved in IBET have enhanced our ability to identify threats to national security and cross border criminality.

The IBETs are managed by the Joint Management Teams (JMT) at the field level that meet monthly to discuss upcoming operations and managerial issues that affect the IBETs. The JMTs report to the International Joint Management Team (IJMT). There is also an International Coordination Team (ICT) comprised of representatives from five federal agencies that is housed in Ottawa at RCMP headquarters. The IJMT and ICT provide a forum to address critical bi-national policy issues which pave the way for enhanced lawful interaction in areas such as radio-interoperability, information sharing, integrated maritime enforcement, and limited cross border carriage of firearms. IBETs provide a mechanism for five agencies from U.S. and Canada to share information and coordinate interdiction efforts between the ports of entry.

Along the U.S./Canada border, BESTs are currently located in Blaine, Washington; Detroit, Michigan; and Buffalo, New York. The BESTs serve as ICE's primary investigative platform to respond to interdictions made by our IBET partners in these locations.

The BESTs are managed locally by Field Executive Boards comprised of senior field managers whose agencies participate in the program that includes federal, state, local, provincial, and foreign law enforcement. The Executive Boards meet quarterly or more often as needed, to establish priorities, provide coordination, ensure mission implementation, and address issues and concerns. Additionally, the BEST program is managed nationally by an Executive Steering Committee that provides headquarters-level coordination, administration, and oversight of the BEST program.

State, provincial, and local law enforcement play an integral role in BEST operations, particularly those along our shared border with Canada. The BEST program benefits from the co-located participation, resources, and experience drawn from over 55 state, provincial, and local police departments. These equal partners provide invaluable resources and expertise that enable the BESTs to provide a comprehensive approach to the investigation of TCOs that seek to exploit our shared borders.

A key element of the BEST program is the co-location and coordination between U.S. and foreign law enforcement agencies. Critical to the success of each northern border BEST is the participation of Canadian law enforcement agencies. These three BESTs are currently staffed by the CBSA, RCMP, Ontario Provincial Police, Niagara Regional Police Service, Toronto Police Service, Windsor Police Service, and Amherstburg Police Service.

The BEST differs from the IBETs in many ways. The first major difference is the task organization. IBETs are governed by the International Joint Management Committee whereas HSI (ICE) is the lead agency for the BEST initiative. While IBET's constructs change depending on the operation which are actionable intelligence based, BESTs are a series of multi-agency task forces developed as a comprehensive approach to identifying, disrupting, and dismantling organized and transnational criminal organizations that pose a significant threat to border security and economic vitality. IBETs are generally focused on tactical interdiction between POEs, while BESTs are focused on developing investigative leads from enforcement activities occurring at POEs. The focus of BEST is generally at the Ports of Entry. Presently, BEST are only located in Blaine, WA, Detroit, MI, Buffalo, NY, and Massena, NY. The majority of the northern border is not covered by a BEST. IBETs and BEST are designed to increase information sharing, collaboration and resource sharing among the agencies to combat the threat on both sides of the border.

Question: What efforts are you undertaking to avoid duplication of efforts between BESTs and with IBETs on the northern border? Have you looked at modifying or consolidating IBET or BEST efforts to better leverage scarce federal resources and more efficiently conduct border security operations?

ANSWER: At CBP Headquarters there are personnel with oversight of Canada/United States operations who serve as a direct communications link to ICE Headquarters personnel, which includes IBET/BEST program interaction, direction, updates and reviews. CBP Field Commanders also meet regularly with ICE Special Agents in Charge (SACs) to ensure there are no duplicative investigations and operations are briefed to provide complete situational awareness. CBP also has agents and intelligence personnel assigned to BEST locations.

In November 2006, then-CBP Commissioner W. Ralph Basham and IBET Core Agency Directors signed the IBET charter which is a statement of principles which governs the administration of the IBET Program which underlines the commitment of the five core IBET partners (CBP, ICE, RCMP, CBSA, and USCG) to cooperate in pursuing the vision and mission of IBETs. Any modifications of the IBET Program would require concurrence and signature from all five core agencies. CBP has seen much success with the IBET Program, not only from an enforcement perspective but on policy issues that have enabled the program to develop and pursue cross border issues important to both the Government of the United States and the Government of Canada.

The development of the Next Generation of Integrated Law Enforcement (NxtGen) was identified as the top priority action item by Secretary Napolitano and her counterparts in Public Safety Canada (PS), Justice Canada (JC), and the U.S. Department of Justice (DOJ) at the November 10, 2010 Cross Border Crime Forum (CBCF).

During the November 9-10, 2010 CBCF Ministerial, led by the Attorney General and Secretary of Homeland Security and their Canadian counterparts, each of the four co-chairs presented information and provided discussion topics on shared threats. The Ministers discussed integrated border law enforcement, incitement to terrorism, undercover operations, and terrorist travel. Canada and the United States signed a memorandum of understanding to share information on currency seizures that will assist both countries in fighting money laundering and terrorist financing.

First, the Ministers asked the agencies to discuss what the next generation of integrated, cross-border law enforcement operations may look like, identify ways to be more effective in our relationships, and facilitate law enforcement, while being conscious of each other's policies and sovereign laws.

CBCF partnership we will identify the next generation of integrated cross-border law enforcement on the U.S./Canada border, since referred to as NxtGen. The NxtGen mandate calls for identifying best practices and concepts from existing programs (e.g. Shiprider, IBET, and BEST). It also charges DHS, PS, Justice Canada and U.S. DOJ with identifying and minimizing existing vulnerabilities to create an improved, more efficient and effective approach to integrated cross border law enforcement on the U.S./Canada border.

Developing the next generation of integrated cross border law enforcement on the U.S./Canada border is a Homeland Security level priority. The NxtGen concept is currently in the development and drafting phase, but the ideas shared are quite intuitive and forward thinking, exploring such topics as information sharing, uniformed presence, criminal investigations, internal and external messaging, and outreach. NxtGen recognizes that mitigating the risks associated with all threats along the U.S./Canada border whether operating near or transiting at or between POEs through the integration of law enforcements assets is paramount to effective border security and management.

The next generation of cross-border law enforcement represents the culmination of numerous cross-border law enforcement programs. The next generation of cross-border law enforcement will bring together specially-trained and cross-designated law enforcement to form a front-line uniformed presence and an enhanced investigative capability along the border. Operations will be intelligence-led, yet flexible to respond to border

incursions and threats. NxtGen essentially removes the physical border as an enforcement obstacle and concentrates on integrated interdiction, intelligence and investigative units versus coordination.

To realize the highest degree of border security possible, bilateral law enforcement initiatives must intersect with, and complement, respective domestic border integrity programs. Moving forward, this would include, for example, the deployment of regularized integrated law enforcement operations in the air and land domains,, the advancement of new Canada-U.S. sensor technologies at the border and the resolution of front-line border law enforcement impediments, such as the cross-border carriage of firearms and radio interoperability.

The CBCF working level staff continues to examine how the next generation of cross border law enforcement is aligned and integrated with our domestic inter-agency programs, such as BEST. It is anticipated that the IBET-BEST issues will ameliorate, as partners on each side of the border are cross-designated and working together in a co-located office.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Harold Rogers

Chief Michael Fisher, Border Patrol
Assistant Commissioner Winkowski, Customs & Border Protection
Executive Associate Director James Dinkins, Immigration & Customs Enforcement
Rear Admiral Paul Zukunft, U.S. Coast Guard
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget – Southwest Border Enforcement
March 16, 2011

Southwest Border Intelligence Sharing - Joint Interagency Task Force (JIATF) Model

Question: Last July, I joined Congressmen Jerry Lewis, Bill Young and Frank Wolf in sending a letter to Attorney General Holder, DOD Secretary Gates and DHS Secretary Napolitano asking whether additional legal authorities or resources were necessary to more effectively get intelligence to frontline operators. The letter was prompted by reports of limitations on NORTHCOM support and intelligence information-sharing with law enforcement assets along the border in countering escalating violence and smuggling. In December, five months later, the Assistant Attorney General for Legislative Affairs responded but did not address the core question.

While the coordination and information sharing has improved in the past year, the lack of an appropriate, serious answer to a letter from four chairmen is disconcerting.

How is DHS working with DOJ and DOD collaboratively on border enforcement? Is there support among the Intelligence Community for law enforcement efforts along the Southwest Border? How are these agencies partnering to maximize and coordinate limited resources?

Are there are any barriers to a Joint Interagency Task Force (JIATF)-like model to enhance intelligence-sharing with law enforcement related to Southwest Border investigations and security? Does Congress need to act to provide additional authority or resources?

ANSWER: The Department of Defense (DoD) and the DHS have been engaged in a very successful and beneficial collaborative effort. CBP and U.S. Northern Command have a robust partnership. For example, on February 7, 2011, Commissioner Bersin, Admiral Winnifeld, and other CBP and USNORTHCOM officials met in Tucson, Arizona, to discuss collaboration on a number of border security issues. Joint Taskforce North (JTF-N) supports CBP's border security mission in a number of ways. CBP is working with JTF-N to establish and synchronize a joint JTF-N and CBP requirements/support planning cycle. JTF-N has been instrumental in providing engineering and other support to CBP. JTF-N has provided important planning support to DHS Components during the establishment of the Alliance to Combat Transnational Threats, which is a unified effort to target transnational criminal organizations.

One example of DHS working with DOD collaboratively on border security is at CBP, where DoD has deployed, since August 2010, over 1,200 National Guard troops to the U.S. border with Mexico to provide administrative, logistical, engineering and other support. The National Guard deployment has provided CBP with the needed resources to counter drug smuggling, human trafficking and other threats along the border

while new CBP hires were trained and equipped. During this time, it has allowed CBP the needed flexibility to focus on critical areas to increase its enforcement efforts. CBP believes this has been a very beneficial collaboration with DoD. The National Guard has provided an important added deterrence factor which has contributed to a drop in the number of arrests made by CBP Border Patrol agents along the border.

USNORTHCOM and JTF-N have also been critical partners in the development of the Border Intelligence Fusion Section at the El Paso Intelligence Center (EPIC). Personnel at EPIC are actively using all sources of information to enhance situational awareness for law enforcement partners and leadership, while providing perishable information to the field level. In addition, work is underway to provide more exploitable target information and predictive analysis. EPIC will continue to enhance the all-threats intelligence picture and will aim to fulfill the intelligence requirements and gaps for CBP and other partners.

In districts where Operation Streamline is being conducted, the Department of Justice (DOJ) has been able to better address their current resource needs. Streamline is an ongoing enforcement effort that combines criminal prosecution with expeditious removal. As a collaborative operation, this initiative relies heavily upon the partnerships with other governmental entities including the U.S. Attorney's Office, ICE DRO, the U.S. Marshals Office and the federal court system. To date, Streamline has been successfully implemented in five southwest border sectors including Del Rio, Yuma, Laredo, Rio Grande Valley and Tucson. Through regular and supplemental appropriations over the last few fiscal years, and through personnel moves, DOJ has added resources and funding for detention and processing of defendants generated by Streamline and other immigration enforcement strategies. Continuing liaison provides resources for field agents to prosecute smugglers efficiently.

Collaboration with DOJ Immigration Judges and the U.S. Attorney's Office is critical to CBP's Consequence Delivery System (CDS), particularly with regard to the Immigration "Quick" Court (QC) and Streamline consequences. QC is an enforcement effort in the Tucson Sector to ease the dockets of immigration judges thus reducing the costs and increasing efficiency by expediting the process of formal, administrative removal proceedings of illegal aliens.

CBP has been committed to working closely with the Drug Enforcement Administration (DEA) for many years. Agents are often assigned to DEA local offices as liaisons. These relationships allow for intelligence sharing and ensure the safety, efficiency, and effectiveness of drug-related enforcement efforts.

CBP participates in the Federal Bureau of Investigation Joint Terrorism Task Forces (JTTFs) investigations, enforcement activities and anti-terrorism efforts by utilizing CBP's broad authority under Title 8, Title 18, and Title 19 of the United States Code. CBP supports JTTF at 10 of the 68 field locations throughout the country.

CBP works cooperatively with other Federal, State, and local law enforcement as part of the BESTs which takes a comprehensive approach towards disrupting and dismantling cross-border criminal organizations that exploit our borders. BESTs target criminal aliens, alien and firearms traffickers, and money laundering and fraudulent documents enterprises with a focus on reducing cross-border violence. CBP has dedicated 50 agents to BESTs along the Southwest, Northern and Coastal borders.

The Intelligence Community (IC) supports law enforcement efforts along the Southwest Border by way of multiple ongoing collection and information sharing efforts. The DHS Under Secretary for Intelligence and Analysis (I&A), serves as the Senior Intelligence Officer for the entire department, and ICE and CBP works closely with I&A in carrying out its intelligence functions. This same level and type of support is also provided to the IC.

The DHS Under Secretary for I&A serves as the Senior Intelligence Officer for the entire department, and ICE works closely with I&A in carrying out its intelligence functions. In addition, ICE participated in the development of a comprehensive set of Standing Information Needs (SINs) that uniformly document ongoing

intelligence and information needs of the entire Department. These SINs enhance DHS' ability to participate in the Intelligence Community's collection management processes and improves the quality and quantity of information received in support of those needs, as well as the information that ICE produces. In addition, ICE enjoys a strong and mutually beneficial relationship with the U.S. IC. While the IC cannot directly support domestic law enforcement activities, there are numerous touch points between foreign intelligence and law enforcement that maximize limited resources and provide insight into international criminal syndicates and national security threats. ICE manages its relationships with the IC along many programmatic lines, the most robust of which is through ICE Homeland Security Investigations Intelligence (INTEL). Through INTEL, law enforcement information deemed of value to the IC is formally shared, in accordance with the 2004 Intelligence Reform and Prevention of Terrorism Act via the Reports Officer Program. In fiscal year 2010, ICE shared over 750 individual reports with the IC, satisfying thousands of individual intelligence requirements. ICE uses IC information to develop strategic situational awareness of a particular activity or geographical region. Often, the IC provides information to ICE based upon articulated requirements maintained by INTEL and shared with IC elements, including the DHS Office of Intelligence and Analysis. IC information may also be shared with ICE through numerous liaison officers both hosted and employed by our various agencies. These officers de-conflict information, communicate common interests, and share information.

JIATF-South offers a compelling model for interagency and international coordination for specific operational activities. DHS is examining this model and its potential application to other homeland security missions and activities. A JIATF-like organization may not be practical for the Southwest border as it could duplicate other coordination mechanisms already in place. The structure of JIATF-South, which includes a tactical commander, joint operations center, and an interagency and international staff, works well for the transit zone, where U.S. laws are enforced in international waters and international airspace and host nation law is enforced in sovereign waters and sovereign airspace. The Southwest border arrival zone has a different legal and operational framework, which requires a different mechanism to coordinate the sharing of federal, state, local, and tribal information. JIATF-South does provide an excellent model for intelligence and information sharing. Best practices gleaned from JIATF-South experience are already in place along the Southwest border, such as use of interagency resources and information as well as providing an operational platform to act on the information.

ICE is fully committed to information sharing with other federal, state, and local law enforcement agencies and has taken proactive steps through its programs and operations to ensure that information is shared through the use of the BESTs, the Bulk Cash Smuggling Center (BCSC), and participation in the Organized Crime Drug Enforcement Task Force (OCDETF) Fusion Center (OFC). Some of these mechanisms have a physical nexus to the Southwest border while others are located in other parts of the United States. Because ICE focuses on transnational criminal activity, it attacks crime along the continuum, not just at the physical border. While the OFC and the BCSC are not physically located on the Southwest border, their focus on transnational criminal activity and synthesizing information for use by operational law enforcement agencies at the federal, state, local, and county levels makes them a very powerful resource to disrupt not only activity occurring along the Southwest border, but along the entire hemispheric continuum of crime.

ICE's primary coordination mechanism for information sharing and providing an operational platform for acting on the collective sharing of that information to produce concrete results is the BEST. In January 2006, DHS formally adopted the BEST initiative as an ICE-led task force to leverage federal, state, local, tribal, and foreign law enforcement and intelligence resources in an effort to identify, disrupt, and dismantle organizations that seek to exploit vulnerabilities along the U.S. borders and that threaten the overall safety and security of the American public. BEST is designed to increase information sharing and collaboration among the participating agencies, focusing on identification, prioritization, and investigation of emerging or existing threats. The interagency officers assigned to BEST have access to ICE databases and investigative activity by virtue of their participation in BEST. Additionally, the main ICE database, TECS, used to store information contained in its closed, pending, and on-going investigations, is also linked to the Drug Enforcement Administration's

databases as well as to the National Crime Information Center and the National Law Enforcement Telecommunications System. There are currently 11 BESTs located along the Southwest border.

An additional key element of the BEST program along the Southwest border is the coordination between United States and Mexican law enforcement agencies. BESTs on the Southwest border have the participation of the Mexican law enforcement agency, Secretariat of Public Security (SSP). Vetted Mexican SSP officers operate in five of the 11 BESTs along the Southwest border (on the U.S. side of the United States/Mexico border) and provide law enforcement support with respect to dismantling cross-border criminal networks.

Additionally, the OCDETF-OFC is another mechanism which provides a venue for information sharing. The OFC is a multi-agency facility that was designed to share criminal investigation information and data within the federal law enforcement community, including intelligence related to unlawful activity on the Southwest border. One of the primary goals of the OFC is to provide a mechanism to share all relevant, accessible law enforcement data between all OFC participating agencies. In January 2009, the Department of Justice International Organized Crime Intelligence and Operations Center, also known as IOC-2, was integrated into the OFC. As a result, the OFC is currently designed to analyze and share intelligence and case data related to all types of unlawful activities of international criminal organizations with the federal law enforcement community.

DHS does not see the need at this time for additional authorities as DHS deems that current authorities are sufficient to effectively provide intelligence to frontline operators. There are multiple ongoing efforts across the Federal Government to address these issues. DHS components are a primary participants in these efforts and will continue to work towards resolution of these challenges.

Prior enhancements to the ICE Intelligence program focused on deploying additional intelligence analysts to support a sustained law enforcement effort along the Southwest border. Going forward, ICE will focus on enhancing and expanding ICE's activities relating to intelligence collection and information sharing under the ICE Reports Officer Program.

The Reports Officer Program is ICE's vehicle for sharing ICE-origin information of intelligence value with our law enforcement partners and the IC. In addition to increased intelligence available to frontline operators, the Reports Officer Program also greatly benefits ICE investigative efforts by providing intelligence agencies the raw information needed to produce timely and accurate intelligence products that directly relate to border security. The information provided by the Reports Officer Program is consistently rated "high value" or "major significance" by end-users at a rate that outperforms the IC average.

QUESTIONS FOR THE RECORD SUBMITTED BY

THE HONORABLE Tom Latham

Chief Michael Fisher, Border Patrol
Assistant Commissioner Winkowski, Customs & Border Protection
Executive Associate Director James Dinkins, Immigration & Customs Enforcement
Rear Admiral Paul Zukunft, U.S. Coast Guard
Committee on Appropriations
Subcommittee on Homeland Security
FY 2012 Budget – Southwest Border Enforcement
March 16, 2011

Outbound Enforcement

Question: Mr. Winkowski, in the enforcement of outbound weapons shipments, how would you rate your intelligence sharing activities with other federal agencies, namely ATF?

ANSWER: CBP is actively engaged with the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) on improving the sharing of information and intelligence relative to the illicit movement of firearms and other related contraband. Specifically, CBP is working with ATF to identify solutions and implement procedures that will enhance information sharing between our agencies.

Question: Mr. Winkowski, in general, what improvements do you believe should be made in the intelligence-sharing environment in which you operate?

ANSWER: There are multiple ongoing efforts across the Federal Government specifically focused on improving and enhancing information sharing. DHS/CBP is a primary participant in these efforts and will continue to work towards resolution of these challenges.

Alien Smuggling

Question: Mr. Fisher, is alien smuggling on the SW Border on the rise? Also, what are the most significant impediments to making progress in this category of immigration enforcement?

ANSWER: Through a collaborative enforcement approach against criminal organizations in cooperation with a variety of federal, tribal, state and local law enforcement, as well as a close working relationship with the Mexican Government, CBP continues to make advancements in creating an environment that deters, denies, degrades, disrupts and dismantles the criminal elements' ability to conduct operations. This is accomplished through the unified and focused efforts of DHS assets, the deployment of the proper balance of personnel, equipment, technology, and border infrastructure. This strategy has maximized resources to denigrate the criminal elements' ability to operate and to increase the certainty of arrest of anyone posing a threat to the United States.

Apprehensions on the Southwest Border have declined 32%, (March FY2010-March FY2011), which demonstrates that the current operational approach is successful.

Control of Border

Question: Mr. Winkowski, can you clarify for me the difference on the SW Border between a sector of the Border being "under control" versus a sector that is "being managed"?

ANSWER: Beginning in 2004, the Border Patrol developed and implemented its National Strategy in response to 9/11, adopting the tactical definition of operational control as the ability to detect, respond to, and interdict illegal entries in areas along the border deemed as high priority for threat potential or other national security objectives. While this definition is not contradictory to the Congressional definition of operational control contained in the 2006 Secure Fence Act, it does not specify prevention of all unlawful entries. In the resource-based definitions of operational control that reflect the 2004 strategy, our sectors used five tactical levels to describe progress made vis-à-vis deployed personnel, technology and infrastructure resources. These levels, from highest to lowest, were Controlled; Managed; Monitored; Low-Level Monitored; and Remote/Low Activity. For external reporting purposes, the two highest levels were rolled up into one descriptor called Operational Control, commonly called OPCON.

The resource build-up during this time had dramatic impact since prior resources had been quite low; the input of resources caused outcome improvements in border security that often were viewed to carry a one-to-one relationship. The Controlled tactical level, for example, was not only the highest resourced level, but could also be described in terms of its outcome capabilities to detect, identify, and classify illegal entries across the border between the ports of entry; to focus on responding with *immediate* interdiction upon entry; and to resolve illegal entries with a law enforcement solution. This level was very adaptable to urban areas, given its full functionality in a "shallow" border enforcement theater. The Managed tactical level accomplished the same full complement of requirements – to detect, identify, classify, respond and resolve – but was focused on multi-tiered enforcement operations sufficiently close, or within border zones, to create a surety of apprehension *after* entry.

In today's environment, with key resources already deployed, the Border Patrol is in a position to tailor its approach according to varying areas of the border. We are developing a process to transition from a resource-based definition of operational control (OPCON) to one that is risk-based. This will prove essential to gaining and maintaining a common view of security across CBP. The new OPCON construct will allow us to focus on managing critical risks rather than controlling linear mileage of border. OPCON would be more a condition of security rather than a level of resourcing, and would be measured by our ability to deploy capabilities commensurate to the level of threat such that risk can be mitigated. Though we cannot eradicate risk, we can mitigate risks by matching threats with commensurate capabilities. This will require a common analytical framework for measuring, assessing and managing risks to the security of our borders.

The Border Patrol is actively working towards an ability to assess the border with this new risk-based approach, and will develop a corresponding performance measure that holds our organization to a standard of high levels of risk-based OPCON. We plan to launch new performance measures in FY 2012, using baseline data gathered in FY 2012 and earlier to inform our targets for FY 2013 and beyond. The measures will show accountability for aspects of our operations, such as measuring the probability of apprehension of illegal migrants who cross the border between the ports of entry.

Operations on Federal Lands

Question: Mr. Fisher, the GAO has noted, and DHS personnel have confirmed, that certain restrictions to Border Patrol operations on Federal lands significantly hinder operations in these areas. For example, needed permits under various laws can take significant time to issue – thereby impacting timeliness of Border Patrol

operations in such categories as alien smuggling and other illegal activities, to name a couple. Please detail for me some of the obstacles you face because of these restrictions – and please don't soft-pedal the answer.

ANSWER: When performing any of our daily operational activities on federal lands, DHS personnel must comply with the National Environmental Policy Act, Endangered Species Act, and National Historic Preservation Act, among others. Additional guidance is provided under the provisions of the 2006 Memorandum of Understanding with the Department of Interior and the Department of Agriculture. For example, DHS can, for the purpose of enforcement enter federal lands under exigent circumstances, via the most expeditious means.

In short, for assets to be deployed/redeployed, any construction and road maintenance, we have to follow environmental statutes. Significant time investment and resulting delays can occur. While variables such as personnel available and type of document make it difficult to quantify just how much of a delay, a typical compliance process – including planning, design, procurement, etc. could take or exceed 8-12 months. Longer timeframes are common if adverse impacts to any sensitive resources are anticipated. For example, if a scientific analysis indicates that any of our activities have an impact to the endangered Grizzly Bear or Sonoran Pronghorn Antelope, DHS must offset that impact by implementing or funding conservation measures. In addition some activities, such as road construction within wilderness areas, are prohibited which can adversely impact the deployment/redeployment of assets in response to operational need.

Informants

Question: Mr. Dinkins, I am assuming that ICE has paid informants at the border. If that is accurate, approximately how much was paid out in informant fees in 2010?

ANSWER: ICE does provide payments to informants in support of investigative activities along the Southwest border. Of the total amount spent by ICE on informant payments in fiscal year 2010, $204,911 was spent on informant payments related to Southwest border efforts. This amount only includes funding spent for Southwest border purposes and under the authority of the Homeland Security Appropriations Act. Additionally $3,673,502 was spent on payments to informants for Southwest border purposes from the Treasury Forfeiture Fund.

The funds are used to pay informants who assist HSI with the investigation of financial crimes, bulk cash smuggling, narcotics smuggling and trafficking, human smuggling and trafficking, commercial trade, fraud and intellectual property rights crimes, cyber crimes and the exploitation of children, immigration and document and benefit fraud, human rights violators, transnational gang activity, weapons smuggling, and export enforcement.

Terrorists Crossing SW Border

Question: I am not going to ask where most terrorists cross our borders, but for the SW Border, can any of you tell me how many known or suspected terrorists have crossed the SW border in the past five years? And, distinguish that from the number you have apprehended. Also provide the number of individuals apprehended on the SW border by nationality who are "other than Mexicans" and not from Central America.

ANSWER: The response to the first two parts of this question relating to apprehensions of suspected terrorists is For Official Use Only/Law Enforcement Sensitive and will be provided to Congress in the appropriate manner.

In FY 2010, CBP apprehended 7,768 OTMs (Other than Mexican) between the ports of entry along the southwest border who were not Nationals of a Central American country. In FY 2009, CBP apprehended 5,571 between the ports of entry.

OTM Apprehension Count (10/01/2005 - 09/30/2010) Minus Central Americans

CBP - OBP - DEL RIO, EL CENTRO, EL PASO, LAREDO, MARFA, RIO GRANDE VALLEY, SAN DIEGO, TUCSON, YUMA

NATIONALITY	FY09	FY10	Total:
AFGHANISTAN	2	6	8
ALBANIA	20	21	41
ALGERIA	4	1	5
ANGOLA			0
ANTIGUA-BARBUDA	1		1
ARGENTINA	45	36	81
ARMENIA	6	5	11
ARUBA	1		1
AUSTRALIA	2	2	4
AUSTRIA		1	1
AZERBAIJAN	1		1
BAHAMAS	1	1	2
BANGLADESH	41	93	134
BARBADOS	2		2
BELARUS (BYELORUSSIAN)	1		1
BELGIUM			0
BENIN			0
BERMUDA			0
BHUTAN			0
BOLIVIA	26	52	78
BOSNIA AND HERCEGOVINA	1		1
BOTSWANA			0
BRAZIL	575	601	1176
BULGARIA	5	4	9
BURKINA FASO	1	1	2
BURMA			0
BURUNDI			0

CAMBODIA (FORMER KAMPUCHEA)	4	7	11
CAMEROON	9	9	18
CANADA	10	24	34
CENTRAL AFRICAN REPUBLIC		1	1
CHILE	35	22	57
CHINA	1358	1024	2382
COLOMBIA	235	308	543
CONGO	3	1	4
COTE D'IVOIRE (IVORY COAST)		2	2
CROATIA			0
CUBA	105	84	189
CYPRUS			0
CZECH REPUBLIC	3	4	7
CZECH REPUBLIC (OLD CODE)			0
DENMARK			0
DOMINICA			0
DOMINICAN REPUBLIC	487	1060	1547
ECUADOR	1169	1571	2740
EGYPT	1	2	3
EQUATORIAL GUINEA	1		1
ERITREA	171	148	319
ESTONIA	1		1
ETHIOPIA	80	44	124
FIJI			0
FINLAND		1	1
FRANCE	1	7	8
GABON			0
GAMBIA	3	1	4
GEORGIA (OLD CODE)	22	3	25
GERMAN FEDERAL REPUBLIC	9	3	12
GHANA	14	9	23

GREAT BRITAIN	18	19	37
GREECE	1		1
GRENADA			0
GUADELOUPE	1		1
GUAM		1	1
GUINEA	1	1	2
GUYANA		6	6
HAITI	78	89	167
HONGKONG	1		1
HUNGARY	5	4	9
INDIA	99	1048	1147
INDONESIA	10	4	14
INVALID OR UNKNOWN COUNTRY			0
IRAN	10	13	23
IRAQ	10	10	20
ISRAEL	15	18	33
ITALY	7	4	11
JAMAICA	42	54	96
JAPAN	5	3	8
JORDAN	6	4	10
KAZAKHSTAN	1	1	2
KENYA	9	5	14
KUWAIT	2	1	3
KYRGYZSTAN	2	1	3
LAOS	7	7	14
LATVIA	2		2
LEBANON	6	4	10
LIBERIA	2		2
LIBYA	1	3	4
LITHUANIA	1	1	2
MACEDONIA	10	3	13

MALAWI		1	1
MALAYSIA		4	4
MALI		1	1
MARSHALL ISLANDS	2		2
MAURITANIA			0
MOLDOVA	4	7	11
MONGOLIA	4	5	9
MOROCCO	1	1	2
NEPAL	48	136	184
NETHERLANDS	1	5	6
NEW ZEALAND	2	3	5
NIGER		1	1
NIGERIA	14	11	25
NORTH KOREA			0
NORWAY	1		1
PAKISTAN	19	17	36
PARAGUAY	11	10	21
PERU	242	288	530
PHILIPPINES	32	44	76
POLAND	11	6	17
PORTUGAL	1		1
PUERTO RICO	2		2
QATAR		1	1
REPUBLIC OF IRELAND	3	4	7
ROMANIA	64	384	448
RUSSIA	14	11	25
RWANDA	1		1
SAMOA (WESTERN)	1		1
SAO TOME AND PRINCIPE			0
SAUDI ARABIA	1	3	4
SENEGAL	1	1	2
SIERRA LEONE	1	1	2

SINGAPORE	1		1
SLOVAK REPUBLIC (SLOVAKIA)	1	2	3
SLOVENIA		1	1
SOMALIA	12	5	17
SOUTH AFRICA	6	8	14
SOUTH KOREA	37	33	70
SPAIN	8	2	10
SRI LANKA	44	173	217
ST. LUCIA		2	2
ST. VINCENT-GRENADINES	1		1
SUDAN	6	2	8
SURINAME			0
SWEDEN	1	1	2
SWITZERLAND			0
SYRIA		3	3
TAIWAN	4	1	5
TANZANIA	1		1
THAILAND	9	6	15
TOGO	1		1
TONGA	2	1	3
TRINIDAD AND TOBAGO	5	4	9
TUNISIA		1	1
TURKEY	10	15	25
TURKS AND CAICOS ISLANDS	1		1
UGANDA			0
UKRAINE	4	6	10
UNITED ARAB EMIRATES	1	1	2
UNKNOWN	19	19	38
URUGUAY	24	16	40
USSR*		1	1
UZBEKISTAN	6	4	10
VENEZUELA	32	35	67

VIETNAM	20	7	27
YEMEN	3	1	4
YUGOSLAVIA*	20	7	27
ZAMBIA			0
ZIMBABWE	3	3	6
Total:	5,571	7,768	13,339

*Note: Yugoslavia and the USSR are still in the list, because they are still valid options within the system. The agent who is interviewing the OTM asks where they are from, and the agent logs their response as it is given (they do not change it).

Polygraph Screenings

Question: Mr. Winkowski, as you know, in some instances, the rush to add personnel to the SW Border has resulted in some 'bad hires'. Can you tell me the current percentage of CBP recruits who undergo a polygraph examination and whether or not you believe that ALL recruits should undergo such a screening?

ANSWER: The Anti-Border Corruption Act of 2010, which was signed by President Obama this past January, requires that all law enforcement officers (LEOs) successfully clear polygraph screening examination prior to entering on duty with CBP, and that CBP accomplish this goal prior to January 2013. CBP agrees with the purpose behind the Act's mandate: administering polygraph examinations to all applicants for law enforcement positions is a critical component of the agency's long term strategy to ensure the integrity of the workforce.

Beginning in late FY 2010, CBP's Office of Internal Affairs (IA) began administering polygraph examinations to applicants who had completed their background investigation and were adjudicated as suitable to be hired (the end of the application process). Both IA and CBP's Office of Human Resources Management (HRM) agree that this is the most efficient use of polygraph resources at this time. Employing this strategy, HRM reported that as of February 15, 2011, 19 percent of the LEOs hired during FY 2011 cleared polygraph exams prior to entering on duty.

While IA and HRM are continuing to work together to identify greater efficiencies in meeting the requirements of the Act by strategic placement of the polygraph within the hiring process, CBP IA is also increasing the number of polygraph examiners utilizing the FY 2010 supplemental funding. Given the current anticipated hiring requirements, using the FY 2010 supplemental funding and the $26 million anticipated in FY 2012, IA will be compliant with the Anti-Border Corruption Act of 2010, and by January, 2013, all applicants for CBP law enforcement officer positions will polygraphed before they enter on duty.

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