

**DEPARTMENT OF HOMELAND SECURITY
APPROPRIATIONS FOR FISCAL YEAR 2021**

HEARINGS
BEFORE A
SUBCOMMITTEE OF THE
COMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE
ONE HUNDRED SIXTEENTH CONGRESS

SECOND SESSION

ON

H.R. 7669

AN ACT MAKING APPROPRIATIONS FOR THE DEPARTMENT OF HOMELAND SECURITY FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2021, AND FOR OTHER PURPOSES

**Department of Homeland Security
Transportation Security Administration**

Printed for the use of the Committee on Appropriations



Available via <http://www.govinfo.gov>

U.S. GOVERNMENT PUBLISHING OFFICE

COMMITTEE ON APPROPRIATIONS

RICHARD C. SHELBY, Alabama, *Chairman*

MITCH McCONNELL, Kentucky	PATRICK J. LEAHY, Vermont, <i>Vice Chairman</i>
LAMAR ALEXANDER, Tennessee	PATTY MURRAY, Washington
SUSAN M. COLLINS, Maine	DIANNE FEINSTEIN, California
LISA MURKOWSKI, Alaska	RICHARD J. DURBIN, Illinois
LINDSEY GRAHAM, South Carolina	JACK REED, Rhode Island
ROY BLUNT, Missouri	JON TESTER, Montana
JERRY MORAN, Kansas	TOM UDALL, New Mexico
JOHN HOEVEN, North Dakota	JEANNE SHAHEEN, New Hampshire
JOHN BOOZMAN, Arkansas	JEFF MERKLEY, Oregon
SHELLEY MOORE CAPITO, West Virginia	CHRISTOPHER A. COONS, Delaware
JAMES LANKFORD, Oklahoma	BRIAN SCHATZ, Hawaii
STEVE DAINES, Montana	TAMMY BALDWIN, Wisconsin
JOHN KENNEDY, Louisiana	CHRISTOPHER MURPHY, Connecticut
MARCO RUBIO, Florida	JOE MANCHIN, III, West Virginia
CINDY HYDE-SMITH, Mississippi	CHRIS VAN HOLLEN, Maryland

SHANNON HUTCHERSON HINES, *Staff Director*

CHARLES E. KIEFFER, *Minority Staff Director*

SUBCOMMITTEE ON THE DEPARTMENT OF HOMELAND SECURITY

SHELLEY MOORE CAPITO, West Virginia, *Chairman*

RICHARD C. SHELBY, Alabama	JON TESTER, Montana, <i>Ranking Member</i>
LISA MURKOWSKI, Alaska	JEANNE SHAHEEN, New Hampshire
JOHN BOOZMAN, Arkansas	PATRICK J. LEAHY, Vermont
JOHN HOEVEN, North Dakota	PATTY MURRAY, Washington
JAMES LANKFORD, Oklahoma	TAMMY BALDWIN, Wisconsin
JOHN KENNEDY, Louisiana	JOE MANCHIN, West Virginia

Professional Staff

PETER BABB
CHRIS COOK
JUSTIN HARPER
THOMPSON MOORE
KAMELA WHITER
SCOTT NANCE (*Minority*)
DRENAN E. DUDLEY (*Minority*)
REEVES HART (*Minority*)
JENNIFER PIATT (*Minority*)

Administrative Support

ANNA LANIER FISCHER

CONTENTS

	Page
TUESDAY, FEBRUARY 25, 2020	
Department of Homeland Security	1
TUESDAY, MARCH 3, 2020	
Department of Homeland Security: Transportation Security Administration	45

BACK MATTER

List of Witnesses, Communications, and Prepared Statements	71
Subject Index:	
Department of Homeland Security	73
Transportation Security Administration	74

DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR FISCAL YEAR 2021

TUESDAY, FEBRUARY 25, 2020

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, DC.

The subcommittee met, at 10:00 a.m. in Room SD-138, Dirksen Senate Office Building, Hon. Shelley Moore Capito (chairman) presiding.

Present: Senators Capito, Hoeven, Kennedy, Hyde-Smith, Lankford, Tester, Shaheen, Leahy, Baldwin.

DEPARTMENT OF HOMELAND SECURITY

STATEMENT OF HON. CHAD WOLF, ACTING SECRETARY

OPENING STATEMENT OF SENATOR SHELLEY MOORE CAPITO

Senator CAPITO. Welcome. I call this hearing of the Subcommittee on Homeland Security to order. This is the subcommittee's first hearing of the fiscal year 2021 budget cycle.

And we are pleased to be joined by the Acting Secretary of Homeland Security, Chad Wolf.

Thank you, Mr. Acting Secretary.

Mr. Wolf was named Acting Secretary of Homeland Security on November the 13th, 2019. Prior to taking on this very challenging task, he developed and coordinated strategies and policies that advanced the homeland security mission and protected the American public through his leadership role in the Office of Strategy, Policy, and Plans. Mr. Wolf is a recipient of the U.S. Secretary of Homeland Security's Distinguished Service Medal for his initiatives to counter domestic and international terrorism and safeguard American interests throughout the duration of his career at the Department.

So, thank you for that.

I'm glad to be joined by our subcommittee's Ranking Member, Senator Tester. We are continuing to consider—or beginning to consider, actually, the fiscal year 2021 budget request, and look forward to further insight today from you, Mr. Secretary.

Very pleased to be joined by the Ranking Member of the full committee Senator Leahy, as well.

In fiscal year 2021, I hope to build on the progress made in the fiscal year 2020 bill, which was enacted on December the 20th, 2019, on a broad bipartisan basis. Our 2020 bill provided a total of \$50.46 billion in discretionary funding, and included several sig-

nificant investments that will shape and protect the homeland for years to come. It provided billions of dollars to support border security, including funding for a border-wall system, sensors and cameras, humanitarian care requirements, and health, life, and safety issues, all at existing Border Patrol facilities. It provided more than 22 billion for FEMA to support disaster relief efforts and State grant programs. It provided additional funding for the Office of Targeted Violence and Terrorism Prevention to combat emerging threats. It funded the deployment of aviation security equipment—which I actually saw, myself, at TSA headquarters designed to enhance global threat detection capabilities and increase efficiencies for our travelers; included billions of dollars to ensure that the men and women of the U.S. Coast Guard have the operational capacity to carry out their domestic and overseas missions; prioritized funding for election security certainly in 2020, it's critical and provided funding for greater cyber threat analysis and response capability in Federal, State, local, tribal, and critical infrastructure networks. It provided millions of dollars to develop a detection system for small nuclear material, smuggled narcotics, and conventional explosives. It also included funding in grant support for missing and exploited children investigations.

But, one of the things I'm most proud of that's in that 2020 bill, because it's so critical to me and my State, is the continuing efforts of the Department to combat the opioid and methamphetamine crisis. Our State of West Virginia is acutely affected by this challenge. It's promising to see that the investments made by the first bill in 2019, the subsequent bill in 2020, have had some tangible impacts, and some of these previous investments include increases to law enforcement personnel and improvements to detection equipment at ports of entry; investments to significantly enhance ICE's ability to investigate the drug trade on the dark web; and funding to increase ICE investigative staffing in Appalachia, particularly affected area, and other regions affected by the drug crisis; and funding for the opioid detection research. These are real investments that will make a significant difference, and we plan to continue to work with you to make sure these investments are put to good use.

When we conducted our hearing with the Department of Homeland Security for fiscal year 2020, we spent the majority of our time discussing the security and humanitarian crisis at the south-west border. At that time, the border crisis was receiving a great deal of attention, and rightly so. After billions of dollars of investments through a supplemental appropriations and our fiscal year 2020 bill, I can say that the intensity of the situation at the border has diminished. But, challenges obviously still remain, with tens of thousands of apprehensions every month and tons of seizures of contraband.

We helped provide what was needed at the border, but, at the same time, we, as a subcommittee, did not lose sight of the Department's many other critical missions throughout the duration of the crisis. And just name some: counterterrorism, trade enforcement, human trafficking, maritime security, opioid and drug interdiction, presidential protection, cybersecurity, infrastructure protection, emergency management, continuity of government, immigration services, law enforcement training, countering weapons of mass de-

struction, State and local information-sharing, and, most recently, supporting efforts to contain the coronavirus, just to name a few.

I know, going forward, we'll remember the role that this subcommittee played in enabling and scrutinizing all of the missions of the Department. As we are discussing all the Department's missions, I'd like to note the budget proposals to shift the Secret Service out of the Department of Homeland Security. As you know, and as I feel, the Secret Service is a critical component of the Department, and conducts important missions across our Nation. And I look forward to better understanding this proposal.

Given all of the Department's critical needs, I am again disappointed that many parts of this budget request are not grounded in reality, including, one, assuming that the appropriate committees of Congress will authorize new revenue; two, assuming that the appropriate committees of Congress will restructure FEMA grants and that the appropriations committee will agree to cut these grants by three-fourths of a billion dollars; and, three, failing to annualize many of the critical bipartisan security-related activities that we funded in fiscal year 20. These funding gaps allow the Department to propose spending money that it does not have, throwing a massive bill on our laps and making our job harder. Congress is not afforded the luxury of ignoring reality and pushing think-tank-like concepts when it enacts appropriations bills.

While the practice of digging budgetary holes and expecting Congress to fill them may prevent the Department from making tough choices at the time that the budget is presented, it actually reduces the Department's influence over the final outcome.

Acting Secretary Wolf, thank you for appearing before us today. We will make sure that you and your team keep us up to date on what resources you need to continue the good work that you are doing.

And I now turn to my Ranking Member, Senator Tester, from Montana.

STATEMENT OF SENATOR JON TESTER

Senator TESTER. Thank you, Chairman Capito. And I want to thank you very, very much for having this hearing today.

And I want to thank you, Acting Secretary Wolf, for being here to discuss the fiscal 2021 budget request for the Department of Homeland Security. I would be remiss if I didn't say, I think it's very unfortunate that "Acting" is in front of your name. I think we've found plenty of time to nominate and confirm judges who some aren't even qualified, but yet somebody who has your stature does not get confirmation to have that permanent designation. And I just want to put that in for the record.

I want to express my thanks, not only to you, but to the 240,000 employees of DHS who work to keep us safe and the homeland secure. DHS, as the Chairman has pointed out, has a broad mission, including countering terrorism from foreign and domestic threats, securing cyberspace and critical infrastructure, and threatening preparedness and resilience, supporting natural disaster response and recovery, and securing our borders. I look forward to hearing from you on how your budget balances against these priorities. Be-

cause, at first glance, the budget doesn't fully appear to address some of the real security vulnerabilities that our country faces.

The proposed budget places an emphasis on an ineffective border wall and requests thousands of new deportation officers and detention beds. This all seems to be funded by cuts to vital national security programs, such as cybersecurity, aviation security, chemical security, preparedness grants for local communities, and innovative research. This is an alarming trend.

With regard to the border wall, Congress has appropriated \$4.5 billion over the last 4 fiscal years. The President has taken another \$10.1 billion from military, and 601 million from Treasury Forfeiture Fund, over bipartisan objection of Congress. Put all those numbers together. That's almost \$20 billion. And now we're being asked to fund another \$2 billion in DHS budget for fiscal 2021. Not one dime of this has been paid for by Mexico, as the President had promised. All these dollars have been paid for by the American taxpayer. This is a wall that will take hundreds of miles of property from ranchers and farmers, it will threaten the border's ecosystem and cost nearly \$25 million per mile, on average, when alternate technology solutions could be deployed at a much lower cost.

I would also tell you that I've had many people contact me on this wall on the southern border and how it's going to impact agriculture. I'm forwarding you one of those emails that was sent to me from a Trump supporter on the southern border who's having their ranch literally cut in half by this wall if it goes up.

We still don't have a plan that explains how this funding will be used. The last border wall plan DHS submitted is out of date, and the GAO, the Government Accountability Office, criticized it as being incomplete and lacking in several key areas. Further, 2 weeks ago, FBI Director Christopher Wray testified before Congress. He said we face a diverse and increasingly dangerous terrorism threat, and that the threat is unrelenting. He mentioned the particular concern of domestic terrorism, carried out by racially or ethnically motivated violent extremists. He also mentioned the growing sophistication in cyber intrusions and state-sponsored espionage against our economy and our elections. A border wall across the southern border addresses none of the concerns that FBI Director raised as serious threats to our homeland.

Now, while I'm a strong supporter of border security, the actions taken by this administration to inflame the partisan divide do not make us safer, and make it exceptionally difficult to get things done here in Congress. The recent deployment of special border operation forces to the interior of the country and the recent decision to deny residents of New York participation in the DHS Trusted Traveling Programs come to mind as recent examples of whether resources are being used to protect the country or solely to make political points. The bottom line for me, as Ranking Member of this committee, is to ensure that we're investing hard-earned taxpayer dollars in programs that address the most serious threats to our country, not empty campaign promises.

Finally, I would be remiss if I didn't mention security along our northern border. Last year, we received the Northern Border Implementation Plan from DHS that lays out specific requirements across various DHS components to improve the Department's abil-

ity to facilitate safe, secure, and efficient flows of cross-border traffic and secure the northern border against threats. I will be seeking a commitment from you today that sufficient resources are being dedicated to execute that plan in a timely manner.

Mr. Acting Secretary, I look forward to your testimony. As I said in a recent office visit, I am here to work with you, and hope we can find the common ground to fund national security investments that truly does make sense for the American people.

Thank you, Madam Chair.

Senator CAPITO. Thank you, Senator Tester.

And, with that, we'll go to the testimony of the Acting Secretary.

Thank you, Mr. Secretary.

SUMMARY STATEMENT OF HON. CHAD WOLF

Mr. WOLF. Chairman Capito, Ranking Member Tester, and distinguished members of the subcommittee, it's a privilege to appear before you today to discuss the Department of Homeland Security's (DHS) mission to keep the Nation safe and to present the President's fiscal year 2021 budget for the Department.

As Acting Secretary, my priorities are guided by a determination to ensure that DHS is robust, resilient, and forward-leaning, prepared to address the threats of today and those of tomorrow. The fiscal year 2021 President's budget is not only a reflection of those priorities, but a path to achieving them.

As the subcommittee knows, the Department of Homeland Security's mission spans air, land, sea, and cyber domains, and our workforce of 240,000-strong stands watch for the Nation 24 hours per day, 365 days per year. They safeguard the United States from terrorists, adversaries, and others who seek to do us harm. They also facilitate our lawful trade and travel, balancing security with the freedom of movement with care and precision every day. As I often say, economic security is homeland security, and the Department plays a critical role in this mission.

The President's Budget ensures that our workforce has the resources that it needs to execute these critical responsibilities. It includes \$49.8 billion in net discretionary funding and an additional \$5.1 billion for the Disaster Relief Fund to support response to, and recovery from, disasters in the homeland.

Our budget priorities remain consistent with recent years, which includes securing our borders, enforcing our immigration laws, securing cyberspace and critical infrastructure, transportation security, and American preparedness. Recognizing that the threats to the homeland are more dynamic than ever before, the budget also positions the Department to respond to emerging threats, including those emanating from nation-states.

DHS is also helping to manage the U.S. Government's response to the coronavirus. Today, the risk from coronavirus to Americans remains relatively low, and we will continue to implement measures designed to keep it that way. DHS has responded with proactive safeguards, including directing all flights from China to pre-selected airports for medical screening. The Department stood up that medical screening in a very rapid fashion, using contracts from our Countering Weapons of Mass Destruction Office (CWMD) and we continue to provide those contracts at those 11 airports.

I'll now highlight a handful of specific priorities included in the fiscal year 2021 budget:

The Department must continue to grow its digital defense as cybersecurity threats grow in scope and severity.

The Department maintains an enhanced posture on election security to preserve our electoral process and to secure our systems against interference of any kind.

The President's Budget invests \$1.7 billion in the Cybersecurity and Infrastructure Security Agency (CISA) to strengthen our cyber and infrastructure security mission.

This is an increase of roughly \$150 million from the President's fiscal year 2020 Budget.

The security of our Nation's border also remains a priority focus for the Administration and the Department. Most notably, as mentioned, the budget includes \$2 billion for the construction of approximately 82 miles of new border wall system as well as funding for additional technology and staffing.

While securing our borders is of utmost importance, the integrity of our immigration system requires that we enforce the law, as written. It remains the priority of the Department to protect our citizens by identifying, detaining, and removing criminal aliens from the United States.

The Budget includes more than \$3 billion to ensure that our law enforcement officers have the resources that they need to execute the law faithfully.

As true today as it was in the wake of 9/11, counterterrorism remains a top focus for the Department. Importantly, the President has increased funding for targeted violence and terrorism prevention programs by more than 500 percent in this budget. The \$96 million in funding distributed across DHS Components is critical to identifying at-risk individuals and to preventing their radicalization to violence.

The Budget also invests in modernizing the fleet for the United States Coast Guard, and provides \$550 million to fund the construction of the second polar security cutter, which supports our national interest in the polar region. It also includes \$564 million for the offshore patrol cutter, another critical capital investment for the Coast Guard.

While physical capabilities and technology are important for the Department, our greatest assets remain the men and women who execute our mission every day. As threats evolve and our capabilities grow, tremendous new talent is needed to execute our mission: for DHS, the Budget provides funding for 500 new cybersecurity employees across the Department; for U.S. Customs and Border Protection (CBP), 750 new Border Patrol agents, 126 new support staff, and funding to sustain 300 Border Patrol processing coordinators; for U.S. Immigration and Customs Enforcement (ICE), 2,800 new law enforcement officers, approximately 400 or so new attorneys, and nearly 1,400 new support staff; and for the Transportation Security Administration (TSA), funding to sustain roughly 47,000 transportation security officers to match the pace in passenger growth over the next year. The Budget also provides funding for an overall pay increase for DHS employees, including a 3-percent increase for our uniformed Coast Guard men and women.

These priorities are only a few included in the budget, and DHS has one of the most diverse and complex mission sets in all of government. I continue to be amazed by the professionalism and dedication of the men and women at the Department. Their commitment to our mission is beyond reproach, and we all should sleep better at night knowing that they are on duty. Therefore, I ask your support in providing them the resources they need to keep the American people and our homeland safe and secure through the President's fiscal year 2021 budget request.

Again, thank you for the opportunity to appear before you today, and I look forward to the questions.

[The statement follows:]

PREPARED STATEMENT OF HON. CHAD WOLF

Chairman Capito, Ranking Member Tester, and distinguished Members of the Subcommittee. It is a privilege to appear before you today to discuss the Department of Homeland Security's (DHS) critical mission functions that keep this Nation safe and to present the President's (FY) 2021 Budget for the Department. This budget will serve as a catalyst to assist DHS in maintaining pace with adversaries attempting to circumvent our laws and threaten our citizens and our way of life.

My priorities are guided by a determination to ensure the Department is three things: robust, resilient and forward-leaning. The FY 2021 President's Budget is not only a reflection of those priorities but a path to achieving them.

DHS is comprised of eight major Components and many support Components and employs more than 240,000 men and women who stand ready to respond to a wide variety of threats in some of the most extreme and austere environments. These harsh conditions include Border Patrol Agents patrolling the U.S. border in southern Arizona where temperatures reach upwards of 120 degrees, to the crew of the United States Coast Guard Cutter POLAR STAR, breaking ice as thick as 21 feet in the Antarctic Region where temperatures fluctuate between -40 to -90 degrees to conduct national security missions.

These men and women continue to make significant contributions to the larger homeland security apparatus as they stand watch 24 hours a day, seven days a week, 365 days a year, (or 366 days this year given it is a leap year). Our mission is to protect Americans and the homeland from threats by land, air, sea and cyberspace while promoting the nation's economic prosperity through the facilitation of legitimate travel and commerce. This balance to ensure security without impeding the freedom of movement is a very delicate one and the men and women of the Department of Homeland Security continue to execute it with tenacity and compassion.

The Department's key budget priorities remain consistent with recent years; Securing Our Borders, Enforcing Our Immigration Laws, Securing Cyberspace and Critical Infrastructure, Transportation Security and American Preparedness. However, there are emerging threats that underscore the importance of the Department's global reach. This budget recognizes that fact and positions the Department to respond.

Though the United States has long faced isolated threats from China, Iran, and Russia, we are at a critical time in our Nation's history as it relates to threats emanating from these Nation states. While the Administration works trade negotiations with China toward the goal of achieving a fair and balanced trade deal that both countries can call successful, we must increase pressure on the Chinese government for the ongoing violations of Intellectual Property Rights (IPR) laws. These violations continue to reduce market opportunities and undermine the profitability of United States businesses as sales of products and technologies are undercut by competition from illegal lower-cost imitations. Additionally, there are increasing concerns with the Chinese government's continued investment into U.S. interests and their impact to national and economic security. Specifically, as the United States builds out capacity within the 5G network, we must maintain a proactive posture in addressing a multitude of cybersecurity threats and vulnerabilities.

The increased tension with Iran forced the Department to assume an enhanced security posture, particularly in the cybersecurity domain to prevent threats aimed at revenge for the recent death of Iranian General Qasem Soleimani. The Department's Cybersecurity and Infrastructure Security Agency (CISA) continues to monitor an uptick in malicious activity by pro-Iranian hackers and social media users as Iran possesses the capability and tendency to launch destructive cyber-attacks.

The 2016 election is a stark reminder that Russia remains a significant threat to our democratic process. And with a Presidential Election this November, it has never been more important to increase our digital defense to prevent cybersecurity threats from influencing electoral outcomes.

To emphasize the variation in threats facing the Department, the Coronavirus (COVID-19) which originated in Wuhan, Hubei Province, China, continues to spread to other parts of the world at a pace that has the Center for Disease Control and Prevention (CDC) and DHS at the ready. At CDC's request, DHS directed all flights en route to the U.S., via direct or connecting flights from China, to land at predetermined airports to facilitate enhanced screenings and potential quarantine if necessary. As the DHS lead for coordinating with interagency partners, Countering Weapons of Mass Destruction (CWMD) is currently supporting these enhanced health screenings through contracts with local EMS, public health, and/or first responders. These contracts allow front line Officers and Agents to remain focused on the law enforcement mission. The President used his authority to implement travel restrictions on all non-U.S. citizen and non-legal permanent resident travelers who have been in China in the last 14 days. These actions are protecting the American people and help prevent the virus from spreading. Based on current information, the risk from COVID-19 to the American public remains low. Nevertheless, DHS responded with proactive safeguards and is prepared to increase these measures should it become necessary.

The FY 2021 President's Budget for DHS includes \$49.8 billion in net discretionary funding and an additional \$5.1 billion for the disaster relief fund (DRF) to support response to and recovery from major disasters in the homeland. By providing the men and women of DHS the necessary resources to execute their important and extremely complex missions, the President's Budget ensures we continue our current trajectory of reinforcing the security of our nation through enhanced border security, immigration enforcement, transportation security, resilience to disasters, and cyber security.

To help frame the rising threat, I would like to highlight some of last year's operational achievements. U.S. Customs and Border Protection (CBP) processed and cared for an unprecedented number of migrant families and children. Encounters and apprehensions totaled more than 851,000 along the U.S. Southwest Border (SWB) alone. This total included more than 76,000 unaccompanied children and approximately 474,000 family units. This was a 110 percent increase over FY 2019 apprehension totals (404,142). They inspected over 410 million travelers, arrested almost 13,000 wanted individuals and prevented nearly 299,000 inadmissible travelers from entering the United States. Additionally, their combined efforts with CBP's National Targeting Center (NTC), the Immigration Advisory Program and the Regional Carrier

Liaison Group prevented the boarding of almost 19,000 high-risk travelers from boarding flights inbound to the United States. AMO executed nearly 93,000 flight hours and more than 33,000 float hours in balancing law enforcement and humanitarian operations. This effort included 300 flight hours during a two-week period to provide relief to Bahamian citizens in the aftermath of Hurricane Dorian and 3,600 flight hours dedicated to the migrant caravan surge along the SWB.

The Cybersecurity and Infrastructure Security Agency (CISA) worked tirelessly alongside Federal, State and local election officials leading up to the 2018 mid-term elections and in preparation for the upcoming 2020 Presidential Election. Over 500 CISA employees supported election security preparedness nationwide, including providing technical cybersecurity assistance, information sharing and expertise to election offices, campaigns and technology vendors, this included staffing a nationwide virtual watch floor. As part of Active Shooter Preparedness, CISA also provided information to the critical infrastructure community and general public to help prepare emergency action plans and education on steps to increase incident survivability. Specifically, 39 in-person workshops with over 3,600 participants were conducted; nearly 87,000 people successfully completed an online course and a website focusing on active shooter training was viewed more than 937,000 times by the public.

United States Citizenship and Immigration Services (USCIS) naturalized 833,000 new citizens, an 11-year high in new oaths of citizenship. The number of refugee applicants interviewed nearly doubled from FY 2018 to 44,300 (from 26,000). These interviews supported the admission of 33,000 refugees to the United States which was a 32 percent increase over last year. USCIS also completed 78,580 affirmative asylum applications, and experienced a six percent rise in credible fear cases processed to 103,235.

The Federal Emergency Management Agency (FEMA) deployed over 12,300 FEMA personnel and 519 FEMA Corps personnel in support of 99 major disaster

declarations including Hurricane Dorian, 22 emergency declarations and one Fire Management Assistance Grant declaration across 45 States, tribes and territories.

United States Immigration and Customs Enforcement (ICE) removed nearly 268,000 individuals from the United States and arrested over 143,000 individuals. Homeland Security Investigations made nearly 50,000 arrests, approximately 80% of which were criminal arrests, including over 4,300 gang leaders, members, and associates. These gang arrests included 452 Mara Salvatrucha (MS-13) gang members.

The Transportation Security Administration (TSA) screened approximately 839 million passengers, 1.9 billion carry-on items and 510 million checked bags in FY 2019. This was a 4.3% increase in checkpoint volume which equates to an average increase of over 95,000 passengers per day. They enrolled over 2.1 million new individuals in TSA's PreCheck Application Program which is designed to increase security throughput by expediting trusted travelers and reducing security screening times.

The United States Coast Guard (USCG), through their search and rescue efforts, saved 4,335 lives and prevented over \$41 million in property loss. Over 400 of those lives saved were during Hurricane Dorian response efforts. Simultaneously, while executing their law enforcement responsibility, they removed over 458,000 pounds of cocaine and 63,000 pounds of marijuana with estimated wholesale value of \$6.2 billion.

The Countering Weapons of Mass Destruction (CWMD) Office completed 155 surge deployments of the Mobile Detection Deployment (MDD) Program, enhancing interdiction efforts and expanding law enforcement partners' ability to protect the Nation from a Weapon of Mass Destruction threat. This was an increase of over 115 percent from FY 2018 (72 deployments). Additionally, CWMD conducted more than 100 training exercises, training events and informational briefings with partners and stakeholders to develop doctrine, create training curriculum and validate readiness.

The United States Secret Service conducted protective advances for nearly 6,500 visits and traveled overseas with protection details on 395 foreign visits. The Secret Service seized \$369 million in counterfeit U.S. currency, an 81% increase over the previous year. Finally, the Secret Service closed 1,718 Cyber Financial Crime cases, an increase of 160 percent over FY 2018 and experienced an 18 percent rise in Cyber Financial Crime cases opened, while the Cyber Financial Potential Losses Prevented increased by 36 percent (\$5.2 billion to \$7.1 billion) during the same year.

Last year's operational achievements serve as a baseline from which to determine the incremental growth of threats to the homeland in the coming years. Analyzing the previous year's statistical achievements also allows DHS to plan for future threats accordingly. The FY 2021 President's Budget for DHS is an opportunity for Congress to provide the men and women charged with executing complex missions with the necessary prevention, response and recovery resources.

The security of our Nation's borders remains a primary focus area for the Administration and this Department. Border security is national security as any nation's sovereignty begins with its ability to secure its physical borders. Securing the border is extremely complex and requires a multifaceted approach. The Department has long executed a defense-in-depth model when it comes to border security. There are 5,000 miles of border between the United States and Canada and over 1,900 miles shared with Mexico. The President's Budget is a step toward enhancing border security through investments in staffing, infrastructure and technology. Without a strategy that involves these key investments, border security would be unattainable.

The President's Budget includes \$2.0 billion for the construction of approximately 82 miles of new border wall system. This funding supports real estate and environmental planning, land acquisition, wall system design, construction and oversight. While a physical barrier alone does not solve all border security concerns, it remains foundational to a strategy for achieving operational control of the SWB. A physical barrier is a proven deterrent as well as a mechanism for channeling activity to predetermined points along the border which allows DHS to allocate response resources with much more precision.

Domain awareness is a vital component to border security and complements a physical barrier by providing increased opportunities for actionable intelligence, especially in remote areas with little infrastructure. To complement the physical barrier, the budget includes \$28 million to increase domain awareness through the deployment of 30 Autonomous Surveillance Towers (formerly Innovative Towers) across the Southwest border. The towers are designed to provide persistent electronic surveillance in remote areas of the border without the need for a permanent Border Patrol Agent presence. The data derived from these sensors will be relayed

in real-time to the Air and Marine Operations Center and local Border Patrol Stations and/or Sectors for processing, threat determination and response execution.

The President's Budget seeks funding for a number of CBP's airframe and sensor modifications, conversions and/or upgrades. These platform improvements are multipurposed as they provide increased levels of domain awareness and are instrumental in interdiction and humanitarian operations. They include \$15.5 million to convert an Army HH-60L to CBP's versatile UH-60 Medium Lift Helicopter configuration. UH-60s are the only assets in CBP's fleet that have medium lift capability and are rugged enough to support interdiction and life-saving operations in extreme or hostile environments (desert, extreme cold or open water). The Budget includes \$14.3 million to upgrade a DHC-8 Maritime Patrol Aircraft. These aircraft operate under broad operational spectrums, including coastal/maritime boundaries in the Caribbean and Latin America. The Budget also requests \$13.0 million for the replacement of obsolete, out of production aircraft sensor integrated mission systems. Systems requiring replacement include non-High Definition (HD) Electro Optic/Infrared (EO/IR) sensors, outdated mapping systems, video displays, recorders and data links that facilitate real-time data exploitation.

While technology plays an important role in the Department's day-to-day missions, our most critical resource remains our personnel. As the Department remains focused on threats from those attempting to circumvent existing laws, we cannot lose sight of the year-over-year increase in the volume of legitimate trade and travel. This volume increase, can limit the time CBP has to conduct necessary threat analysis down to minutes or seconds without impacting the legitimate movement of people and goods.

The President's Budget seeks funding for additional personnel within several Departmental Components including; \$161 million for 750 Border Patrol Agents and 126 support personnel, with an additional \$54 million to sustain 250 Agents hired in FY 2019 and FY 2020; \$544 million for ICE to add an additional 2,844 law enforcement officers and 1,792 support personnel; and, \$3.5 billion to fund 47,596 Transportation Security Officers, which supports the projected 4 percent increase in volume. The FY 2021 Budget also accounts for a 3 percent pay increase for the uniformed men and women of the Coast Guard, a 1 percent civilian pay increase, and an additional 1 percent increase in award spending, along with annualizing the 3.1 percent civilian pay raise in 2020.

The majority of these personnel increases are targeted for frontline Agents and Officers. However, across the Department there will be staffing increases in various support positions.

U.S. Border Patrol, for example, will use Processing Coordinators to perform non-border security, non-law enforcement officer activities such as support activities related to processing or providing humanitarian support. This additional increase will allow frontline Agents and Officers currently assigned to perform administrative duties out of necessity, to focus more time on operational responsibilities.

DHS is committed to enforcing immigration laws across the nation, including the interior of the United States. Our priority is to identify, detain, and remove criminals from the United States that are here illegally with particular attention focused on those individuals posing a threat to public safety. The Department does not intend on stopping there; those employers who knowingly break the law for the self-serving purpose of cheap labor will be identified and brought to justice.

FY 2019 apprehensions between the ports of entry along the Southwest border increased 115% when compared to FY 2018. This unprecedented spike in illegal crossings drove a corresponding increase in the ICE average daily population (ADP). The resulting effect was an increase in historical occupancy levels within DHS detention facilities. Forecasting models reinforce the need for an increase in ICE's detention beds to 60,000 (55,000 adult and 5,000 family). The budget includes \$3.1 billion for this capacity increase and ensures ICE is able to maintain pace with projected migration flows and enhance enforcement activity within the interior of the United States.

We must continue to increase our digital defense as cybersecurity threats grow in scope and severity. The FY 2021 President's Budget is poised to continue investments in the Cybersecurity and Infrastructure Security Agency (CISA) to assess evolving cybersecurity risks and protect Federal Government information systems and critical infrastructure. CISA continues to work tirelessly to ensure cyberattacks are unable to compromise or disrupt Federal networks. With the November Presidential Election fast approaching, CISA is also working with State and local organizations in all 50 states to ensure American elections are decided by Americans without outside interference. Accordingly, the President's Budget seeks \$1.1 billion in CISA cybersecurity operational costs and investments for programs to include the Continuous Diagnostics and Mitigation (CDM) program and the National Cybersecu-

erty Protection System in order to strengthen the security posture for government networks and systems. The budget also includes \$157.6 million for the Emergency Communications program which enables improved public safety communications services throughout the nation. This program also manages funding, sustainment and grant programs to support communications interoperability and builds capacity with Federal, State, local, tribal and territorial stakeholders.

The Coast Guard is a unique Component given it is the only branch of the U.S. Armed Forces within DHS. As a military service and a law enforcement organization with a regulatory responsibility, they possess broad jurisdictional authorities and flexible operational capabilities. This combination necessitates an inherent need to ensure they are postured for rapid response to a variety of missions with a modernized fleet that supports these requirements.

The President's Budget includes \$555 million to support the Polar Security Cutter (PSC) program management and to fund the construction of PSC 2. This acquisition recapitalizes the Coast Guard's heavy polar icebreaker fleet to support national interest in the Polar Regions and provide assured surface presence in ice-impacted waters. The Budget also includes an additional \$153 million for existing airframe modernization (combines \$88 million for Fixed-Wing Aircraft and \$65 million for Rotary-Wing Aircraft). These improvements will help ensure the Coast Guard fleet is appropriately equipped for the complex missions they are charged with executing.

This modernization effort aligns the Coast Guard's recapitalization of airframes with the Department of Defense Future Vertical Lift acquisitions to create additional acquisition efficiencies. Finally, \$564 million is included for the Offshore Patrol Cutter (OPC). This funding supports the production of OPC #3 and Long Lead Time Materials for OPC #4 along with technical and program management costs.

The FY 2021 President's Budget includes \$96 million in additional resources, distributed across several Components to fund the Targeting Violence and Terrorism Prevention (TVTP) program. This program is designed to support early detection and prevention of radicalization of individuals prone to violence by interrupting those efforts with appropriate action by leveraging civic organizations, law enforcement and community organizations. The Department's investment includes Components vested in research and development, early detection and response.

What makes the United States great is its resiliency in the face of adversity and hardship. Throughout our storied history, there are dozens if not hundreds of examples of that resiliency displayed. And though the people of this country are resilient by nature, it is important that we as a Department appropriately plan ahead for things we know are coming including hurricanes, earthquakes and fires. One of FEMA's strategic goals is to Ready the Nation for Catastrophic Disasters. The FY 2021 President's Budget helps FEMA achieve this goal by funding numerous initiatives aimed at preparedness and disaster recovery. FEMA continues to invest in State and local governments to increase preparedness and resiliency. The budget includes \$2.5 billion to support State, local, tribal and territorial governments in the form of non-disaster grants and training. These funds are key in sustaining and building new capabilities to prevent, protect against, respond to, recover from and mitigate high consequence disasters and emergencies in our Nation's high-risk transit systems, ports, and along our borders.

In addition, the Nation's transportation systems are inherently open environments. Part of TSA's mission is to protect these systems to ensure the free and secure movement of people and commerce. U.S. transportation systems accommodate approximately 965 million domestic and international aviation passengers annually, that number is in the billions when you factor in, over-the-road buses and mass transit systems.

Ensuring effective screening of air passengers remains a top priority for TSA. In an effort to balance the need for increased security without impeding freedom of movement for legitimate travelers, the President's Budget includes \$28.9 million to expand TSA's Computed Tomography (CT) Screening capability. CT Screening is the most impactful property screening tool available today. Not only is it more effective against non-conventional concealment methods but it eliminates the need for passenger to remove electronic items from carry-on bags. This combination improves security and expedites the screening process to increase passenger throughput efficiency. To offset TSA operations, a \$1.00 increase is proposed in the Aviation Passenger Security Fee. This minimal increase would generate approximately \$618 million in additional revenue and help defray the increasing cost of aviation security.

Finally, the FY 2021 President's Budget proposes to transfer the U.S. Secret Service (USSS) functions, personnel, assets and obligations along with the functions and responsibilities of the Secretary of Homeland Security related to the Secret Service over to the Department of the Treasury.

I have only touched on a handful of priorities included in the FY 2021 President's Budget for DHS. This is not intended to convey a message of less importance for those Components, resources or initiatives not highlighted. DHS executes its vast mission responsibility using a defense-in-depth strategy and much of DHS's success is predicated on this approach to execution. Components within the Department have individual mission responsibilities however, they cannot disassociate themselves from one another as their daily activities are intertwined to close gaps in security, resiliency and economic prosperity. Accordingly, those Components, resources or initiatives not listed remain just as important.

I continue to be amazed by the professionalism, dedication, and tenacity displayed daily by the men and women of this Department. Their resolve and genuine commitment to the complex homeland security mission is above reproach and we should all sleep better at night knowing they are on duty. Despite their continued commitment, they cannot safely nor effectively execute their mission without the proper resources. Therefore, I ask for your support in providing them the resources needed to keep our families safe through the FY 2021 President's Budget.

Thank you for the opportunity to appear before you and discuss the Department's FY 2021 Budget submission and I look forward to taking your questions.

Senator CAPITO. Thank you. Thank you very much.

CYBERSECURITY: BUDGET CUT

I'm going to begin by going to cybersecurity, because I'm very concerned, in your testimony that the President's budget requests more than what the President requested last year. But, in effect, it's about \$250 million less than what this Congress enacted in cybersecurity. How do you account for your own testimony at the urgency of cybersecurity and how it's growing, how are you justifying a \$250 million cut to an area that's so critical?

Mr. WOLF. So, I think there are a couple of different factors at play. One is the process and the timeline of which, when the budget was created, it was created well before we received our funding last year. But, what I will say is, we're in an election year this year, so the plus-up from Congress—and again, thank you for providing us with enough resources. As we look at 2021, which is an off-election year, the budget request fully funds what CISA needs to continue to provide that election security resource. And again, election security, while it's called out specifically in CISA's budget as a line item, a lot of what CISA does contributes to a lot of the resources and services that it provides to State election officials as well as to our political campaigns.

Senator CAPITO. What you're saying is, that the \$250 million difference is the election security piece? Is that how I'm hearing that?

Mr. WOLF. No, not specifically. There is a reduction to our 2021 request from what was enacted in 2020. What I can tell you is, in fiscal year 2020, again, that's our election year, we're doing a lot more activities this year as we look at 2021.

Senator CAPITO. Right. Okay.

Mr. WOLF. We'll sustain that, and the budget that we requested for 2021 will sustain those activities.

Senator CAPITO. Well, I would note also that you are canceling the Chemical Facility Anti-Terrorism Standards (CFATS) program, at the same time, which is part of that reduction, as well.

The other thing I would note is that just because this is an election year doesn't mean elections stop as we go past November of 2020.

Mr. WOLF. Agree.

BORDER WALL SYSTEM

Senator CAPITO. This is going to be an ongoing responsibility of you and others within the administration.

Mr. WOLF. Okay.

Senator CAPITO. Let me ask about the border wall, because that's a source of interest. Can you tell us—you're asking for enough to build another 100 miles and well, no, currently, 126 miles have currently been built, to date, of the money that's been previously provided for. What are the new capabilities as a result of this, and what are you seeing as the next \$2 billion, and how will that affect this border wall system?

Mr. WOLF. Sure, Chairman.

As you indicated, we have about 126 miles that are completed. We have another 213 miles that are currently under construction, and another 414 miles in the preconstruction phase. The capabilities, as I often talk about, are night and day over the existing landing-mat—1970s-era landing-mat fence that the Border Patrol had. So, new capabilities include not only the physical infrastructure, but lights, cameras, radars, and fiber optics. The impedance and denial that the new border wall system provides to Border Patrol agents, is night and day to what they previously had. So, as I have toured the border, and, as I go down there and talk to our men and women in green, I ask them what do they need to secure the border? Resources, technology, and the staffing. So, it's sort of a three-legged stool.

But, when we talk about technology, the first thing that they ask for is an effective border wall system that, again, provides that impedance/denial so that they can respond in a timely manner and then apprehend those who are looking to get in.

BORDER PATROL AGENTS: HIRING

Senator CAPITO. The processing agents that we provided for—and I might have the incorrect name there, but you know I'm talking about Border Patrol.

Mr. WOLF. Yes.

Senator CAPITO. That we provided for in the last budget was kind of a new concept for the Department, partly to alleviate what our border agents were doing—Border Patrol agents were doing in lieu of their front-line job of law enforcement, maybe transportation or other healthcare or something of that nature.

Mr. WOLF. Yes.

Senator CAPITO. And also to be part of a recruiting tool to, maybe, get folks involved in the Border Patrol so that they may want to advance to different areas of Border Patrol.

How many people have you hired into that? And what's been the success of that? I mean, I know it's been a short period of time, because you're asking for more in this budget.

Mr. WOLF. Right. Thank you for that. Thank you Congress, for providing that. Let me get back to you on an exact number of our hiring to date.

I will say that those positions are absolutely critical. It goes toward retention. It goes toward recruitment. When you have Border Patrol agents who are fully trained to do their mission on the bor-

der but are, instead, at hospitals or handing out food or doing things that they normally didn't sign up to do, they're certainly not trained to do.

Senator CAPITO. Right. But, you don't know if you have hired any into that?

Mr. WOLF. We have. I don't have the exact number of those processing in.

Senator CAPITO. Yeah. Because before we re-fund it, we want to make sure that actually you're able—this has been a problem for the Department, hiring into certain positions.

Mr. WOLF. Yes.

Senator CAPITO. So, I think, we need to carefully watch that.

Mr. WOLF. Right. Okay.

CORONAVIRUS: ACTION

Senator CAPITO. I'll ask one more question, and then move on. I really want to ask about the soft-sided facilities, but I'm going to ask about coronavirus.

Mr. WOLF. Okay.

Senator CAPITO. I'll get another chance to ask about the soft-sided facilities.

This is a source of great concern for so many people. I mean, I'm sure you all, as you're walking around your respective States, people are asking all the time, "What are we doing? How are we on top of this?" You mentioned there was a briefing this morning.

Mr. WOLF. There was.

Senator CAPITO. Basically, telling us that it's going to come more broadly to the United States, which I think we all expect. But, can you tell us how you're working on the coronavirus, and with who, what other coordinating entities?

Mr. WOLF. Thank you.

As you mentioned, the task force, led by U.S. Department of Health and Human Service (HHS)—did brief members of Congress this morning. I will say that we're working hand-in-hand every day with that task force. From the Department's perspective, we are taking the direction from the medical professionals at HHS. As they lay out a medical strategy to deal with the coronavirus, we are implementing measures to support that. So, particularly in the airport environment, in the seaport environment, as well as at land ports of entry, we're making sure that the measures that we put in place, the medical screening that we put in place are there for the protection of the American people. That's really what the President has asked us to lean into.

To date, we have about 15 cases that we've identified coming in from China. That's separate from those on cruise ships that have been parked overseas. So, we feel like, the threat right now remains low. As we talk to the Centers for Disease Control and Prevention (CDC) and others, I think that they continue to expect the number of cases in the United States to increase. I will say, over the last several weeks, it really has not increased. It's remained relatively flat, between 12 and 14 cases. So, the Department feels very comfortable in the measures that we've put in place. But, as CDC continues to adopt its medical strategy, the Department will adopt its operational.

Senator CAPITO. Presently, do you have the resources you need to move forward?

Mr. WOLF. We do. So, we continue to look at that on a very close basis. We report every week to the Office of Management and Budget (OMB) on those resources. Right now, we have them within our existing budget.

Senator CAPITO. Okay.

Mr. WOLF. We likely will have to move some money around this year to adjust for that.

Senator CAPITO. All right.

Mr. WOLF. But, we'll certainly be in contact with you and other members of the committee, as well as OMB, if we need additional or supplemental funding.

Senator CAPITO. Thank you.

Senator Tester.

Senator Leahy.

BORDER WALL SYSTEM: ATTEMPTS TO DEFEAT IT

Senator LEAHY. Thank you, Senator Tester, and thank you, Madam Chair.

Acting Secretary Wolf, welcome. And I would echo what Senator Tester said. While I appreciate your service, I regret that you're one of the very, very many positions in this administration to which we should be speaking to somebody actually confirmed by the Senate. This is the most "Acting" positions I've seen in my decades in the Senate. Now, the President might appreciate that flexibility that Acting Secretaries give him. I prefer the constitutional checks and balances.

Now, you talked a little bit about the border. The President has raided billions of congressionally appropriated dollars from critical defense projects to fund his border wall, including money to clean up housing for servicemembers, from—everything from mold to lead to helping the children. But, we've seen reports that it could be defeated with ease if you could go get a \$100 cordless saw from a department store. In the El Paso sector, I've been down there and visited it. Border agents have even found a large number of \$5 rebar ladders, which are used more and more to climb over. How many \$5 ladders or \$100 cordless saws have been used to defeat the wall?

Mr. WOLF. Senator, I don't have that—

Senator LEAHY. No.

Mr. WOLF. We do see a number of attempts to defeat the border wall system in a number of locations outside of El Paso, across the whole Southwest Corridor. So, yes the adversaries will continue to try to find innovative ways to cross the border.

Senator LEAHY. How many, total too innovative to get a cordless saw or to get a \$5 rebar ladder. That's not very innovative, is it?

Mr. WOLF. I would say no. That can be found at probably any hardware store.

Senator LEAHY. And do we have numbers of how many times that's been done?

Mr. WOLF. In the past, I'm sure that we could find those numbers. Again, what we see largely is from that 1970s-era mat, where it's about 8 feet high, you can get a ladder on, or you can actually

jump over that wall. So, we've seen a lot of ladders. That's what we're trying to replace.

Senator LEAHY. Let me know how many in the past year.

Mr. WOLF. In the past year? We'll get that information for you. Border Patrol will have that.

Senator LEAHY. Okay. How many tunnels?

Mr. WOLF. I'm sorry?

Senator LEAHY. How many tunnels have been discovered?

Mr. WOLF. That's probably in the single digits, but we continue to invest in technology that will look for tunneling, as well.

Senator LEAHY. Well, then will you let me know the number of devices and the types that have been discovered by CBP that used to defeat the wall?

Mr. WOLF. Yes, Senator, we'll take that for the record.

Senator LEAHY. And when can I expect the first accounting of these numbers?

Mr. WOLF. I'll get with CBP today, and we'll provide you numbers as quickly as possible.

Senator LEAHY. Thank you.

DRUG TRAFFICKING

We're told by the Drug Enforcement Administration's Counterdrug Assessment—and they keep telling us the most common method for transporting illicit drugs into the U.S. is through the ports of entry. Now, they've been increasing—I know they've been increasing the use of drive-through scanners at ports of entry. Do you know the approximate percentage of passenger and commercial vehicles that are scanned across ports of entry along the Southwest Border?

Mr. WOLF. Right now, it's about 1 percent of passenger vehicles and about 15 percent of commercial vehicles. I will say that Congress, in fiscal year 2019 and in fiscal year 2020, did provide funding for our NII nonintrusive inspection technology that would screen for narcotics. So, the goal by 2023 is to increase for passenger vehicles, from 1 percent to 40 percent using the funding that Congress provided, and then for commercial vehicles, from 15 percent to 72 percent.

Senator LEAHY. And what are the most recent statistics of the percentage of hard narcotics, like methamphetamine and heroin that are apprehended between ports of entry compared to at ports of entry?

Mr. WOLF. So, roughly, we see the majority of narcotics coming through the ports of entry. We will interdict those about two-thirds of the time. About one-third is coming between ports of entry. But, over the last fiscal year, we have seen an increase of those narcotics, to include—the wide range of narcotics between ports of entry. So, we're growing concerned about that, as well.

DETENTION COST

Senator LEAHY. Now, the DHS has continued to cannibalize funds from other critical accounts to fund more detention beds so that you have—the constant ballooning of ICE's detention capacity really flouts Congress appropriations decision. For example, the roughly 40,000 individuals currently detained by ICE, nearly 8,000

of them are asylum seekers who have demonstrated—it's about 20 percent—a credible fear of persecution and torture. Roughly what percentage—I'm repeating my last question, my time is up—roughly what percentage of these 8,000 individuals have committed serious criminal offenses, such that they'd be a public safety risk if they were released? And how much does it cost to detain those 8,000 individuals every day?

Mr. WOLF. Yeah. Well, Senator, I don't have that exact 8,000 figure. What I can tell you is that ICE, on any given day, continues to prioritize the removal of criminals from our communities. So, it's about between 87 and 89 percent of the amount of individuals that they remove every year are either criminals, those on final orders of removal, or have a criminal arrest of some kind. So, we'll continue to prioritize removing criminals from our communities. But, ICE does have a wide mission, so its enforcing immigration law at the border, in the interior, and elsewhere.

Senator LEAHY. But, you're going to let me know how much it costs to detain the 8,000 who are asylum seekers?

Mr. WOLF. Yes, Senator, we'll take that for the record.

Senator LEAHY. And the other 40,000 I'd like that within the week, if we could.

Mr. WOLF. Okay.

Senator LEAHY. Thank you.

Mr. WOLF. Thank you.

CORONAVIRUS: NUMBER OF CASES

Senator LEAHY. Thank you, Madam Chair.

Senator CAPITO. Senator Kennedy.

Senator KENNEDY. Thank you, Madam Chairman.

Thank you, Mr. Secretary, for being here.

How many cases of coronavirus do we have right now in the United States?

Mr. WOLF. Well, we have 14 cases, plus an additional—I believe it is 20 or 30-some-odd cases that we have repatriated into the United States from a number of cruise ships.

Senator KENNEDY. And how many are you anticipating?

Mr. WOLF. Again, we're working with HHS to determine that.

Senator KENNEDY. I understand. How many are you anticipating?

Mr. WOLF. We do anticipate the number will grow. I don't have an exact figure for you, though.

Senator KENNEDY. Do you have an—is someone modeling that? Do you have any way of guessing?

Mr. WOLF. Again, HHS, through their medical professionals.

Senator KENNEDY. Well, yes, but you're head of Homeland Security and your job is to keep us safe.

Mr. WOLF. Yes, sir.

Senator KENNEDY. Do you know, today, how many the experts are predicting?

Mr. WOLF. We only know that—again, we anticipate those numbers to grow in the United States. That's why we're making sure that our operations, at our airports, landports, and elsewhere are flexible.

Senator KENNEDY. But, you can't tell us how many your models are anticipating.

Mr. WOLF. No, Senator. Again, I would defer you to the Department of Health and Human Services for that.

Senator KENNEDY. Okay. Don't you think you ought to check on that?

Mr. WOLF. We will.

Senator KENNEDY. As the head of Homeland Security?

Mr. WOLF. Absolutely. We have task force members that are working this on every day.

Senator KENNEDY. I'm all for committees and task forces but you're the Secretary.

Mr. WOLF. So, we're coordinating with them to make sure that our operations—

Senator KENNEDY. I think you ought to know that answer.

Mr. WOLF. I understand that.

CORONAVIRUS: TRANSMISSION

Senator KENNEDY. How is the coronavirus transmitted?

Mr. WOLF. Through a variety of ways. Obviously, human-to-human. We've seen that. We're making sure that those procedures, as they come into the United States, are medically screened so that we can identify those—

Senator KENNEDY. How is it transmitted?

Mr. WOLF. A variety of different ways, Senator.

Senator KENNEDY. Tell me what they are, please.

Mr. WOLF. Again, human-to-human is primarily what we've seen.

Senator KENNEDY. Well, obviously human to human. How?

Mr. WOLF. Being in the same vicinity. Physical contact is usually what we've seen from the medical cases that we've seen here in the United States. We've had several—I think two to three human-to-human cases that have showed up here in the United States. So, it's those who are closest to those individuals who have that human contact.

CORONAVIRUS: MORTALITY RATE

Senator KENNEDY. What's the mortality rate, so far, nation worldwide?

Mr. WOLF. Worldwide, I believe it's under 2 percent.

Senator KENNEDY. How much under 2 percent?

Mr. WOLF. I will get you an exact figure. I'll check with CDC. They're monitoring the worldwide mortality rate, and I can get that for you.

Senator KENNEDY. But, you don't know the mortality rate today.

Mr. WOLF. It changes daily, Senator.

Senator KENNEDY. Well, I understand that. What's the average since we discovered the virus?

Mr. WOLF. Again, It's under 2 percent. It was as high as 3. Numbers were recalculated based on reporting from China.

Senator KENNEDY. Is it between one and a half and two?

Mr. WOLF. It's between one and a half and two percent.

Senator KENNEDY. Okay. What's the mortality rate for influenza over the last, say, 10 years in America?

Mr. WOLF. It's also right around that percentage, as well. I don't have that, offhand, but it's right around 2 percent, as well.

Senator KENNEDY. You're sure of that?

Mr. WOLF. It's a little bit. Yes, sir.

CORONAVIRUS: RESPIRATORS

Senator KENNEDY. Okay. Do we have enough respirators?

Mr. WOLF. To my knowledge, we do. I'm focused on making sure that our operators at DHS have the protective equipment. I know HHS, as part of the supplemental.

Senator KENNEDY. Well, we just heard testimony that we don't.

Mr. WOLF. Testimony from?

Senator KENNEDY. In a briefing.

Mr. WOLF. Okay. For medical professionals.

Senator KENNEDY. So, you're head of Homeland Security.

Mr. WOLF. I'm sorry, I don't understand the question.

Senator KENNEDY. Homeland Security. Do we have enough respirators, or not?

Mr. WOLF. For patients? I don't understand the question.

Senator KENNEDY. For everybody, every American who needs one, who gets the disease?

Mr. WOLF. Again, I would refer you to HHS on that.

Senator KENNEDY. Mr. Secretary, you're supposed to keep us safe.

Mr. WOLF. My budget supports the men and women of the Department of Homeland Security.

Senator KENNEDY. You're the Secretary of Homeland Security.

Mr. WOLF. Yes, sir.

Senator KENNEDY. And you can't tell me if we have enough respirators.

Mr. WOLF. What I would tell you is that my budget—our operations are focused not only on the men and women of DHS, making sure that they're protected to do their jobs, to screen individuals coming in.

Senator KENNEDY. You don't know the answer, do you?

Mr. WOLF. We're working with HHS, CDC and their budgets to ensure that they have enough medical equipment

CORONAVIRUS: FACE MASKS

Senator KENNEDY. Do we have enough face masks?

Mr. WOLF. For the Department of Homeland Security, we do.

Senator KENNEDY. I'm not asking for the Department of Homeland Security.

I'm asking for the American people.

Mr. WOLF. For the entire American public?

Senator KENNEDY. Yes.

Mr. WOLF. No. I would say probably not.

Senator KENNEDY. Okay. How short are we?

Mr. WOLF. I don't have that number, offhand, Senator. I will get that for you.

CORONAVIRUS: ANTICIPATED NUMBER OF CASES

Senator KENNEDY. Okay.

But, I want to be sure I understand. Somebody is doing modeling on how many cases we're anticipating.

Mr. WOLF. Yes, sir.

Senator KENNEDY. You're just not aware of.

Mr. WOLF. You're asking me a number of medical questions that CDC and HHS are focusing on.

Senator KENNEDY. I'm asking you questions—because you're the Secretary of the Department of Homeland Security, and you're supposed to keep us safe.

Mr. WOLF. Yes, sir.

CORONAVIRUS: VACCINE

Senator KENNEDY. And you need to know the answers to these questions.

How far away are we from getting a vaccine?

Mr. WOLF. In several months.

Senator KENNEDY. Well, that's not what we just heard testimony about.

Mr. WOLF. Okay.

Senator KENNEDY. Who's on first, here?

Mr. WOLF. HHS is the lead Federal agency for the coronavirus response.

Senator KENNEDY. What's on second?

You're telling me we're months away from having a vaccine. That's your testimony, as the Secretary of Homeland Security.

Mr. WOLF. That's what I have been told by HHS and CDC, yes.

Senator KENNEDY. Have you probed that to make sure that's accurate?

Mr. WOLF. Yes. We continue—every day, we have task force meetings with those individuals and elsewhere, talking about a number of these issues.

Senator KENNEDY. Well, your numbers aren't the same as CDC's.

Mr. WOLF. Then I would certainly defer to CDC on our medical questions.

Senator KENNEDY. Well, don't you think you ought to contact them and find out whether you're right or they're right?

Mr. WOLF. We're in contact with them every day on our task force planning department.

Senator KENNEDY. But, you don't know why you have a discrepancy.

Mr. WOLF. I would refer you to the CDC on specific questions.

Senator KENNEDY. Mr. Secretary I'm going to hush, here. You're supposed to keep us safe. And the American people deserve some straight answers on the coronavirus. And I'm not getting them from you.

Mr. WOLF. Senator. I disagree.

Senator KENNEDY. That's all I have, Madam Chair.

Senator CAPITO. Senator Shaheen.

Senator SHAHEEN. Thank you, Madam Chairman.

CORONAVIRUS: PROVING INFORMATION TO PUBLIC

And, Acting Secretary Wolf, thank you for being here.

I would like to just pick up a little bit on the coronavirus, because we did have a briefing this morning. And I would like to urge

the Department and the other officials within the government to have some open briefings. I didn't hear anything this morning that I haven't read in the newspaper. And I think it would be very helpful to the American public to have a better sense of what's going on with this issue.

Mr. WOLF. Okay.

Senator SHAHEEN. And also, to try and post some information that could answer questions for the public. I've met with some constituents after that briefing, and that's one of the things that I heard from them, is that they don't have the information that they would like to have to share with their employees and to try and do what's right in response to this medical emergency.

Mr. WOLF. Okay.

DRUG INTERDICTION: OPIOIDS

Senator SHAHEEN. I would now like to go to border security and the devastating opioid epidemic. New Hampshire, like West Virginia, has been very hard hit. And we've seen some small progress, thanks to the bipartisan support for funding that has provided significant increases for technology, for drug interdiction, to support treatment. But, I'm concerned that what we need to do to interdict Fentanyl and other drugs is more than just build a wall. I think there are more effective ways to address that interdiction.

So, I wonder if you can discuss the Department's progress in deploying additional chemical screening devices to detect Fentanyl—it was required under the INTERDICTION Act—and also to obtain the advanced data on international mail shipments that were required by the STOP Act.

Mr. WOLF. Sure.

Senator SHAHEEN. Can you tell us where we are?

Mr. WOLF. So, the Department's efforts to address the opioid crisis, are multifaceted, from CBP, on the interdiction side. We've talked a little bit about the NII and other technology that we have out there. We're continuing to work with the Postal Service to target shipments, and then looking at technology that will screen those shipments, as well.

Of course, ICE Homeland Security Investigations certainly has a role here in investigating these seizures. Every time we make a seizure, we turn those over to investigators. They'll investigate. And, of course, the Department of Justice (DOJ) will help us to prosecute those, as well. And, of course, Science and Technology Directorate (S&T), we continue to have money. I believe we had money in fiscal year 2020, about \$8 million, and a similar request for fiscal year 2021 to enhance the technology that we have out there so that they can find smaller and smaller amounts of Fentanyl and opioids and the like across the spectrum.

Senator SHAHEEN. And when do you expect both of those—the full implementation to address what's in those laws to be completed?

Mr. WOLF. That's a good question. Let me take that one.

We do have a timeline. I don't have the exact date on full implementation of all of those efforts, but I'm sure CBP, which is the lead component that's working this, certainly does.

Senator SHAHEEN. And are we doing any cost-effective analysis to see what makes more sense, in terms of stopping drugs from coming into the United States? Is it a wall, or is it these kinds of interdiction efforts that use technology? I will just ask you to also share that when you respond.

Mr. WOLF. Yes. Absolutely.

I mean, from a holistic view, it's all of the above. Again, as I mentioned earlier, about two-thirds of the opioids that we do detect come through ports of entry, whether that's an air port of entry or a land port of entry.

Senator SHAHEEN. Right.

Mr. WOLF. So, we're focused on the funding that Congress provided and again, thank you for that—to deploy small, medium, and large amounts of NII technology—that's everything from a handheld to something that screens a vehicle and making sure that we deploy that in rapid fashion.

H-2B VISA PROGRAM

Senator SHAHEEN. I would like to switch topics now to the H-2B visa program, because that's been a critical program to help small businesses in New Hampshire, particularly those who employ seasonal workers. Our tourism industry, our lodging and restaurant industry, landscapers. Making those new visas available is very important. I was pleased to see that there was an announcement that the visas will be increased.

Mr. WOLF. Right. Yes.

Senator SHAHEEN. Can you talk about how soon those visas are going to be released, and whether that's all going to be at the same time? Because the summer season is fast approaching.

Mr. WOLF. Sure. I would say, as of right now, no decision's been made about the supplemental H-2B cap increase. I, would urge Congress—you're in the best position to identify how many visas that program needs. For the fourth year in a row, the Department has been given that duty to coordinate with the Secretary of Labor. We've been doing that. But, I would encourage Congress to pick the overall number for the H-2B program.

Senator SHAHEEN. Well, I can tell you, I've been on multiple letters, that are bipartisan, saying, "You need to increase that cap," and pointing out past years, when the cap has been increased, and how effectively they've been used.

Mr. WOLF. Yes. Right.

Senator SHAHEEN. So I don't think the problem is at Congress. I think the problem is at the administration level.

And if it's not your Department that needs to make that decision, then you need to tell us who is making that decision, because I've got a whole bunch of small businesses in New Hampshire who aren't going to be able to do their business this summer if they don't have those workers.

Mr. WOLF. Right. I understand.

The reason that I say it's a better fit for Congress to decide this is because I believe it gives industry predictability. They'll know, each and every year, how many visas that they have to work with, and will plan their business accordingly. Every time that you give it to the Department, we'll continue to do our work, and I'll outline

what we've done thus far. It takes time to make that decision. Then, of course, we have to publish a rulemaking to do that, so it continues to increase the time before the visas get out there.

I will say, I've talked with Secretary Scalia, the Department of Labor, six times over the past 3 or 4 weeks, coming up with a solution, coming up with a proposal. We hope to announce that very shortly. And we'll continue to push that decision.

What I will say, it's not only a number, but it's also looking at the fraud and the abuse in the program, which the Department of Homeland Security is certainly concerned about. So, if we do reach out and increase, you'll also see a number of provisions there that get to that waste, abuse, and the fraud that I believe Members of Congress, on a bipartisan basis, have expressed concern with, as well.

But, I share your sense of urgency, Senator. I just want to make that clear. I'm pushing as quickly as we can to make a decision, and then hopefully announce that decision before any rulemaking is finalized so that the industry knows how many visas to work with and can, again, plan their businesses accordingly.

Senator SHAHEEN. Thank you.

Senator CAPITO. Senator Hoeven.

UNMANNED AIRCRAFT SYSTEMS

Senator HOEVEN. Thank you, Madam Chair.

And, Secretary Wolf, thanks for being here. Appreciate you. And we appreciate the work that you do.

Border security—well, let me ask this one first. In terms of counter unmanned aircraft systems the budget request includes 35 million for DHS science and technology.

Mr. WOLF. Correct.

Senator HOEVEN. That's up from 13 million in fiscal year 2020

Mr. WOLF. Yeah.

Senator HOEVEN. Tell me how that money is going to be spent on UAS, will you?

Mr. WOLF. So, that's primarily on the research, development, and testing of countering UAS (unmanned aircraft systems) capabilities. So, the Department has some limited jurisdiction and capabilities. We're continuing to explore that. That's mainly for DHS facilities. We are working with the Department of Defense, Federal Aviation Administration (FAA), Department of Transportation, and others, as well. Secret Service has been using counter-UAS technology for some time. So, we're trying to capitalize on their experience and what they've seen, and then S&T is building on that with additional research, development, and testing, hopefully, to have capabilities out there in the short term.

Senator HOEVEN. Well, I know you're busy on the Southern Border, and obviously, coronavirus and all these important issues, but I would like you to come to the northern border. Grand Forks, North Dakota, has the responsibility for 900 miles of border, that State, all from the Great Lakes out through most of Montana.

Mr. WOLF. Right.

Senator HOEVEN. We also have a very large UAS operation. We have the Northern Plains Test Site there.

Mr. WOLF. Yes. I've been there, Senator.

Senator HOEVEN. Okay.

Great. We'd love you to come back, now that you're the Secretary.

Mr. WOLF. Great.

Senator HOEVEN. All right?

Senator TESTER. And you can come to Montana, too, when you go to North Dakota.

Mr. WOLF. Absolutely.

Senator HOEVEN. Yeah. Tester's got a beautiful State. He'd love to have you check it out Montana, as well. But, we'd like you to come back and see——

Mr. WOLF. Happy to do that.

Senator HOEVEN. We think we can help you with all your border security operations.

Mr. WOLF. Great.

Senator HOEVEN. Yeah.

Mr. WOLF. I believe it was a test site, in conjunction with North Dakota State University.

Senator HOEVEN. University of North Dakota.

Mr. WOLF. Yes.

Senator HOEVEN. Yeah. We have a very large aviation school there.

Mr. WOLF. Yes.

We were there in, late 2018, I believe.

Senator HOEVEN. Fantastic. Did you come with——

Mr. WOLF. With Secretary Nielsen.

Senator HOEVEN. Oh, great, great. Yeah, absolutely. Well, I remember that visit. I'm sorry I forgot you were with us. But, I appreciate you being up there, and we want to—I'm glad you've seen it. We continue to make progress and want you to come back.

Mr. WOLF. Great.

AUTONOMOUS SURVEILLANCE TOWERS

Senator HOEVEN. Tell me a little bit about autonomous surveillance towers.

Mr. WOLF. So, that's a piece of Border Patrol technology that's absolutely critical. We talk about securing the border. We do it through technology, we do it through physical infrastructure, and then, of course, people. The autonomous surveillance towers are that other piece of critical technology. I believe we have upwards of 200 towers that we're looking to deploy. These are relocatable, so that you can position them. They run off of self-supported power, mainly sunlight. They provide a capability—a domain-awareness capability for the Border Patrol that improves upon some of the towers that they previously had out there. So, we look forward and we're very excited about the capabilities that that provides them.

Senator HOEVEN. Don't you have to make it a program of record and expand it, or are you still going through that process to make that determination?

Mr. WOLF. That's a continuing discussion that we have with CBP, but, again, we like the capabilities that those towers provide, and we'll continue to deploy them.

REAL ID

Senator HOEVEN. REAL ID, I just went through that process and got my REAL ID. And you've got to have—I mean, it's quite a bit. Fortunately, in our State, they're on top of it. And, you know, if you get the four different types of required documentation, so on and so forth, go in and get it.

Tell me, you know, by October 1, folks are going to have to have that to go on a get on an airplane.

Mr. WOLF. Right.

Senator HOEVEN. What's going to happen when somebody shows up and their ID isn't REAL ID?

Mr. WOLF. Thank you for the question.

Senator HOEVEN. What are you going to do there at TSA?

Mr. WOLF. Yes. Thank you for the question. This continues to be an issuing program, because, in our mind, the States have had more than 14 years to phase this in.

The law passed in 2006. So, we encourage States to invest. The majority of them have. We have—all States are compliant. All but two are issuing REAL IDs at the moment. We would like them to go faster. I think that they would like to go faster. We continue to have that dialogue with them.

Today, about 35 percent of IDs in circulation are REAL ID-compliant. So, that's a relative—

Senator HOEVEN. Thirty-five?

Mr. WOLF. Around 35 percent. So, that's a relatively low number.

Senator HOEVEN. Well, I got mine, so it's, like, 35 percent, plus one, then.

[Laughter.]

Mr. WOLF. Yes, sir.

It's a relatively low number when you look at October 2020. We're doing a number of things, to engage the industry. We just issued a policy adjustment that allows individuals seeking to come in for a REAL ID. They could submit their documents electronically to the Department of Motor Vehicles (DMV), and then that makes it easier as they go in. I will say that the original law that REAL ID passed is very restrictive for the Department. It was passed in a time where there were no smartphones; there were flip phones. This idea of transmitting information securely, versus coming in with the information, is a real challenge. That's where you see a lot of bottlenecks at DMVs and a capacity issue at DMVs.

Senator HOEVEN. Yeah. But, the thing that I'm suggesting to you is, come October 1, you're going to have a lot of people show up at TSA.

Mr. WOLF. Yes.

Senator HOEVEN. And they're going to want to get on an aircraft and they're going to show their driver's license, and they won't have their passport, they won't have something else.

Mr. WOLF. Right.

Senator HOEVEN. And now they're going to say, "Hey, but I've got to get on my flight." And that—that's going to happen. You know it's going to happen.

Mr. WOLF. Yes.

Senator HOEVEN. And so it's incumbent on the States to get it out. I think they're trying. I'm just saying for TSA, as an organization, you're going to you're probably going to need some contingency.

Mr. WOLF. Right. We are certainly planning.

Senator HOEVEN. Yeah.

Mr. WOLF. We're planning for a variety of eventualities. We also are trying to educate the public. So, you can certainly have a REAL ID-compliant ID, but there's other alternative forms of ID that you can have, as well—a military ID, a passport, as well as a number of others. So, we continue to try to educate the American people and the traveling public on what type of identification they need, come October. Our partners in the airline industry, airline associations, and travel associations are also pushing out a lot of useful information, as well.

Senator HOEVEN. And just a final question. Back to coronavirus.

Mr. WOLF. Yes

SCREENING PEOPLE ENTERING UNITED STATES

Senator HOEVEN. Do you feel you've got adequate screening in place now for people coming into the country?

Mr. WOLF. We do. We do. We have 11 airports where we're prescreening folks. To date, since those measures went in place, DHS, CBP, CWMD, we've screened more than 50,000 individuals coming into the United States. And that's just at airports. We're also screening folks at land ports of entry as well as at maritime ports of entry.

Senator HOEVEN. Right. But, is it fair to say that your message to the public, then, is that you feel you do have adequate screening.

Mr. WOLF. Absolutely. We—I have all the information that I need from CDC and HHS on a daily basis to make operational decisions to determine whether we're keeping the American public safe. Absolutely, threat remains low. We'll adjust those measures as the CDC and HHS directs us. But, as of today, I'm very satisfied with the measures that the Department has taken.

Senator HOEVEN. Thank you, Secretary, appreciate it.

Mr. WOLF. Thank you.

Senator CAPITO. Senator Tester.

BORDER SECURITY IMPROVEMENT PLAN

Senator TESTER. Yeah, thank you, Chairwoman Capito.

I want to, first, talk about the wall budget for a second, \$2 billion in additional money for construction. And, quite frankly, the last border security improvement plan we had—as I said, that was 2 years ago—it was criticized by some of us and by GAO. We keep hearing that another plan is coming.

Mr. WOLF. It is.

Senator TESTER. When?

Mr. WOLF. I would say in the next several months. It's currently in review at the Department, and is being finalized.

Senator TESTER. So, can you give me—if it isn't here by, like, the 1st of June, should we be calling you in front of the committee and raking you over the coals, or the 1st of May, or the 1st of April?

Mr. WOLF. I think that's fair. I think a June deadline. I will push, personally, to get it before that.

Senator TESTER. Okay.

Mr. WOLF. But, we have it. It's being finalized today.

Senator TESTER. And if you can get it quicker than that—I mean, we're talking—I misspoke—it's only \$15.185 billion for the wall.

Mr. WOLF. Yeah.

Senator TESTER. That's a huge amount of money.

Mr. WOLF. Sure.

BORDER WALL CONSTRUCTION: CONTRACTS

Senator TESTER. And we need to have a plan, and it needs to be a good one, and better than the last one.

Last week, you announced a plan to expedite the border wall construction by waiving ten Federal procurement laws for several sectors where the border wall is being planned. This will eliminate the full and open competition process. It will eliminate the requirement for a contractor to submit cost and pricing data, provide a bond, guarantee wage payments, and eliminate the bid—the bid protest process. We're talking about \$17 billion of this budget goes through, as advertised. How can we protect the American taxpayer if these procurement laws are waived?

Mr. WOLF. So, the design—the concept behind waiving that specific waiver was to reduce the length of time between award and construction.

Senator TESTER. I got it. I understand. But, the truth is they're there for a reason.

Mr. WOLF. We talked with——

Senator TESTER. And, by the way, this argument could be made for building the polar cutter, the C-130s, whatever it could be.

Mr. WOLF. The funding that the U.S. Army Corps of Engineers will get will continue to go to vetted and qualified applicants who are currently on contract with the Army Corps, or to those who are on a larger task order for the——

Senator TESTER. But, doesn't your procurement law eliminate any bidding, any protests? So, the question is, how do we hold these folks accountable if they get a sweetheart deal?

Mr. WOLF. Well, they've already been pre-qualified; they've already determined contracts. They're—most of them are already building the border wall system today. So, the idea is to add to those contracts as that additional wall and that additional property become available. So, these contractors have been vetted, they've gone through that contracting process, they hold the task order with the Army Corps or an IDIQ (indefinite delivery/indefinite quantity).

Senator TESTER. So, you have a list of contractors, then.

Mr. WOLF. Yes.

Senator TESTER. Are any of these classified as small businesses?

Mr. WOLF. I believe there is one.

Senator TESTER. Could you give me that list? Because the procurement also waives the provision that provides opportunities for small businesses.

Mr. WOLF. Yes. Okay.

Senator TESTER. And I would love to have that, because the procurement is it a pain in the neck? Yeah. Do you have to jump through hoops? Yeah, it's tough. But, they're there for a reason. And they're there to make sure that we hold our contractors accountable and that the taxpayer dollars—I get it, you want to get it built, and you want to get it built quickly.

Mr. WOLF. Right.

Senator TESTER. But, you still have to do certain things, and have to do it right. Otherwise, after it's built, the dollars have been spent, and it wasn't the best value, the question is it too late then.

Mr. WOLF. Yes, Senator. I don't believe that it is. So, again, we continue to work with the Army Corps of Engineers, making sure that their vetted contractors, their task orders, and the IDIQs that they hold are going to get the best value for the American taxpayer.

BORDER WALL SYSTEM: EMINENT DOMAIN

Senator TESTER. I appreciate that. So, from my math, about 235 miles will be needed to be acquired from private landowners, or private holdings. Have landowners been contacted?

Mr. WOLF. They have.

Senator TESTER. And how many have given you permission to access their property for a wall?

Mr. WOLF. Well, again, it's certainly a complex procedure, anywhere from the title search to—

Senator TESTER. I got it. The question is, if you come on my land and you use eminent domain those are fighting words.

Mr. WOLF. Yes, Senator. Again, we survey before we ever get to the combination part. You know, we're doing the survey, the title search.

Senator TESTER. Yeah. So, where are we at, though? Mr. Wolf: We have a number of landowners have allowed us on land to survey. There are some that have not. We continue to work with them. Again, the Army Corps, through their contractors, are doing that.

Mr. WOLF. That's mainly our Rio Grande Valley (RGV) sector.

Senator TESTER. Okay. Well, have you exercised any eminent domain as of yet?

Mr. WOLF. The Army Corps has, I believe, in just a small handful of cases.

Senator TESTER. I would love to know where they're at, and I would love to know what transpired.

Mr. WOLF. Okay.

Senator TESTER. And I will tell you—look. I mean, I'm on the northern border. I'm not right on the border, I'm about 80 miles south. But, the truth is, I have a certain amount of empathy for those folks who may have their farm or ranch split in half, or even a quarter section peeled off, due to this wall.

Mr. WOLF. Yes.

Senator TESTER. And the wall may take—I don't know how many feet does it take? Half a mile?

Mr. WOLF. It's a little less. There's an exclusion zone; there's the physical building of the wall.

Senator TESTER. But, the fact is, it could have impacts for a much greater area than that.

Mr. WOLF. Right.

Senator TESTER. And it's my understanding, there's a ton of lawsuits and maybe you know this from the last time this was done, during the Bush administration.

Mr. WOLF. Yes. Right.

Senator TESTER. How many of those lawsuits on eminent domain are still outstanding?

Mr. WOLF. I don't know how many are still outstanding.

Senator TESTER. This is really an important issue for private property rights. It really is.

Mr. WOLF. I know that we've obviously been sued a number of times regarding the border wall.

Senator TESTER. Yeah. I mean you're going to get a letter—

Mr. WOLF. A number of litigations—

Senator TESTER. You're going to get a letter from a lady in the—and I just sent it to the Chairman—from a lady by the name of Kelly Kimbro, that's ranch is going to be split by a wall, who's very concerned. And, by the way, she's a rock-red Republican.

Mr. WOLF. Yeah.

Senator TESTER. She supported Trump.

Mr. WOLF. I understand.

Senator TESTER. And they're very, very worried about the impacts this is going to have on their farm.

I'll yield for now.

Senator CAPITO. Senator Lankford.

DRUG INTERDICTION: TECHNOLOGY

Senator LANKFORD. Thank you.

Chad, thanks for being here. Thanks for the work that you do. You're covering a lot of issues today, as you do on a normal day, from coronavirus to border security, to all sorts of law enforcement issues, to election security, to security at infrastructure facilities. You've got a lot on your plate. So, I appreciate the work that you do, and the professionals that work around you. And you have thousands of folks on the team, so tell them thank you from all of us, and for what they do.

I want to run through multiple different issues here, but let me start with methamphetamine and through Fentanyl and other opioids that are coming through our southern border into the United States.

Mr. WOLF. Right.

Senator LANKFORD. We've talked a lot about the technology. I've met with some companies, recently in Oklahoma, that are doing a significant amount of research on hand-held devices to be able to help detect Fentanyl and other illegal substances coming across our southern border. There's a lot of dialogue about what you have already put into place in technology. But, it's always interesting to me, almost everyone I've talked to on technology says, "We're trying to get as good as a dog's nose." So, let me ask you the odd question with this, on what's happening in our ports of entry and other locations. How are we doing getting more dogs' noses there as we're trying to be able to work towards getting more technology that's almost as good as a dog's nose in this process?

Mr. WOLF. Right.

Senator LANKFORD. Are we increasing our dog-sniffing presence in all these locations? How are we doing adding technology to be able to line up with that, as well?

Mr. WOLF. So, it's all of the above, Senator. We're certainly looking at both the technology—again, the people, canine assets, as well. As we mentioned earlier in the hearing, about two-thirds of the illicit drugs that we see—the opioids, the Fentanyl, but also marijuana. All of the narcotics are coming through our ports of entry. About one-third is between our ports of entry. And that number is rising. So, we're concerned about that, as well. We have—a number of investments have been made by Congress in fiscal years 2019 and 2020 for that NII technology. We'll continue to invest in our canine workforce.

Senator LANKFORD. Right. Will that be able to be implemented by the end of this fiscal year? Or when do you think that funding will be fully rolled out and implemented?

Mr. WOLF. Yes. So, the funding for the NII technology will be over multiple years.

Senator LANKFORD. Okay.

Mr. WOLF. Some of the 2019 money will be implemented in this year, and some of the 2020 money will continue to be rolled out. That is 2-year money versus 1-year money.

Senator LANKFORD. Right.

Mr. WOLF. It's a large technology contract.

Senator LANKFORD. It is. It is. And it's a significant task. And it's extremely important to us. Every one of our States, and your hometown, as well, is affected by Fentanyl and opioids and methamphetamine coming in. So, the faster we can roll that out and be able to be engaged in that, the better to be able to help cut off the flow of some of these drugs coming into the United States.

Mr. WOLF. Yes.

DETENTION: SOFT-SIDED FACILITIES, BEDS

Senator LANKFORD. So, I appreciate all that you're doing.

There's been a lot of conversation about ICE detention beds, as well. I've been on the southern border. You've been on the southern border a lot. The soft-sided facilities that CBP has put into place because there weren't enough ICE beds costs a tremendous amount of money.

Mr. WOLF. Right.

Senator LANKFORD. How is that going in balancing out better-quality ICE beds at a lower price than CBP having to do more-expensive temporary soft-sided facilities to be able to handle individuals coming across the border?

Mr. WOLF. Well, I think our idea is to get out of the soft-sided-facility business. We did that because of the surge last year. Again, thank you for—Congress, for providing those resources to do that. What we've seen—As the numbers have decreased over the last several months, we were able to take a number of those soft-sided facilities offline and, again continue to save money.

Senator LANKFORD. Right.

Mr. WOLF. So, we've taken one facility offline. We're taking another three offline in the coming months, assuming our numbers

continue to hold. That'll be about a \$20 million savings per month as we continue to take those offline.

Senator LANKFORD. Right. And is the goal, at some point, if there's a surge again, to be able to surge into ICE facilities, or to surge back into the soft-sided?

Mr. WOLF. What we're trying to do is to move some of these soft-sided facilities into hard-sided facilities. We do need that capacity, that surge capacity, on the southwest border. We would like that to be in a hard-sided facility versus the soft-sided.

Senator LANKFORD. Right.

Mr. WOLF. Over time, those are more cost-effective.

Senator LANKFORD. Right.

Mr. WOLF. As far as ICE beds, though, we do modeling, most of which we share with the Committee, almost all of that we share with the Committee, and we continue to see an increase in the beds that ICE continues to need over time. As the surge occurred last year, and we had—we were releasing more than 100,000—140,000 in some months—individuals into the interior, there's a tail to that, and that comes to ICE doing its law enforcement mission inside the interior of the country. As ICE focuses its attention and resources on criminals and picking up those individuals who have a final order of removal and the like, we have more than 3 million aliens on the non-detained docket, a million of those have final orders of removal. That's what ICE does.

Senator LANKFORD. Right.

Mr. WOLF. As ICE picks them up, ICE needs to have the ability to detain those individuals for a short period of time before we deport them or repatriate them.

H-2B VISAS

Senator LANKFORD. Right.

Let me make a couple of quick comments.

Senator Shaheen had mentioned, before, about the H-2B visas.

Mr. WOLF. Yes.

Senator LANKFORD. I know Congress had given authority to be able to double the number of visas.

Mr. WOLF. Right.

Senator LANKFORD. And that was Congress's statement to say, "You can go up to twice as much, but you've got to be able to look at the Department of Labor and the numbers that are there." I know you've mentioned already that Congress was the best to be able to set that number. Congress has said, "Hey, work with the Department of Labor and see what" we need at this point."

Mr. WOLF. Right.

Senator LANKFORD. And you have the opportunity to go up to twice as many as you've done in the past. There was a Wall Street Journal story out last Friday, saying that there is some conversation about, there may be up to 45,000 additional visas that may come online soon. That's not been released by your team yet.

Mr. WOLF. Right.

BORDER WALL CONSTRUCTION: RELIGIOUS FREEDOM RESTORATION

Senator LANKFORD. I would just say, if you're choosing to do that, Congress has already spoken into that to say you have permission

to be able to do that number, and even higher than that, even—but, if you choose to be able to do that, do that as quickly as possible. If that stretches out into June and July, before those actual releases come, that's too late for the season. And so, trying to be able to get those done faster is better than slowly trying to be able to piece those out.

And if I can mention one other thing, if I can beg the indulgence here of the Chairwoman on this, and that is this issue about RFRA and—the Religious Freedom Restoration Act and the waiver that's being put in place for construction of the wall.

Mr. WOLF. Right.

Senator LANKFORD. I've been very confused by this, because DHS has said, "We're waiving RFRA, and we have authority to do that," when RFRA actually says, "You can't waive this unless Congress specifically states that it can be waived." And I know this is going to be a battle of the lawyers to be able to determine.

What I'm trying to figure out is, why is there a need to even waive RFRA? Because, as far as I can tell, there's never been a need to be able to waive that. So, why preemptively say we're going to, when there's not really a statement to say we waive religious freedom protections to be able to build the wall.

Mr. WOLF. Right. Well, I've looked into that issue. Thank you, Senator. I will say that, you know, the last 12 or 13 waivers, I believe, that we've signed have not waived RFRA.

Senator LANKFORD. Right.

Mr. WOLF. You have my commitment to making sure that, as we look at any waivers going forward, if that's put before me, I'm going to ask a series of questions. Specifically, does this inhibit building the border wall system at any point? I think we oftentimes err on the side of caution on what we waive. And I think that it's incumbent on part of the Department to ensure that what we're waiving has a specific impact on the number of miles that are being built in that specific area. As you know, the waivers are to specific sectors and miles.

Senator LANKFORD. Right.

Mr. WOLF. So, it's incumbent upon us. But, I will say, the Department has not waived that in the last 12 waivers.

Senator LANKFORD. Since 1993, the Religious Freedom Restoration Act has never been waived.

Mr. WOLF. Yes.

Senator LANKFORD. And so, I'd like not to have a first in that.

Mr. WOLF. Okay. I understand.

Senator LANKFORD. Thank you.

Senator CAPITO. Senator Baldwin.

U.S. COAST GUARD: ICEBREAKERS

Senator BALDWIN. Thank you, Madam Chair.

So, Acting Secretary Wolf, Executive Order 7521 requires the U.S. Coast Guard to conduct icebreaking operations to meet the reasonable demands of commerce. However, the Coast Guard's icebreaking fleet in the Great Lakes has declined from 14 to 9 vessels over the past 40 years, and the region's economy has, consequently, lost billions of dollars in economic activity, particularly over the past 7 years, due to inadequate Coast Guard icebreaking

resources. Now, I've asked the President to include funding to build a new Great Lakes icebreaker, but all I've heard back is that other Coast Guard needs are more important. I would note that, in your opening statement, you equated economic security and national security.

Mr. WOLF. Yes.

Senator BALDWIN. The Coast Guard's fiscal year 2021 request includes no funding for this new icebreaker. So, I'm wondering how you can ignore the economic injury that is occurring in the Upper Midwest, and in particular, obviously, the Great Lakes region, in this budget.

Mr. WOLF. I've talked with the Commandant about our icebreaker capability, not only in the polar region, but also in the Great Lakes. I certainly understand the concern that you have. I will say that, for the Coast Guard in fiscal year 2021 it has a number of priorities. Polar security cutters would be the second one. The offshore patrol cutter will become the backbone of what the Coast Guard does offshore. So those continue to be the priorities for the Coast Guard. Those are high-capital investments. I will also say the readiness of the Coast Guard continues to be an issue, as it does with all of our service agencies. When you have a limited budget, you have to focus resources. As I mentioned at the outset, I've talked to the Commandant about the icebreaking capabilities in the Great Lakes. He feels comfortable where they sit today. Obviously, the Mackinaw, but then they have a number of smaller vessels that provide some capability, as well. But we'll continue to have that dialogue. It's—you know, limited resources, we have to prioritize.

Senator BALDWIN. And I'm fully supportive of the polar ice cutter. I would say the Mackinaw is well over—it's a very old.

Mr. WOLF. Yes, ma'am.

MIGRANT PROTECTION PROTOCOLS

Senator BALDWIN. And the cost of repair and the time out is very significant. But, what I'm telling you is, the Great Lakes region—and, indirectly, the entire Upper Midwest—is suffering because of the lack of icebreaking capacity, economically. And this should be a priority, especially given your comments of equating economic security and national security.

I want to switch topics. It's been more than a year since DHS began implementation of the Migrant Protection Protocols, also known as "Remain in Mexico policy," which keeps migrants in Mexico while they await their immigration hearings. The present advocacy groups have documented widespread abuse of migrants returned to Mexico under MPP, including things like kidnapping, extortion, and other violence.

In December, I had an opportunity to travel to Tucson and Nogales, Arizona, to visit DHS and HHS facilities, as well as a private organization supporting migrants. Service providers there told me that the migrants returned under MPP are easy targets for criminal organizations in Mexico and, frankly, in the U.S., in part because they are readily identifiable because CBP mandates that they remove their shoelaces when they are in custody, and releases them without returning them. I found that sort of odd and sur-

prising, but I heard it over and over again, that if you see a family, none of whom have shoelaces on their shoes, you know that they are probably folks who have been recently released from custody and probably very vulnerable.

Your budget requests \$126 million for MPP, and claims that the program offers protections for vulnerable populations. In light of the many reports of abuse of these individuals, what steps is CBP taking to ensure that they are safe as they await their day in court?

Mr. WOLF. Sure. We're taking a number of steps regarding the MPP program. We had an independent team in the Department do a review of the MPP program. These are individuals who have little to do with immigration, so they were coming to the system blind. They recommended a number of steps to take. We're implementing some of those that we had already considered. I will say that we continue to work with the Government of Mexico, who is a partner with us in this program. Through the Department of State, we've provided up to \$22 million in funding to help them build out their shelter capability. That includes security for those shelters transportation funding. We do a number of things with our Department of State colleagues, to make sure that the Government of Mexico is fulfilling its requirements under this program to ensure that individuals in the MPP program, as they await their immigration court proceedings in Mexico, are in safe and secure shelters every day.

Senator BALDWIN. Are you aware of the shoelace policy?

Mr. WOLF. I'm aware of the shoelace policy as it pertains to being in CBP custody. I made a note of that, to take a look, as we release—

Senator BALDWIN. Seems like that would be a very simple thing to correct.

Mr. WOLF. Right.

Senator CAPITO. Senator Hyde-Smith.

DRUG INTERDICTION: U.S. COAST GUARD

Senator HYDE-SMITH. Thank you, Madam Chairman.

And, Acting Secretary Wolf, just want to tell you how much we appreciate everything that you do, and congratulate you on your new position.

Mr. WOLF. Thank you.

Senator HYDE-SMITH. My home State of Mississippi is certainly grateful to the Department for the responsiveness following emergencies and natural disasters, such as Hurricane Katrina, when that occurred. Mississippi is also proud of its long and storied shipbuilding traditions. We're proud of our support of the U.S. Coast Guard, and gratified with the Coast Guard's recognition that you've given us of the strong work ethic and well-established excellence in shipbuilding on the Mississippi Gulf Coast.

Mississippians take great pride in their contributions to the Department of Homeland Security's mission and also our national security interest, and we're proud that one of our shipyards is constructing a new polar security cutter to aid in the security of our Arctic theater. And I certainly look forward to ensuring we provide

the ships and other equipment our men and women in uniform desperately need that we do quite well.

Mr. Secretary, as you've highlighted in your testimony, the Coast Guard is a unique component with advanced operational capabilities and multiple jurisdictional authorities enabling the service to carry out both law enforcement and national defense missions. The Coast Guard seizes more drugs than all other Federal agencies combined. For example the Coast Guard cutter James recently returned from a 2-month deployment, where it seized over 13,000 pounds of narcotics. In the past 4 years, the men and women of the Coast Guard have interdicted 2 million pounds of pure cocaine worth an estimated value of \$26 billion. Please describe the unique capabilities and authorities the Coast Guard provides for homeland and border security.

Mr. WOLF. Sure. Just to expand on your points about the interdiction of drugs at sea, Coast Guard. If you have the ability to visit Joint Interagency Task Force (JIATF) South in Key West. That is a facility that's throughout the—DOD, DHS, a variety of different agencies are focused on illicit drug traffic coming from South America and Central America into the United States. I'm proud to say that it's Coast Guard cutters that are providing that capability and that interdiction capability, both in the Caribbean and the eastern Pacific. It's using intelligence that we gather from a number of different agencies, but it is Coast Guard men and women on ships and in the air, and CBP assets as well, that are providing that interdiction of all the illicit drugs coming from South America on a daily basis. They have a law enforcement mission, as you indicated, that's a little different from DOD's mission. They are a natural partner to our DOD assets, looking to protect the homeland. They not only do that here at home, but they do that away from the homeland, in the eastern Pacific, in the Caribbean, as well as overseas, providing that law enforcement capability that DOD needs.

U.S. COAST GUARD: BALANCING BORDER SECURITY MISSION AND
DEPARTMENT OF DEFENSE SUPPORT

Senator HYDE-SMITH. And switching to the national security arena, last year Coast Guard cutters Bertholf and Stratton were deployed in support of the Indo-Pacific—Commander, and missions in support of Department of Defense efforts are becoming a very common occurrence.

Mr. WOLF. Yes.

Senator HYDE-SMITH. How has the Department prioritized the Coast Guard's counterdrug and border security missions versus the demand signal for Coast Guard's assets in support of the combatant commanders?

Mr. WOLF. It's certainly a balance. It's a delicate balance that the Commandant has to do every week and every month. The Coast Guard is happy to provide support to DOD and to serve alongside them. We have about 2,000, I believe, Coast Guard men and women who are deployed overseas in support of the various combatant commanders. You mentioned Indo-Pacific, but also in the Middle East, Bahrain, and elsewhere. When we had issues flare up in Iraq and Iran at the beginning of the year, we had Coast Guard

men and women deployed there in support of DOD, as well. So it's a balance. They certainly have to do their maritime mission here in the States, here in the homeland, their drug interdiction capabilities. They have many missions. But we're happy to support and serve alongside DOD professionals overseas, as well.

Senator HYDE-SMITH. Thank you. And it is very clear that it's a huge balance.

Mr. WOLF. Yes.

Senator HYDE-SMITH. But, thank you for what you do in addressing that.

Thank you, Madam Chairman.

DRUG INTERDICTION

Senator CAPITO. Thank you.

We've completed the Senators that are here. Apparently, Senator Murkowski's on her way. And Senator Tester and I have some additional questions, so we'll go to a round 2.

I just would like to make a comment on the opioid detection and how important that is. I was just down in southern West Virginia with the head of the Office of Drug Control Policy, Jim Carroll went to a drug court graduation.

Mr. WOLF. Right.

Senator CAPITO. He announced, at that graduation—because what we're seeing is our drug problem morphing from opioid prescription drugs to heroin and Fentanyl to, now, synthetic methamphetamine.

Mr. WOLF. Right.

Senator CAPITO. But, he announced that, at the border, you had interdicted 432 packages with \$18 million worth of methamphetamine—I think it was a week ago Saturday—875 pounds. And, as I was reading the story, apparently one of the agents detected something, sent it to secondary screening, and it was picked up on the nonintrusive inspection, hidden in a bunch of broccoli.

Mr. WOLF. Right.

Senator CAPITO. So, congratulations to you and the interdiction that you're doing there.

Mr. WOLF. Appreciate that.

Senator CAPITO. You're saving lives by doing that. Crystal meth is pretty nasty stuff.

Mr. WOLF. And we do work closely with the Office of National Drug Control Policy (ONDPC). Late last year, we were part of a technology challenge that it announced, to have a number of companies continue to invest in the technology to find smaller and smaller amounts of opioids. So, again, we work very closely.

DENTENTION: SOFT-SIDED FACILITIES

Senator CAPITO. Well, that's good.

I'm not going to ask you about soft-sided facilities, because Senator Lankford mentioned it, but you know that's an area of—where I've been worried about waste and overspending, and certainly want to be ready, but we want to be smart. And, in visiting these facilities, as I've shared with you privately several times they've been underpopulated.

Mr. WOLF. Right.

Senator CAPITO. And so, I've had great concerns about that. So, I would encourage you—I know you're closing more than just one now.

Mr. WOLF. Right.

Senator CAPITO. And I appreciate that, for your responsiveness. And I'm sure it's in the best interest of the Department, as well, in terms of the resources, and using the resources in the best way. So, I don't know if you want to add anything on that.

Mr. WOLF. Thank you, Chairman—we just need to balance, as we bring those facilities offline, making sure that we are still prepared, if there is a surge, another surge very similar to last year, or even half of what we saw last year.

Senator CAPITO. Right.

Mr. WOLF. We want to make sure that we have the facilities in which we can process these individuals, and that we don't have them showing up again and spending long amounts of time in Border Patrol facilities.

Mr. WOLF. Those aren't the right locations, and so we need to just balance that concern.

MIGRANT PROTECTION PROTOCOLS

Senator CAPITO. Yes. Thank you.

Lastly—or, not lastly, but I would also, to Senator Baldwin's question on the MPP—I mean, I think that, with the—in conjunction with the Mexican government, it's been a great deterrent to having people flood across our borders, in the numbers. I mean, you've seen it go down since June, of what was 105,000, and then this past month it was 29,000. Something's working there. And I think MPP is one of those protocols.

Mr. WOLF. Yes. I would like to elaborate. MPP is designed to do several different things, but one is to make sure that those with meritorious claims can have their claim heard and adjudicated in a timely manner. So we're able to do that in months now, instead of years. It's also deterring fraudulent claims. What we're seeing is that about half of these individuals who are put in the program never show up for their court hearings. That's a similar percentage to what we see in the interior, as well. Individuals who are put in this program, who know that they do not have a meritorious claim simply choose to walk away.

Senator CAPITO. Right.

Mr. WOLF. It's a little bit of deterring that fraudulent behavior as well, rooting out, restoring that integrity to the immigration system.

FEDERAL EMERGENCY MANAGEMENT AGENCY: GRANTS

Senator CAPITO. Thank you.

Last question I have is on FEMA. And I want to thank the Department here, and thank FEMA, for helping us, in West Virginia, recover from the 2016 floods, where you just recently have helped us rebuild four of our schools that—and, you know, it's 4 years later, so there were some frustrations there, but FEMA really worked to help us make sure we were asking for the right things.

Mr. WOLF. Yes.

Senator CAPITO. So, I appreciate that. And you just helped us with the match issue, as well. But, also in your budget request, it seems that the fiscal year 2020 grants on the National Security and Resilience Grant Program, you're revamping and cutting grants by an estimated \$623 million. As somebody who's prone to—FEMA has a healthy life in a State like West Virginia.

Mr. WOLF. Right.

Senator CAPITO. We have, unfortunately, more than our share of natural occurrences where we need help. I'm concerned—you know, is this going to cut back on—will less overall funding mean less grant applications would be granted and—you know, when the demand is still up?

Mr. WOLF. Well, I'd say it's a balancing act, as all of our resources are, on what's the appropriate grant funding. I think that continues to be a dialogue the administration and Congress. The grants are designed to build capabilities that are not there for grantees. But, over time, we want to make sure that they don't come to rely on grant funding as part of their base budget. We want to make sure that we continue to find new applicants, new grantees, and continue to build the resilience and the capabilities of all of our partners in the States. That's a reflection of what you see in the 2021 budget request, is to make sure that we continue to focus on those areas that need continued funding, that need to continue to build those capabilities, but that we don't continue to fund and build out individuals' and recipients' base budgets.

It is a balancing act. It's a share responsibility, not only for the FEMA grants. There are certain grants where we've increased two- or threefold. Targeted Violence and Terrorism Prevention (TVTP) that we talked about, domestic terrorism prevention. We've increased the number of grants in that area. We look at each grant program differently to determine what's needed.

Senator CAPITO. Well, I would say, then I'll turn to Senator Tester—in terms of FEMA grants and preparedness and emergency response, this country, I think all of us have collectively responded to each individual areas of our country that have had need if we've had to have supplemental funding or if we'd had to expedite the response quicker. I think we're all kind of pulling for each other, here. But, I think the best thing for the Department and for States to plan is to make sure we have enough in there to have that baseline response capabilities so we don't have to go to the up-and-downs of supplements and emergency funding and all that.

So, Senator Tester.

BORDER WALL SYSTEM: TOHONO O'ODHAM TRIBE

Senator TESTER. Thank you, Madam Chair.

And I also want to just say thank you for—thanks again for being here, Acting Secretary.

I'm not going to do a "gotcha." Are you familiar with the term "consultation" as it applies to having meaningful conversations with Indian tribes?

Mr. WOLF. Yes.

Senator TESTER. Okay. So the question is, there's a wall being built with Tohono O'odham tribe.

Mr. WOLF. Yes.

Senator TESTER. The tribe says it's going across tribal land that is a burial site.

Mr. WOLF. Yes.

Senator TESTER. The tribe says there has been no consultation.

Mr. WOLF. Sorry. Go ahead.

Senator TESTER. Yeah. No, shoot. I mean, has there been a consultation?

Mr. WOLF. I've had conversations with both, Senators McSally and Sinema on this issue.

Senator TESTER. Yeah.

Mr. WOLF. We have been in constant communication with the tribe and with the Nation. We have some differences of opinion, but it's not for a lack of communication.

Senator TESTER. Okay.

Mr. WOLF. We continue to communicate with them. I plan to visit them as early as I can on one of my next visits there.

Senator TESTER. I would appreciate that, but the whole idea behind consultation isn't its actually listening.

Mr. WOLF. Yes.

Senator TESTER. And I'm not saying you're not, but I'm saying that, when you get pictures—like this, that appears that it's going through a burial site, maybe there's more to the complaint than just somebody unhappy.

Mr. WOLF. Sure. I know that they were concerned about use of groundwater. So we've addressed that concern.

Senator TESTER. Yeah.

Mr. WOLF. We're no longer using it within a certain mileage.

BORDER WALL SYSTEM: TECHNOLOGY

Senator TESTER. Okay. Well, it is critically important. And more I'm getting to on this is not only with tribes.

Mr. WOLF. I agree.

Senator TESTER. I brought up eminent domain in the last round. These all set up grounds where people come to hate the government. And there is nobody that I've served with in the United States Senate today, certainly nobody on this committee, that doesn't want to empower you to do the job you need to do to keep this country safe. You brought up the stuff on the wall that's going to keep this country safe.

Mr. WOLF. Right.

Senator TESTER. It's not a steel wall that's 18 or 20 feet high. It's the lights, it's the cameras, it's the radar, and it's the heat-seeking information that can be up. It's the technology. It's the artificial intelligence. It's all of that. I just wish—and I know you can't tell the President that this is a bad idea, because if you do, you won't be Secretary anymore, because he tends to put people in positions like yours that absolutely agree with him 100 percent.

Mr. WOLF. Senator, we need the entire border wall system. So we talk about the border wall system's physical infrastructure, and it's all of the other technology that you talked about.

Senator TESTER. I got it.

Mr. WOLF. You need both.

Senator TESTER. But, what I'm telling you is that if you use technology, you get away from the problems that the Tohono O'odham

have, you get away from the problems that the folks with eminent domain have, you get away from the million acres in Texas alone that's going to be separated and become a no man's land that's United States soil but will be south of that wall. You get rid of all those things. And I maintain that it's going to be more effective than a wall. And you know why? Because 10 or 20 years from now, there will be different challenges, and you'll be able to change that technology to meet the 21st-century challenges that a wall is not going to be able to meet.

Mr. WOLF. Yes.

Senator TESTER. And I just put that out there. We can disagree. But, mark my word, if I live long enough, there'll be somebody standing in front of that wall, some President, that will say, "Tear down this wall." Because it's much more effective utilizing technology. And it's a fact.

Mr. WOLF. Absolutely. Border Patrol needs technology. We continue to request additional technologies. But they also need the impedance and denial that an effective border wall system provides. That comes directly from the operators.

Senator TESTER. And what I'm telling you, if you utilize manpower and you utilize technology, you can be more efficient than a wall. Why? Because you can see further out. And that's the question on the northern border. And it's the question that the Senator from North Dakota brought up, and that these towers are critically important, and they cost pennies on the dollar.

Mr. WOLF. Yes.

ELECTION SECURITY

Senator TESTER. You know, we're spending, what, 2-and-a-half-billion dollars on a potential pandemic that can raise heck—and, by the way, if the 2-percent mortality rate we're getting out of China, I hope we've got intel to back that up, because they haven't been very forthright with a lot of the information that they don't want us to know. So, I think that's another thing. But, we're spending 2-and-a-half-billion dollars on a potential pandemic, and we're spending 17-and-a-half million, and we just started, on a wall. Anyway, it doesn't make any sense.

I want to talk about something more fun: election security.

Mr. WOLF. Yes.

Senator TESTER. We've got interference in the run-up—potential foreign interference in the run-up to the 2020 election. It's a serious concern. It is no surprise that Russia's at it again. Their goal is to undermine the confidence of our democracy and our electoral systems, and spread disinformation via social media and other platforms. We're seeing it. Based on the intelligence reports that you're privy to, do you agree that in the IC community—do you agree that Russia's trying to influence this upcoming 2020 election?

Mr. WOLF. We believe as they did in 2016 and that they will try to influence the election in 2020.

Senator TESTER. And do you feel that your Department—

Mr. WOLF. We don't have any specific intelligence of that. We know that they've tried—I mean, we know that they did in 2016; we assume they will do so again in 2020.

Senator TESTER. So, I understand, you don't want to get in trouble, but the truth is, you are a member of the intelligence community. Has that information been shared, that Russia's trying to influence our elections again? I'm not saying in favor of anybody, I'm just saying they're trying to influence our election.

Mr. WOLF. Right. Yes. They continue to sow discord with our election system.

Senator TESTER. And with this budget, do you think this fully—this properly resources DHS to be able to attack this problem?

Mr. WOLF. Absolutely.

Senator TESTER. And you feel good about the potential to make sure the States are on board that they know that you're there to give them a backstop?

Mr. WOLF. Yes. Absolutely. We do a number of things with the States, not only providing a number of services, at no cost to the States. We're working with State election officials, but we're also working with political parties and individual campaigns to offer those same services to their platforms and what they have out there. We're also trying to educate voters to determine what foreign interference looks like and sort of adjust from there.

Senator TESTER. Okay.

Mr. WOLF. They have a role to play in this as well.

Senator TESTER. Thank you. I think it's—this is foundational to the future of this country and the future of this democracy. Russia's screwing around, and they're doing this on—for less than it costs for a fighter jet.

Mr. WOLF. Right.

U.S. SECRET SERVICE: PROPOSED MOVE

Senator TESTER. And it's crazy.

I just have one other question for you, if I might.

Senator CAPITO. Go ahead.

Senator TESTER. And that is, is that there is a proposed Secret Service move. It was from your Department to Treasury. I don't necessarily think that's a good idea, but that isn't the point here, whether you think it's good or I think it's good. The point is, has there been an independent analysis to determine the pros and cons of such a move?

Mr. WOLF. There has been a study, I believe, that's been provided to Congress on a move from DHS to Treasury and the pros and the cons of that.

Senator TESTER. Who did it?

Mr. WOLF. Happy to provide that again to you.

Senator TESTER. And who did it?

Mr. WOLF. I believe it was a number of folk, to include Secret Service, but also other elements of the Department.

Senator TESTER. Was it an independent group that had no dog in the fight?

Mr. WOLF. No. I believe there were folk from the U.S. Government who would be involved in that move.

Senator TESTER. I think they need to be involved, but from a question-answering side, not a question-asking side.

Mr. WOLF. Yes. Okay.

Senator TESTER. And so, I think it's important.

I honestly think Secret Service should remain where it's at. Why? Because I think you do a good job, and I think there's more benefits and there's more cost-effective benefits if we keep it where it is. I don't understand sending it to Treasury. There may be a reason or two, but it certainly does not weigh the reason to keep it where it's at.

I just want to say, and just in closing, really quick, thank you for what you're doing. There were tough questions that were asked today. I appreciate your frankness.

Mr. WOLF. Right.

Senator TESTER. And I also appreciate getting the information back that you said you'd give us.

Mr. WOLF. Thank you, Senator.

Senator TESTER. Good luck to you.

Mr. WOLF. Thank you.

Senator CAPITO. Thank you.

I'd like to thank you, as well, for your testimony. We've just gotten called for a vote.

I would like to tell my friend, Senator Tester, that I agree with him on the Secret Service. I don't agree that they should be leaving and moving over to Treasury. They're part of the fabric of the Department of Homeland Security. And so, I frown upon that, as well. And I think if the illusion that possibly may be thought that more resources or more attention would be paid to the Secret Service at the Department of Treasury, I think you do a great job at the Department of Homeland Security, recognizing that.

Mr. WOLF. Right.

CORONAVIRUS: PROTECTING FRONT-LINE WORKERS

Senator CAPITO. I've toured a lot of what they do in and around the White House and in executive protection, and they're such a quality group of individuals that I think Homeland—they're well-placed in Homeland Security.

I have one last quick question. On the coronavirus, when you mentioned your resources that are screening people—and this is probably small, because there's only 15 cases, but I think this is something that sometimes we forget, sometimes. When the people are in the workforce and they're placed in situations.

Mr. WOLF. Right.

Senator CAPITO. Where they could put themselves at risk, that we not really that we may overlook that own personal risk that they're taking in betterment for the—you know, for the good of the country. You know, something like this, I think, is a pretty careful and sensitive topic. So, I'm sure that you're keeping your eye on those front-line workers, but I do believe that that is something that I'm concerned about.

Mr. WOLF. Yes. It was part of my response to Senator Kennedy. I have a responsibility to make sure the American people are safe, but also the men and women of the Department of Homeland Security in doing their job every single day. We provide a number of resources to CBP officers, as to well as TSA officers, to make sure that they are aware of the risks and that they understand the medical science behind it. We provide them with protective equipment that they are able to use, and most are using that. We'll continue

to lean forward on that. During briefing or any discussion about coronavirus and how the Department's responding, my first or second question is always about the men and women of the Department and how they are protected in doing their job every day. As you show up to work every day, you expect to be protected.

Senator CAPITO. Right.

Mr. WOLF. And we need to make sure that we do that for our—

CORONAVIRUS: PROVIDING INFORMATION TO PUBLIC

Senator CAPITO. Thank you.

And I would say, to Senator Shaheen's point, if you leave a gap of transparency of what's going on and what—how it's transmitted, how many people—it's getting filled on Twitter and all these other things, and you get the sensationalization—like, I read something this morning that said somebody was infected after 24 days of—a 24-day incubation period. I have no idea if that's true, or not. And so, if you're keeping people for 14 days, it doesn't matter, if it's 24 days.

Mr. WOLF. Right.

Senator CAPITO. So, I really think, when you get back to your task force in the morning, that this is something people are starting to get really, really concerned about this, as you know.

Mr. WOLF. Yes. I Understand.

Senator CAPITO. So, this concludes our hearing.

Acting Secretary Wolf, really appreciate you and all the men and women in your Department. And thank you for representing them so well today.

The hearing record will remain open for 2 weeks from today. Senators may submit written questions for the record, and we ask that the Department respond to them within a reasonable amount of time. If you need some help with clarifications on the questions, I'm sure either relative Senators will provide it or we'd be able to help provide it in the Chairman's office.

Mr. WOLF. Okay.

SUBCOMMITTEE RECESS

Senator CAPITO. So, with that, we stand in recess.

[Whereupon, at 11:34 a.m., Tuesday, February 25, the subcommittee was recessed, to reconvene subject to the call of the Chair.]

DEPARTMENT OF HOMELAND SECURITY APPROPRIATIONS FOR FISCAL YEAR 2021

TUESDAY, MARCH 3, 2020

U.S. SENATE,
SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS,
Washington, DC.

The subcommittee met, at 10:00 a.m., in Room SD-138, Dirksen Senate Office Building, Hon. Shelley Moore Capito (chairman) presiding.

Present: Senators Capito, Hoeven, Kennedy, Lankford, Tester, and Shaheen.

DEPARTMENT OF HOMELAND SECURITY

TRANSPORTATION SECURITY ADMINISTRATION

STATEMENT OF HON. DAVID PEKOSKE, ADMINISTRATOR, TRANSPORTATION SECURITY ADMINISTRATION

OPENING STATEMENT OF SENATOR SHELLEY MOORE CAPITO

Senator CAPITO. I call this hearing of the subcommittee on Homeland Security to order. This is the subcommittee's second hearing of the fiscal year 2021 budget cycle and we are pleased to be joined by the Administrator of the Transportation Security Administration (TSA), David Pekoske, welcome. Administrator Pekoske was confirmed by the Senate as the seventh TSA Administrator in August of 2017.

Prior to joining TSA, Mr. Pekoske served as the 26th Vice Commander of the United States Coast Guard. He has demonstrated expertise in counterterrorism, crisis management, strategic planning initiatives skills that are very useful as he served as the Acting Deputy Secretary of Homeland Security for several months last year, and thank you for that service. He has received numerous awards for his years of service, including the Homeland Security Distinguished Service Medal, Coast Guard Distinguished Service Medal, and the Meritorious Service Medal. I am glad to be joined today by the Ranking Member Senator Tester.

Senator Tester and I have been working together to consider the fiscal year 2021 budget request and we look forward to the insight from Administrator Pekoske today. I would like to mention there is a lot going on and so we will probably have members floating in and out throughout the hearing. The Transportation Security Administration has proven to be one of the most crucial components to the Department of Homeland Security's mission of safe-

guarding our people, homeland, and values from current and emerging threats, both domestically and internationally.

I would like to say, Administrator Pekoske, that the men and women of the TSA are a source of great pride for all of us in this country. They work to keep us safe at our airports under stressful conditions when lines develop they try to ease that anxiety that comes along sometimes with the traveler, but also realizing, and I am going to mention this as well, with the onset of a different type of duty with the coronavirus issues. We certainly appreciate those that are helping to try to contain and also find innovative ways to meet that challenge. Since its inception in 2001, TSA could be considered the face of the Department, interacting with more than 2 million passengers every day through screening checkpoints across the Nation.

There is probably no component of the agency that I interact with more as I fly back and forth from West Virginia, and I want to thank my TSA West Virginia folks. They always greet me with a smile no matter if I am grouchy and it is five o'clock in the morning. As passenger volume continues to increase each morning with TSA breaking records for passengers screen that were just set the previous year, we want to ensure that you have the proper resources to sustain your current operational capacity.

As more passengers are flying, TSA continually faces new challenges, including keeping their workforce and the traveling public safe in the face of the coronavirus. We will learn more about what TSA is doing to meet that challenge today. The budget again proposes to increase the passenger fee to generate \$618 million in revenue for TSA. A proposal that was rejected by Congress in our seven previous budget requests.

The assumption that Congress would reverse its previous decisions and accept the fee increase proposal without proper authorization from the appropriate House and Senate committee undermines Congressional intent. The assumption also presents a budget request that is not founded in reality, but it creates a \$618 million hole that we have the responsibility to fill.

Additionally, the budget request eliminates the Law Enforcement Officer Reimbursement Program that is important for particularly our more rural airports that have revenue challenges, and staffing at exit lanes. These two have been proposed in previous budget request and subsequently rejected by the Congress. I hope you enlighten my fellow colleagues and me by explaining your rationale for including these proposals once again in the fiscal year 2021 request, and whether or not cutting these programs has any merit.

I have heard from several West Virginian airports, as I mentioned in particular about the Law Enforcement Officer Reimbursement Program. A particular note, the budget request significantly reduces the procurement of computer CT machines, Computed Tomography machines, by 90 percent from what we funded in 2020. And when I went out and visited, you showed me the technology.

This committee has been told that these machines are vital in guaranteeing our aviation security and your proposal to slash the procurement of these machines is one we will need to discuss as well. I am encouraged by the budget request to reform the pay scale incentives for the hard-working men and women of the orga-

nization, but I am concerned with the budget suggestion to delay hiring in the coming fiscal year as a mechanism to cut costs. I have been enlightened by my discussions with TSA leadership about your workforce challenges and opportunities.

As we approach a predicted record-breaking year of passenger volume, I want to make sure that this budget proposal will not hinder TSA's operational capacity at our Nation's airports. I look forward to hearing more about how you ensure efficiency while maintaining your security posture. While most think of transportation officers at screening checkpoints in airports, when they think of TSA, like my friends I mentioned at the Yeager airport. I want to note that TSA's mission spans to multimodal security effort, including roads, railroads, bridges, tunnels, and ports.

We want to make sure that you have the proper resources to carry out all of TSA's missions, including those that are lesser-known. I am very concerned, and we just spoke about, the looming deadline for the Real ID compliance. On October 1 of this year, a mere 8 months from now, all adult passengers must present a Real ID compliant driver's license in order to pass through—or I guess you can also present a passport—to pass through TSA checkpoint was some noticed exceptions. Yet as of right now only one-third of all licenses in use are Real ID compliant.

I look forward to hearing from the Administrator about TSA's efforts to ensure that the traveling public is aware of this requirement and to hear about contingency plans in case significant gains are not seen in the Real ID compliance. Administrator Pekoske, thank you for appearing for us today. Please keep us updated on what you need to continue your critical mission. I have enjoyed our conversations in my visits to your facilities to meet your dedicated workforce, and I look forward to doing so.

I will now turn to our distinguished Ranking Member Senator Tester for any opening remarks that he may have before hearing from our witness.

STATEMENT OF SENATOR JON TESTER

Senator TESTER. Well, thank you, Chairman Capito, and I want to preach express my appreciation for holding this hearing today. And I want to thank you, Administrative Pekoske, for being here today to discuss the fiscal year 2021 budget for the TSA. First though, especially with the gentleman sitting behind you, I want to acknowledge your workforce.

Whenever I am traveling back and forth, the transportation security officers are hard-working, dedicated individuals. They don't make a lot of money and they don't have the best hours but they are always courteous and professional. So I want to thank them for their dedication and keeping us safe. It is no small feat and it speaks well to the organization to be able to do the job that they do every day and do it pretty darn well. The fiscal year 2021 budget requests about \$7.6 billion in discretionary funding for TSA, \$182 million below fiscal year 2020 enacted level.

And now, I will tell you it is essential that TSA has the resources it needs to fulfill its important security mission. I hope that our discussion today will take a detailed look at funding the TSA and what they need to stay ahead of transportation threats. At the top

of my mind is the recent hiring freeze TSA put in place and the impacts this decision could have on the traveling public. Now, I am going to tell you something and I have said this before, I am just a dirt farmer, okay, but I am a dirt farmer that flies four legs a week. And we have got a lot of my neighbors that fly every year. If I am a bad guy and we don't have top-notch security technology, it looks like a soft spot, okay. And I know you don't want it to be that way. I certainly don't want it to be that way but aviation does remain a top threat for terrorists.

Protecting us against that threat, TSA secures 965 million domestic and international aviation passengers every year, and experts expect passenger volumes going to continue to grow and it will. The traveling public needs to be reassured that the TSA is capable of deterring, detecting, and disrupting any security threat without creating long wait times and security points. In order for that to happen, TSA needs sufficient staff and the best screening equipment. 21st century threats require 21st century solutions, which is why this subcommittee has supported investments in new technology to enhance TSA's screening capability and passenger throughput.

I am concerned that the fiscal year 2021 budget only request funding for 30 new CT units, despite a total requirement of 2,218. We should be building on the progress from previous years and the meaningful way so that cutting edge technologies can be deployed in the field faster. While it is important to have the most advanced screening technology at airports, the men and women that wear the TSA uniform are your agency's greatest asset. When security checkpoints are adequately staffed, the traveler's experience is more enjoyable and the entire aviation apparatus is more secure. TSA needs to keep pace with hiring in order to process a growing volume, so I am interested to hear how TSA plans to support a robust workforce.

Further, as more information surfaces, it is clear that the coronavirus presents a substantial challenge to ensure secure international and domestic trade and travel. While there are still plenty of uncertainty surrounding the virus, TSA must be prepared to work with industry and Government stakeholders to secure our ports of entry. It is also important to ensure the frontline TSA officers have the proper equipment and training to protect themselves on the job.

Finally, I would like to bring up the budget proposal to eliminate viper teams and Law Enforcement Officer Reimbursement Program. These are short-sighted cuts. These are good programs geared toward keeping the traveling public safe. In the end, David, I want to thank you for your work. I want to thank you for your leadership not only in this capacity, but in previous ones.

We have got a lot of work on this budget to make this thing work though. And as I pointed out to folks who come into my office every day, President's budget adds another \$1 trillion to the debt and yet does not fund TSA to the level it needs to be funded at. We got a lot of work to do. I appreciate your expertise and leadership.

Senator CAPITO. Thank you, Senator Tester and now we will go to our guest. You have five—well, and then we will allow each Sen-

ator in order of their arrival five minutes for any statements or questions that they may have. So, Administrator Pekoske.

SUMMARY STATEMENT OF HON. DAVID PEKOSKE

Mr. PEKOSKE. Thank you. Chairman Capito, Ranking Member Tester, and distinguished members of the subcommittee. I appreciate the opportunity to appear before you this morning to discuss the President's fiscal year 2021 budget request for TSA.

I thank all of you and your staffs for the long standing strong support of aviation and surface transportation security. It is a privilege to lead the more than 64,000 men and women who perform our critical mission with excellence every day. This includes our screening workforce, the largest and most visible part of TSA, as well as others on the front line that include our Federal Air Marshals, our canine teams, our inspectors both domestic and international, air and surface including air cargo, our vetting staffs, and my representatives at embassies around the world. They are all enabled by outstanding support, policy, and legal staff throughout the agency.

The President's request provides important new support to our screening workforce. This includes, for the first time ever, funding for service or longevity pay. The budget provides for annual increases of up to 2 percent per year to recognize experience and years of service. It also includes the next phase of incentives to encourage and recognize career progression by providing a 3 percent pay raise for those who acquire advanced alarm resolution skills. I ask for your support of these critical pay initiatives for our transportation security officers. As both of you noted, it is very important that we continue to refresh the technology at our screening checkpoints in the nearly 440 Federalized airports across the country. We need to put the best technology in the hands of our outstanding people.

Thank you for your support of two key ongoing programs. The budget continues deployment of the Computed Tomography (CT) X-ray and the Credential Authentication Technology (CAT) at our checkpoints. First with CT, we are in the process of fielding the initial 300 machines funded by the Congress.

This technology represents a significant improvement in our ability to detect prohibited items in carry-on baggage and eliminates the requirement for passengers to remove electronics from their bags. As many of you have witnessed, it provides greatly improved imaging for our officers. This will have a significant positive impact on checkpoint effectiveness.

The fiscal year 2021 request continues the CT program as we work towards the next contract and will include integrated automated screening lanes. The Credential Authentication Technology improves our ability to validate the authenticity of driver's licenses, passports, and other forms of acceptable ID presented by passengers. In addition, it provides near real-time data from our secure flight system that will ensure passengers receive the appropriate level of screening. This CAT technology is better and faster than the manual validation process it replaces, and it complements the enforcement of the Real ID Act pertaining to air travel schedules to begin after October 1st of this year, roughly 7 months from

now. Real ID is critical for security, improving the reliability and accuracy of State-issued driver's licenses. This prevents and deters terrorists' ability to use fraudulent documents.

Thank you for your support of both of these critical acquisitions. The fiscal year 2021 budget also request funds to begin the acquisition process for new on-person anomaly detection technology and for new alarm resolution technologies. Once complete, our checkpoints will be much more effective and efficient, and our officers will have better tools to screen passengers. Finally, with respect to check point operations, I am pleased to announce that our TSA PreCheck enrollments just crossed the 10 million passenger threshold. This is a key milestone that exceeds a legal requirement to have 10 million passengers enrolled by October 1st of 2020.

I know you have questions on coronavirus. Supporting the President's task force to protect the United States from coronavirus has been a top priority for everyone. We have used the authority provided by Congress in the Aviation and Transportation Security Act to issue a series of directives that limit who may board commercial aircraft destined for the United States. Carriers have been denying boarding to foreign nationals, other than immediate family of U.S. citizens and permanent residents, who have either have been in China or as of yesterday in Iran within 14 days of travel, and transporting all U.S. citizens who have been in either China or Iran within 14 days of travel through one of 11 airports where they undergo medical screening.

My entire leadership team has worked tirelessly to ensure our workforce is protected and we have followed the guidance provided by the Centers for Disease Control and OSHA. Both the Department and TSA have extensively messaged the workforce to ensure that everyone has the latest information.

Let me close by thanking you for your strong support of the men and women who serve their country in TSA. I very much appreciate the comments by both the chairman and the ranking member with respect to the TSA workforce. I am incredibly proud of every single man and woman who works for this agency and their service to our country, and I look forward to your questions this morning. Thank you.

[The statement follows:]

PREPARED STATEMENT OF HON. DAVID P. PEKOSKE

Good morning Chairman Capito, Ranking Member Tester, and distinguished members of the subcommittee. Thank you for inviting me to testify on the President's FY 2021 Budget Request, which includes an \$8.24 billion request for the Transportation Security Administration (TSA). I am honored to be here and grateful for the longstanding and constructive relationship that TSA enjoys with this subcommittee.

TSA was established by the *Aviation and Transportation Security Act (ATSA)* in the wake of the September 11th attacks. The world has changed since then, but our fundamental mission, to protect the nation's transportation systems to ensure freedom of movement for people and commerce, has not. While we remain steadfast in providing the highest level of security for the U.S. across all modes of transportation, the scope and complexity of that goal has increased over the last two decades. Today, the U.S. transportation systems accommodate approximately 965 million domestic and international aviation passengers per year; over 5.3 billion passengers traveling on both transit and over-the-road buses each year; more than 10.1 billion passenger trips on mass transit per year; 26 million students daily on school buses; and nearly 900,000 chemical shipments every day on trucks. Our interconnected transportation system and infrastructure includes approximately 440 fed-

eralized airports; 126,000 miles of railroad tracks; 4.2 million miles of highway; 615,000 highway bridges; 473 road tunnels; and 2.5 million miles of pipeline.

Since TSA's creation, the modes and methods of terrorist attacks have become more decentralized and opportunistic than ever before. Aviation and transport hubs, however, remain highly-valued targets. Our adversaries are watching us, studying our vulnerabilities, and working hard to formulate new attack strategies to replace those that have failed. The daily threat environment TSA faces in the aviation, surface, and cyber security realms is persistent, pervasive, and constantly evolving. To meet the challenge created by such adversaries, we must innovate, deploy new solutions rapidly and effectively, and maximize the impact of our resources.

Our continuing vision is to be an agile security agency, embodied by a professional workforce that engages its partners and the American people to outmatch a dynamic threat. To that end, in April 2018, I issued the 2018–2026 TSA Strategy, which established three strategic priorities to guide the agency's workforce through its 25th Anniversary: Improve Security and Safeguard the Transportation System; Accelerate Action; and Commit to Our People. I subsequently published my Administrator's Intent delineating short and medium-term objectives for the first three years to achieve those priorities.

Further empowering TSA to execute its mission, serve as a global leader in transportation, and become an employer of choice, the *TSA Modernization Act of 2018*, the agency's first comprehensive reauthorization since inception, was enacted in October 2018. The *TSA Modernization Act* authorized funding for Fiscal Years 2019, 2020, and 2021; enhanced organizational structures, operations, and processes; and established a five-year term for the Administrator—a critically important factor for ensuring organizational stability and setting and achieving longer term agency goals.

As I come before you today, slightly more than halfway through my term as Administrator and at a point where we are developing the next version of the Administrator's Intent, I want to thank Congress for the authorities provided to TSA through the *TSA Modernization Act*. Currently, TSA has completed more than 80 percent of the Act's requirements with deadlines and I want to express my gratitude for the previous appropriations provided to TSA that have enabled us to execute our mission and make significant progress on a number of strategic priorities. Additionally, I want to use this opportunity to convey both what we have accomplished and our future goals and objectives. In FY 2019, we—

- Screened approximately 839 million aviation passengers (with a peak volume of 2.8 million passengers in one day), representing a 4.3 percent checkpoint volume increase from FY 2018;
- Screened 1.9 billion carry-on items and more than 510 million checked bags;
- Procured 300 Computed Tomography (CT) units and began preparation for the nationwide deployment of CT systems; and
- Conducted 1,693 air carrier inspections at foreign airports, 144 foreign airport assessments, 60 pipeline critical facility security reviews, 107 assessments of mass transit operator security enhancements, and 182 assessments of security enhancements by motor carriers.

The FY 2021 President's Budget continues to support TSA's strategy to improve security and safeguard the Nation's transportation system, accelerate action, and reinforce TSA's commitment to its people. It supports \$3.5 billion for our Transportation Security Officers (TSOs) at the Nation's airports. We thank Congress for the continued support you've provided for the TSO staffing increases needed to meet passenger expectations as well as increasing volumes. This investment will allow us to maintain acceptable wait times, and mitigate risk associated with crowding at checkpoints.

To complement a well-trained, sufficiently sized workforce, TSA is also focused on strengthening checkpoint operations through the development and acquisition of new technology. To this end, we are in the process of acquiring Computed Tomography (CT) units and Credential Authentication Technology (CAT) units, which represent significant technologic enhancements from the equipment currently used for identity verification and the screening of accessible property, and deploying them to airports nationwide as quickly as possible. CT technology will provide superior detection capability, will be more convenient for passengers, and eventually may eliminate the requirement to take electronics, liquids, aerosols, and gels out of carry-on bags.

As of February 25, 2020, there are 65 CT units deployed to checkpoints with another 49 units supporting testing and research and development. The FY 2021 President's Budget provides \$28.9 million to support the procurement of 30 full-size

CT units. The FY 2021 funding will enable TSA to continue to accelerate the provision of CT technology to the field to enable our workforce to more effectively and efficiently execute the mission.

CAT also provides a significant security upgrade to the identification verification and prescreening process. Ultimately, CAT will enable Secure Flight screening status to be known and cross-checked in near real time. In FY 2019, TSA procured 505 CAT units, with 480 units deployed as of February 10, 2020. The FY 2021 President's Budget includes \$2.3 million to finalize the procurement and deployment of 1,520 CAT units to airports nationwide. The continued rollout of CAT units to checkpoints will improve TSA's ability to detect fraudulent documents and screen passengers based on assessed risk. The CAT unit has also served as a key tool for TSA's efforts to meet the *TSA Modernization Act* requirement for TSA Pre® lanes to only serve passengers with Known Traveler Numbers, which will improve the TSA Pre® passenger experience, and serve as a platform for testing voluntary facial matching technology.

Finally, TSA strives through continued investment to improve the Advanced Imaging Technology (AIT) being used at our checkpoints today. The FY 2021 President's Budget provides \$5 million to develop Next Gen AIT systems, and an additional \$3 million of funding for research and development enhancements for Emerging Alarm Resolution technologies.

Our frontline workforce can better execute their security mission when equipped with the technology needed to counter evolving threats. While sustained technological improvement at our checkpoints is critically important, we are also committed to investing in our most important asset, our people. TSA is pleased that our employees provide input into the Federal Employee Viewpoint Survey, values their feedback, and acknowledges the concerns regarding pay dissatisfaction and low morale expressed through the survey. In an effort to address these longstanding workforce challenges, I commissioned a Blue-Ribbon Panel of public and private sector human capital experts last year to identify problems and recommend solutions. In 2019, we received a number of recommendations from the panel, including that TSA should better leverage the authorities and flexibilities provided through ATSA rather than convert to the General Schedule.

Recently, TSA has addressed locality driven turnover issues through the use of retention incentives as a short-term fix for retaining TSOs in particularly competitive markets. Concurrently, we took measures to create career paths that aligned increased pay to enhanced training and skills by implementing the TSO Career Progression initiative. Through the FY 2021 President's Budget, TSA is transitioning away from relying predominantly on employing retention incentives at specific locations and instead adopting a more holistic and permanent solution by investing in career service pay, which will create a more predictable system for salary increases over a TSO's career. Additionally, the FY 2021 Budget supports the implementation of a second phase of our TSO Career Progression initiative, a merit based promotion to 7,500 top performing TSOs.

The FY 2021 President's Budget funds two workforce initiatives and represents a significant long-term commitment to our workforce that will help address these concerns. First, the Budget includes \$23.6 million for Service Pay to fund predictable, annual pay increases for TSOs who demonstrate service experience. The Budget also seeks \$11.3 million for the second phase of TSO Career Progression, an investment that will enable TSA to provide a three percent pay increase to screeners who demonstrate higher skill levels in checkpoint operations. Although TSA has the legal authority to implement these workforce improvements, TSA requires the budgetary resources to provide these additional workforce improvements to TSOs. We are confident that the investment in Service Pay and funding of the second phase of the TSO Career Progression initiative demonstrate how we can employ our ATSA authorities to make TSA an employer of choice.

Finally, in conjunction with the FY 2021 President's Budget, the Administration has proposed raising the Aviation Passenger Security Fee, also known as the September 11th Security Fee, in order to fully cover the costs of aviation security by FY 2028. The fee was created to cover the costs of aviation security, but in FY 2020 only covers 39 percent of today's costs. The proposal would increase the fee by one dollar, from \$5.60 to \$6.60 per one-way trip in FY 2021 and from \$6.60 to \$8.25 in FY 2022. This measure would generate \$618 million in new revenue in FY 2021 and close to \$28 billion in new revenue over the next 10 years.

Securing our Nation's transportation system is a complex task and we cannot do it alone. To achieve the priorities reflected within the FY 2021 President's Budget, we will continue to engage with industry and stakeholders, invest resources in our employees, and encourage the public to be part of the solution. Finally, through con-

structive oversight and dialogue, we seek to partner with Congress as we work to secure all modes of transportation.

Chairman Capito, Ranking Member Tester, and members of the Subcommittee, thank you for the opportunity to testify before you today. I look forward to your questions.

COVID-19 SCREENING: TRANSPORTATION SECURITY ADMINISTRATION'S ROLE

Senator CAPITO. Thank you. I will kick it off here. Let's talk a little more in depth on the coronavirus. You mentioned in your statement that you are working together in a coordinated fashion with other entities that are trying to maintain the safety and well-being of so many citizens. And we are probably one of the most traveled countries, I am sure, around the globe.

I guess, the first question I would ask is, when somebody is screened coming in, explain how that occurs. You mentioned to me earlier that it occurs actually at the airport of origin and not as that person is flying into the United States. Does TSA have a role there and what is your role?

Mr. PEKOSKE. We do, Madam Chair. A couple things to answer that question. First and foremost, TSA through its security directives and emergency amendments provide requirements to carriers at all of the last known departure airports to the United States.

So this is 280 airports throughout the world, not just airports in China. And essentially, what we asked the carriers to do is ask a series of questions of every passenger as they are boarding, and they also have the option of checking the passenger's passport to ensure there has been no travel to China, for example, or now Iran, for the last 14 days.

Senator CAPITO. And there are two countries that are going to be added to that, correct?

Mr. PEKOSKE. There will be additional countries, I am sure, as we continue to work with the task force, and I think those announcements will be relatively soon. So there is screening that is done by the carriers at the gate in last point of departure airports throughout the world. And then there is additional screening done by the passengers when they come into the United States across the U.S. border.

With respect to non-U.S. citizens, if you have been in China or Iran currently in the last 14 days, you cannot travel to the United States until 14 days has elapsed and you don't present symptoms of disease. But for U.S. citizens, you are allowed to return to the United States, but we, what we call funnel, those passengers through 11 airports around the country. And at those 11 airports, the Centers for Disease Control does medical screening for the passengers as they present themselves at the border.

Senator CAPITO. Do you feel you have the resources and capabilities to complete this mission at this point?

Mr. PEKOSKE. I do feel we have the resources and the capability. This really has not impacted our domestic screening operations to date, and we have adequate equipment for our officers, because as you know, our officers wear gloves as a matter, of course, anyway. That is part of our requirement. That is the primary means of transmission for the disease. We have also authorized our officers

in the screening checkpoints if they would like to wear a surgical mask, they are permitted to do that, and we provide those masks.

Senator CAPITO. Do you have any idea how many people have been denied entrance, non-citizens? Is that a large number?

Mr. PEKOSKE. It is not a large number, and then of course an even smaller number that present at the border and then are referred for further medical screening or quarantine.

REAL ID

Senator CAPITO. Let's talk about the Real ID. I am really concerned about this compliance. We all see the little sign that says by October first. You have to have the real ID, compliant ID. I told you earlier today that I did not realize that my driver's license is not compliant although I thought that it was, and it has to have a gold star in the right hand corner, which I checked a couple of times.

This to me could really present to be a major nightmare for TSA. So, how do you suggest or how are you moving forward to making sure, and what are you doing with the States to make sure that people know that this is—your life is going to change. And so I would like to hear your explanation.

Mr. PEKOSKE. Thanks for the question, Chairman. And we have done messaging for literally years on Real ID compliance. But what we find is that when we post messages at the screening checkpoints, people will generally just walk by them. They don't stop to read those messages. So that has not been the most effective means, and of course we put all messaging on our website, but you have to go to the TSA website to receive it.

What we did recently beginning last August was we asked our officers, if a passenger presented him or herself at the screening checkpoint, provided their driver's license and the officer noticed that that was not a Real ID driver's license, which is very easy to figure out because like you said it has got that gold star in the upper right hand corner, the officer would say to the passenger, this license is fine for today's travel and it is fine for travel all the way up through 1st of October, but you will need to have a Real ID driver's license on the 1st of October of 2020.

The other thing that we remind passengers of, and our messaging is very robust on this, is that there are other forms of acceptable ID in addition to a driver's license. For example, a passport is an acceptable form of ID. If you are a member of the military, military CAT card is an acceptable form of ID. If you are a global entry trusted traveler enrollee and you have a card for global entry that is an acceptable form of ID. We just need to remind people to remember to bring those other acceptable forms of ID, if they have them, to the checkpoint.

Final thing, chairman, that we are doing is we are working through the carriers, and the carriers have been terrific in helping us out with this, to post on their websites as a passenger is making a reservation, hey, just remember that as of October, if you are making a reservation after October, you need to have a Real ID driver's license.

And then, we will also ask them in the check-in process, as we get closer to October 1st, as a passenger goes to check in, that they

provide that additional information so the passengers that don't have them either bring something else that can get them through the screen checkpoint or change their travel plans.

Senator CAPITO. Well, we want to work with you to be able to get—I just said I am envisioning, you know, people have a tendency to put everything off. They wait till the last minute. You got to get four or five different types of ID to go in and get your Real ID. So we want to be helpful however we can. And so I will turn now to Senator Shaheen.

Senator SHAHEEN. Thank you. Administrator Pekoske, I appreciate the work that TSA is doing on this but I share the concern from Senator Capito that there are a lot of people who have no idea that this is an issue and I didn't hear your response to her question of do you think we will be ready by October the 1st?

Mr. PEKOSKE. Yes, Senator Shaheen. You know, I am very concerned about this as well. I mean TSA is going to be the agency front and center when Real ID implementation occurs on October 1st. We are looking at everything we can do to minimize and mitigate the impact on travel because the last thing we want are more people standing in line at a screening checkpoint and they might learn that they won't be able to make their flight or even travel that day.

We are working very closely with the airports to find whatever means we can use to separate off the people that don't have an acceptable form of ID and handle those passengers different than everyone else who does have an acceptable form of ID. Because one of my concerns is, you know, I try to avoid creating large public gatherings of passengers lined up at the screening checkpoint. That is a security vulnerability.

So we will do everything we possibly can to mitigate this, but the reality is that it is a legal requirement that as of the deadline, if you don't have—if all you are presenting is a driver's license and it is not Real ID compliant, that is not acceptable.

COVID-19: RESOURCES

Senator SHAHEEN. Well, I certainly understand that. I just flew this weekend with my daughter who was not told by the screening agent that her driver's license was not Real ID compliant. So I would urge you to encourage all of your screening agents to actually do that when they see people.

I want to go back to the question about the coronavirus, because I understood you to say that you have the resources that you need. Does that mean that TSA personnel have all the necessary training and personal protective equipment to respond to a traveler who may have been exposed to the coronavirus?

Mr. PEKOSKE. Yes, ma'am. We have all the necessary personal protective equipment available that we think is needed given what we see today.

Senator SHAHEEN. And do they have the training? They know how to respond?

Mr. PEKOSKE. Yes, ma'am. And we message this. In fact, I just sent a message out to the entire workforce again this morning on this topic. And just the things that we have all seen in the media of washing your hands frequently. We provide hand sanitizer at the

checkpoints. We recommend that they change their gloves more often than they have in the past. And that they try to keep some distance from passengers because we have that option in the screening checkpoint.

So, you know, I think we have got the number of people that we need because this really has not impacted our screening operations to date, and we will have contingency plans in place should we have a lot of call-outs. For example, of people that call in sick that are working for TSA. But I also think at the same time we will probably see lower passenger volumes as well.

Senator SHAHEEN. And so, I talked to somebody who came in from Italy just in the last week who was not screened for temperature at the airport here in the United States, they were screened in Europe. Is there a reason for that?

Mr. PEKOSKE. The CDC, as of a couple days ago, had not recommended additional measures for either Italy or South Korea, the two countries that have a good number of cases right now and two countries that have been very, very forward leaning on this issue. I expect that in the not-too-distant future we will look at some measures for any country that, that seems to present more of a risk for Americans.

FISCAL YEAR 2021 BUDGET REQUEST UNFUNDED ITEMS

Senator SHAHEEN. The President's budget request eliminates the Visible Intermodal Prevention and Response (VIPR) teams, which is the main way that TSA conducts operations with local law enforcement for rail and bus safety. Can you speak to why that budget request was eliminated when we have approximately 76,000 buses that carry 19 million passengers each weekday in the United States, and that doesn't address the transit and rail security?

Mr. PEKOSKE. The reason that and the Law Enforcement Officer Reimbursement Program (LEO) and the exit lane staffing were not included in the budget again was just simply due to affordability reasons. TSA has a top-line budget that we need to live within and we need to make very difficult trade-offs in living with that top line.

With respect to VIPR and Law Enforcement Reimbursement these are very valuable programs for us, make no mistake about it. I appreciate your comments on the VIPR teams. They provide very important security augmentation in both the surface modes and in the airports. And as I look at airports with our increasing concern about the insider threat, VIPR teams will be even more valuable going forward. So it is no reflection whatsoever on the value of those security measures, it is simply an affordability issue.

Senator SHAHEEN. And so is the assumption that Congress will put the money back in because we understand how important it is and then therefore the Administration can have the money shown to be used for something else?

Mr. PEKOSKE. My commitment to every member on the subcommittee is I will provide you whatever information you need to make your own determination as to whether or not that particular program should continue to be funded. I think we have a very good track record in TSA of being very responsive to any requests from members or staffs.

Senator SHAHEEN. So would you like for us to put the money back in?

Mr. PEKOSKE. I think the capability that are provided by VIPR is very important. And another thing I would add to this discussion is that, you know, VIPRs are staffed by Federal Air Marshals. One of the things that I am trying to do is to ensure that we have enough ground based assignments for Federal Air Marshals so that they aren't flying constantly for 10 or 11 years because that is just not a good use of a resource. So there is a lot of utility to the VIPR program.

Senator SHAHEEN. I take that as a, yes. Thank you. Madam Chair.

Senator CAPITO. Senator Kennedy.

Senator TESTER. Your questions are much more enjoyable than mine.

[Laughter.]

AIRPORT STAFFING

Senator KENNEDY. I am on my best behavior today. Mr. Administrator, we all fly a lot and I guess we have different experiences, of course we do, but I will say that not every time but about two out of three times that I go to the airport, the TSA person checks me and reminds me about the change in the ID.

And in fact, that is how I got to learn about it. I remember reading it about it several years ago, and I remember thinking what idiot came up with this idea that we all have to get new identification. I am sure it sounded like a good idea to somebody at the time.

We have a lot of large airports for which we are grateful, but in my State we have a lot of small airports, and some of my people have pointed out to me that when they on occasion go to our smaller airports, having already paid for PreCheck, they like to get there early to get settled in, and there is no one from TSA checking people in. They have shifts, and when they are not busy, they just don't have a shift. Have you had—do you have concerns about that? Have you heard complaints about that?

Mr. PEKOSKE. Senator Kennedy, at smaller airports, yes, we do use a lot of shift work, but that shift work is designed to ensure that the screening checkpoint is open well in advance of when any flight departures occur. So if there is a specific issue, I would be most happy to address that.

Senator KENNEDY. We will get in touch with you. We have had some situations where a lot of my people like to get to the airport early and get settled in, and they get there in a smaller airport and there is nobody working and they have to wait till somebody comes on duty.

When I get off a plane and I am exiting the airport, I go through the exit lane and there is generally a police officer there saying, you know, to make sure that people don't try to sneak in which of course is important. Are you familiar with the LEO program?

Mr. PEKOSKE. Yes, sir.

FISCAL YEAR 2021 BUDGET REQUEST UNFUNDED ITEMS

Senator KENNEDY. I realized that the last time Congress adopted a President proposed budget was never, but I am curious as to why you are recommending a cut in the LEO program.

Mr. PEKOSKE. Yes, sir. The reason for the recommendation again has no reflection whatsoever on the LEOs. They are very good partners of ours. We rely on them heavily. The airport security programs, which is a program that we require the airports to comply with, always contain a provision that requires law enforcement presence within a certain number of minutes at the screening checkpoint.

So it is a regulatory requirement that law enforcement officers be present. We have overtime reimbursed law enforcement agencies because we recognize that their budgets are difficult as well. But the reason why this always appears in the budget as a reduction is because there is a regulatory requirement so there is no requirement to reimburse.

And the thought is that over time, those law enforcement agencies can budget and then basically move themselves off of the requirement for reimbursement. But I do recognize the significant value that they provide to us and the partnerships are very, very strong.

Senator KENNEDY. Well, if the LEO program were substantially reduced or went away, and we have to have the security, who would pay for it, the airport, or the law enforcement agency would have to eat it?

Mr. PEKOSKE. Yes, sir. That would be between the law enforcement agency and the airport. You know, if they could get into some reimbursable arrangement with the airport, for argument's sake that would be between them. We would not be involved. Our requirement is just that there be a law enforcement officer present in a certain number of minutes within the checkpoint for obvious security reasons.

Senator KENNEDY. But you don't have any plans to eliminate the LEO program, do you?

Mr. PEKOSKE. No, sir.

Senator KENNEDY. I yield back, Madam Chair. Thank you.

Senator CAPITO. Senator Tester.

Senator TESTER. Yes, thank you, Madam Chair, and I want to thank Senator Kennedy for that line of questioning because I can just follow right on it. So see, there is always a plan. So there are cuts to the LEO program though, and Administrator, you talked about the fact that there is a requirement if there is a problem for people to be there.

So let's put this in a reality form. Local Government, County Government doesn't have a lot of money. They are not hiring extra cops just to lay around. In fact, I can't think of a case in Montana where they don't need more police than they already have because the need out there is greater.

So if we want to expect them to be able to be there and come to the aid of a potential problem in an airport, they got to have people to do that. The point I would make is with these LEO cuts, there is going to be less opportunity for those local law enforcement

agencies to be able to have the money to be able to bring people on, because they are not going to bring them on just for this, to be able to come forth.

So the real question here is this your idea to cut the LEO program or is this the Office of Management Budget's idea to cut the LEO program?

Because OMB has cut a lot of things in this budget, not this budget, all budgets, not just yours, all of them. Crop insurance is a fine example. Some of you don't know what the hell is going on and OMB cut that program. Purdue would not have done that. And so it is the same thing here. I can't imagine you doing this.

Mr. PEKOSKE. So, the way we work the budget is every single agency in the Department Homeland Security, which I know well, receives a top-line. And every year we get a top-line number and we just need to make sure that our budget submissions are within that top line. That requires some very difficult decisions.

Senator TESTER. This budget runs a \$1 trillion deficit.

Mr. PEKOSKE. I know.

Senator TESTER. The President's budget runs a \$1 trillion deficit. We have passed budgets where we have more money than anything I have ever seen since I have been here in the last 12 years, yet we are taking a potential—maybe I just see it wrong. Maybe flying is no big problem. Maybe putting those planes into the Twin Towers is a one-time thing. It is never going to happen again, but I don't think so.

Mr. PEKOSKE. Nor do I, sir. You know, I think the risk with aviation is as great, if not greater than it was on 9/11.

TSA STAFF HIRING

Senator TESTER. Than it was 20 years ago, that is right. So, let me let me peel on to this a little bit deeper. The Washington Post reported that the TSA has already frozen hiring and overtime in fiscal year 2020. There is a little cost of living adjustment that has put us in that situation, and quite frankly, we haven't allowed enough dollars for the cost of living adjustment. You combine that with the LEO program, with the VIPR program. What is the Department doing?

Mr. PEKOSKE. Yes, sir, with respect to the hiring freeze, all we are trying to do is manage the funds we have as best we can, as efficiently as we can. And so what we are not doing is we haven't stopped recruiting. We haven't stopped issuing offer letters for people for employment. But we have decided to do is bring them on at certain points in time so we save the salary cost in between.

Senator TESTER. This looks like a disaster waiting to happen, and I am not being critical of you. I like you. I think you are a good guy. But the fact the matter is, have you thought about doing a reprogramming or transfer to take care of this problem?

Mr. PEKOSKE. Yes, sir. Reprogramming of some of my own funds and then a reprogramming request to our Department.

Senator TESTER. And when will we receive that notification?

Mr. PEKOSKE. That is still under review, sir. And I don't know what the response is going to be from the Department or from the Office of Management Budget yet, but the request has been submitted.

SCREENING TECHNOLOGY

Senator TESTER. Well, Senator Hoeven is here. He is the chairman of the Indian Affairs committee and we have this conversation with the IHS and the BAA all the time. If this is something that has to be done, you need to fight for it. It is just really important. I think it is really important. Okay, so there is a—the best technology for screening passengers and luggage.

We have supported the new CT machines and you know that, need more of them. Quite frankly, as I said in my opening statement, this budget requests 30, we need over 2,200 of them. How is this going to come to reality over time? Look, we get briefed all the time about the change in threat. You know more about change threat than we do. So isn't the best of technology a pretty absolute necessity?

Mr. PEKOSKE. Yes, sir. Absolute a necessity as soon as we can get it on board. And with respect to——

Senator TESTER. But don't you have to ask for dollars to get it on board?

Mr. PEKOSKE. We do. Yes, sir. And I will explain why that request is \$30 million in just a second. But just to reiterate that the capability of the CT technology is night and day compared to the current technology we have and we need to get to this point. We need to get there as quickly as we can. And you are right, the numbers are high.

I mean it is, you know, between 21 and 2,400 X-ray machines throughout our system. We decided last year, we put—we issued the first contract with the money that you appropriated in fiscal year 2019 for the initial 300 machines. That contract was a contract that was on an existing contract vehicle that we had but we knew that we were going to have to put a new contract vehicle in place for all the follow-on acquisitions. This contract vehicle that we are putting in place is a big one because just take, let's say for argument's sake, you take 2,000, you take 300 off, there are 1,700 machines. That is a lot of capability, a lot of investment on the part of the Federal Government, but very, very necessary investment.

What we have done is we have decided that we don't want to be in the business of taking those roller systems. You know, those rollers that feed your carry-on bag into the tunnel of the X-ray and then you pick it up at the end. We want to see an integrated solution to those because our experience is government does not do integrated products well.

And so, we are in the process of working with all the vendors that qualified for the initial acquisition and asking them in today, or yesterday rather, they should have submitted what they think their solution is for this combined baggage handling system and X-ray technology.

And then we are going to go through a testing process. mostly on the integration because we don't need to retest the X-ray technology. We will be in a position to issue the request for proposals for this new very large contract probably mid-summer of this year. And then we will go through the bid process and we expect an award probably a year from there because it is going to take some time to work through that process.

Senator TESTER. And then when would the delivery be?

Mr. PEKOSKE. The delivery will follow immediately after that.

Senator TESTER. So we are talking 2 years from now.

Mr. PEKOSKE. Yes, sir. Yes, sir. But in the meantime——

Senator TESTER. And you are comfortable that?

Mr. PEKOSKE. I wish it could be a lot faster but this——

Senator TESTER. Are there ways we could speed it up?

Mr. PEKOSKE. I am working every single angle I can.

Senator TESTER. Well, the point is that we are here to help you speed it up. If you give us ideas on how to speed it up, I think you would get bipartisan support for that.

Mr. PEKOSKE. Will do. Thank you.

Senator CAPITO. Senator Hoeven.

REAL ID

Senator HOEVEN. Thank you, Madam Chairman. I appreciate it. So I went and got my Real ID here last week and am pleased to say the State of North Dakota is on top of it, doing an outstanding job. And the process was really good when I went and the challenge is ahead of time getting roughly four different types of ID you need. You know, I am guessing everybody's got some of them, but between myself and my wife, we didn't have all of them. Our social security cards, you know, we lost track of them like 40, 50 years ago.

So we had to go get those. But the point is a lot of folks are going to show up October 1st to see your front line people at TSA, who are doing a fine job and we appreciate them a lot, and what are you going to do? Because I mean our State is promoting it. I know the other States are promoting it.

I think you are trying to get the word out, but you are still going to have a lot of people show up October 1st who are going to want to get on a plane and you are going to tell them no, you don't have a Real ID compliant driver's license. And they are going to go, oh, I know and I am sure going to go get it, but golly, we got to go see my grandma or you name it. What is your contingency plan?

Mr. PEKOSKE. A couple of things. First, on the processing part. When the regulation was first issued back I believe in 2008, a lot of the electronic forms of submission of documents did not exist. And so we worked with the State DMVs who have been very, very good partners for us in this process and we asked for their input as to things we could do to make the document process more electronic.

They came out with some very good recommendations and now we are working through the regulatory process to change that. So the process for people should be easier going forward.

Senator HOEVEN. That is good because particularly for young people, they do everything electronic now. That is important.

Mr. PEKOSKE. Exactly. And plus you are not carrying a bunch of documents with you, leaving them behind, things like that. I mean, it is just better overall. So that process should be in place sometime in the not-too-distant future. I don't have a date for that yet. With respect to people showing up at the screening checkpoint, one of the things that is really important to me is what you all pay me to do, is to ensure security in our system.

And so we will not compromise security in any way, shape, or form with passengers who show up at our screening checkpoints with an ID that we can no longer by law accept as of the deadline date. We just can't since it would be against the law to do that. And so we are going to have to have an enhanced screening process because that is what we do. Our standard operating procedure calls for, if a passenger shows up—and it happens every day, passengers show up that they lost their driver's license, misplaced it. We have a process to get them through screening but it is lengthy.

And so what will happen without a doubt, even if there are just several hundred people which is an under estimate of what we think is going to occur in any individual airport, it is going to take those individuals a long time to get through our process. And there really is no way around it because when we do screening for people without the acceptable forms of ID, that is full bag search and that is a full on body pat-down. That takes a lot longer than having your bag go through the machine and having us look for specific anomalies in that bag or walking through a metal detector and not alarming it.

Senator HOEVEN. Is that going to hold up the person with the Real ID and then they are going to miss their flight?

Mr. PEKOSKE. We are working every way we can to make sure that doesn't happen.

Senator HOEVEN. I think you are going to have to have—look, it is going to happen. And your folks on the front line are doing a fine job. They are going to be confronted with some real challenges. I think you better have a clear plan and really lay it out and we are going to have to know exactly how it is going to work, because I guarantee people are going to show up and you are going to have this issue. And I am saying, yeah, we need to get the word out. Let's do more of that. You still have to have a contingency plan.

Mr. PEKOSKE. Yes, sir.

Senator HOEVEN. If I were a frontline worker sitting there, I would want to know there is a contingency plan and I would want to know what it is because I am going to be facing a lot of folks that are going to get pretty angry if they can't get on that plane because they just have to go.

Mr. PEKOSKE. Right. And I am going to be front and center on that issue if it happens at airports around the country. I am keenly aware of that and we will do everything we can to mitigate the impact but there will be an impact.

Senator HOEVEN. And I think, you know, we will help however we can and States will help. But this is something—it has to be both the communication but then you have to have a plan that day because you will have to handle those people, and we need to know what that is.

Mr. PEKOSKE. Yes, sir. But I would just add that no matter what we do, because we have limited capability of screen checkpoints as you know. I mean some checkpoints only have a fixed number of lanes, no matter what we do, for people that don't have a Real ID driver's license, it will take longer. And it could take a lot longer. And as you pointed out, even for passengers that have the Real ID or have a passport, there will be some time impact to them, but we will try to minimize that as much as we can.

SCREENING TECHNOLOGY

Senator HOEVEN. I had one other question. Madam Chairman, do you want me to wait? I have one more. The other question follows up on something that the ranking member brought up. We have some really fantastic rural States represented here like North Dakota and Montana and West Virginia and Louisiana and even Oklahoma. And, what are you going to do to get those—can you talk about those scanners, you talked about those CAT scanners, out.

And Senator Tester is right. I mean, we need those things out there. You need a lot more of them. How about some more—what are you going to do in a rural airports, right? Because we know you are going to give me the urban airports, but we got a lot of rural airports out there that we are worried about. What is the plan?

Mr. PEKOSKE. Yes, sir. We planned even in our initial 300 buy, to make sure that we spread the distribution across all sizes of airports, because as you point out, every single—there is no airport that is less important than another one. Because as a passenger, if you get through security, you are in the entire system. And so I want to make sure that we put the technology out at rural airports and at the same level that we do for the larger airports.

Senator HOEVEN. Very important point. Well-made. Thank you. Mr. PEKOSKE. Thank you.

REAL ID

Senator CAPITO. Thank you. Before I go to Senator Lankford, I would just like to ask, Senator Kennedy said whose brilliant idea was it that we have a Real ID. If you could maybe in 30 seconds say whose brilliant idea that was and when that was conceived.

Mr. PEKOSKE. It was the Real ID Act of 2005.

Senator CAPITO. That would be Congress, yes. Senator Lankford.

UNMANNED AIRCRAFT SYSTEMS

Senator LANKFORD. If it is of any help to you, Senator Kennedy, you weren't here when that passed and so you won't have to worry about taking that one. So, thanks for being here. Thanks for the work. All of us go through the process of TSA, all of us are grateful for the folks that are standing there in blue doing a great job.

And I would tell you in the airports that I fly out of Oklahoma City and Tulsa, the most out of those two airports, and I fly out of Oklahoma City more often than I do out of Tulsa, it is a remarkable group of folks that are there. And what they do, the attitude they do it with, the speed and the efficiency they do it with, are really a tremendous group of folks. And if you get the opportunity to be able to come to Oklahoma City and Tulsa and to be able to meet those folks, I would encourage you to be able to do it and to be able to see how they are doing it because they are really doing it extremely well.

And I know they are in a process in our airport, have taken time to be able to merge several sites and doing what all other ports are doing right now. They are really doing a remarkable job. Let me ask you a couple of quick questions on things. TSA has requested

an increase of 28 positions on countering unmanned aircraft systems (UAS).

Tell me a little bit about what you plan to do with that. There is obviously authorization that Congress gave you a couple of sessions ago on it. What is happening and what are those positions being used for?

Mr. PEKOSKE. Yes, sir. What has happened since the congressional authorization is that we have worked through the inter-agency process with the National Security Council staff and have developed a concept of operations for counter UAS operations in the United States, focused primarily on what we call the core 30 airports, the 30 largest airports where if there was a disruption in any of those airports, it would have a significant cascading effect on the rest of the system in the United States.

So we have a concept of operations. Part of that concept of operations was the designation of a lead Federal agency, and TSA has been designated as that lead Federal agency. So as the lead Federal agency, we have responsibility for making sure that con-ops is implemented in a timely fashion. These resources provide us with additional staff to do airport vulnerability assessments, for example, because we do a separate vulnerability assessment for UAS vulnerabilities at those core 30 airports.

We eventually, Senator Lankford, we want to open that aperture a bit to get to some still large airports that wouldn't be part of the core 30. The other part of that request is to provide us some additional attorneys to be able to support our counter UAS operation, some additional watch standers to do it. And then within the Department of Homeland Security's Science and Technology budget, there is a good amount of money to do some additional research on the ability to detect, monitor, and identify UASs in air space.

We have good, strong international partnerships and some other DHS agencies do counter UAS operations like the Secret Service and like the Coast Guard. We are trying to take those best examples to be able to provide to airports what we call a qualified products list, which is equipment that we have tested, we have certified—it meets a certain performance threshold and we have determined that it is affordable for maintenance and reliability.

Senator LANKFORD. Right. But this is for countering the threat? This is detection and countering threat.

Mr. PEKOSKE. Initially, detection monitoring identification just to know what threat is there, and then follow on, on the countering.

Senator LANKFORD. Okay. Please tell me you are spending more on science than you are on attorneys in this process.

Mr. PEKOSKE. We definitely are.

Senator LANKFORD. Okay, thank you. You listed three of them there and I just want to be able to figure out where the priorities were on it. And known negotiations to attorneys. We need at least one in the country.

But that is always my concern, is that we spend a lot on consultants and about chasing things rather than the actual application of it. So I look forward to seeing that. 28 enough to be able to do that? You have got a core 30 facilities there that you are doing the evaluation on. Is 28 staff enough for that?

Mr. PEKOSKE. Yes, 28 is enough because we are using a lot of Federal Air Marshals support to deal with multiple assessments and we partner strongly with the FBI on this as well.

AIRBORNE TOXINS

Senator LANKFORD. Okay, thank you. We will want to be able to get an update on that and how that is going. In your detection obviously you are looking for immediate threats to an aircraft, to the staff, to the pilots, all those things coming into the aircraft. One of the threats that is out there is an airborne release of fentanyl or other chemicals as well.

How is it going on doing your detection of trying to move from explosives and a firearm to different airborne toxins like fentanyl or something else that may be getting into an aircraft?

Mr. PEKOSKE. So we are making some progress on that but candidly, you know, most of our focus is on explosives because the explosive set is very dynamic, it changes over time. We look at the intelligence. We look at what our adversaries are developing and try to stay ahead of them in that regard.

And that spills all the way over to for example canine training because we train canines for a certain odor set that has got to be constantly refreshed. But that, not to minimize the threat from Fentanyl and any other airborne agent.

Senator LANKFORD. Okay. I would only say I know that Customs and Border Patrol, other folks are working on technology to do rapid scanning for things like fentanyl, opioids, and all of the things that are coming in. Once they are transported into the system, as you mentioned before, if someone gets through into the system in any airport, they can get through to every airport on it.

If drugs and contraband or some other things are getting in, and some of those could be airborne released and become lethal or become an issue as well, all of those technologies I would encourage you to work with other areas of DHS and the technology they are using for screening to see if there is a way to be able to actually build that in the algorithm of what we are using for screening as well.

There are several different companies that are out there that do the rapid testing like you do for explosives on your hands, for random testing. They do that exact same type of testing, to be able to actually test for fentanyl or other things as well that might also be helpful for us to be able to help do some other detection and that might be something that can be built into the screen that you already do.

So, it is not a second type of test, but if you are already doing that swab, it would show up as well in that algorithm. So if there are ways that we can help or things that you need engagement on, pleased to be able to continue to see your work on that. Thank you.

SCREENING TECHNOLOGY

Senator CAPITO. Thank you, Senator. I had a couple of other questions and I am sure Senator Tester does too so we will proceed that way. I am not sure I quite understand why we have 300 CT scanners now and this budget asks for 30 more, and I know you have been asked this question a couple different ways. What is the

maximum number that you think you need in the end? And why are we only asking for 30 now as opposed to keeping those numbers ramped up to an achievable number?

Mr. PEKOSKE. Yes, Chairman. You know, the CT acquisition is my highest priority acquisition program because of the significant improvement it makes in our ability to detect. You provided in the fiscal year 2020 budget a little over \$200 million for CT as well. And so we will take that money and apply it—once this contract is in place, that money will be, those funds will be available to us.

So if you take the \$200 plus million that are in the fiscal year 2020 budget plus the \$30 million we are requesting in the fiscal year 2021 budget. That will give us a good start on the acquisition. We think the total number of X-rays is probably around 2,400 because we are planning for growth. Air travel is increasing it roughly 4 percent year-over-year.

The other aspect that I would highlight for you is that we have very strong partnerships with the carriers in the airports on technology, and the Congress provided those the legal authority to accept technology as a gift from the private sector. And we can also accept services as a gift from a private sector entity now. We have found the carriers in the airports to be very generous in gifting this technology.

Senator CAPITO. So is that occurring right now?

Mr. PEKOSKE. That is occurring right now. Yes, ma'am.

Senator CAPITO. So are you saying that the money that we gave in fiscal year 2020 combined with this money is only going to go for the 300 initial? Are you saying this was for the 30?

Mr. PEKOSKE. No, no. The 300 initial were funded in fiscal year 2019.

Senator CAPITO. Okay, so that is done. So you will combine that so it will be more than 30 in the end?

Mr. PEKOSKE. We will.

Senator CAPITO. Okay. But still that is so slow if your requirement—and of course the technology is going to change in the next 10 years. So by the time you get the CT scanner to Yeager airport, it is going to be off to something else.

Mr. PEKOSKE. Well, actually we think the CT technology is an enduring technology, but what will change is all the software that goes into that technology. And so one of the reasons that we wanted to put them all in this new procurement is where we have several different algorithm development processes going on at the same time. And we, for example, just now issued a new release on a testing basis that has vastly improved detection capability. So we are going to step up the capability over time. But we just found that both the vendors and the agency needed a bit more time to make sure as we deploy these.

Senator CAPITO. Okay. I know also in rural airports, and one of the issues is and it was pointed out when I went on the tour with you is, sometimes there is confined spaces or there is not enough place to conveniently locate these machines. There are a little larger so that reconfiguring the airport is a challenge for our smaller airports, so I understand that.

Let me talk about the CAT procurement. It is along the same lines. You are deploying that now but there is no plan for this same

technology to go into the smaller airports. How do you intend to ensure that the smaller airports are going to have something like this or this kind of security? I mean, we obviously saw Senator Tester mention 9/11.

We saw that the perpetrators came in through the smaller airport. And so I know you take each airport just too seriously. If you could respond to that.

Mr. PEKOSKE. Yes, ma'am. You know, we fully intend to start a continuation for the CAT program, beginning in likely fiscal year 2022 to be able to address the smaller airports. When this program was initially put in place several years ago, it was just for the larger airports, but to your point, you know, the smaller airports are airports we need to pay just as much attention to.

The other part is that at the smaller airports, it was sometimes difficult to make the high-speed data secure connections at the smaller airports than it would be at a large airport.

Senator CAPITO. Well, that would be rural broadband, right?

Mr. PEKOSKE. That is right.

TSA STAFFING

Senator CAPITO. That is our other committee. We talk about that all time. Let me just see if I can kind of rapid fire really quickly. How many TSA agents do you have right now, approximately?

Mr. PEKOSKE. Approximately 45,000.

Senator CAPITO. And this budget provides you for an additional—

Mr. PEKOSKE. A very small number, actually. It provides us for about a 1.7 percent increase, but we think that—and we should always try to find as much efficiency in our process as we can. The thing that is very important here, and one of the reasons why those pay initiatives are in the budget is, as you know, TSA has an attrition rate amongst that 45,000 person workforce of about 17 percent on average across the system. That was last year. This year has already come down to somewhere around 12 percent is running right now.

What I hope happens, and I know hope is not a method but I think we have got some analysis to support this, is that as we put out these pay initiatives, our retention will go up. And I am putting a lot of attention on making sure that we address all of the workplace issues that our officers and anybody in TSA has identified in the annual surveys we do.

I mean, I read those things when I visit an airport, I visit a field office, for example. I look at their individual survey results so I know what the workforce has said about how we are doing as an agency. So it is a very concerted effort to bring the attrition numbers down so that I don't spend money recruiting and training people that are going to leave in a very short period of time.

Senator CAPITO. Well, I commend you too on the plan that you have. Obviously the two gentleman behind you are part of that where your detailing off the front lines, TSA agents and others to make sure that you are listening exactly to what is going on in the day-to-day life of a TSA agent and what their specific concerns can be. So I think that obviously gone to the benefit.

Senator Tester.

REAL ID

Senator TESTER. Thank you, Senator Capito. I would just say that a lot of the numbers I am having a hard time making them add up in my mind and that we are going to have a 4 percent increase in flyers, we have got a 1 percent increase in potential bringing folks on. You are going to have to bump up your salaries, which I agree by the way, at least at the smaller airports where you got folks coming in, working three hours, leaving and coming back.

So I hope you can make that work. If you do, we need to put you work on the Appropriations committee. Maybe the lead staffer. I want to talk about Real ID for a second. You exist to keep our traveling passengers safe.

The outfit that really benefits is the airlines, and I know you worked very, very well with the airlines, but there might be a possibility—when I get my ticket on this, or if it is a paper ticket, if they would put on that ticket, if you don't have a Real ID, this ticket is worthless, it might help you. Because every time I get on a plane, I look at that and it is like having a thing on a pack of cigarettes that says, if you smoke this it is going to cause cancer, it might be a possibility.

Have you approached the airlines about doing something like that?

Mr. PEKOSKE. We have, sir. Some airlines have voluntarily started to do that. We are looking at a requirement for not just purchasing of tickets because oftentimes tickets are purchased by third-party vendors.

Senator TESTER. But don't you still have to get a ticket from Delta or United or from a third party vendor.

Mr. PEKOSKE. Yes, sir.

And you get that ticket at check-in. So part of what we are looking at is, as you check in, it is going to say, hey, remember you have got to have a Real ID driver's license.

Senator TESTER. You are right, though. There are some—I mean I am trying to get as many—but it is amazing how many people travel with these things now and don't have paper tickets, which would be pretty damn simple and pretty cost-effective, I would think. Just a thought.

Mr. PEKOSKE. And that CAT technology, by the way, Senator, you don't need a boarding pass for TSA purposes once the CAT.

Senator TESTER. Bingo. That is right. No, I mean I went through an Indianapolis Airport that had it. I was pretty amazed because I asked them do you want to see my ticket and they said, no. I said, why not?

[Laughter.]

PRECHECK

Senator TESTER. At any rate, TSA PreCheck reached a milestone of 10 million. Congratulations. I am also aware that TSA entered into some partnerships with some private companies to increase enrollment. As TSA PreCheck expands, what is your overall goal? Everybody?

Mr. PEKOSKE. Well, everybody won't qualify, but we would like to see as many applicants as we possibly can because we know a lot about—these are called trusted travelers. We know a lot about trusted travelers. And so we adjust our screening process to accommodate.

Senator TESTER. Bingo and I love it. How many additional folks are going to be registered by the private sector vendors? What have you been told?

Mr. PEKOSKE. Well, you know, we are seeing PreChecks, Senator, increased by about 18 percent year-over-year, and one of the things that we are doing is we are taking people that used to get—

Senator TESTER. Got to get more. I mean this the first time you went with private sector vendors?

Mr. PEKOSKE. We should get more with having a private sector vendor right now. This adds two additional vendors.

Senator TESTER. Okay, so won't that increase it?

Mr. PEKOSKE. It will and it will also put price competition in there as well because those vendors may want to bundle other things that they offer, and they will compete on price for PreCheck for the things that don't involve the checks that we do as a Government.

Senator TESTER. And so you are confident that it will be taken care by fees and not add additional cost to the agency?

Mr. PEKOSKE. I am and I am hoping to see a much higher level of PreCheck registration for a different reason too is that PreCheck is going to be even faster than what it is today.

Senator TESTER. Yes. Well, I can tell you that the line at DCA, it is often quicker to go through the line that is not PreCheck because it is so long. Truthfully, I mean it has been a very successful program, very successful.

Mr. PEKOSKE. Right, but we need to work to address some of those disincentives to make sure that PreCheck on average, Senator, is always reliably five minutes or less. Every once in a while it will spike up, but it comes down very, very fast.

Senator TESTER. So the heart and soul of your organization is the guy sitting right behind you and all the people that he represents, and I will just tell you that we are going to be working on this budget moving forward. You make good decisions with good information. You need to give us good information, okay? Thank you. Appreciate it.

Senator CAPITO. Thank you. Well, this concludes today's hearing. Administrator Pekoske, we appreciate you appearing before the subcommittee, really do, and your fine work. You are always very thorough and very simple in your explanations, which I appreciate because well, we are simple people here and we need those explanations. But in all seriousness, talking to the American public, you have to be as direct as you possibly can.

Senator TESTER. And neither one of us are lawyers.

Senator CAPITO. Yes. The hearing record will remain open for two weeks from today. Senators may submit written questions for the record. We ask that the Department respond to them within a reasonable amount of time.

SUBCOMMITTEE RECESS

Senator CAPITO. I will say this, last week's hearing with the Acting head of the Department, I did get the answer to my question back in less than a week. So if he is listening, thank you very much for that. So this subcommittee stands in recess. Thank you.

[Whereupon, at 11:05 a.m., Tuesday, March 3, the subcommittee was recessed, to reconvene subject to the call of the Chair.]

LIST OF WITNESSES, COMMUNICATIONS, AND PREPARED STATEMENTS

	Page
Capito, Senator Shelley Moore Capito, U.S. Senator from West Virginia, Opening Statement of	1, 45
Pekoske, Hon. David, Administrator, Transportation Security Administration:	
Prepared Statement of	50
Summary Statement of	49
Tester, Senator Jon, U.S. Senator from Montana	3, 47
Wolf, Hon. Chad, Acting Secretary, Department of Homeland Security:	
Prepared Statement of	7
Summary Statement of	5

SUBJECT INDEX

	Page
DEPARTMENT OF HOMELAND SECURITY	
Autonomous Surveillance Towers	24
Border:	
Patrol Agents: Hiring	13
Security Improvement Plan	26
Wall:	
Construction:	
Contracts	27
Religious Freedom Restoration	31
System	13
Attempts to Defeat it	15
Eminent Domain	28
Technology	39
Tohono O’Odham Tribe	38
Coronavirus:	
Action	14
Anticipated Number of Cases	19
Face Masks	19
Mortality Rate	18
Number of Cases	17
Protecting Front-Line Workers	42
Providing Information to Public	43
Proving Information to Public	20
Respirators	19
Transmission	18
Vaccine	20
Cybersecurity: Budget Cut	12
Detention:	
Cost	16
Soft-Sided Facilities, Beds	30, 36
Drug:	
Interdiction	36
Opioids	21
Technology	29
U.S. Coast Guard	34
Trafficking	16
Election Security	40
Federal Emergency Management Agency: Grants	37
H-2B:	
Visa Program	22
Visas	31
Migrant Protection Protocols.....	33, 37
Real ID	25
Screening People Entering United States	26
Unmanned Aircraft Systems	23

	Page
U.S. Coast Guard:	
Balancing Border Security Mission and Department of Defense Support ...	35
Icebreakers	32
U.S. Secret Service Proposed Move	41

DEPARTMENT OF HOMELAND SECURITY

TRANSPORTATION SECURITY ADMINISTRATION

Airborne Toxins	65
Airport Staffing	57
Covid-19:	
Resources	55
Screening: Transportation Security Administration's Role	53
Fiscal Year 2021 Budget Request Unfunded Items	56, 58
TSA Staff Hiring	59
Screening Technology	60, 63, 65
Precheck	68
Real ID.....	54, 61, 63, 68
TSA Staffing	67
Unmanned Aircraft Systems	63